



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

Application Number: 3013363
Applicant Name: Roger Pearce for CHSV 1600 7th Avenue LLC
Address of Proposal: 1600 7th Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to reconfigure below grade parking accessory to existing office and to add 226 parking spaces for a total of 301 parking spaces.*

*Note - The project description has been revised from the following original notice of application: Land Use Application to reconfigure below grade parking accessory to existing office and to add 217 parking spaces for a total of 301 parking spaces.

The following approvals are required:

Variance - To allow less than the required driveway width.23.54.030.D

Variance - To allow less than the required aisle width.23.54.030.E

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05).

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

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 42,360 sq. ft. half block proposal site is located in downtown Seattle. It is bounded by Pine Street to the south, 7th Avenue to the west, Olive Way to the north and an improved 16' wide alley to the east. The site is zoned Downtown Office Core 2 (DOC2 500/300-500) in the Denny Triangle Urban Center Village.

Development on the site consists of one 33-story administrative office building (formerly known as the “Qwest Building”) built in 1977 with three sub-grade levels. Approximately 650,000 sq. ft. of the office use is above grade. The three below-grade levels are approximately 40,000 sq. ft. each configured as follows:

- Basement Level 1 - 69 parking stalls accessory to the existing administrative office use.
- Basement Level 2 – A unique circular rotating concourse loading dock area comprised of seven loading berths, six parking stalls, storage areas and other accessory office uses. Vehicular access to this floor level is via a one-way driveway ramp controlled by traffic signaling.
- Basement Level 3 – Additional storage and other accessory office uses. No vehicular access exists to this floor level.

Vehicular access to the basement parking and loading areas is via a 22’ wide curb cut at the site’s boundary line abutting Olive Way.

Both Olive Way and Pine Street are classified as Principal Arterial streets and 7th Avenue is classified as a Minor Arterial street; all pursuant to SMC Chapter 23.53. Olive Way is a Class I Pedestrian/Principal Transit Street (SMC 23.49-Downtown Zoning Maps) with a total of four lanes of traffic heading east. Pine Street is also a Class I Pedestrian/Principal Transit Street with a total of three lanes of traffic heading west. 7th Avenue is a Class I Pedestrian Street with three lanes of traffic abutting the subject site-two lanes running south and one lane running north. All three streets are improved with curbs, sidewalks, gutters and street trees.

The site’s topography slopes downward approximately 10’ from Pine Street on the south to Olive Way on the north. The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

Surrounding property north, south, east and west is also zoned DOC2 500/300-500. Existing uses in vicinity of the proposal site include office, retail, residential and hospitality uses. The Pacific Place retail development is located to the west across 7th Avenue and the Olive 8 hotel and condominium development is located to the east across the mid-block alley.

Proposal Description

The proposed project involves interior alterations to create 301 accessory parking spaces and internal vehicular access ramps disbursed amongst an existing administrative office building’s three below-grade basement floor levels. The existing onsite accessory parking stalls (75 parking spaces) will be reconfigured. Both the existing loading area comprised of seven loading berths and vehicular access via Olive Way will remain unchanged. The proposed interior alterations are planned to occur in two phases: an interim phase and a final phase.

Interim Phase

During the interim phase, the proposed access ramps and other physical work to create a self-park facility would be completed: However, only a total of 166 accessory parking spaces would be configured on the underground garage floor levels. The applicant explains the interim phase could last for several years because it is dependent upon economic circumstances (i.e. building occupants and lease rates) in the Downtown area.

As previously noted, two new two-way access ramps would be constructed during the interim phase to accommodate vehicular circulation for the proposed accessory parking stalls. Two-way ramps are proposed between basement levels one and two; and, basement levels two and three. Based on the submitted master use permit (MUP) drawings, there are certain alterations that would not meet current Land Use Code requirements. As a result, construction of the ramps and creation of the parking stalls necessitate variances from minimum aisle width (SMC 23.54.030.E) and driveway width (SMC 23.54.030.D) requirements. The following chart is a summary of the existing and proposed access, parking counts and requested variances.

FLOOR	EXISTING	PROPOSED	VARIANCES
Basement Level 1	69 parking spaces	74 parking spaces	
		19'-10" two-way access ramp between basement levels 1 & 2.	Driveway width standards for two-way traffic for nonresidential uses. (required: 22' wide ramp – proposed: 19'-10" wide ramp)
Basement Level 2	6 parking spaces 7 loading berths	43 parking spaces 7 loading berths	
		19'-10" two-way access ramp between basement levels 1 & 2. 21'-2" two-way access ramp between basement levels 2 & 3.	Driveway width standards for nonresidential uses for two-way traffic. (required: 22' wide ramp – proposed: 19'-10" and 21'-2" wide ramps)
		9'-11" one-way drive lane. 11'-8" one-way drive lane.	Parking aisle width standards (required: 12' wide drive aisle – proposed: 9'-11" and 11'-8" wide drive aisles)
Basement Level 3	No parking spaces and vehicular access to this level.	49 parking spaces	
		20' two-way access ramp between basement levels 2 & 3.	Driveway width standards for nonresidential uses for two-way traffic. (required: 22' wide ramp – proposed: 20' wide ramps)
PARKING TOTAL	75 PARKING SPACES AND 7 LOADING BERTHS	166 PARKING SPACES AND 7 LOADING BERTHS	

Final Phase

Approximately 301 accessory parking spaces (including mechanical parking lifts) are proposed to be configured during the final phase. The applicant states that the entire garage would convert from self parking to attendant parking. Per SMC 23.54.030.E, *“In downtown zones, any off-street parking area or structure providing more than 5 parking spaces where automobiles are parked solely by attendants employed for that purpose shall have parking spaces at least 8 feet in width, and 15 feet in length. Subsections A, B, C, D and E of this Section 23.54.030 shall not apply, except that the grade curvature of any area used for automobile travel or storage shall not exceed that specified in subsection 23.54.030.D.3. Should attendant operation be discontinued, the provisions of subsections 23.54.030 A, B, C, D and E shall apply to the parking.”* Therefore, no variances regarding this phase of the proposal would be required as long as an attendant parking is employed.

In summary, the applicant is seeking variances to allow enhanced access and additional accessory parking within the basement floor levels of an existing office building. DPD's variance analysis is focused solely on the requested variances noted above. The submitted MUP plans illustrate both phases-interim and final.

Public Comments

The public comment period for this project ended June 13, 2012. DPD received one written comment regarding this proposal. The constituent voiced concerns regarding future expansion of existing parking amounts at the proposal site.

VARIANCE ANALYSIS

As provided in SMC 23.40.020, variances from the provisions or requirements set forth in the Seattle Municipal Land Use code shall be authorized only when all of the following facts and conditions are found to exist:

- 1. Because of unusual conditions applicable to the subject property, including size, shape, topography, location or surroundings, which were not created by the owner or applicant, the strict application of this Land Use Code would deprive the property of rights and privileges enjoyed by other properties in the same zone or vicinity;*

The unusual conditions applicable to the subject property are its surroundings and the structure itself. The existing 33-story downtown office building was originally built in 1977. Historically, this approximately 650,000 sq. ft. structure with three sub-grade floor levels has been solely occupied by one tenant-the CenturyLink phone company (formerly known as "Bell", "AT& T" and "Qwest"). When constructed, minimal onsite parking (75 parking spaces) was provided onsite and two of the basement levels were primarily used for accessory office uses typical of a telecommunication organization. As a result, most employees would park off-site at nearby surface parking lots. In recent years, affordable parking availability has been reduced due to nearby surface parking properties being redeveloped with commercial and/or residential structures.

One of the future goals at this property is to accommodate more accessory parking onsite for its tenant(s). The Land Use Code (SMC 23.49.019) allows a maximum parking quantity of 650 accessory parking spaces based on a rate of one parking space per 1,000 sq. ft. for nonresidential uses in a downtown zone. This proposal is to initially allow the configuration of 166 parking spaces and additional vehicular access within the confines of the existing building. The structural conditions in certain sections of these underground levels don't accommodate required two-way traffic driveway widths (22') and one-way parking aisle widths (12'). Given these constraints, the applicant would be prevented from constructing the proposed interior alterations as illustrated per plan without variance relief.

Because of the unusual conditions applicable to the subject property, which were not created by the applicant or owner, the strict application of the Land Use Code would deprive the owner(s) of the rights and privileges enjoyed by other properties in the same vicinity. In downtown Seattle, office buildings have the right to develop onsite accessory parking on the same lot up to one space per 1000 sq. ft. of office use. The requested variances would allow accessory parking for the office building of only 0.26 spaces per 1000 sq. ft. (in the interim self-park configuration for which the variances are requested).

2. *The requested variance does not go beyond the minimum necessary to afford relief, and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is located;*

The requested variance does not go beyond the minimum necessary to afford relief and does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone. The requested variances for reduced driveway width and parking aisle width (noted in the previous chart) are the minimum necessary to provide adequate vehicular movement and access to basement floor levels of an existing office building built in 1977. The reduced widths are modest and designed to not undermine the building's structural integrity yet should provide adequate width for safe maneuvering and access.

3. *The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zone or vicinity in which the subject property is located;*

Granting the variances will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity of the subject property. Traffic and parking impacts are expected to be minimal per the Access Analysis report prepared by Heffron Transportation, Inc (dated April 6, 2012). The report also states that there are no safety issues that would be affected by increased traffic at the site's driveway. The applicant asserts that the self parking garage is expected to operate in a safe manner during the interim phase because the parking spaces will primarily be monthly parking for the building tenants.

The applicant consulted with Standard Parking Northwest in the design of the proposed basement parking levels. This company, which operates over 90 parking facilities in the Puget Sound region, authored a letter documenting several existing downtown nonresidential properties with parking garages with reduced driveway and parking aisle widths similar to the variances being requested for the subject site. Standard Parking states, "We are aware of a number of older parking garages with similar widths for internal vehicle circulation as those proposed in the 1600 7th underground garage, and those widths are sufficient for one-way and two-way traffic within parking garages where the vehicles are traveling at low rates of speed, since the average width of a car is approximately six feet."

4. *The literal interpretation and strict application of the applicable provisions or requirements of this Land Use Code would cause undue hardship or practical difficulties;*

The literal interpretation and strict application of the applicable provisions and requirements of the Land Use Code, which denies the applicant the ability to pursue the aforementioned interior alteration proposal, would cause undue hardship or practical difficulty. Because of structural limitations in the 1977 building, the strict application of the Land Use Code's aisle width (12') and driveway width (22') standards would mean that the bottom two levels of the below grade garage at the office building could not be accessed and utilized for parking without demolishing structural elements of the building. Demolition is not feasible for reasons of maintaining building integrity.

5. *The requested variance would be consistent with the spirit and purpose of the Land Use Code regulations for the area.*

The purpose of the Land Use Code is to protect and promote public health, safety, and general welfare through a set of regulations and procedures for the use of land which conforms to the City's land use policies. Procedures are established to increase citizen awareness of land use activities and their impacts and to coordinate necessary review processes. These provisions are designed to provide adequate light, air, access, and open space; conserve the natural environment and historic resources; and maintain a compatible scale within an area.

The applicant is seeking two variances that, if granted, would allow for expansion of vehicular access and accessory parking quantity within an existing downtown office building. It is the goal of the City to preserve and maintain the physical character of areas in a way that encourages the reuse and rehabilitation of existing structures. Allowing interior alterations to the existing office building in order to permit maximum utilization of the building's existing underground floors to create additional accessory parking onsite, is consistent with the spirit of the Land Use Code.

DECISION - VARIANCE

Based on the submitted plans last updated on September 21, 2012 and the above findings and analysis all of the facts and conditions stated in the numbered criteria of SMC 23.40.020, the requested variances are **Granted**, without conditions.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the 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 23, 2012. The information in the checklist, public comments, supplemental information and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. 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. It may be appropriate to deny or mitigate a project based on adverse environmental impacts in certain circumstances as discussed in SMC 25.05.665 D1-7. In consideration of these policies, a more detailed discussion of some of the potential impacts is appropriate.

Short - term Impacts

The following temporary or construction-related activities on this site could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, increased consumption of renewable and non-renewable resources, and a small increase in traffic and parking impacts due to construction-related vehicles.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Code, the Grading Code, the Street Use Ordinance, and the Building Code. Compliance with these and other applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. Further discussion of short-term construction related impacts follows.

Noise

The half-block property abuts three arterials-Olive Way, 7th Avenue and Pine Street. Properties containing residential and lodging uses are east and south of the project site. Vehicular traffic is cited as an existing noise source.

Short-term noise and vibration from equipment, grading and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); and construction vehicles entering and exiting the site are expected to occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

It is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is not necessary for this construction project because the demolition and construction activities would be contained within the underground levels of the existing building. No further conditioning or mitigation is warranted.

Air Quality

Demolition and construction activities within the existing building's basement levels will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Activities that would contribute to these impacts include interior structural demolition, excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil/debris carried out of the construction area by vehicle frames and tires; this excavation material could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Construction-Related Streets, Parking and Pedestrian Circulation

Interior structural demolition is proposed. This material would be trucked from the site. It is expected that construction vehicles will enter/exit the site from the existing garage entrance abutting Olive Way. The applicant anticipates truck traffic will vary in volume during certain construction phases.

Demolition and construction activities will necessitate occasional closures of adjacent roadways and sidewalks. A “Bus Only” traffic lane and a Metro bus stop a ½ block east exists on Olive Way near the subject site’s western boundary line. Temporary closures of sidewalks and/or traffic lane(s) are typically addressed through Seattle Department of Transportation permits. King County Metro is the responsible agency concerning impacts to bus transportation facilities.

Construction of the project is proposed to last for several months. The demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Per the applicant, parking demand for a maximum of 20 construction workers will be accommodated and managed onsite in the existing basement parking area.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT.). Parking demand for construction personnel has been adequately addressed. The City Planner is confident that future impacts to the bus facilities can be facilitated through coordination between the building contractor and King County Metro. DPD does concur with the applicant that future truck traffic could adversely impact existing traffic patterns within the immediate site vicinity-especially on Olive Way which is an active street during p.m. peak commute hours. Considering the volume of truck trips anticipated during demolition and construction, it is reasonable that truck traffic avoid the afternoon peak hours. Therefore, the proposal is conditioned to require the applicant to submit a Truck Trip Plan to be reviewed and approved by SDOT prior to the issuance of a demolition or building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials and hours of truck operation so as to avoid adverse impacts to adjacent streets, especially to Olive Way during the p.m. peak commute period and shall restrict large (greater than two-axle) trucks from entering or exiting the site on weekdays between 4:00 PM and 6:00 PM.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Potential long-term or use-related impacts anticipated by this proposal include: increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting and from vehicle traffic (headlights); increased traffic and parking demand due to building tenants/employees and visitors; and increased airborne emissions resulting from additional traffic.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls use, vehicular access and parking and contains other development and use regulations to assure compatible development in Downtown zones. However, due to the increase in accessory parking spaces, greenhouse gas emissions and traffic impacts warrant further analysis.

Parking and Traffic

The Land Use Code (SMC 23.49.019 and 23.54.035) allows a maximum parking quantity of 650 accessory parking spaces and a minimum requirement of seven loading berths for the existing office building located in the Downtown zone. At present, 75 accessory parking spaces are located on two basement parking levels of the existing building. The submitted MUP plans indicate a maximum total of 301 parking spaces and seven loading spaces accessory to the existing office use. The proposed accessory parking will be disbursed amongst the three basement floor levels. The existing circular turnstile loading dock area consisting of seven loading berths will remain. Vehicular access to the internal underground parking spaces and loading berths would continue via one existing two-way driveway located on Olive Way between 7th Avenue and 8th Avenue.

Heffron Transportation, Inc prepared an Access Analysis report (dated April 6, 2012) for the subject site-referenced in the report as the “CenturyLink Building”. This report is divided into four main sections: section one describes current traffic and parking conditions; section two describes the estimated future traffic conditions in the study area, with or without the increased parking quantity; section three explains traffic safety conditions; and section four includes proposed mitigation to maximize garage operations. The analysis in this report is based on an existing 637,000 sq. ft. administrative office building remodel proposal to increase its parking quantity from 84 below-grade parking spaces to a maximum total of 300 accessory parking spaces below grade; and no modifications to the existing loading area and current vehicular access to the building garage. These assumptions differ slightly to the proposal description currently being reviewed by DPD. The report also includes analysis of the creation of 16,050 sq. ft. of retail areas within in the existing building’s lobby, atrium and plaza areas; however, this potential retail is not part of the current proposal to expand the parking onsite.

The traffic generation for the proposed project was estimated by using the *Institute of Transportation Engineers (ITE) Trip Generation Manual (4th and 8th editions)* for office and potential future ground-level retail uses. The trip estimates for traffic at the garage driveway are focused on the most critical time period-during the afternoon commute peak hour when traffic is exiting onto Olive Way. The report states that even with the increase in onsite parking, only about 17% of the site’s employees would be able to park in the garage. Those employees who couldn’t park onsite would continue to use alternative modes of transportation or park off-site. As a result, the trip generation values were adjusted to reflect the above percentage of trips. The report asserts that the proposed 300 parking stalls are expected to generate approximately 133 trips at the garage driveway entrance during the PM peak hour, which would be a net increase of approximately 105 trips in excess of existing conditions at the site (as determined by an onsite survey).

The transportation report identified one unsignalized and two signalized intersections for analysis during the weekday PM peak hour for operational characteristics. The table below illustrates each intersection’s level-of-service (LOS) in the year 2012 with and without the project. The identified delays are divided into several grade levels, ranging from LOS “A” (good traffic operations with minimal delay) to LOS “F” (worst traffic operations with long delays).

	PM Peak Hour Conditions	
	Existing 2012 LOS (no parking quantity increase)	2012 LOS With Project (parking quantity increased)
Signalized Intersections		
Olive Way/7 th Avenue	B	B
Olive Way/8 th Avenue	C	C
Unsignalized Intersections		
Olive Way/Site Driveway (Right Turn Only)	B	B

The LOS analysis indicates the existing intersections, with the addition of new project trips, will continue to operate at a PM peak hour LOS ranking of C or better. Also, based on the level of service analysis, the driveway operations would be minimally altered with the proposed parking increase due to right-turn only movement from the site driveway onto a one-way roadway.

Queue lengths were evaluated to determine if vehicle queues from the Olive Way/8th Avenue traffic signal could block the CenturyLink Building’s driveway, causing a delay for vehicles exiting onto Olive Way during the PM peak hour. The vehicle queuing estimates indicate the driveway could be blocked during some cycles during the PM peak hour, but generally vehicles would have the opportunity to exit the driveway without difficulty. Collision data from SDOT that focused on the segment of Olive Way between 7th and 8th Avenues during a three-year period (1/1/09-12/31/11) were examined to determine if traffic safety conditions would be impacted by the proposed project. The report analysis indicates that no safety issues would be affected by increased traffic at the site driveway.

In summary, there will be approximately 133 trips during the PM peak hour at the garage driveway entrance associated with the proposal. Overall, it is predicted that this increase of 105 additional trips will not adversely impact the existing levels of service or traffic safety conditions at the identified intersections. Heffron concluded in its report that based on identified data, no traffic mitigation should be required at the driveway or at off-site intersections. DPD concurs with this assessment and expects that the amount of traffic generated by this proposal is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Greenhouse Gas Emissions

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

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Summary

In conclusion, several effects on the environment would result from the proposed development. The conditions imposed at the end of this report are intended to mitigate specific impacts identified in the foregoing analysis, to control impacts not adequately regulated by codes or ordinances, per adopted City policies.

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 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 43.21C.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).

SEPA CONDITIONS

Prior to Issuance of the Demolition and Building Permit

1. The owner(s) and/or responsible party(s) will be required to submit a Truck Trip Plan to be reviewed and approved by SDOT prior to the issuance of a demolition or building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials and hours of truck operation so as to avoid adverse impacts to adjacent streets, especially to Olive Way, during the p.m. peak commute period and shall restrict large (greater than two-axle) trucks from entering or exiting the site on weekdays between 4:00 and 6:00 PM.

During Construction

2. Implement all elements of the approved Truck Trip Plan.

VARIANCE CONDITIONS

None required.

Signature: _____ (signature on file) _____ Date: December 27, 2012
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

TG:drm

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