



City of Seattle
Edward B. Murray, Mayor

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: 3013912
Applicant Name: Alyssa Mehl with Nicholson Kovalchick Architects
Address of Proposal: 4433 42nd Avenue Southwest

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a four-story, 78-unit residential building with two live-work units (1,513 sq. ft.). Parking for 53 vehicles will be located below grade. Existing structures (4433, 4437 and 4441 42nd Avenue SW) to be demolished.*

*Note – The project description has been revised from the original notice of application: “Land Use Application to allow a 4-story, 78-unit residential building with two live-work units (1,530 sq. ft.) Parking for 52 vehicles will be located below grade. Existing structures (4433, 4437 and 4441 42nd Avenue SW) to be demolished”.

The following approvals are required:

Design Review – Seattle Municipal Code (SMC) Chapter 23.41 with no Development Standard Departures:

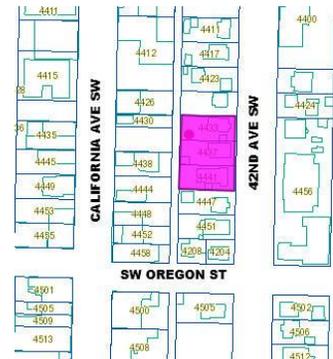
SEPA - Environmental Determination (SMC Chapter 25.05).

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 17,251 square foot (sq. ft.) proposal site is a consolidation of three tax parcels in the West Seattle Junction neighborhood of West Seattle bounded by 42nd Avenue Southwest to the east, an alley to the west and commercially-zoned property to the north and south. This rectangular-shaped site is zoned Neighborhood Commercial 2 (NC2-40) in the West Seattle Junction Hub Urban Village. Existing development on the site consists of a live-work building, a single family residence and a triplex building (addressed as 4433, 4437 and 4441 42nd Avenue Southwest respectively).



Vehicular access to the existing informal onsite accessory parking areas is via the existing paved 16' wide alley. The 42nd Avenue Southwest right-of-way is classified as a non-arterial street pursuant to SMC Chapter 23.53. This street is improved with sidewalks, curbs, gutters and street trees.

The property topography is characterized with grades sloping slightly from north to south with about 6 to 8 feet of fall across the site. The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

A mix of lawn, shrubs and mature trees (5) are located throughout the property. One tree has been determined by an arborist (Haley Galbraith, Certified Arborist, Associate Consultant, Tree Solutions Inc.) as meeting the "Exceptional Tree" designation per Director's Rule (DR) 16-2008.

Surrounding property north, south and east are also zoned NC2-40. The property west of the project site is zoned Neighborhood Commercial 2 (NC2-65). Surrounding development includes single family homes, duplexes and triplexes located along the project site's block front to both the north and south. A surface parking lot associated with the West Seattle Fraternal Order of Eagles Aerie is immediately north of the subject site. This same private club, a veterinary hospital (Greentree Animal Hospital), accessory surface parking lots and other commercial uses are west of the project site. A church and parochial school (Hope Lutheran) is located directly across the street to the east. There are also several other churches and private schools (West Seattle Christian, Holy Rosary) in the immediate vicinity of the project.

Proposal Description

The proposed project is for the design and construction of a four-story, mixed-use commercial and residential building with approximately 78 residential units surrounding two ground-level live-work units (1,513 square feet (sq. ft.)). The existing structures addressed as 4433, 4437 and 4441 42nd Avenue Southwest will be demolished.

Accessory parking for 53 vehicles is proposed to be provided below-grade within the structure. Vehicular access to the parking stalls located in the garage will occur via the alley.

Grading of approximately 4,237 cubic yards (cu. yds.) of material is anticipated to occur during the removal of material, construction of the structure's foundation and its' below-grade parking garage.

Construction of the building and poor health status determinations necessitates the removal of the five mature trees inclusive of the exceptional tree (33.2" Black Locust, *Robinia pseudoacacia*). Landscaping enhancements inclusive of a green roof, planters, trees, plantings, shrubs and groundcover are also proposed.

Public Comments

Several members of the public attended the Early Design Guidance (EDG) meeting held on January 10, 2013. The following comments, issues and concerns were raised:

- Questioned the height of the existing tree nearest to the south property line and who would be responsible for tree removal debris.
- Asked if future development would be apartments or condos; and, what types of unit are being proposed.
- Explained that a nearby construction proposal ("Oregon 42 Apartments") was required by Seattle City Light (SCL) to underground its electrical utility and encouraged the applicant to

consult with SCL as early as possible in the design process to verify if their proposal would also be subject to that requirement.

- Advised that a design which included an onsite mid-block connection between the street (42nd Avenue Southwest) and the alley for the public's benefit would possibly require policy from the City of Seattle and easement property rights through the land.
- Inquired if departures were being requested with the preferred design scheme.
- A representative from the West Seattle Fraternal Order of Eagles Aerie:
 - Expressed that philosophically the organization has no significant objections to people doing what is within their right to do.
 - Explained that characterization of the neighborhood is active throughout the day and at night due to the close proximity of the numerous schools, churches and usage of the Eagles facility. Stated that maximum utilization of the Eagle's surface parking areas occurs at various times of the day/evening.
 - Requested the Board understand that Eagles property, as well as, other neighboring commercial properties west of the subject site may be sold in the future and developed to their maximum potential.
 - Stated that the proposal would be positive impact for the property values and an asset to the community.
 - Concerned about the lack of onsite parking being provided by development in the neighborhood.
- Representatives of Hope Lutheran Church:
 - Stated that existing parking conditions within immediate vicinity of the project site are a daily issue.
 - Concerned that the proposed quantity of onsite parking is not adequate for the amount of units proposed and will negatively impact existing on-street parking conditions.
 - Commented that the design schemes appeared monolithic and bland with no modulation along the street-facing facades.
 - Encouraged a design that is more livable, pedestrian-friendly and retain more of the existing West Seattle character as identified in the West Seattle design guidelines.
- Asked why the term "flats" was used as part of the project's name ("BCK Junction Flats").
- Preferred a design that resembles an "urban flat with retail at-grade" appearance which could potentially activate the street in the long-term.

Several members of the public attended the Initial Recommendation (REC) meeting held on August 29, 2013. The following comments were offered:

- Concerned that the amount of onsite parking proposed (52 stalls) would not be enough to meet the parking demand for the future residents at this property.
- Asked about the smallest residential unit's square footage proposed in the building.
- Appreciated the following aspects of the presented design: location of the live-work units to the north, window design (fenestration), the mansard roof design and the incorporation of brick materials.
- Encouraged the incorporation of a mid-block connection from California Avenue Southwest, across the alley and through the property leading to 42nd Avenue Southwest.

Numerous members of the public attended the Final Recommendation meeting held on January 16, 2014 but no public comment was offered at this meeting.

The SEPA public comment period for this project ended May 29 10, 2013. DPD received few written comments from the public during this comment period. The neighbor voiced concern

regarding the proposed design of the development. This feedback was directed to the West Board for their consideration.

DESIGN REVIEW ANALYSIS

EARLY DESIGN GUIDANCE MEETING: January 10, 2013

Four alternative design schemes were presented to the Board, including one option that was not originally included in the EDG design packets initially provided to the Board, but was provided as a supplement at the time of the meeting. This option, provided at the DPD Planner's request, illustrated a proposal that would preserve the City of Seattle exceptional tree (33.2" Black Locust) that currently exists on the site. All four options included a four-story structure with below-grade parking garages; and a residential lobby area primarily accessed from 42nd Avenue Southwest, but also with a smaller secondary entrance from the alley.

The first scheme (Option 1) maximized the allowable buildable envelope and showed a deep courtyard accessed from grade along 42nd Avenue Southwest. This option included 73 residential units, 58 parking stalls and three live-work units at grade in the northeast corner of the site.

The second scheme (Option 2) also included central courtyard but it was wider and shallower in comparison to Option 1. This option included 69 residential units, 58 parking stalls, two live-work units accessed from grade along 42nd Avenue Southwest and an adjacent residential lobby in the northeast corner of the building.

The third and applicant preferred scheme (Option 3) included a courtyard along the alley as opposed to the main street. This option included 71 residential units, 57 parking stalls, two live-work units at grade along 42nd Avenue Southwest and an adjacent residential lobby in the northeast corner of the building.

Option 4, as stated above, illustrated a scheme showing the existing Exceptional Tree would be preserved. Due to the tree's location, this scheme provided a reduced building massing in comparison to the other three options, as well as, a lower parking stall count in the below grade parking garage. This option included 59 residential units, 43 parking stalls and two live-work units at grade and an adjacent residential lobby in the northeast corner of the building.

INITIAL RECOMMENDATION MEETING: August 29, 2013

The applicant submitted a Master Use Permit (MUP) application to DPD on March 29, 2013. The design massing scheme presented to the Board was based on the preferred scheme (Option 3) offered at the EDG phase. The preferred massing design had further evolved to include colors, materials, fenestration, architectural detailing and landscaping.

The proposed building's east facade was broken down into two smaller masses separated by a mid-site recessed portion that was distinguished by a change in materials. A mansard roof is proposed for the upper level along 42nd Avenue Southwest facade. The two live-work units were set away from the ground-level residential units by both a vertical separation and a change in building plane. Patios and juliette balconies were provided for the ground-level residential units along the east facade, and overhead weather protection was shown at the live-work and building lobby entries. The main building lobby was accessed from 42nd Avenue Southwest, with a secondary entry accessed from the alley west of the project site. The below-grade parking garage was accessed from the alley, at the southwest corner of the project site. Residential open spaces included a large west-facing semi-private courtyard and an outdoor rooftop common

multi-zoned active recreation area. The presentation included proposed landscaping design details. No development standard departures were requested

FINAL RECOMMENDATION MEETING: January 16, 2014

The Southwest Design Review Board (DRB) members recommended approval of the subject design with several conditions at the August 29, 2013 Initial Recommendation meeting. After the meeting, the applicant expressed concerns with attaining the following DRB recommended condition:

1. *The recess at the center portion of the east façade abutting three residential units should be increased from 4' to 6' minimum (or more) with the intent to create usable residential amenity, to encourage human activity and enliven the streetscape. (A-2, A-4)*

The applicant submitted an alternative design to DPD to address the intent of this condition. DPD reviewed the proposed alternative design and advised the applicant that input from the DRB members was necessary. Therefore, an additional Recommendation meeting was required for the DRB to review the proposed revision.

The applicant's presentation focused solely on the applicant's response to the Board's condition noted above; as well as, other conditions addressing the proposed building's 42nd Avenue Southwest frontage. Three design options were presented to the Board. No development standard departures were requested.

Meeting Materials:

The design packets submitted to the DPD Land Use Planner prior to each Design Review meeting included materials presented at the EDG, Initial Recommendation, and Final Recommendation meetings. They are available online by entering the project number (3013912) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp or by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

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.

EARLY DESIGN GUIDANCE: January 10, 2013

1. Design Concept and Massing:

- a. The Board felt the preferred design scheme Option 3 should move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. More modulation applied to the 42nd Avenue Southwest façade is necessary to bring more interest to the building mass.
 - ii. The design should include elements from Option 1-including the distinct separation between the commercial (live-work units) and residential units at grade. Also the

- orientation of the residential lobby entrance situated towards the mid-portion of the structure at grade visually creates a good separation of uses. (B-1)
- b. The Board agreed that the preferred design included a balanced mix of residential and commercial uses along the 42nd Avenue Southwest street-front. The Board noted that the amount of live-work units proposed (two) is appropriate for this mid-block site which is in a neighborhood in transition and situated across the street from several institutional uses (schools, churches). (B-1, C-1)
 - c. The Board supported a design that did not include preservation of the Exceptional Tree. Detailed Board discussion/guidance concerning this subject is offered in item #4. (B-1, E-3)
2. **42nd Avenue Southwest frontage:** The design of the new building should incorporate architectural features, elements and details to achieve a good human scale, encourage human activity, and reinforce the existing spatial characteristic of 42nd Avenue Southwest. (A-2, A-4, C-3)
- a. The Board stated that a building with a strong street-facing urban edge and a softer urban edge to the west is appropriate. However, the Board expressed concern with the monolithic appearance of the building's east-facing façades abutting 42nd Avenue Southwest. The Board expects to review a design at the Recommendation meeting that incorporates modulation with upper-level setbacks and recesses that breaks down the mass and adds interest and character. (B-1, C-3)
 - b. The Board discussed the merits between raised residential balconies and stoops with stairs for the first-floor residential units along the street-facing façade. The Board initially noted that a design inclusive of stoops would be more successful than raised balconies in creating a transition between the public sidewalks to the entrances. However, the Board recognized that, due to the horizontal distance from grade (approximately 7') created by the existing downward sloping condition from north to south, stoops would be problematic—would negatively affect available landscaping areas. Therefore, the Board stated it could support a design inclusive of raised balconies that enhance security and privacy to those units. The Board expects the applicant to continue to explore a stoop solution and provide renderings of this option at the Recommendation meeting. (C-3, D-12)
 - c. The Board acknowledged that street-facing blank walls will need to be addressed. The Board expects to review details pertaining to any landscaping treatments (green screening) proposed to address this concern at the Recommendation meeting. (D-2, E-2)
3. **Residential Open Spaces:**
- a. The Board felt the preferred design (Option 3) which illustrated a raised courtyard along the west alley side would create a more usable gathering area for the residents as opposed to the at-grade courtyard areas abutting the east street side which could become space that isn't usable by the residents. The Board agreed that a design which included courtyards situated on both the street and alley side is optimal, but voiced concern that the courtyard abutting the street not be as long and narrow as illustrated in Options 1 and 2. (A-7)
 - b. At the Recommendation meeting, the Board stated that they expect to see elements (outdoor furniture, trees, landscaping, water features, etc.) included in the landscape design that activate the proposed residential open spaces. (A-7)
 - c. An alternative location for the proposed rooftop deck area should be explored and presented at the Recommendation meeting. (A-7)

4. **Exceptional Tree:** A special site condition is the presence of one identified Exceptional Tree, a 33.2" Black Locust located near the site's southwest corner. The information presented to the Board from the applicant's arborist described the tree as having "a low safe and useful life expectancy considering its structural condition, extent of decay and proximity to proposed site development". The EDG packet showed that the preservation of the Exceptional Tree would result in a minimum loss of ten units (14%) and fourteen parking stalls (25%) in comparison to the preferred scheme (Option 3). (E-3)
 - a. The Board agreed that a design which includes the preservation of the identified exceptional tree (Option 4) is not recommended based on the documentation presented by the applicant and initial feedback from the DPD Tree Expert.
 - b. The Board recognized that tree replacement would be required per SMC 25.11.090 (Tree Protection). The Board reviewed this code citation which details the tree replacement process and acknowledged that further consultation between the applicant's arborist, DPD reviewers and the DPD Tree Expert was necessary before the Board could offer any design feedback. Therefore, the Board requested the applicant address this requirement directly with DPD during the initial MUP review process and provide tree replacement specifics at the Recommendation meeting. (E-3)
 - c. The Board agreed that the future replacement trees provided an opportunity to enhance the project. The Board expects to review a quality landscape design that distinguishes the selected replacement trees and illustrates the placement of those trees. (E-2)
 - d. The Board requested the applicant investigate alternative tree placement locations in addition to the site's northwest corner podium. For example, tree clustering to better distinguish the building entry and offsite options (in addition to required street trees) were offered by the Board. (E-3)

INITIAL RECOMMENDATIONS: August 29, 2013

1. Design Concept and Massing:

- a. The Board stated the final building design did not appropriately respond to the Board's guidance that more modulation be applied to the 42nd Avenue Southwest façade in order to bring more interest to the building mass. Detailed Board discussion/recommendations concerning this subject are offered in item #2. (A-2, A-4, B-1, C-2, C-3)

2. 42nd Avenue Southwest Frontage:

- a. The Board reviewed the stoop study renderings and acknowledged the project design inclusive of raised balconies is more successful than stoops with stairs for the first-floor residential units along the street-facing façade. (C-3, D-12)
- b. The Board discussed and reviewed the building's east-facing facades abutting 42nd Avenue Southwest. They noted that the street-facing facade lacked adequate modulation and design to reduce its monolithic appearance. The Board recommended the following conditions to assist in addressing this concern. (A-2, A-4, A-6, C-2, C-3)
 - i. The recess at the center portion of the east façade abutting three residential units should be increased from 4' to 6' minimum (or more) with the intent to create usable residential amenity to encourage human activity and enliven the streetscape. (A-2, A-4)
 - ii. Vary (lower) the roof parapet height at the center portion of the east façade to accentuate the modulation between the two mansard-roofed building masses. This variation of parapet height should also be applied in a similar fashion at the north, west and south facades. (A-2, A-4)
 - iii. Utilize the arrangement of balconies (juliette), sliding glass doors and window detailing/framing to provide variety on both the east and west façades. Building

- facades comprised of exclusively Juliette balconies was strongly discouraged by the Board. (A-2, A-4)
- c. The Board stated the window frame with a deep recess that's demonstrated along the east façade should be maintained. (C-1, C-2, C-4)
 - d. The Board expressed concern that the pathways from the sidewalk to the live-work entrances weren't designed appropriately to support a viable commercial use. The Board encouraged a redesign of the landscape/hardscape elements within the ROW to create pathways to the live-work units that is more substantial. (A-2, A-4, E-2)
 - e. The Board was satisfied with the signage design provided for the commercial (live-work) and main residential lobby entrance and acknowledged the proposed live-work signage was appropriate for the scale, character and use of the project and surrounding residential/institutional area. (C-3, D-9)
 - f. The Board reviewed the conceptual lighting design for the entire project and agreed that overall it would promote visual interest and pedestrian /resident security. The Board noted the proposed Bega Small Scale Floodlights (light fixture #1 on page 29) meant to illuminate the trees/vegetation abutting the east façade may cause light pollution into the upper residential units. The Board recommended a condition that discouraged the installation of flood lighting to avoid light spillover into adjacent residential units along the street-facing façade. The Board encouraged the design team to explore other lighting options (path lighting, wall sconces, etc.) that would address this concern. (D-7, D-10, D-12)
 - g. The Board acknowledged that the street-facing brick wall façade below the residential units at the southern end of the building would appear massive to pedestrians. The Board supported the usage of layered landscaping as a design treatment to help soften the wall but recognized it would take some years for the plantings to be established. Consequently, the Board recommended a condition that appropriately-sized plantings abutting the brick wall facade be installed at a larger size to provide some level of screening at building occupancy. The Board stated the brick façade should continue to extend to the base of the building in the same area-as shown in the REC DRB materials (page 24). (D-2, E-1)

3. North, South, and West Façades/Alley Frontage:

- a. The Board discussed and reviewed the building's west-facing facades abutting 42nd Avenue Southwest. The Board noted the west façade lacked variety and upper-level modulation. Board discussion/recommendations concerning this subject are offered in item #2. (A-2, A-4, B-1, C-2, C-3)
- b. The Board discussed the bioretention planter blank wall condition near the alley edge. They commented that the proposed climbing ivy wouldn't establish properly in an 8" planting strip and acknowledge that a more viable design solution was necessary to minimize the wall height (13'). Therefore, the Board recommended a condition that the wall should be terraced with the lowest terrace level at or below eye-level at the top of wall; and has plantings that step down into the courtyard area. The Board also stated that there needs to be an architectural response alternative if it is necessary to retain the full wall height per the Stormwater Code requirements. (D-2, E-2, E-1)
- c. The Board acknowledged the visibility of the north and south facades-especially those facades situated at the property line. The Board recommended a condition that, at the northeast and southeast corners of the building, the brick façade material and the roof should wrap the corners in a more substantial manner and smoothly transition to the

change in material and color at the preferred abstract zero lot line façade alternative (#3) identified in the REC DRB materials. (C-1, C-2, C-3, C-4, D-2)

4. Residential Open Spaces:

- a. The Board appreciated the elements (outdoor furniture, citrus greenhouse, dog run, landscaping, etc.) integrated with the proposed residential open spaces. (A-7)
- b. The Board reviewed the proposed residential open space designs (rooftop deck area and raised courtyard along the west alley side) and stated past concerns regarding the size, location, configuration and usability of those areas had been resolved. (A-7)

5. Landscaping and Exceptional Tree:

- a. The DPD Planner updated the Board regarding the tree replacement consultation that had occurred between the applicant's arborist, DPD reviewers and the DPD Tree Expert prior to the Recommendation meeting. The DPD Planner explained that the DPD Tree Expert had reviewed the arborist report and had arrived at the appropriate tree canopy amount that needed to be recovered onsite and/or within the right-of-way which is allowed per the Tree Protection Ordinance. It was also explained that any proposed trees within the right-of-way would require approval from the Seattle Department of Transportation (SDOT). The Board expressed strong disappointment that neither the applicant's presentation nor landscape design materials clearly distinguish the selected replacement trees from the code required tree quantity (street trees, green factor) and their location. The Board indicated that the absent tree replacement specifics, in addition to minimal landscaping details offered (tree location and size) hinder their ability to provide constructive design feedback. The DPD Planner reassured the Board that City Staff (DPD Tree Expert, DPD Zoning Reviewer, and SDOT Arborist) have collectively reviewed the applicant's landscaping reports/plans and will verify that this code requirement has been met.
- b. The Board reviewed the conceptual landscape plan and stated that the landscape design needed to better integrate with the clean lines of the architecture and that the design should incorporate more plant variation, specifically regarding overuse of Rubus in the right-of-way (ROW) planting area at 42nd Avenue Southwest. The Board was reminded by Staff that that the final design of the landscaping within the right-of-ways (ROWS) is within the purview of SDOT. (C-2, D-1, E-2)

FINAL RECOMMENDATIONS: January 16, 2014

1. 42nd Avenue Southwest Frontage Alternative Design Discussion:

- a. The Board reviewed and debated the merits of all three alternative design options for the building's east-facing facades abutting 42nd Avenue Southwest. The Board explained that two of the three design options (#1 and #3) had elements that combined would meet the intent of the prior Board guidance/recommendation. Consequently, the Board did state support for a "hybrid" alternative design option and recommended the following conditions in addition to the conditions stated at the prior Recommendation meeting. (A-2, A-4, A-6, C-2, C-3)
 - i. The recess at the center portion of the east façade abutting three residential units should be increased from 4' to 6' minimum (or more) at the first floor level; maintain a 4' minimum building recess at the upper floor levels; and add 4' deep balconies to the upper floor levels with the intent to create usable residential amenity to encourage human activity and enliven the streetscape. (A-2, A-4)
 - ii. Differentiate the materiality and colors for the first floor deck and upper level balconies at the center portion of the east façade from the two end building masses to

- reduce the building mass and bring more interest to the design. (A-2, A-4, C-2, C-3, C-4)
- iii. Any infrastructure associated with drainage of the balconies should be deemphasized in appearance. (A-2, A-4, C-2, C-3, C-4)

DESIGN REVIEW GUIDELINES

The Board identified the following 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](#).

A. Site Planning

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

West Seattle Junction - specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development-particularly on SW Alaska, Genesee, Oregon and Edmunds Streets-will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

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

West Seattle Junction - specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

- A-5 **Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

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

B. Height, Bulk and Scale

- B-1 **Height, Bulk, and Scale Compatibility.** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

West Seattle Junction - specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale-in terms of relationship to surrounding context and within the proposed structure itself-must be considered.

C. Architectural Elements and Materials

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

West Seattle Junction - specific supplemental guidance:

Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.

Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

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

West Seattle Junction - specific supplemental guidance:

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.

D. Pedestrian Environment

- D-2 Blank Walls.** Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.
- D-9 Commercial Signage.** Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.
- 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.

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.
- 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.

DEVELOPMENT STANDARD DEPARTURES

No development standard departures were requested at the Initial and Final Recommendation meetings.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packets dated August 29, 2013 and January 16, 2014, and the materials shown and verbally described by the applicant at the August 29, 2013 and January 16, 2014 Design Recommendation meetings. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design, with the following conditions:

1. Vary (lower) the roof parapet height at the center portion of the east façade to accentuate the modulation between the two mansard-roofed building masses. This variation of parapet height should also be applied in a similar fashion at the north, west and south facades. (A-2, A-4)
2. Utilize the arrangement of balconies (juliette), sliding glass doors and window detailing/framing to provide variety on the east and west façades. Building facades comprised of exclusively Juliette balconies is strongly discouraged. (A-2, A-4)
3. The lighting plan for the site should maintain the same level of lighting design, scale, pattern, fixture type and location as shown in the REC DRB materials with the exception of

floodlights to minimize light pollution into the residential units at the street-facing facade. (D-7, D-10, D-12)

4. Plantings abutting the street-facing brick wall façade below the residential units at the southern end of the building should be installed at a larger size to provide some level of screening at building occupancy. (D-2, E-1)
5. The blank wall at the alley should be terraced with the lowest terrace level at or below eye-level at the top of wall; and include plantings that step down into the courtyard area. There needs to be an architectural response alternative if it is necessary to retain the full wall height per the Stormwater Code requirements. (D-2, E-2, E-1)
6. At the northeast and southeast corners of the building, the brick façade material and the roof should wrap the corners in a more substantial manner and smoothly transition to the change in material and color at the preferred abstract zero lot line façade alternative (#3) identified in the REC DRB materials. (C-1, C-2, C-3, C-4, D-2)
7. The recess at the center portion of the east façade abutting three residential units should be increased from 4' to 6' minimum (or more) at the first floor level; maintain a 4' minimum building recess at the upper floor levels; and add 4' deep balconies to the upper floor levels with the intent to create usable residential amenity to encourage human activity and enliven the streetscape. (A-2, A-4)
8. Differentiate the materiality and colors for the first floor deck and upper level balconies at the center portion of the east façade from the two end building masses to reduce the building mass and bring more interest to the design. (A-2, A-4, C-2, C-3, C-4)
9. Any infrastructure associated with drainage of the balconies should be deemphasized in appearance. (A-2, A-4, C-2, C-3, C-4)

Subsequent to the January 16, 2014 meeting, the applicant has worked with DPD staff to respond to the Design Review Board Recommended Conditions as follows:

1. The applicant's plans illustrate height modulation at the center portion of roof parapet between the two mansard-roofed building masses. This variation of roof parapet height is also applied in a similar fashion at the north, west and south facades. This recommended design review condition in response to condition #1 has been satisfied.
2. The applicant's plans document a mix of balconies (juliette), sliding glass doors and window detailing/framing proposed on the east and west façades. This recommended design review condition in response to condition #2 has been satisfied.
3. The applicant documents on plan that the lighting design concept is consistent with the conceptual lighting design presented to the Board in response to recommended condition #3. This recommended design review condition has been satisfied.
4. The applicant has modified the landscape drawings in response to condition #4. This recommended design review condition has been satisfied.
5. The applicant explained that, due to the required volume necessary for the stormwater detention planter, a terraced wall is not possible. The applicant had modified the plans to reflect an architectural treatment to the architectural finish concrete at the alley-facing wall in response to recommended design review condition #5. This recommended design review condition has been satisfied.

6. The applicant has modified the plans in response to condition #6. This recommended design review condition pertaining to façade materials and colors has been satisfied.
7. The applicant's plans illustrate revisions to the building's east façade that address the Board's recommended conditions #7 (building recess) and #8 (deck/balconies materiality and colors). These recommended design review conditions have been satisfied.
8. The applicant commits to the installation of drainage infrastructure associated with the east-facing balconies that will be deemphasize in appearance on the plans. This is in response to condition #9. This recommended design review condition has been satisfied.

The plans on file reflect the updated design and will be included in the issued MUP plan set.

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board. Except for projects accepted in the Living Building Pilot Program established in Section 23.40.060, if four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or*
- b. Exceeds the authority of the Design Review Board; or*
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
- d. Conflicts with the requirements of state or federal law.*

Director's Analysis:

Five members of the Southwest Design Review Board were in attendance and provided recommendations to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meetings, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meetings and finds that they are consistent with the Citywide Design Guidelines and City of Seattle Design Review Guidelines for West Seattle Junction Urban Village. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

Director's Decision:

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the

Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meetings, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for West Seattle Junction Urban Village. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design with the conditions summarized at the end of this Decision.

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 March 26, 2013. 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 any 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 or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part: "*Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Additional discussion of short and long term impacts is found below.

Short – term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during demolition, excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Noise

The site abuts an alley and one street (42nd Avenue Southwest). Residential properties are situated east, north and south of the project site and located in the same zone as the project site. A church and parochial school (Hope Lutheran), also zoned NC2-40, are directly east of the site. Vehicular traffic on adjacent streets is identified as an existing noise source. The applicant asserts on the SEPA checklist that construction activity will be confined to limited construction hours. The applicant further specified the estimated construction hours as follows: 7:30 a.m. to 6:00 p.m., Monday thru Friday; and 9:00 a.m. to 5:00 p.m. on Saturday.

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

The Noise Ordinance states construction activities within 100' of occupied Neighborhood Commercial zones shall be limited to non-legal holiday weekdays from 7:00 a.m. to 7:00 p.m. and 9:00 a.m. to 7:00 p.m. on weekends and legal holidays. Impact construction work (pile driving, jackhammers, vector trucks, etc.) is further limited (8:00 a.m. – 5:00 p.m. weekdays and 9:00 a.m. - 5:00 p.m. weekends and legal holidays). It is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is not justified for this project on this specific site. No further conditioning or mitigation is warranted.

Air Quality

Demolition of the existing structures, grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Demolition/construction activities that would contribute to these impacts include 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 with temporary enclosure. 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 carried out of the construction area by vehicle frames and tires; this soil 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

Demolition of the existing structures and grading is proposed. This material would be trucked from the site. The applicant explains that construction vehicles would enter and exit the project site from a temporary construction entrance situated at the east side of the site via 42nd Avenue Southwest. The applicant states, "*Staging will occur in the construction entrance area to the east of the site outside of the travel lanes of 42nd Ave SW adjacent to the site. The construction entrance area and staging area will require a traffic control plan for sidewalk closures and will be coordinated with SDOT as well as right of way permits prior to construction commencement.*"

There will be no bus stop impacts or closures.” The sidewalks along 42nd Avenue Southwest are heavily traveled by pedestrians due to the project site being in the vicinity of several institutions. Alternatives which utilize the existing alley for construction access should be considered in order to allow for this pedestrian route to be kept open to the greatest extent possible.

Construction of the project is proposed to last for several months. The applicant estimates that maximum of 50 construction workers will be onsite throughout the construction process. Per the applicant, *“Construction worker parking shall be by utilizing legal parking spots along surrounding streets until the below-grade parking garage is completed enough for safe parking. When the below-grade parking garage becomes available, it shall be utilized for construction worker parking.”* The amount of on-street parking available to construction workers appears limited due to time restrictions on several of the nearby block fronts. Daytime usage of available spaces also is likely to be limited due to the several institutions in the immediate neighborhood. The demand for parking by construction workers during construction is anticipated to further reduce the supply of parking in the vicinity.

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The immediate area is subject to traffic congestion during the peak hours on nearby arterials in association with construction activity at nearby sites and activities associated with the nearby parochial school/church campuses. Large trucks turning from and onto nearby arterial streets would be expected to further exacerbate the flow of traffic. There are no City codes or ordinances to address the impact of large vehicles on highly congested streets. As a result, mitigation is warranted as described below.

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 controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking, staging, and deliveries; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking, street/sidewalk closures, truck haul routes and hours of truck traffic, will be required to mitigate identified impacts. This plan should include elements that will reduce construction worker parking demand on surrounding streets until the project parking garage is available. It should also consider methods to minimize construction impacts along 42nd Avenue Southwest to the greatest extent possible. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit.

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

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant habitat; increased airborne emissions resulting from additional traffic; increased energy consumption; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the existing one non-residential (live-work) and two residential structures addressed as 4433, 4437 and 4441 42nd Avenue Southwest respectively are not designated as historical landmarks. However, because this proposal involves the demolition of three buildings which are more than 50 years old, historical information concerning these properties (prepared by the applicant) was referred to the Department of Neighborhoods (DON) for review. The DON Historic Preservation Staff reviewed the information and stated, "Based on the review of this information, as well as information from the City's Historic Resources Survey database, we have determined that it is unlikely that the subject buildings would meet the standards for designation as an individual landmark". Therefore, no further conditioning is warranted by SEPA.

Plants

Per SMC 25.05.675.N, Seattle's SEPA Plants policy aims to *"minimize or prevent the loss of wildlife habitat and other vegetation which have substantial aesthetic, educational, ecological, and/or economic value. A high priority shall be given to the preservation and protection of special habitat types...A high priority shall also be given to meeting the needs of state and federal threatened, endangered, and sensitive species of both plants and animals."* Additionally, SEPA policy suggests mitigation or denial of a project if it is found, *"...that a proposed project would reduce or damage rare, uncommon, unique or exceptional plant...or habitat diversity for species (plants or animals)..."* In this instance, several existing mature trees have the potential to be affected by the proposed project. The tree species affected include Black Locust (*Robinia pseudoacacia*) and English Holly (*Ilex aquifolium*). Therefore, further discussion of the ecological value of these trees is warranted.

The applicant provided an arborist report prepared by Haley Galbraith, Certified Arborist, Associate Consultant (Tree Solutions, Inc.) dated January 4, 2013. The summary of the Arborist report findings is the following: *"There are five significant trees on site, 6-inches in diameter or greater. One of the trees, #1 (33.2" Black Locust) is considered Exceptional by City of Seattle*

Director's Rule 16-2008. This tree has a risk rating on the high end of Moderate risk (8 out of 12 points)...Based on my training and experience, I do not believe tree #1 is a candidate for retention. In my opinion, the tree has a low safe and useful life expectancy considering its structural condition, extent of decay and proximity to proposed site development." The submitted report, which is located in the project file, further details the tree identifications, names, conditions, testing results, assessments and recommended actions.

SMC 25.05.675.N.2.b states in part that projects which are proposed within an identified plant habitat shall be assessed to determine the extent of the adverse impact and need for mitigation. As noted above, out of the aforementioned tree species, the 33.2" *Black Locust* is the only mature tree existing onsite that meets the exceptional status criteria outlined in DR 16-2008. Per the MUP site plans and landscape plans, all five trees will be removed inclusive of the identified exceptional tree situated near the property's southwestern corner. The DPD expert has reviewed the identified report/landscape plans and concurs with the Arborist's findings. The DPD Land Use Planner in consultation with the DPD Tree Expert concurs with his determination. Therefore, no conditioning or mitigation pursuant to SEPA is warranted.

Traffic and Transportation

Gibson Traffic Consultants (GTC) prepared a Traffic Impact Analysis report (dated May 2013) for the subject site referenced in the report as the "Junction Flats residential development". This report offers the expected trip generation for the site, estimates project-related changes to the local traffic, and evaluates potential parking impacts. The analysis in this report is based on the removal of five residences and a development consisting of 78 multifamily units and two live-work units. It also considers 50 parking spaces will be provided onsite.

Trip generation for the project was determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th edition) for the following categories: Mid-Rise Apartments (ITE Land Use Code 223) and Single-Family Dwelling Unit (ITE Land Use Code 210). Based on this information, the proposal is estimated to generate 287 new daily trips, 20 new AM peak hour trips and 26 new PM peak hour trips. Level of service (LOS) analysis was performed for nearby intersections. That analysis showed that the project is not expected to significantly affect their overall operation. Vehicular access analysis was provided for the two alley access points. The report states that, "*with the control at [nearby] intersections creating the anticipation of stopping/slowing along with the parking along SW Oregon Street and SW Genesee Street it is anticipated that the safe stopping sight distance would be met*" at the alley access points.

Based on the traffic analysis provided and in consultation with the DPD Transportation Planner, no mitigation is warranted pursuant to SMC 25.05.675.R.

Parking

The proposal site is situated within a commercial zone (NC2-40), the West Seattle Junction Hub Urban Village, and near a frequent transit service corridor. No parking is required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate 53 parking spaces will be provided onsite.

A parking analysis was included with the Traffic Impact Analysis report (dated May 2013) prepared by GTC to assess the expected parking demand and supply. The DPD Transportation Planner has reviewed the Parking Analysis. Based on experience and area-specific Census data, and other factors (proximity to transit lines, neighborhood walkability), the DPD Transportation Planner advised that a reasonable parking demand rate to calculate parking demand is .88 vehicles per unit. It was concluded that the project is expected to generate a parking demand of

about 70 vehicles during peak (overnight) hours. The project is proposing 53 parking spaces, indicating that parking spillover may be about 17 vehicles. It is anticipated that these vehicles will seek parking on nearby streets on which parking is allowed.

Although SEPA Policy 25.05.675.M recognizes that increased parking demand associated with development projects may adversely affect the availability of parking in an area, Policy 25.05.675.M.2.b states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within urban villages and within 1,320 feet of a street with frequent transit service, as in this case. Therefore no mitigation is required.

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).

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 Any Demolition, Grading and Building Permit:

1. In order to address construction related transportation and parking impacts, the responsible party shall submit a Construction Management Plan (CMP) to be reviewed and approved by Seattle Department of Transportation (SDOT) in consultation with DPD. A construction transportation plan for workers and truck deliveries/routes shall be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan shall include a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 a.m. and 4:00-6:00 p.m., Monday through Friday. The plan shall consider the need for special signage; flaggers; haul route definitions; street cleaning; identification of potential street and/or sidewalk closures; vehicle, bicycle and pedestrian circulation and safety; and identification of construction-worker parking. This plan should include elements that will reduce construction worker parking demand on surrounding streets until the project parking garage is available.

It should also consider methods to minimize construction impacts along 42nd Avenue Southwest to the greatest extent possible.

During Construction

2. The owner(s) and/or responsible party(s) shall comply with the Construction Management Plan. A copy of that plan must be kept onsite.

DESIGN REVIEW CONDITIONS

During Construction

3. Any changes to the design, building exterior or landscape plan shall be submitted to DPD for review and approval.

Prior to Certificate of Occupancy

4. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).
5. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

For the Life of the Project

6. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

Signature: (signature on file) Date: May 19, 2014
Tami Garrett, Senior Land Use Planner
Department of Planning and Development