



**CITY OF SEATTLE
ADDENDUM TO THE DETERMINATION OF NON-SIGNIFICANCE (DNS)
BY THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Minor MUP Revision 3014161 (Revision to original 3009349)

Applicant Name: Jodi Patterson-O'Hare for 3922 SW Alaska LLC

Address of Proposal: 3922 SW Alaska St

SUMMARY OF PROPOSED CHANGES

On April 6, 2009, the City of Seattle Department of Planning and Development (DPD) issued a Director's Decision approving issuance of a Master Use Permit under Application No. 3009349 for a development proposal located at 3922 SW Alaska Street. The Director's Decision included a Design Review approval and a Determination of Non-Significance (DNS) for the proposed project. That development proposal established the use for a 7 story mixed use development, with 65,160 sq. ft. of retail at ground and below-grade levels, 184 residential units, and parking for 484 vehicles within the structure, primarily in a below-grade garage. The planned retail included a fabric store and a grocery store with alley access to the grocery store loading dock.

The applicant has proposed changes to the development proposal that are being considered by DPD as a revision to the Master Use Permit. The revised development proposal would still be a 7 story mixed use development of substantially identical exterior design to the proposal approved in 2009. The square footage of non-residential use would decrease from 65,160 sq. ft. of retail to 43,296 sq. ft. of indoor sports and recreation use (fitness center). The alley loading dock has been eliminated. The number of residential units would be increased from 186 to a total of 216 residential units. Parking would be increased from 484 to 488 vehicles.

Because of the change in proposed uses in the project, long-term transportation, parking and noise impacts from the proposed development are expected to be less than in the original proposal. Other impacts, including construction impacts, are not expected to change substantially. Accordingly, DPD has determined that issuance of this Addendum is appropriate. This Addendum provides additional information and analysis regarding the proposed development project, but that new information and analysis does not substantially change the analysis of significant impacts and alternatives in the previously-issued DNS.

SITE AND VICINITY

The site is located at 3922 SW Alaska Street and occupies the entire southern portion of the block between 39th Avenue SW on the east and 40th Avenue SW on the west. As part of the site development, the Seattle City Council issued a preliminary approval to vacate that portion of the mid-block alley between SW Alaska Street and the north property line of the western parcel that comprises the proposed development site. That City Council approval was issued June 18, 2007 under Council File No. 308171). The project will dedicate a new alley that connects to the remaining alley and that will allow access from mid-block on 40th Avenue SW.

The overall project site is located at the eastern edge of a large area of commercially zoned and commercially developed properties lying between Fauntleroy Way SW which angles in from the east and California Avenue SW to the west, and between SW Oregon Street on the north and SW Edmunds Street on the south. There are a number of surface parking lots in the general area. Many of the commercial buildings in the area consist of one and two stories, although some are several stories in height. Two blocks to the west, at 4100 SW Alaska Street, there is a new development similar in size and in scale to this proposed development. The subject property is zoned Commercial 1 with a 65- foot height limit (C1-65'). The property is located within the West Seattle Junction Urban Village and is subject to both the citywide *Design Review: Guidelines for Multifamily & Commercial Buildings* and the *West Seattle Junction Urban Village Design Guidelines*.

At the time of application for MUP 3009349, the physical development on the western parcel consisted of a 1-story commercial building of approximately 16,000 square feet, with surface parking to the north. The eastern parcel was used as a surface parking lot. Demolition permits and Phase I shoring and excavation permits were issued for the project, and demolition and excavation on the site have already been undertaken.

PRIOR APPROVAL (MUP 3009349)

The original proposal approved in April 2009 was for a large, mixed-use structure with 3 levels of underground parking totaling 474 spaces accessed from both 39th Avenue SW and 40th Avenue SW. Additionally, 10 spaces of parking at grade within the structure would be accessed from 40th Avenue SW. Due to a rise in elevation of approximately 12 feet between the corner of 39th Avenue SW and 40th Avenue SW along SW Alaska Street, two retail spaces were proposed with entries from the two corners formed with SW Alaska Street. The smaller retail space for a fabric store would enter at the corner of 40th Avenue SW and SW Alaska Street and would total 17,490 square feet and overlie a portion of a proposed grocery supermarket space that would be nearly co-extensive with the entire development site. The supermarket space, totaling 47,670 square feet would have its main entry at the corner of 39th Avenue SW and SW Alaska Street.

Vehicular access to ten grade-level parking spaces and proposed underground parking would be via the west extension of the new alley. Parking would also be accessed from entrance and exit driveways connecting to 39th Avenue SW. loading bays within the structure would be accessed from the north-south portion of the alley. The residential portion of the structure would include 186 residential units and would be provided with a tiered, open-space courtyard stepping up from the roof level of the major entry to the retail space at the corner of 39th and SW Alaska Street. This open-air courtyard would provide a public plaza open to the south and east which would be contiguous to a more extensive private, residential open space connecting the three structural

blocks of residential units that rise above the retail base. Landscaping would be provided within the courtyard, and a combination of roof decks and green roofs would top the residential towers. Street trees and additional plantings would be provided at grade along all three street-facing facades. An existing pedestrian bulb within the right of way at the junction of SW Alaska Street, 39th Avenue SW, and Fauntleroy Way SW would be enhanced with plantings, provided with street furnishings to serve as a public amenity feature, as part of the conditions imposed by the City Council's alley vacation approval. Materials for the proposed structure would include a slate-tile-veneer base, along each of the street-facing facades with steel and glass canopies to provide overhead weather protection. The upper stories would be clad in a variety of metal, fiber-cement and wood-composite panels.

PROPOSED MINOR REVISION TO MUP 3009349

The primary changes to the proposed development are the reduction in the area proposed for non-residential space, the increased number of residential units, and the elimination of the exterior loading dock off the alley. The square footage of non-residential use would decrease from 65,160 sq. ft. of retail to 43,296 sq. ft. of indoor sports and recreation use (fitness center) rather than grocery store and fabric store uses. The number of residential units would be increased by 30 units for a total of 216 residential units. The exterior loading access off the alley has been proposed to be eliminated and any required loading spaces would be internal to the building garage. The changes are described in more detail below.

Changes to the proposed uses:

- On Level 1, the proposed grocery store use has been changed to an indoor sports and recreation use. As described in the following section, this will mean significant reductions to transportation impacts and parking demand.
- On Level 2 and 3, the proposed fabric store occupancy has been replaced with residential units. One of the originally-planned residential entrances (at the midpoint of the West elevation) has been relocated to the corner of SW Alaska and 40th Ave SW, where the fabric store entrance was originally located.
- Thirty additional residential (apartment) units have been added for a total of 216 units. Some of these additional units are in the space that would have been the fabric store use. Many of the units are also slightly smaller than in the original proposal, which contemplated condominium rather than rental units. The applicant feels that these somewhat smaller units will also make the housing units more affordable for residents.

Exterior Material/Design Changes:

- On Levels 1 and 2, the two types of slate tile proposed as cladding below the podium level has been changed to two types of brick. The brick types will include a "light" and "dark" type that will correspond to the aesthetic design approved during administrative design review. The brick will be detailed with traditional precast headers, sills and caps that will be a complementary color for the type of brick used. Storefront and window wall glazing interfacing with the brick will be set back approximately six inches to provide relief and visual interest at the pedestrian level. Vertical reveals and control joints will be added to accentuate openings.

- On Levels 3 through 7, the originally proposed colors and material palette for the residential portion of the project have not changed. There have been minor changes relating to apartment unit distribution and corresponding window locations. Minor changes to window module recesses have been proposed, while preserving the design intent, in order to eliminate potential water proofing failures. Additional Juliet balconies and decks have been added in several locations along the street elevations.

North and West Alley Elevations:

- The extent of the originally-proposed concrete masonry unit (“CMU”) block on the alley elevations has changed. Some portions of CMU block have been replaced with the darker brick, with previously approved metal panel, and with painted concrete with reveals and formliner. This provides more interest and a better sense of scale for this alley elevation.
- The West elevation of Building B no longer includes an exterior loading dock. This loading area had been proposed to accommodate the large and refrigerated trucks that would have accessed the grocery store use on a daily basis. This area now contains thirteen (13) surface parking stalls for employee parking. In order to provide visual screening, the project proposed “green screen” panels that will be hung from a large planter at podium level to provide vegetation screening from that podium edge down toward the parking area. A planter has also been added along the alley to provide an additional landscape screen.

Landscaping:

- There are no significant changes to the original street improvement plan. The final plan for the public space within the right-of-way, as required by the City Council’s preliminary street vacation approval will be reviewed by the Seattle Design Commission, with final approval by the Seattle City Council when the final alley vacation approval is considered.
- There are minor adjustments to the landscaping on Level 3 at the proposed tenant amenity area. Large specimen trees will still be provided which will be seen (at mature age) from nearby streets.
- At the roof level, the originally-proposed green roof provided as part of the Land Use Code Green Factor requirement has been retained. In addition, a 3,000 sq. ft. dog run area will be provided for tenants.

IDENTIFICATION OF THE ENVIRONMENTAL DOCUMENTS.

This Addendum provides additional information for the Determination of Nonsignificance (DNS) for DPD Project No. 3009349, which was issued April, 6, 2009, by the Seattle Department of Planning and Development.

ADDITIONAL INFORMATION AND ANALYSIS ON ENVIRONMENTAL IMPACTS.

The DNS focused primarily on short-term construction-related impacts, long-term noise impacts, and long-term traffic and parking impacts.

Short-Term Construction-Related Impacts

The proposed changes to the development proposal not anticipated to have any different short-term impacts than those disclosed in the DNS. As noted in the DNS, those short-term impacts would be controlled by compliance with Puget Sound Clean Air Agency requirement, by preparation and adherence to a Construction Impact/Noise Impact Management Plan, and by traffic control regulated through the City's street use permit system.

Long-Term Noise Impacts

The DNS discussed the potential long-term noise impacts from the outdoor loading dock along the alley. That loading dock would have been located less than 50 feet from the property line of residentially-zoned property across the alley. In order to mitigate those impacts, the DNS required the loading berths to be designed by an acoustic expert, required limitations on hours of operation, and required operational limitations such as low-impact backup signals and turning off vehicle engines.

The elimination of the exterior loading dock from the proposal will generally eliminate those long-term noise impacts. The DNS contained several conditions to mitigate the impacts of noise at the exterior loading dock. There is no longer a proposed exterior loading dock which renders some of the conditions to be no longer applicable.

Transportation Impacts.

A *Traffic Impact Study* dated January 2007 was prepared by Transportation Solutions, Inc. ("TSI") and reviewed by DPD and the Seattle Department of Transportation. That traffic study projected the expected traffic and parking impacts of the proposed mixed-use development.

With respect to traffic impacts, the original project was projected to generate 2,743 net new weekday daily vehicle trips to the surrounding street system, with 159 net new AM peak hour trips and 311 net new weekday PM peak hour trips. Project-related traffic volumes were not predicted to have significant adverse impacts on intersection Levels of Service ("LOS") with one exception. The exception was the intersection of SW Oregon St with 39th Ave. SW. Although the intersection was forecast to operate to LOS-C, the northbound approach would not have functioned satisfactorily during the PM peak period because of projected 250-foot vehicle queue down 39th Ave. SW during that peak period. The *Traffic Impact Study* suggested as mitigation restricting parking both along a northside portion of SW Oregon and an eastside portion of 39th Avenue SW and a re-striping of the roadways to provide for a westbound left turn lane from SW Oregon Street (to 39th Ave. SW) and a northbound left turn lane from 39th Ave. SW (to SW Oregon Street). The project was conditioned for the applicant to provide this mitigation, with SDOT concurrence and approval.

With respect to parking impacts, the originally proposed development would eliminate 123 existing surface parking spaces and provide 484 total new parking spaces, ten enclosed at grade and 474 located within the structure below grade. According to the parking demand study provided in the *Transportation Impact Analysis*, on a typical weekday, the peak parking demand is estimated to be around 373 parking stalls at 4:00 PM. The peak Saturday demand, an important calculation because of the proposed supermarket use on site, is estimated to be about 379 parking stalls at 1:00 PM. The proposed 484 parking stalls were therefore expected to accommodate both the peak weekday and weekend demands.

For the new proposed development's mix of uses, TSI updated its *Transportation Impact Analysis* with a comparison of the trip generation and impacts of the originally proposed and permitted development with the changed development. (Note that TSI assumed up to 225 apartments rather than the 216 apartments actually now proposed, so their analysis is slightly conservative.) TSI's updated analysis is attached to this Addendum at **Tab A**. The updated analysis also updated the horizon year because general traffic in the area has increased. A horizon year of 2015 was used in order to capture those cumulative impacts. The

For traffic impacts, the TSI updated analysis shows a decrease in net new weekday vehicle trips from 2,743 trips to 2,560 trips. The net new AM peak trips was substantially equal to the prior proposal – with the revised proposal having 161 new AM peak trips as opposed to 159 new AM peak trips for the original proposal. The revised proposal had significantly fewer net new PM peak trips – with the revised proposal having 256 new PM peak trips as opposed to 311 net new weekday PM peak hour trips for the original proposal. The TSI updated analysis concluded that there would be no significant on intersection LOS at any section with the revised proposal.

In particular, the projected traffic volumes and queue lengths in the PM peak at the intersection of SW Oregon St with 39th Ave. SW would be significantly less under the revised proposal. The *Traffic Impact Analysis* for the originally proposed project showed that the PM peak hour northbound queue on 39th Ave. NW would be 268 feet (about 11 car lengths long) and would extend from SW Oregon Street to the sough past West Seattle Bowl and just past the proposed site access. The northbound stop-controlled approach on 39th Ave. SW was forecast to operate at LOS-F with a delay of 94.5 seconds with the original project. As a result, the *Traffic Impact Analysis* recommended, and the DNS included as a condition, replacing on-street parking at two approaches to that intersection and restriping the intersection to provide a northbound left turn lane from 39th Ave. SW onto SW Oregon Street and to provide a westbound left turn lane from SW Oregon Street onto 39th Ave SW.

The revised project is forecast to add 177 trips (100 fewer than the original project) to the intersection of 39th Ave. SW and SW Oregon Street. As a result the LOS would improve from LOS-F to LOS-D. The average northbound delay would improve from 94.5 seconds to 26.4 seconds. And the queue length would improve from 268 feet in length to only 91 feet in length.. As a result, TSI now recommends that no mitigation is necessary at that intersection.

The parking demand forecast for the revised development proposal would be greatest at 7:00 PM, when most residents had returned and the fitness center was still in operation. The project would require 372 available parking spaces in order to meet that peak hour demand. The revised development proposal would provide 488 parking spaces (473 in the underground garage and 13 above grade along the mid-block alley). The TSI updated analysis concludes that the project will provide more than enough off-street parking to meet its peak parking demand.

As noted above, the information and additional analysis in this Addendum does not substantially change the analysis of environmental impacts in the DNS for DPD Project No. 3009349.

OPPORTUNITY FOR PUBLIC COMMENT

Any person, affected tribe, or agency may submit comments to DPD within fifteen (15) days of the date of issuance of this Addendum. Comments may be submitted to:

Department of Planning and Development
ATTN: Public Resource Center 700 5th Av Ste 2000
PO Box 34019
Seattle, Washington 98124-4019
FAX (206) 233-7901
The e-mail address is PRC@seattle.gov.

Signature: _____ (signature on file)
Jerry Suder, Land Use Planner Supervisor
Department of Planning and Development

Date: November 19, 2012