



City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

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

Application Number: 3014484
Applicant Name: Chris Davidson of Studio Meng Stazzara for GRE 8026 15th LLC
Address of Proposal: 8026 15th Ave NW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a four-story structure containing 24 residential units and one live-work unit. Surface parking for 9 vehicles to be provided at grade. Existing structures to be demolished.

The following Master Use Permit components are required:

Design Review (SMC Chapter 23.41) with Development Standard Departures:

1. Street Level Uses (SMC 23.47A.005.C)
2. Setback Requirements (SMC 23.47A.014.B.3.b)
3. Street Level Development Standards (SMC 23.47A.008.B.3.a)
4. Landscaping and Screening Standards (SMC 23.47A.016.D.1.c.2)

SEPA-Environmental Determination (Chapter 25.05 SMC)

DPD SEPA DETERMINATION:

Determination of Non-significance

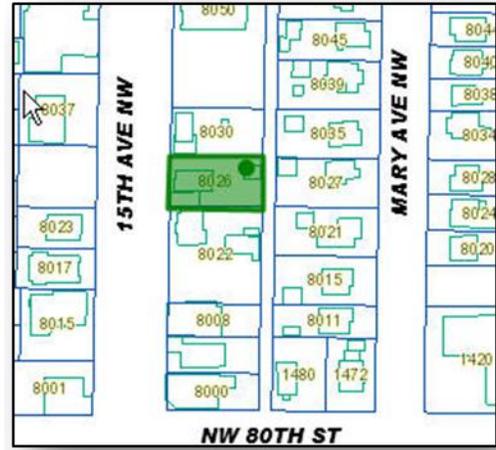
- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts.

Site Zone: Neighborhood Commercial 2-40 (NC2-40)

Nearby Zones: Along 15th Ave NW; NC2-40 and NC3P-40 to the north and NC2-40 to the south. To the west and east of the parcels fronting 15th Ave NW, the zoning is SF 5000.

Lot Area: 6,780 square feet.

Project Description: The proposal is for a four story apartment building with 24 residential units. One live/work unit and 9 parking spaces will be provided at ground level. Access to parking is from the alley.



Current Development: The site is currently occupied by a single family residence, garage and a small one story commercial building. There is also a bill board that faces south, along the north property line.

Access: The site fronts on 15th Ave NW and a paved alley to the east.

Surrounding Development: To the south of the subject lot is a recently built 4 story apartment building. Across the alley to the east are single story residences built in the first half of the 1900's. The lot directly to the north is owned by Seattle City Light and houses a substation which includes a small single story structure along 15th Ave NW. Across 15th Ave NW is a single story commercial building currently used as a restaurant.

ECA's: None

Neighborhood Character: 15th Ave NW is a busy arterial that connects the northwestern neighborhoods of Seattle to areas south of the Ship Canal and downtown. The area along 15th Ave NW is under developed and consists of older single family residences either still occupied as such or converted to apartments or commercial space. Newer commercial buildings constructed in the second half of the 1900's are mostly single story with surface parking. The block directly to the north is developed with a grocery store, gas station and surface parking. The alley behind the subject lot is often used by commercial customers. The residential blocks off of 15th Ave NW are mostly one story single family residences built in the 1920-1940's.

DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: February 25, 2013

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number 3014484 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.asp>

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

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

Email: PRC@seattle.gov

Three alternative design schemes were presented. All of the options include one live/work unit and access from the alley. The first scheme (Option 1) was a rectangle shaped code compliant structure, with no light wells. The second scheme (Option 2) was a modified L-shaped structure with the building setting back from the property lines at the northeast corner. The third scheme (Option 3) was the preferred scheme which was also code compliant. The rectangular structure will have light wells along the north and south lot lines. The street facing and alley façade will be modulated.

PUBLIC COMMENT

Members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Questioned the size of the residential units. [The applicant responded the units will be on average, 545 sq. ft.]
- Stated a preference for Option 2.
- Questioned the type of tenant that would use the live/work unit and the size of the unit. [The applicant responded the space will be approx. 800 sq. ft.]
- Concerned with traffic going through the alley to the grocery store to the north and more traffic being generated by the development.

FINAL RECOMMENDATION MEETING: July 22, 2013

The Final Recommendation packet includes materials presented at the Recommendation meeting, and is available online by entering the project number 3014484 at this website:
<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.asp>

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

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At the EDG Meeting the Board encouraged the applicant to move forward with the preferred concept, Option C, and the guidance provided in the EDG report. At the Recommendation Meeting the applicant described the development of the project in response to the Board's guidance.

At the upper levels of the street facing and alley elevations, a slightly recessed bay will provide visual interest, but otherwise the elevations of the proposed project and the existing development to the south will be aligned, providing continuity. At the front street elevation a setback, due to providing the required clearance from overhead power lines, will provide area for landscaping similar to the adjacent development.

A one-foot wide landscaping strip was added along the alley to screen the at grade parking. The code requires a planting strip and fence from which the applicant asked a departure. See Departures later in the decision.

Building materials will include cast in place concrete at the base, fiber cement, tongue and groove cedar siding, vinyl residential windows, and metal Juliette balconies, street canopies and storefront system. The size of the light well at the north elevation has been increased in size and windows have been added.

PUBLIC COMMENT

Members of the public attended the Final Recommendation meeting. The following comments, issues and concerns were raised:

- Concerned about height of project and departure at setback.
- Concerned alley will be busy with increased traffic from residential units.
- Supports the design and encouraged the use of cedar siding.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

Site Planning

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

At the Early Design Guidance Meeting, the Board discussed the importance of providing continuity with the new development to the south. The proposed building should align with the adjacent development to the south.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed.

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.

At the Early Design Guidance Meeting, the Board indicated that the roof deck should be pulled back from the east to allow privacy for the single family residences to the east.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed. The requested departure from residential setback requirements for portions of the structure above 40' high will not impact privacy. See Guidelines D-5, E-2.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

At the Early Design Guidance Meeting, the Board indicated they need more information to understand the design of the six foot setback from the street facing lot line, specifically how this space is being treated.

At the Final Recommendation Meeting the Board stated that the residential leasing office should be open during the day and have large storefront openings.

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

At the Early Design Guidance Meeting, the Board discussed the impact of the access to parking from the alley. They stated they want more information about the relationship of the development to the existing garages of the nearby single family residences.

At the Final Recommendation Meeting the Board stated their concern about how the alley was being treated. See Guidelines D-5, D-8.

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.

At the Early Design Guidance Meeting, the Board noted they want to see the modulation along 15th Ave NW developed and presented in more detail. The project should align with the development to the south along 15th Ave NW.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed.

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.

At the Early Design Guidance Meeting, the Board stated that the project should relate to the development to the south, however the design should be a ‘brother’ with similarities but not be a ‘twin’.

At the Final Recommendation Meeting the Board questioned why the east and west elevations of the project were different from the development to the south. The applicant responded that the design was in response to the Boards guidance that the project be “a brother, not a twin” to the development to the south. The unit layouts are different, influencing the structural bay size and the exterior elevations.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features

identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

At the Early Design Guidance Meeting, the Board indicated that the modulation along the 15th Ave NW façade should express the configuration of the units, or be broken into smaller sections. The project graphics should verify that the modulation is within the property and outside of the required power line setback.

At the Final Recommendation Meeting the Board questioned the compositional idea behind the east and west elevations. The applicant responded that the design was meant to read differently than the neighboring development, more as picture framing around the windows in two different colors, expressing the bay modulation.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

At the Early Design Guidance Meeting, the Board indicated this guideline as a priority and wants to see a materials and color board at the Recommendation meeting.

At the Final Recommendation Meeting the Board encouraged the use of cedar siding at the east and west elevations.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

At the Early Design Guidance Meeting, the Board indicated this guideline as a priority but did not discuss it further.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed. See Guideline A-6.

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.

At the Early Design Guidance Meeting, the Board discussed at length the treatment of the north façade. They encouraged the applicant to consider flipping the light well configuration and have the larger light well at the north wall of the structure. This will allow for more windows and visual interest on the north façade.

The treatment of the north wall should be presented in detail at the Recommendation Meeting.

The Board encouraged the applicant to take advantage of the under developed lot to the north owned by Seattle City Light.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed. The light well along the north elevation has increased in size and windows have been added.

- D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

At the Early Design Guidance Meeting, the Board discussed at length the treatment of the fence or screening of the parking. They encouraged the applicant to set back the screening and provide landscaping. See Guidelines D-8, E-2.

At the Final Recommendation Meeting the Board indicated they were not pleased with the response to the guidance given at EDG. They were not inclined to grant a departure from a required 5' planting strip to screen the parking, and reiterated that tall vertical trees be provided in the planting strip. See Departures.

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

At the Early Design Guidance Meeting, the Board noted they would like to understand how trash would be collected, where it will be held and who will be responsible for making sure it is brought out to the alley on collection day. The Board noted the location should be shown on the site plan.

At the Final Recommendation Meeting the Board questioned how the trash will be handled on collection days as it is located at the back of the parking area. The applicant responded that a service fee will be paid to have the trash containers moved. The Board appeared satisfied with this response.

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

At the Early Design Guidance Meeting, the Board noted they would like to see an exterior lighting plan at the Recommendation Meeting. Lighting in the garage should be presented.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed. See Guideline A-6.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

At the Early Design Guidance Meeting, the Board discussed their concern about the use of the alley and the screening of the proposed parking. The Board asked the applicant to consider reducing the amount of parking to allow more area for landscaping in front of

the parking enclosure. Treatment of the alley should be designed to ‘slow’ traffic. See Guideline E-2.

At the Final Recommendation Meeting the Board indicated they were not pleased with the response to the guidance given at EDG. See Guidelines D-5, E-2.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

At the Early Design Guidance Meeting, the Board agreed the landscaping along 15th Ave NW should work with and reinforce the landscaping of the development to the south.

At the Final Recommendation Meeting the Board appeared satisfied with how this guideline was addressed.

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.

At the Early Design Guidance Meeting, the Board stated they were concerned with the landscaping along the alley. Screening of the parking enclosure is a high priority. The Board suggested providing vertical trees along the screening. See Guideline D-8.

At the Final Recommendation Meeting the Board indicated they were not pleased with the response to the guidance given at EDG. They were not inclined to grant a departure from a required 5’ planting stripe to screen the parking, and reiterated that tall vertical trees be provided in the planting strip. See Departures.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) were based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). At the Final Recommendation Meeting four departures were requested:

1. **Street Level Uses (SMC 23.47A.005.C)** The Land Use Code requires that residential uses may occupy, in the aggregate, no more than 20 % of the street-level street-facing façade. The applicant is proposing residential uses to occupy 50% of the street facade. This area would include the residential entry and leasing office.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2 and D-7 by providing the opportunity for large storefront openings that will be occupied by the leasing office and a more generous entry.

The Board recommended that DPD grant the departure, subject to the conditions listed below and at the end of this report.

2. **Setback Requirements (SMC 23.47A.014.B.3.b)** The Land Use Code requires a setback for a residential structure a setback, where it abuts or is across an alley from a residential zone. The setback is 15’ for portions of the structure higher than 13’ up to 40’ in height

with an additional setback at the rate of 2' for every 10' by which the height of such portion exceeds 40 feet. One half of the width of the alley may be counted as part of the required setback. The applicant is proposing not to further set back the portion of the structure above 40' which will be up to 45' and 47'-6" in height. This means a portion of the structure above 40', approximately 1'-6" in depth at the highest point, will be located within the required setback.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines C-2 by providing a unified building form.

The Board recommended that DPD grant the departure.

3. **Street Level Development Standards (SMC 23.47A.008.B.3.a)** The Land Use Code requires nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. The applicant is proposing a live/work unit that has an average depth of 28'-4" which is 1'-8" less than the required 30'.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines by allowing for more room for the planting strip in the alley. This would meet the intent of guidelines A-8, D-5, and E-2.

The Board recommended that DPD grant the departure.

4. **Landscaping and Screening Standards (SMC 23.47A.016.D.1.c.2)** The Land Use Code requires surface parking abutting or across an alley from a lot in a residential zone must have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening. The applicant proposed a 1' planting strip on the alley side of screening.

The Board recommended against this requested departure. The Board did agree that the required 5' planting strip should be fully provided and face the alley. The 6' high screening should abut the enclosed parking. Landscaping in the planting strip should include tall vertical trees. This would meet the intent of guidelines A-8, D-5, and E-2.

The Board recommended that DPD grant the departure on the location of the 6' screening behind the planting strip, subject to the conditions listed below.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated July 22, 2013, and the materials shown and verbally described by the applicant at the July 22, 2013 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three Design Review Board members recommended APPROVAL (two members did not recommend approval) of the subject design, and five Design Review Board members recommended APPROVAL of the requested departures, with the following conditions: (Authority referred in the letter and number in parenthesis)

1. Tall vertical growing trees should be planted in the 5' planting strip facing the alley. (Guidelines A-5, D-5, E-2)
2. Tongue and groove cedar siding should be used at the west and east elevations as shown in the color elevations. (Guidelines C-2, C-4)

3. The leasing office should be kept open between 9am-5pm and have a storefront appearance. (Guidelines A-2, A-6 D-7)

Applicant response to Recommended Design Review Conditions subsequent to the Final Design Review Meeting:

1. The proposed planting strip along the alley has been increased to at least 5' and includes vertical tree species as shown in the MUP plan set. The modification satisfies the recommended design condition #1.
2. The proposed west and east elevations have been modified to include tongue and groove cedar siding as shown in the MUP plan set. The modification satisfies the recommended design condition #2.

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, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes 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.

At the Recommendation meeting five Board members were present. Three members recommended APPROVAL of the project. Subject to the above conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. DPD has determined to move forward with the Design Review recommendations, except the condition that "*the leasing office should be kept open from 9am-5pm.*" DPD believes the condition exceeds the authority of the Design Review Board.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

Five members of the Northwest Design Review Board were in attendance and provided recommendations (listed above) 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.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, 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 meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. 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 meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. 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 and the requested departure with the conditions summarized at the end of this Decision.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant on March 28, 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 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 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.

PUBLIC COMMENT:

The public comment period ended on April 24th, 2013. Public comments were received.

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 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

There will be excavation required to prepare the building site and foundation. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses in the adjoining area. Due to the proximity of other residential zones, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted, see SEPA conditions at the end of this document.

Greenhouse gas emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture 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 this project.

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 traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; 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

The Department of Neighborhoods reviewed the existing structures and determined that they are unlikely to qualify as a historic landmark (Landmarks Preservation Board letter LPB 524//13). Therefore, no mitigation is warranted for historic preservation.

Parking and Traffic

A Traffic Impact Analysis was prepared by Gibson Traffic Consultant dated June 2013 for the proposed development. A total of nine parking spaces are proposed for the project though no parking is required. The Gibson analysis determined there could be a generated demand for 29 vehicles. DPD's analysis estimates this may be a little high, and that the actual parking demand probably is closer to 23-25 vehicles. This analysis indicates that the project is likely to have a spillover of about 15 vehicles during peak times (typically overnight hours for residential

projects). A site visit at 9:30 on a weekday night saw ample parking on nearby streets including 15th Avenue NW. As the project is within an Urban Village within 1,320' of frequent transit service, DPD does not have SEPA authority to mitigate this impact; however, the impacts are not anticipated to be substantial. Therefore, no mitigation under SEPA is warranted or required according to SMC 25.05.675.M.

The project will add traffic to local streets. Based on rates from the Institute of Transportation Engineers' Trip Generation manual (8th edition), and adjusting for nearby transit opportunities, the project is expected to generate approximately 7-9 new vehicle trips occurring in each of the morning and afternoon peak hours. This amount of additional traffic is not expected to result in a noticeable impact on the local roadway system.

DPD's Transportation Planner has determined that the additional peak hour trips and parking demand do not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation is required.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' 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).

DETERMINATION OF NONSIGNIFICANCE

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

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

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

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

SEPA - CONDITIONS OF APPROVAL

During Construction

1. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, soil removal, backfill, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside of the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the undersigned Land Use Planner at least 3 days in advance of the request in order to allow DPD to evaluate the request.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

2. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the final design recommendation meeting on June, 13, 2013 and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).
3. 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

For the Life of the Project

4. The leasing office shall maintain a storefront appearance.
5. 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

Signature: (signature on file) Date: November 18, 2013
Beth Hartwick, Senior Land Use Planner
Department of Planning and Development