



City of Seattle

Department of Planning and Development

Diane M. Sugimura, Director

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

Application Number: 3014877
Applicant Name: Dave Knight, Alliance Realty Partners
Address of Proposal: 4745 40th Avenue Southwest

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a six to eight-story, residential building containing 135 dwelling units, 16 live-work units, 1,000 sq. ft. of commercial and 115 parking spaces in a below grade garage. Review includes 16,000 cu. yds. of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions*

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

* Notice of the Early Determination of Non-significance was published on August 15, 2013.

PROJECT DESCRIPTION

The applicant proposes to design and construct a residential building with 135 dwelling units, 16 live/work units, 1,000 square feet of commercial space and 115 below grade parking spaces. The existing building will be demolished.

Within the proposed building program, the applicant submitted three concept massing schemes. The organization of the program offers variations on a theme. In each case, the parking garage, accessed from the alley on the west, sits tucked into the hillside. In scheme A, the lobby and commercial retail front onto 40th Ave SW. Schemes B and C allow residential units to front onto the proposed park to the north and introduce commercial live/work units and the building lobby to face 40th Ave.

In Scheme A, the rectangular volume housing the dwelling units sits on a one-story plinth facing 40th Ave. The building steps up in height to the north from six to eight floors as it gains its additional levels due to the change in zoning allowance. Similar to Scheme A, Scheme B sits on a plinth, although slightly recessed at the central entrance, and steps up in height. The northern portion of the building forms an “L” shape in plan to create a court, enclosed on three sides above the plinth. Scheme C reduces the presence of the one-story plinth, although it remains as a central feature of the project. The volumes surrounding the second story court rise six floors on the south and west and seven floors on the north. Slight recessions in the volumes occur at the south and north facades and along 40th Ave at the base. The concept drawings suggest an arcade.

At the second EDG meeting, the applicant presented an exploration of varying massing schemes relating to the residential buildings across the alley, a concept landscape plans along 40th Ave SW and varying options for uses at the street front.

By the Recommendation meeting, the applicant refined the preferred concept and continued developing the landscape plan presented at the 2nd EDG meeting.

SITE & VICINITY

The 28,875 square foot site, located within the West Seattle Junction Hub Urban Village, lies at the northwest corner of 40th Ave SW and SW Edmunds St. Four parcels comprise the site. A two-story office building and associated parking occupies the site.

SW Edmunds St. climbs approximately 20 feet from east to west. The alley’s declination, an estimated 16 feet, occurs from the south to north. 40th Ave SW right of way is not parallel to the property lines on either side of the street. This off-center arrangement creates a broad zone between the property line and the roadway.

As the topography ascends toward California Ave SW, two blocks of five to six-story multi-family and mixed use buildings sit west of the site. To the south is a low-rise multifamily complex and beyond that, a single family neighborhood.

To the east, the Masonic Temple and its parking lot lie across 40th Ave SW. Surrounding the Masonic Temple, the quondam Huling Brothers Auto Center occupies a majority of the block. A team of developers plans a large mixed-use development housing a grocery store, smaller retail shops, approximately 400 residential units in two separate structures with a shared below grade garage. City of Seattle Parks and Recreation has purchased property directly north of the subject site for an 11,000 square foot park. Design development for the park has not commenced. Further to the north on the same block, a Bank of America branch fronts the Alaska St and 40th Ave corner.

The West Seattle Triangle planning area possesses a gallimaufry of residential and commercial uses. Other developments in the immediate vicinity include Trader Joe’s and a large excavated area to the north; parking lots, a Safeway, and Highline Medical Plaza to the west; a childhood learning center, the Thunderbird apartment complex and a parking lot to the south; and the West Seattle Produce Market to the east. The West Seattle Golf Course and Recreation Center sits five blocks further to the east.

New developments in the area include the Mural Apartments and a mixed use structure with a QFC grocery store on SW Alaska. A sizeable, mixed use project at the southeast corner of SW Oregon St and 42nd Ave SW is currently under construction.

ANALYSIS - DESIGN REVIEW

Public Comments

Fourteen members of the public affixed their names to the Early Design Review meeting sign-in sheet. Several of the speakers, who reside to the west of the building, spoke about the disruption of views, the potential decline in value of their residence, the loss of privacy and the obliteration of sunlight. They expressed frustration over the city's willingness to upzone the subject property after they had bought their condominiums. Speakers requested a reduction in the height of the proposed structure, a desire for a greater setback from the property line, and a higher quality design for the west elevation.

Other comments focused on vehicular and pedestrian safety on Edmunds St. Turning movement to the alley from a steep incline generates safety concerns. The subject proposal and the one across 40th Ave SW will generate a significant increase in traffic. Two large vertical walls facing the alley will also exacerbate the "shady activity" that occurs in the alley. One community member suggested moving the park to the corner and the proposal to the north.

At the Second EDG meeting, eleven members of the public placed their names on the sign-in sheet. Speakers raised the following issues:

Relationship to Park

- Fences separating the dwelling units from the park should be less than six feet high. Residents ought to be able to monitor the park which is a crime prevention through environmental design (CPTED) principal.
- Prefers more units next to the park rather than the lobby.

Height, Bulk and Scale / Respect for Adjacent Sites

- The distance between the condominium units and the proposal is too close. Push the property line to the east. The wide right of way could be used for the building mass.
- Shift the building five feet to the east. (Recommended several times.)
- Provide a shading study for the park.
- A-5. Respect Adjacent Sites. Too many windows are face to face. There is a lack of privacy between the condo/apartment buildings and the proposal. (Mentioned several times.)
- The set back from the alley appears okay. The lower height is welcome.
- Keep the building as low as possible. Lower the floor to floor heights.

Uses at Street Front

- The commercial space next to the future park is also a welcome change.
- The larger and wider lobby is preferable.

Traffic Safety

- Traffic safety is an issue for vehicles exiting the alley onto Edmunds St. (Mentioned several times.)
- Alley exiting is dangerous when icy roads occur. Vehicles slide into the column of the adjacent building.

- The alley is too narrow. More cars will exacerbate the problem.
- Edmunds has a lot of pedestrian traffic.
- Step the corner of the building back away from the alley.

Landscaping

- The proposed streetscape design is better than the Whole Foods project. There is a direct relationship between the building and the streetscape. The landscape varies in response to the different uses.
- The lighting design ought to complement the changes of use and nodes along the street front.
- The proposed landscape design is well done.

Other

- The Board's initial EDG comments were quite good and comprehensive.
- The contrasting colors on the façade are appealing.

DPD received two documents outlining project concerns. One focused on the need for an improved NE corner, the impacts on the future park, and the creation of a canyon on the alley by the lack of setbacks. The other letter detailed concerns related to impacts from height, bulk and scale, traffic and parking.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings".

PRIORITIES

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

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.

1st EDG Meeting: Evidence of how the proposal connects with other projects (namely the Whole Foods site) across 40th Ave SW needs further explication. Provide a schematic or concept landscape plan along the frontage for the next EDG meeting. The wide planting strip on 40th Ave SW warrants a creative landscape design that complements the design for the Whole Foods mixed use project.

2nd EDG Meeting: The Board endorses the landscape concept along 40th Ave SW, in particular, the manner in which the design changes in response to the adjacent uses. As the design evolves, the lighting design should enhance the tripartite scheme.

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

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.

1st EDG Meeting: See guidance for B-1. The proposed structure should acknowledge the buildings across the alley with a larger setback or with the use of terraces. See guidance for B-1.

2nd EDG Meeting: Continue to refine the alley elevation to ensure greater privacy by the strategic placement of windows and raised sill heights.

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.

1st EDG Meeting: By the next EDG meeting, the applicant must provide a more explicit response to this guideline.

2nd EDG Meeting: See guidance for A-2.

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

1st EDG Meeting: Provide a conceptual landscape plan by the next meeting. Focus the effort on open spaces adjacent to the future park, at the broad planting strip on 40th Ave SW and on the upper level open space.

2nd EDG Meeting: Fences separating dwelling units from the future park should obscure a person when sitting on his or her patio but allow for visibility when standing. Fences should approximate a height of four feet.

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.

1st EDG Meeting: Location of parking access on the alley met with the Board's approval.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

1st EDG Meeting: The Board, reinterpreting the guideline, noted the significance of the building's corner at the future park and 40th Ave SW. The structure's corner should have a prominence more significant than the corner at Edmunds St.

2nd EDG Meeting: The decision to place a commercial space at the corner next to the park received praised. At this time, the Board did not discuss the architect's treatment of the seven-story corner.

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.

1st EDG Meeting: The Board noted the proposal's lack of recognition of the residential structures across the alley. The architect should step the structure back from the alley or sculpt its west façade in deference to the neighboring structures.

None of the three design alternatives received the Board's endorsement. A revised design may result in a hybrid of the three. Along with changes to the west façade, the structure should exhibit modulations or changes in form on the north façade facing the future park. A sheer vertical elevation facing the park is unwelcome. The south façade ought to acknowledge the incline along Edmunds St. and respond to the grades at the street frontage.

The varying heights of the wings, the extent of the plinth and the size and placement of the second floor open space received lengthy Board deliberation. No explicit direction emanated from the discussion; however, elements of schemes B and C had merit.

2nd EDG Meeting: Deliberation focused on the alley façade. In sum, this elevation must exhibit the same design interest that the more visible facades evoke. Consider reducing the amount of the dark color in order to ensure reflective light into the units of the buildings facing the alley. The contrasting colors and the composition need considerable revision.

The Board notes its satisfaction with the building's height.

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.

1st EDG Meeting: The vicinity's context does not distinguish itself. The architect has the opportunity to endow this area of W. Seattle with greater character.

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.

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

1st EDG Meeting: The Board emphasized the importance of this guideline.

2nd EDG Meeting: Continue the visual interest and rigor of the north, east and south facades onto the alley elevation. See guidance for B-1.

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.**

1st EDG Meeting: Imbue the structure with a fine grain along the street frontages and the park. The choice of materials, overhead weather protection, and detailing will ensure that the pedestrian and the park users relate to the building's scale.

2nd EDG Meeting: The presentation drawings do not reveal much of the details at the two street fronts. When the project returns for a Recommendation meeting, the choice of materials, colors and detailing will be revealed.

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.

1st EDG Meeting: Use materials at the podium level to reflect its smaller scale in the larger composition.

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.

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

1st EDG Meeting: By the next EDG meeting, the design team must present a strong concept plan for the landscaping along 40th Ave SW and other open spaces. Scale and size the open spaces to orient to the neighborhood and future developments.

2nd EDG Meeting: The Board notes its satisfaction with the initial efforts illustrated in the 40th Ave SW concept landscape plan.

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.

1st EDG Meeting: Ensure that a purely blank wall at the parking garage does not face Edmunds St.

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.

West Seattle Junction -specific supplemental guidance:

- **Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.**
- **The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.**

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

1st EDG Meeting: See guidance for D-8.

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

1st EDG Meeting: Step the structure back from the alley at the intersection with the Edmunds St. right of way to ensure safe vehicular and pedestrian conditions along the street frontage.

2nd EDG Meeting: The Board asks that SDOT consider redirecting alley traffic northward instead of exiting onto Edmunds St. This would create safer exiting conditions.

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.

1st EDG Meeting: Provide concept signage for the commercial uses at the Recommendation meeting.

2nd EDG Meeting: See guidance provided at the 1st EDG meeting.

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

1st EDG Meeting: The Board expects to review lighting concepts at the Recommendation meeting.

2nd EDG Meeting: See guidance provided at the 1st EDG meeting.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

1st EDG Meeting: Ensure that live/work spaces have expansive amounts of glazing at the street frontages.

2nd EDG Meeting: See guidance provided at the 1st EDG meeting.

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.

1st EDG Meeting: Consider adding a secondary residential entry facing the future park.

2nd EDG Meeting: The option without the secondary entrance near the park received the Board's endorsement. Option #1, p. 14 of the Recommendation booklet, illustrates a wide lobby facing 40th Ave SW.

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.

1st EDG Meeting: The future park provides a special opportunity for this project. Without the city's design for the future park to the north, however, the landscape architect has little direction in which to create a complementary outdoor space. Design for both continuity and the privacy of residences facing the park.

2nd EDG Meeting: See guidance for A-7 and E-2.

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.

1st EDG Meeting: Provide a schematic landscape plan for the street frontages, the area adjacent to the park land, and the upper level open spaces.

2nd EDG Meeting: At this meeting, discussion of landscaping issues focused on the 40th Ave right of way and the intermediary space between the dwelling units and the park. The separation between the park and the units should be both visibly porous and private. See guidance for A-7.

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.

1st EDG Meeting: The right of way along 40th Ave SW needs careful consideration. The unusually wide planting strip between the roadway and the property line provides an opportunity both to consider aligning the street with future improvements to 40th Ave (SDOT concern) north of the site and to provide a gracious front yard to the commercial and lobby areas facing the street.

2nd EDG Meeting: DPD Staff note. Realignment of 40th Ave SW to conform with revisions for the future park and the Whole Foods project remain an on-going issue.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a Design Review and SEPA components on July 25, 2013.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on December 5, 2013 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members consideration.

Public Comments

Five members of the public affixed their names to the Recommendation meeting sign-in sheet. Speakers continued to raise concerns about the amount of privacy for the residents of the buildings to the west and the level of safety for both vehicles and pedestrians in the alley and at its intersection with SW Edmunds due to shading and poor sight lines. Another comment focused on the handling of the blue panels at the base of the south elevation

The recessed two-story units facing the north would create a dark terminous or edge at the park. In general, speakers praised the transition to the park and commended the landscaping design along the 40th Ave SW frontage.

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

The exterior of the residential lobby should have a more visible presence. In order to produce greater clarity, establish a stronger relationship between the lobby / entrance and the larger residential massing above it.

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.

After evaluating the west elevation and the overlay diagram depicting the relationship of the windows of the facing structures, the Board noted its comfort with the issue of tenant privacy.

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.

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

The design of the panels or screens separating the park from the units facing it received praise. Locate an additional screen parallel to the alley and adjacent to the west patio.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

After some discussion, the Board noted its general agreement with the composition of the building's northeast corner at the park.

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.

The alley façade met the Board’s design expectation established at the 2nd EDG meeting. See guidance for A-5.

C. Architectural Elements and Materials

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building’s upper and lower levels. This is especially critical in areas zoned NC-65’ and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

Revise the south elevation to eliminate the blue cementitious panel at the base. The composition should appear consistent with the east elevation. Exposing the concrete wall is a satisfactory solution.

- 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.**

Provide a joint or score line at the base of columns that form the arcade to provide a greater sense of detail and scale.

- 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.**

The Board noted the preponderance of cementitious panels and recommended the introduction of a second material, perhaps, substituting for the grey panels. The new material should not represent an insignificant or incidental amount of the elevations.

In addition, use a grade of cementitious panel that matches the manufacturer's recommended quality thickness for a commercial building.

Several other modifications to the south, east and west elevations were recommended as well. On the south, the blue cementitious panel should terminate prior to reaching grade to stay consistent with the other major elevations. Use one material, either fiberglass or aluminum for the storefront windows to comprise the base of the east façade. This will provide greater consistency. At the concrete base of the alley façade score the wall to provide a sense of scale.

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.**

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

The capacious planting strip (more like a runway) provides a large palette for a significant landscape design. The Board and the public both commended the landscape architect's efforts.

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-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.

West Seattle Junction -specific supplemental guidance:

- Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
- The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

Add score lines to minimize the breadth of the concrete wall at the alley.

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

Wash the lower alley façade with light to ensure a safe environment for vehicles and pedestrians.

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

See D-7.

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.

The Board accepted the signage concepts presented at the meeting.

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

The pole lights illustrated on pages 39 and 40 should remain as part of the landscape design.

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.

The robust landscape along the 40th Ave SW frontage will correspond well to the proposed landscaping at the Whole Foods site across the street.

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.

Keep the benches shown on page 39 of the Recommendation packet.

Consider simplifying the variety of pavers on the 40th Ave frontage.

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.

As mentioned above, the Board noted its pleasure with the landscaping along the 40th Ave frontage.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the December 5, 2013 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the December 5th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Setback SMC 23.47A.009B.4.b.	A setback of at least 10' from the street lot line is required along non-arterial north-south avenues for at least 25% of the lot frontage or 100' of the lot frontage, whichever is less.	Allow a ground level setback of 8' from the street.	<ul style="list-style-type: none"> ▪ The lot has an usually wide planting strip between the structure and the road way. ▪ Provides a consistent street edge and a more unified design building and landscape design. (C-2, E-2) 	Approved
2. Street Level Uses. SMC 23.47A.032B.1.b	Within a structure, parking shall be separated from street-level, street facing facades by another permitted use.	A triangle portion of the parking garage appears at the base of the structure along SW Edmunds St.	<ul style="list-style-type: none"> ▪ Minimal amount of parking garage exposure on a sloping grade. Difficult to place another use in the location. 	Approved
3. Street Level Uses –Residential Uses at Street Level SMC 23.47A.005C.1	Residential uses may not occupy, in the aggregate, more than 20% of the street-level, street-facing façade within a zone that has a height limit of 85' or higher.	Applicable to the northern portion of the 40 th Ave SW façade. Request represents approximately 25% of total façade. The request exceeds a code compliant lobby by 31'6".	<ul style="list-style-type: none"> ▪ The broader lobby provides for a more convenient and attractive access to the building entrance. (A-3, D-1) 	Approved. In order to facilitate this departure, the applicant must meet recommended condition # 1.
4. Street Level Development Standards. SMC 23.47A.008D.2	The floor of a dwelling unit located along the street-level, street facing façade shall be at least 4' above or below sidewalk grade, or be set back at least 10' from the sidewalk.	Allow one unit to be within 4' feet of sidewalk grade due to the slope along SW Edmunds St.	<ul style="list-style-type: none"> ▪ Provides a consistent floor line and residential use along the street front. (C-2). 	Approved

<p>5. Non-residential Street-level Requirements. SMC 23.47A.008B.2</p>	<p>60% of the street facing façade between 2 and 8' above the sidewalk shall be transparent.</p>	<p>Proposes 20% (12'10") transparent.</p>	<p>▪ A live/work and a parking garage occupy the greater portion of the Edmunds St. façade. The applicant requests a green screen rather than an opening.</p>	<p>Approved</p>
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The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) In order to produce greater clarity and visibility for the lobby entrance, establish a stronger relationship between the lobby / entrance and the larger residential massing above it. (A-3)
- 2) Locate an additional screen parallel to the alley and adjacent to the west patio to ensure additional privacy for the corner unit. (A-7, E-1)
- 3) Revise the south elevation to eliminate the blue cementitious panel at the base. The composition should appear consistent with the east elevation. Exposing the concrete wall is a satisfactory solution. (C-2, C-4)
- 4) Provide a joint or score line at the base of the columns that form the arcade to provide a greater sense of detail and scale. (C-3)
- 5) Introduce a second material (perhaps, substituting for the grey panels) for the facades. The new material should not represent an insignificant or incidental amount of the elevations. (C-4)
- 6) Use a grade of cementitious panel that is the manufacturer's recommended quality thickness for commercial buildings. (C-4)
- 7) Use one material, either fiberglass or aluminum, for the storefront windows that comprise the base of the east façade to achieve greater consistency. (C-4)
- 8) At the concrete base of the alley façade score the wall to provide a sense of scale. (C-4, D-5)
- 9) Wash the lower alley façade with light to ensure a safe environment for vehicles and pedestrians. (D-7)
- 10) Ensure the installation of the type of benches shown on page 39 of the Recommendation packet. (E-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 25, 2013. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the

basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, 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). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the residential building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, 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.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
- 2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately **60 feet** and will consist of an estimated 16,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

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.

Traffic and Parking

Duration of construction of the apartment building may last approximately 18 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 16,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 1,600 round trips with 10-yard hauling trucks or 800 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval 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; increased demand for parking; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, greenhouse gas emissions, traffic, and parking impacts warrant further analysis.

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.

Traffic and Transportation

The proposed apartment development would produce approximately 586 new daily vehicular trips, with 52 week day, PM peak hour trips. The project would not cause any study intersections to degrade to an unsatisfactory level of service.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

Per SMC 23.54.015 Tables A and B, urban villages in frequent transit corridors have no minimum parking requirements. Located in the West Seattle Junction Hub Urban Village, this project would not have to supply off-street parking. Based on 135 mid-rise dwelling units and using a range of .33 to 1.04 vehicles per unit, there would be a generated demand of potentially 40 to 140 vehicles. On-street parking in the area and the use of available vehicular sharing programs would offer alternative spaces and methods of traveling for the parking demand of up to 25 residential vehicles that may seek parking. The land use code does not require parking for the size of the live/work units and commercial space proposed. Nearby on-street parking would accommodate any spillover parking from the project.

No SEPA mitigation of parking impacts is warranted.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 2C.
- [] 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 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. In order to produce greater clarity and visibility for the lobby entrance, establish a stronger relationship between the lobby / entrance and the larger residential massing above it.
2. Locate an additional screen parallel to the alley and adjacent to the west patio to ensure additional privacy for the corner unit.
3. Revise the south elevation to eliminate the blue cementitious panel at the base. The composition should appear consistent with the east elevation. Exposing the concrete wall is a satisfactory solution.
4. Provide a joint or score line at the base of the columns that form the arcade to provide a greater sense of detail and scale.
5. Introduce a second material (perhaps, substituting for the grey panels) for the facades. The new material should not represent an insignificant or incidental amount of the elevations.
6. Use a grade of cementitious panel that is the manufacturer's recommended quality thickness for commercial buildings.
7. Use one material, either fiberglass or aluminum, for the storefront windows that comprise the base of the east façade to achieve greater consistency.
8. At the concrete base of the alley façade score the wall to provide a sense of scale.
9. Wash the lower alley façade with light to ensure a safe environment for vehicles and pedestrians.

Prior to Building Application

10. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

11. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of all Construction Permits

12. Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

13. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to

this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least five (5) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

14. Ensure the installation of the type of benches shown on page 39 of the Recommendation packet.

For the Life of the Project

15. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

16. Provide a construction worker parking plan with the intent to reduce on-street parking. Construction workers may park on-site once the garage is completed.
17. A transportation route plan shall be provided to DPD and SDOT; this plan shall document proposed truck access to and from the site, and shall indicate how pedestrian connections around the site will be maintained during the construction period.

During Construction

18. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
 - A. Surveying and layout.
 - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
 - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
19. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:
 - A. Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
 - B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

- C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
 - D. Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
20. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
21. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file)
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

Date: February 6, 2014