



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3015522
Applicant Name: Brian Wulfestieg for Toll WA LP
Address of Proposal: 901 West McGraw Street

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow 15, three-story townhouse and row house buildings which will total 57 units. Parking for 103 vehicles will be provided within the structures. Existing residential building (McGraw Cottage located at Tenth Avenue West and West McGraw Street to remain and five structures to be demolished. Streamlined Design Review (SDR) was conducted under project number 3020595 and a Lot Boundary Adjustment is being reviewed under project number 3017558.

The following approvals are required:

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 June 26, 2014, revised and re-noticed on May 21, 2015.

BACKGROUND

The proponent submitted an Early Design Guidance (EDG) application in October 2013. Two EDG meetings ensued. After receiving Design Review Board guidance, the proponent applied for a Master Use Permit (MUP) with design review and State Environmental Policy Act (SEPA) components in June 2014.

During the department’s review of the MUP application, Toll Brothers (the applicant) decided to withdraw the full design review component from Seattle Department of Construction and Inspections’ (Seattle DCI) application in May 2015. In Lowrise One (LR1) zones, design review is optional and invoked only when an applicant requests development standard departures. Adjusting the plans, the developer applied for Streamlined Design Review (SDR) and requested

a series of development standard adjustments, which are more limited in scope than departures. Unlike the full Design Review program, with its public meetings and volunteer board review, the SDR application is reviewed administratively by city staff.

The following documents the history of the land use review.

- **Project History.**
 - The applicant submitted for early design guidance in October 2013.
 - Two EDG meetings followed in December 2013 and March 2014.
 - The applicant submitted a MUP application with design review and SEPA components in June 2014.
 - A public meeting was held September 2014 (unrelated to design review).
 - Applicant withdrew from full design review and applied for streamlined design review (SDR #3020595) in May 2015 prior to a Recommendation meeting. (See explanation below).
 - July 2015. SDR report completed.

PROJECT DESCRIPTION

The applicant's proposed development includes 15, three-story townhouse and row house structures housing a total of 57 units, demolition of five structures and the rehabilitation of an existing cottage near the site's northwest corner. The units contain parking for 103 vehicles or approximately two garage spaces for each unit. The siting establishes vehicular access from both West McGraw St. and an alley connected to W. Crockett St. An interior loop or circular driveway connects to the driveway from W. McGraw and the alley to the south. Residential units front onto Ninth Ave W., W. McGraw St, and 10th Ave. W. Within the loop, additional units (7 separate buildings) face inward to one another along a pedestrian path. A large cottage original to the Seattle Children's Home faces W. McGraw. This house will be retained and renovated into two residential units. The arrangement limits curb cuts to one located mid-block on W. McGraw St.

Interspersed within the complex, a series of pathways and small open spaces link to the adjacent rights of way. An unimproved right of way beginning on Tenth Ave W. connects to the improved north / south alley bordering a portion of the site. This unimproved ROW extending east and west will be upgraded to contain a hill climb linking to a pathway and stairs through the subject property to Ninth Ave W. Another pathway beginning further north on Ninth Ave will cross into the site, connect to a series of open spaces and through to another open space at the property's northwest corner at W. McGraw and Tenth Ave. This pathway also has a series of steps and belvederes directly across from the entrance on W. McGraw. A series of modest open spaces separate structures along Ninth and Tenth Avenues. The interior loop will have a pathway demarcated from the vehicular drive. The circular path connects to the east / west bound pathways through the property. The hill climb and pathways should provide western views.

Ten trees on the property qualified as exceptional. These trees are proposed to be protected during construction and saved as part of the new development. These will occupy several of the open spaces within the property's interior and exterior. In addition, many of the large trees within the rights of way will be preserved and new trees will be planted as well. See plan sheet ARB-1. Other trees which may have appeared to have met the criterion were determined to be either unhealthy or in the right of way or presenting some other disqualifying characteristic.

The four buildings facing Ninth Ave W. are two and a half stories dressed in either brick or shingles. From the interior of the site these structures are three stories due to the slope. Garages occupy most of the lowest levels. Along W. McGraw one new structure is introduced. The four units have brick cladding and rise two and a half stories, and similar to the units fronting Ninth Ave, have dormer windows. The 1915 constructed cottage also faces W. McGraw, and as mentioned earlier, will serve as a duplex. Two, three story structures extend along 10th Ave W. Composed in a contemporary style, these buildings possess cladding of stone veneer, cement fiber panel, and lap siding. Distinguishing characteristics include a diverse mix of materials, nearly flat roofs, large amounts of fenestration defining the third floor and an overlapping or collage of materials and colors. The buildings in the interior of the driveway loop resemble, depending upon their proximity, the structures across the driveway from them. Thus, the structures to the east have either brick or shingle veneers, and the buildings to the west have adornments of fiber cement, wood and stone veneer.

SITE & VICINITY

A panhandle-shaped parcel totaling 107,984 square feet (2.48 acres) comprises the development site bordered by W. McGraw St. on the north, Ninth Avenue West on the east, and Tenth Avenue West on the west. The staggered southern boundary is defined by an unimproved alley from Tenth Ave W. extending east to the property and connecting to a north/south oriented alley beginning at West Crockett on the south and terminating at the property. A parcel at 2107 Ninth Ave. W. borders the southeast portion of the site.

The property extends 256 feet along W. McGraw St from Ninth Ave W to Tenth Ave W., stretches approximately 334 feet along 10th Ave W. from W. McGraw to the unimproved alley, and reaches 510 feet along Ninth Ave from W. McGraw to the property addressed as 2107 Ninth Ave.

Six, one to two-story institutional buildings comprise the former Seattle Children's Home, plus two surface parking lots and landscaped courts. A two-story "cottage" building from circa 1915 occupies the parcel's northwest corner.

The half-block site fronts onto three streets, Ninth Ave. W., 10th Ave. W. and W. McGraw St., which all provide pedestrian access. Currently vehicular access occurs from 9th and 10th Avenues as well as the north/south oriented alley from W. Crockett St. An unimproved alley begins at 10th Ave W. and runs perpendicular to the north-south alley.

The site's Lowrise One (LR1) zone extends west from the property to 12th Ave W and Gilman Drive W., east to the alley between Seventh Ave W. and Eighth Ave W, and south to W. Howe St. then jogs southward to W. Blaine St. The zoning classification shifts to Single Family 5000 (SF 5000) north of W. McGraw St.

The multi-family lowrise neighborhood, comprised mostly of single-family homes, also has townhouses and multi-family structures. There are two small neighborhood commercial zones within walking distance to the east and south. West sloping topography, large mature trees and older turn of the 19th century homes characterize the vicinity. Single-family houses with detached garages occupy the rest of the block and alley to the south.

The site's declension totals approximately 38 feet overall from the property's northeast corner to the southwest corner at Tenth Ave and the unimproved alley. The city mapped three areas of steep slope along the north/south bound alley and partially in the western half of the site.

Based on a review of the submitted information and the City GIS system, Seattle DCI concludes that the ECA Steep Slope areas on and surrounding the site are in existing areas of development that appear to have been created by previous legal grading activities (per SMC 25.09.180 B2a and b) associated right-of-way and site development. For this reason, an ECA Steep Slope Area Variance is not required for this project.

W. McGraw at the frontage of the subject site and Tenth Ave are both collector arterials. Ninth Ave W. and W. Crockett St. are local access or non-arterial streets.

PUBLIC COMMENT

Seattle DCI received over 100 comment letters and emails related to the two Early Design Guidance meetings and for the Streamlined Design Review (Project # 3020595). These are available by reviewing the reports from the meetings and the Seattle DCI staff. Correspondents also wrote about SEPA related issues. Seattle DCI conducted a public meeting on September 18, 2014. Issues and concerns identified by the meeting attendees included the following:

- Preservation of mental health facilities in the state.
- School capacity at Coe Elementary
- Street capacity, safety, and circulation
 - Pedestrian safety
 - Traffic study fails to show impact on pedestrians.
 - Expand traffic study to 15th Ave
 - Need traffic calming.
- Trees
 - Protect exceptional trees.
 - Loss of trees creates heat gain.
- Vagueness of the applicant's response to the SEPA checklist.
- Too much density, too many units.
- Lack of adequate parking
- Height, bulk and scale.
 - Lack of porosity (fortress around the site)
 - Townhouses are over height.
 - Doesn't relate to character and scale of the neighborhood.
- Air Pollution from dust, diesel motors, lead, asbestos.
- Drainage
 - Problems on 11th Ave. W. from underground wells.
 - Need low impact development.
 - Aging storm drains.
- Views. Disrupts views through site.
- Parking. Residents and guests will park on street.

Seattle DCI received hundreds of letters pertaining to Coe Elementary School specifically illuminating issues of pedestrian safety, traffic and its enrollment capacity. The letters explain that the school has more students than capacity. The addition of more students, according to the

letters, would exacerbate already overcrowded conditions. Other letters reiterate the concerns outlined above.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from the project was made in the environmental checklist submitted by the applicant, dated May 15, 2014. 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, an 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 and Grading Codes, the Street Use Ordinance, and the Traffic and Building Codes. The following is an analysis of impacts from construction-related air quality, construction noise, construction traffic and parking, earth, environmental health, and greenhouse emissions.

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 houses and apartments.

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.

Construction Impacts – Noise

The proposed development includes extensive grading over an area of 2.48 acres which will result in noise from excavation equipment and truck trips. Surrounding properties in all directions are developed with housing and will be impacted by construction noise. The combined impacts and potential 48 month duration of construction noise warrants additional mitigation to reduce the impacts of construction noise on nearby residents.

The limitations stipulated in the Noise Ordinance are therefore not sufficient to mitigate noise impacts from this project; therefore, pursuant to SMC 25.05.675B, the applicant shall be required to limit the duration of noise generating construction activities including demolition, grading, deliveries, framing and roofing to non-holiday weekdays from 7:00 AM to 6:00 PM.

A Construction Management Plan will be required, including contact information in the events of complaints about construction noise, with measures to reduce or prevent noise impacts. The submittal information and review process for CMPs are described on the SDOT website at www.seattle.gov/transportation/cmp.htm. A Construction Management Plan requires a list of mitigation measures for impacts during both standard and non-standard working hours (based on the Noise Ordinance).

Construction Impacts – Transportation

Duration of construction of the residential community may last approximately 48 months. The construction of the project will have 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 14,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the new development will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 1,400 round trips with 10-yard hauling trucks or 700 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction and its exacerbation of traffic and safety conditions, 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.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a truck haul route and information about off-site construction worker parking. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

Earth

The Grading Code (SMC 22.170) 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 will be reviewed by the Seattle DCI 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 Stormwater Code (SMC 22.800-808). 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 Seattle DCI building plans examiner and geo-technical engineer prior to issuance of the construction permits.

The Stormwater Code and the Grading Code (SMC 22.170) provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Excavation to construct the residential structures will be necessary. Excavation will remove an estimated 14,000 cubic yards of material from the collective sites. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. The City's Traffic Code (SMC 11) 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 en route 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.

Environmental Health

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. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SPA Policies 25.05.675F is warranted for asbestos impacts.

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.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal. These include increases for the following: greenhouse gas emissions, surface water runoff due to greater site coverage by impervious surfaces; height, bulk and scale on the site; traffic in the area; demand for parking; 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 and Grading Codes which require 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; height, bulk and scale, traffic; parking impacts; plants and animals, and historic preservation warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with 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, therefore, no further mitigation is warranted pursuant to SMC 25.05.675.F.

Height, Bulk and Scale

As described earlier, the project initially received early design guidance due to the applicant's desire for specific departures from the Land Use Code. Later the applicant modified the project and requested only adjustments which triggered Streamlined Design Review. Seattle DCI staff reviewed the proposed development scheme based on the regulations govern the SDR program described in SMC 23.41. Design review may request mitigation for height, bulk and scale by use of modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for the project proposed on the site. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to height, bulk and scale are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Historic Preservation

The structure referred to as "the cottage" facing W. McGraw St. is more than 50 years old. This structure was reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 80/14). However, the applicant proposes to rehabilitate the building as part of the new development. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate

impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Plants and Animals

The 2.48 acre site has an abundance of mature landscaping which includes large shade trees in the rights of way and within the property lines. Several arborists' reports, including studies commissioned by the applicant and a neighborhood group, documented numerous exceptional trees. Discrepancies among the reports involved accurate measurement of the trees and health risk. Seattle DCI's certified arborist evaluated the reports as well as visited the site to check the accuracy of the arborists' efforts. Seattle DCI determined that ten trees within the site met the size thresholds and healthy enough to qualify as exceptional according to SMC 25.11. The applicant has integrated these trees into the project by ensuring adequate open space surrounding them to maintain their presence. Prior to issuance of demolition and construction permits, the applicant must provide a Tree Protection Plan to ensure the protection of the exceptional trees.

Public Services and Facilities

It is the City's policy to minimize or prevent adverse impacts to existing public services and facilities. It has been documented that nearby elementary schools, Coe and Queen Anne, have exceeded their enrollment capacities. The proposal adds 57 new townhouse units, most of which contain three bedrooms, to the neighborhood. Although it is difficult to estimate the precise impact on public school enrollment, it is likely that some of the residents of the development will include school age children. The impact of additional enrollment pressure on neighborhood schools, while adverse, will be small given the number of units in the proposed development. Significant actions such as requiring the construction of new facilities and the hiring of new teachers with this modest number of new unit would not be justified, given the likely minor increase in enrollment.

Parking

The City's Land Use Code requires one parking space per single family unit for the subject property. The applicant proposes a total of 103 spaces for the 57 units (1.8 per unit), which exceeds the city's code requirement.

Census tract data according to the applicant's transportation consultant, Gibson Traffic Consultants, indicates an average of 1.84 vehicles per owner occupied unit. Applied to the proposal, the figure suggests a demand of approximately 105 parking spaces.

The consultant conducted a parking supply study in the vicinity by analyzing parking utilization within 800 feet in all directions of the Seattle Children's Home site. The result shows that parking counts after 10:00 PM (a time when there is maximum utilization for residential use) equal a 61 percent parking utilization. Approximately 151 spaces are available prior to 85 percent utilization. At 85 percent, drivers begin to notice the lack of spaces and potentially circle the blocks seeking an on-street space. The 151 available spaces under a 85 percent scenario provides a more than sufficient number of spaces for any overflow parking generated by the future development.

Seattle DCI concludes that no SEPA mitigation of parking impacts is warranted.

Traffic and Transportation

The applicant's transportation consultant, Gibson Traffic Consultants, evaluated a proposal for 62 residential units. After the analysis was completed in May 2014, the applicant reduced the number of units to 57. Gibson, thus, overstates the impact by five units. Thus, the consultant's calculations are slightly greater than what would occur with 57 units. The consultant also did not recognize the impacts from the Seattle Children's Home. No credit for trips in and out of the existing site was credited toward the development to analyze the "worst case" impact of the development.

Sixty-two residential units would generate approximately 360 average daily vehicle trips. Thirty-two of the net new week day trips would occur during the PM peak hour. Net new AM peak hour trips would be slightly less with 27 vehicles trips. The addition of the 57 residential townhouses would not cause the nearby intersections and the site access to degrade to an unsatisfactory level of service during the PM peak hour. Based on the traffic impact study, six of the seven intersections studied would operate at Level of Service (LOS) of A or B with project traffic. These include Ninth Ave W. at W. McGraw St. and the alley at W. McGraw St. The seventh intersection at 10th Ave W and W. Howe would have a LOS of C with or without the introduction of the new development. These levels of service are acceptable. In general intersections would have minimal increases in average vehicle delay caused by adding project related trips to the roadway network.

Analysis of collisions and sight distances show relatively safe conditions. A five year collision summary shows a total of 14 collisions along the nine immediate street segments and intersections. The transportation consultant recommended the installation of traffic calming devices at the intersection of Ninth Ave W. and W. McGraw St. to improve sight distance. Remedies may include the construction of a traffic circle or installation of stop signs to create an all-way stop controlled intersection. Currently, only northbound and southbound traffic is stop controlled.

No SEPA mitigation of traffic impacts to the nearby intersections 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 – SEPA

Prior to Issuance of Demolition, Excavation/Shoring or Construction Permit

1. Provide a Construction Management Plan that has been approved by SDOT prior to any building permit (including demolition). The submittal information and review process for Construction Management Plans are described on the SDOT website at <http://www.seattle.gov/transportation/cmp.htm>.
2. The applicant will submit a tree protection plan. The plan must also be added to the construction drawings.

During Construction

3. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7 AM to 6 PM. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9 AM and 6 PM 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.
4. Condition #3 may be modified through a Construction Noise Management Plan approved by Seattle DCI. The Plan shall include proposed management of construction-related noise, efforts to mitigate noise impacts, and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the construction team to express concern about noise. The construction noise management plan shall be incorporated into the Construction Management Plan.
5. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Prior to Building Permit Final

6. Subject to SDOT approval and prior to the certificate of occupancy for the first structure, a traffic calming device will be installed at the intersection of Ninth Ave. W. and W. McGraw St. to improve sight distance.

Bruce P. Rips, Assoc. AIA, AICP
Seattle Department of Construction and Inspections

Date: February 25, 2016

BPR:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.