



City of Seattle
Edward B. Murray, Mayor

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

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

Application Number: 3017929

Applicant Name: Brenda Barnes of Clark Design Group, LLC
and Jill Kurfirst of Real Project Management Services

Address of Proposal: 1518 West Dravus Street

SUMMARY OF PROPOSAL

Land Use Application to allow a 7-story structure containing 38 residential units. Parking for 19 vehicles to be provided within the structure. Existing building to be demolished.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code, with Departures:

Development Standard Departure to allow less than the required upper level setback (SMC 23.48.010)

Development Standard Departure to allow less than the required setback at the corner (SMC 23.48.014.A.3.b.)

Development Standard Departure to allow less than the required aisle width (SMC 23.54.030.E.1.)

SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

Site and Vicinity

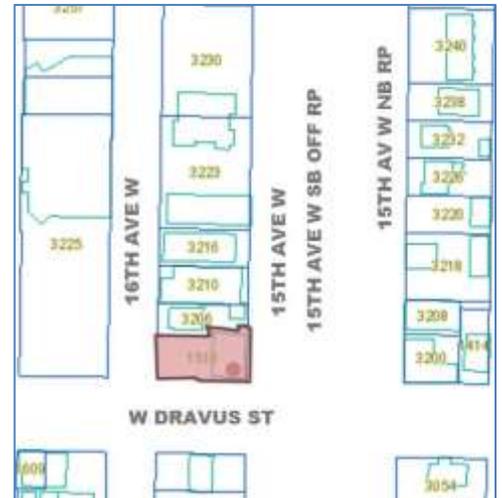
Site Zone: Seattle Mixed/Dravus/40-85 (SM/D/40-85)

Nearby Zones: (North) SM/D-40-85
(South) SM/D-40-85
(East) SM/D-40-85
(West) SM/D-40-85

Lot Area: 7,440 square feet

Site Development

The subject site is currently developed with a single-story masonry structure, facing west to a surface parking lot. Street trees exist along West Dravus Street and the 15th Avenue West ramp.



Surrounding Development and Neighborhood Character

The subject site is surrounded by relatively auto-oriented development of predominately one-story structures. A national grocer occupies the site to the west, gas station to the south across Dravus, and a small service use abuts to the north. The character of the neighborhood is in transition with a comparatively new residential and commercial development one block southwest.

Project Description

The project proposed one structure containing 38 residential units and 19 parking spaces contained within a partially below grade garage. Access to the garage is provided via 16th Avenue West. The main residential lobby is located at the corner of West Dravus Street and 16th Avenue West. The project will utilize the incentive provisions of SMC 23.58A that allow additional structure height and residential floor area. To achieve this additional height and area, the project will contain affordable housing above 40-feet (to a maximum of 85-feet). The structure contains 1,792 additional square feet.

I. ANALYSIS – DESIGN REVIEW

DESIGN PROPOSAL

The Early Design Guidance (EDG) Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE MEETING: November 19, 2014

DESIGN DEVELOPMENT

The architect presented three massing options. Each proposed residential units above office use, with at grade parking screened within a garage. Each option proposed a deliberate focus on the 16th Avenue and Dravus intersection by providing pedestrian access and amenities. Vehicular access for each option was proposed from 16th Avenue West, with a structural setback from the street. Roof gardens were included in each option, and proposed in locations to take advantage of views to the south.

Concept A showed a code compliant option. The concept proposed five stories with a shared residential and office lobby at the 16th Avenue and Dravus corner. The structure appeared to face south, with upper level step back between the third and fourth stories. The two stair towers puncture the 40-foot height.

Concept B included a departure request to achieve a six story facade. The south façade again proposed an upper level setback between the third and fourth floors, and an added step at the fifth floor. The departure request was related to a setback requirement above 45-feet. The request was to reduce the 50-foot required setback down to 15-feet.

Concept C was described as the preferred option, and also included a departure request to the upper level setback requirement. Concept C proposed a larger setback of 27-feet from West Dravus, and added a seventh story along the north portion of the structure. This additional story emphasized the stepped treatment portrayed on the south façade. The two stair towers again stood higher than the seventh floor, but were located at the ends of the building.

PUBLIC COMMENT SUMMARY

The following public comments were provided at the EDG meeting:

- Encouraged development of the site.
- Concerned about the shadow cast on properties to the north by the proposed structure.
- Noted that traffic along West Dravus is noisy, and could deter people from using the southwest corner courtyard.
- Noted the character of the neighborhood, stating it is in transition.
- Supported Concepts A and B.
- Noted that the proposed structure is five-feet from the north property line.
- Support the location of vehicular access on 16th Avenue West.
- Noted that the corner courtyard may look nice, but will not function as intended.
- Supported the corner plaza, and encouraged the use of lighting.
- Encouraged the design to be able to accommodate commercial uses in the future.
- Concerned about the visual impacts of the surface parking garage, and encouraged below grade parking.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE (NOVEMBER 19, 2014)

1. **Massing:** The Board agreed this is an important site, visible from many angles, and could serve as a cornerstone to the neighborhood. (CS2-C)
 - a. The Board recommended the structure present a strong design concept at the corner of 16th Avenue West and West Dravus Street. The architectural massing and composition should be of an iconic nature (CS2-A, CS2-B, CS2-C, CS3-A, DC2-B, DC4-A).
 - b. Concept C demonstrated three setbacks on the south facade, roughly at the third and fifth floors. The Board supported this modulation and requested additional detail be presented at the Recommendation meeting.
 - c. The Board discussed the character of West Dravus Street and 16th Avenue West: Dravus a busy arterial, and 16th a pedestrian scale street. The Board recommended the design respond appropriately to the different characters of each street (CS2-B, CS2-C, DC2-B, DC3-A, DC4-B, DC4-C).
2. **Design Concept and Public Realm:** The site is at a prominent corner within a transitioning neighborhood. The Board agreed that careful detailing and creating a strong identity are critical elements to a successful project (CS2-A, CS2-C, CS3-A).
 - a. The Board recommended the development of an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development. The Board encouraged a design that is flexible, and able to adapt to various uses over time (DC3-A-1).
 - b. The Board agreed that the residential lobby at the corner of 16th and Dravus provides a smooth transition to 16th Avenue from West Dravus.
 - c. The Board expressed concern regarding pedestrian safety and the location of the driveway relative to the lobby. The Board recommended use of different paving types or other system to differentiate the pedestrian walkway from the driveway, and to narrow the driveway as much as possible. (DC1-B, DC1-C)
 - d. Concept C illustrated the solid waste and recycle at the northeast portion of the site. The Board recommended providing an area for staging the solid waste at the curb to ensure pedestrian safety and efficient pickup. (DC1-C, DC2-A, DC4-C)
 - e. A plaza, hardscape, and landscaping were proposed along 16th Avenue West, offering a setback to the structure from the street. The Board supported the setback shown in Concept C, finding it supported a successful transition to the existing development to the north. The Board requested that details of this relationship be included in the Recommendation packet. (PL3-A, DC1-B, DC1-C)
 - f. The corner of 16th Avenue West and West Dravus Street was discussed. The Board was concerned about the activation of this corner; but agreed that the residential and/or office lobby would work to activate the corner. The Board recommended design elements to create a robust street-level, corner experience at the corner (CS2-A, CS2-C, PL1-C, PL2-B, PL2-C, PL3-A, PL4-A, DC1-A, DC2-A, DC3-A).
 - g. Vehicular parking was proposed to be accessed via 16th Avenue West, mid-site. The Board agreed this street offered the most appropriate location for the driveway, and recommended the driveway be as narrow as possible to reduce the likelihood of conflict

between pedestrians and vehicles. Furthermore, the Board recommended reducing the visual impacts of parking entrances as much as possible. (PL4-B, DC1-B, DC1-C, DC4-A, DC4-B, DC4-C).

RECOMMENDATION (AUGUST 12, 2015)

PUBLIC COMMENT

No public comment was provided at the Recommendation meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance.

RECOMMENDATIONS (AUGUST 12, 2015)

1. Site Planning.

- a. The Board recommended the garbage be stored in the building; with access through the garage door, rather than via the exterior door adjacent the garage door. If this garbage pickup is possible, remove the exterior door and paved triangle adjacent the garage door. (DC1-A, DC2-B)
- b. The Board supported the departure request for a reduced aisle width within the garage provided the accessible stall is moved closer to the main lobby. (DC1-A)

2. Design Concept. The Board agreed the use of colors successfully expressed the container and crane architectural concept.

- a. The gate at the driveway was supported. The Board recommended a condition that the gate be double-height and detailed as shown in the packet (page 9). (PL2-B, DC4-A)
- b. The gate at the staircase (at the northeast portion of the site) should be secure and non-climbable. The Board recommended this gate be detailed similarly to the gate at the driveway, and the staircase and landings should be readable through the gate (made of open mesh, for example). (PL2-B)
- c. The signage works well to reinforce the crane concept. The Board recommended a condition for the signage be proportionate and back-lit, if possible. (DC4-C)
- d. The Board supported the proposed colors and materials and recommended the use of an architectural detail to separate colors and avoid oil canning. (DC4-A)
- e. The Board discussed the proposed exterior colors: orange versus red. The Board agreed the orange provided better interest considering the context, and recommended a condition that the façade be orange as shown in the Recommendation packet, rather than red. (DC4-A)
- f. The Board liked the proportions of the windows, supporting the floor to ceiling windows and the picture frame windows as shown. The Board recommend the windows, colors, patterns, and edge detailing be maintained. (CS3-I, DC2-D, DC4-A, DC4-D).

PRIORITIES & BOARD RECOMMENDATIONS

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the time of the Recommendation meeting, the following departures were requested:

1. **Upper level setback requirement. (SMC 23.48.010):** The Code requires a 50-foot setback from West Dravus Street for the portion of any structure above 45-feet in height. The applicant proposes a reduced setback of 27-feet.

The Board indicated initial support for the departure request, agreeing that there is an opportunity for the building to establish a positive and desirable context for others to build upon in the future. The additional height and modulation proposed enhance the architectural expression, creating a gateway or focal point for the neighborhood. (CS2-A, CS2-C, CS3-A)

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that the varied setback results in a better scaled project response to existing adjacent development (CS1-B, CS2-D, DC2-A).

2. **Setback, Corner of W Dravus and 16th. (SMC 23.48.014.A.3.b):** The Code allows a maximum setback of 12-feet at least 20-feet away from the corner. This area must be landscaped. The applicant proposes a setback at the corner. Setbacks are 7.5-feet and 4-feet at the corner.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that the setback results in a better scaled project response to existing adjacent development by providing an activated pedestrian plaza and successful transition to the existing development to the north (CS1-B, CS2-D, DC2-A).

3. **Garage Aisle Width (SMC 23.54.030.E.1):** The Code requires an aisle width of 24-feet at the accessible van stall. The applicant proposes a reduced width of 22-feet 9.5-inches.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure if the accessible van stall is moved closer to the main lobby. The Board indicated that the appropriate location for the accessible stall is as close to the lobby as possible, and that this may also allow for slight revisions to the programming of the garage that will better meet the intent of the Design Guidelines (CS1-B, CS2-D, DC2-A).

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Wednesday, August 12, 2015, and the materials shown and verbally described by the applicant at the Wednesday, August 12, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

1. Detail the double height garage gate at the driveway as shown in the Recommendation packet (page 9).
2. Design the gate to the staircase on 15th Ave similarly to the gate at the driveway such that it is secure and allows the stairs and landings to read through.
3. Design the signage to be proportionate and back-lit.
4. The food waste room is accessed via a door on the west elevation, near the driveway. Explore whether this food waste can be picked up from inside the structure, remove the door on the west elevation and extra hardscape (triangle area).
5. Use architectural details to separate colors and avoid oil canning. A change in plane is not necessary.
6. Use orange, rather than red, on the façade.
7. Maintain the floor to ceiling windows and the picture frame windows as shown.
8. Maintain the windows, colors, patterns, and edge detailing as shown in the packet.

DECISION – DESIGN REVIEW

Director’s Analysis

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

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

Director’s Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle *Design Review Guidelines for Multifamily and Commercial Buildings*. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified; therefore, the Director accepts the Design Review Board’s recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision.

II. ANALYSIS - SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The Department of Planning and Development (DPD) has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans, any additional information in the file, and considered any pertinent comments which may have been received regarding this proposed action. As indicated in the checklist, this action may result in adverse impacts to the environment; however, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The *SEPA Overview Policy* (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The *SEPA 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 (SMC 25.05.665). Under such limitations, mitigation may be considered; a detailed discussion of some of the impacts is appropriate.

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

Public Comment:

The SEPA public comment period ended April 1, 2015. Comments received expressed concerns about height and the requested reduction in upper level setback along Dravus, and construction impacts.

Short-Term Impacts

Temporary or construction-related impacts are anticipated to result in some adverse impacts. Examples of impacts may include temporary soil erosion, decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site, increased noise and/or vibration from construction operations and equipment, increased traffic and parking demand from construction personnel traveling to and from the work site, consumption of renewable and non-renewable resources, and/or an increase in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Air Quality/Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. SEPA conditioning is not warranted to mitigate air quality impacts pursuant to *SEPA Policy* (SMC 25.05.675.A.).

Noise

Noise associated with construction of the mixed use building could adversely affect surrounding uses in the area, which include predominately commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. The limitations of the *Noise Ordinance* are found to be adequate to mitigate the potential noise impacts. Pursuant to

SEPA Overview Policy (SMC 25.05.665) and *SEPA Construction Impacts Policy* 23.05.675.B, mitigation is not warranted.

Parking and Traffic

During construction a temporary increase in traffic volumes to the site is expected due to travel to the site by construction workers and the transport of construction materials. Furthermore, additional parking demand from construction vehicles is expected to further exacerbate the supply of on-street parking. The Street Use Ordinance contains regulations that mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is regulated with a street use permit through SDOT. It is the City's policy to minimize temporary adverse impacts associated with construction activities. A Construction Management Plan (CMP) shall be submitted and approved by City of Seattle Department of Transportation (SDOT). The TMP will clarify how construction will be managed over the course of the project. Such a condition is contained herein.

Approximately 13,000 cubic yards of soil are expected to be excavated from the project site. The soil removed will not be reused on site, requiring disposal off site. Excavation and fill activity will require approximately 1,300 round trips with 10-yard hauling trucks or 650 round trips with 20-yard hauling trucks. Considering the large volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid afternoon peak hours. Large trucks will be prohibited from entering or existing the site after 3:30 PM. Such a condition is contained herein.

Earth

The site is located within 1,000-feet of a closed landfill and is a mapped liquefaction zone. The Geotechnical Engineering Report, prepared by Earth Solutions NW, LLC. (May 28, 2015), sets forth specific considerations and recommendations for sound construction given site soil conditions after exploring surface and subsurface conditions at the project site. The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geotechnical 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. 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.

Environmental Health

The SEPA Checklist and technical memorandum from SoundEarth Strategies (September 18, 2015) identify the presence of contaminated soils and groundwater. This memorandum further describes existing site, soil, and groundwater conditions, previous remediation, and provides recommendations future mitigation. The report finds that residual soil impacts are present on site, and are generally located approximately 18-feet or more below grade. Groundwater fluid levels range from approximately 18-feet to 24-feet below grade. The proposed development will require a cut of approximately 13-feet with footing excavations extending to approximately 15-feet below grade. The applicant does not anticipate that a significant amount of petroleum-contaminated soil will be encountered during excavations for the garage and foundations, but if contaminated soil is found it will be managed as petroleum contaminated soil pursuant to federal and state law. If not properly handled, existing soil and water contamination could have an

adverse impact on environmental health. Mitigation of soil contamination and remediation is the jurisdiction of Washington State Department of Ecology (“Ecology”) Model Toxics Control Act (WAC 173-340). The Voluntary Cleanup Program mitigates risks associated with removal and transport of hazardous and toxic materials, and the agency’s regulations provide sufficient impact mitigation for these materials. In the event that contaminated material is identified, the handling and disposal of the material shall be conducted in accordance with the Model Toxic Control Act and the Code of Federal Regulations (CFR 1910.120). Pursuant to the *SEPA Overview Policy* SMC 25.665.E. such a condition is contained herein.

Long –Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal. Examples of such impacts may include an increased surface water runoff due to greater site coverage by impervious surfaces, increased traffic in the area, an increase in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming, and increased demand for public services and utilities. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment; however, height, bulk and scale, energy, and parking and traffic warrant further analysis.

Air Quality/Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the projects’ energy consumption are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

The site is in a location that could potentially experience methane emissions from an abanded landfill. The City of Seattle requires all development occurring within 1,000-feet of a known previous landfill to include methane mitigation measures or to complete a monitoring study showing that methane migration is not occurring at the site. According to submitted plans, the applicant intends to follow the methane mitigation measures recommended the Geotechnical Report (Earth Solutions NW, May 28, 2015). These measures will include a below slab vapor barrier and below slab piping for collecting and venting any possible trapped methane directly to rooftop vents. SEPA conditioning is not warranted to mitigate air quality impacts pursuant to *SEPA Policy* SMC 25.05.675.A.

Energy

It is the City's policy to promote energy conservation and the most efficient possible use and production of energy. The City's *Energy Code* is intended to regulate the design of buildings for adequate thermal resistance and low air leakage. It requires the design and selection of mechanical, electrical, water, heating and illumination systems which will enable the efficient use of energy. In addition to compliance with the Energy Code, and as a requirement for extra height and floor area, an Energy Management Plan (EMP) shall be submitted and approved by the Superintendent of Seattle City Light (SMC 23.48.011.E.). This plan shall demonstrate specific energy conservation. This plan shall be submitted prior to issuance of a buiding permit. Such a condition is included. Further SEPA conditioning is not warranted pursuant to *SEPA Policy* SMC 25.05.675.E.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of height, bulk and scale; see the above *Design Review Analysis* for details of the process and design changes. “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 is presumed to comply with the 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 that have undergone design review shall comply with the design guidelines applicable to the project” (SMC 25.05.675.G). No further SEPA mitigation is warranted.

Housing

The project is utilizing the incentive provisions of SMC 23.58A that allow additional structure height and residential floor area. To achieve this additional height and area, the project contains affordable housing above 40-feet (to a maximum of 85-feet). The additional square footage is 1,792 square feet. A Housing Covenant shall be submitted prior to issuance of the first building permit. Such a condition is contained herein. No further SEPA conditioning is warranted.

Parking and Traffic

The Traffic Impact Analysis (TIA) (Gibson Traffic Consultants, March 2015) estimates that the project will generate 159 new daily trips, 11 new AM peak-hour trips and 15 new PM peak-hour trips. Screenline calculations show the development will not cause any screenlines to exceed their designated volume to capacity ratios. It is estimated that 75% of the development’s traffic will travel on 15th Avenue West, and the remaining 25% are expected to travel on West Dravus Street.

The project lies within 1,320 feet of a street with frequent transit. As such, pursuant to SMC 23.54.020.F., the project qualifies for a reduction to the minimum parking requirements of one stall per unit. Nineteen parking spaces are provided on site, consistent with the reduced minimum requirement for a rate of 0.5 stalls per unit.

The TIA sites vehicle ownership data from the American Community Survey and the King County Metro Transit’s Right Size Parking with estimates ranging from 0.74 to 1.26 vehicles per unit. Based on this information, the proposal is expected to generate a parking need of 28 – 49 vehicles which will result in spillover parking demand for up to 30 vehicles. The peak demand is expected to occur in the late evening/overnight hours. To achieve the provisions of SMC 23.58A, the applicant is required by code to complete a Transportation Management Plan (TMP). This will result in reducing the impact identified above. This TMP shall be reviewed and approved by DPD and SDOT prior to issuance of a building permit. Such a condition is contained herein. A TMP Acknowledgement Form (Attachment A of Director’s Rule 21.2015) has been signed and recorded by the owner (King County recording number 20151124000979, dated November 24, 2015).

The DPD Transportation Planner reviewed this information and has determined that while these impacts are adverse, they are not expected to be significant. It is expected that the amount of parking and traffic generated by this proposal are within the capacity of the streets in the immediate area. No mitigation for parking or traffic is warranted pursuant to *SEPA Policy SMC 25.05.675.M*.

Summary

In conclusion, several adverse impacts to the environment are anticipated to result 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 - STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21.030(2)(c).
- Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2)(C).

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

This DNS is issued after using the *Optional DNS Process* in WAC 197-11-355 and *Early Review DNS Process* in SMC 25.05.355. There is no further comment period on the DNS.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner.
2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Demolition, Excavation, or Construction Permit, the applicant shall:

4. Submit a signed and recorded Housing Covenant.
5. Submit a Construction Management Plan to the Seattle Department of Transportation (SDOT).
6. Submit a Transportation Management Plan for review and approval by DPD and SDOT.

During Demolition, Excavation or Construction

7. In the event that contaminated material is identified, the handling and disposal of the material shall be conducted in accordance with the Model Toxic Control Act (WAC 173-340) and the Code of Federal Regulations (CFR 1910.120).
8. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Carly Guillory, Land Use Planner
Department of Planning and Development

Date: December 14, 2015

CG:rgc
K:\Decisions-Signed\3017929.docx

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 DPD 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.