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: 3020850

Applicant Name: Craig Belcher on behalf of DESC Rainier Housing

Address of Proposal: 3501 Rainier Ave S

SUMMARY OF PROPOSAL

Land Use Application to allow a six story, 91-unit apartment building. Parking for four vehicles to be located in a one story, detached garage. Existing structures to be demolished.

The following approvals are required:

Design Review (Seattle Municipal Code 23.41)

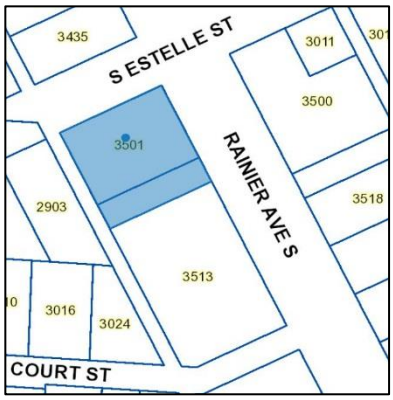
SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-Significance

☐ No mitigating conditions of approval are imposed.

☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts



Site Zone: Commercial 1 with a 65' height limit (C1-65)

Nearby Zones: (North) C1-65
(South) C1-65
(East) C1-65
(West) Single Family 5000 (SF 5000)

Lot Area: 14,400 sq. ft.

Current Development: The site contains two one-story structures surrounded by surface parking and is currently being used as an auto service and used tire resale location.

Surrounding Development and Neighborhood Character: The site is located on the southwest corner of Rainier Ave S and S Estelle St. The surrounding development includes auto repair shops, multi-family buildings, and single family homes. The neighborhood is in transition with some larger mixed-use, multi-family developments to the north and south.

The C1 zone defines a commercial corridor along Rainier from S Byron St. to Letitia Ave S.

Access: Existing vehicle access to the site is from both S Estelle St and Rainier Ave S.

Environmentally Critical Areas: The entire site is mapped as a Liquefaction Prone Area.

PUBLIC COMMENT: The public comment period commenced on January 19, 2016. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. Public comments focused on parking, noticing maps, impacts to alley and need for alley improvements, access to light and air, need to regulate on-street parking times, crime and need for lighting in the alley, drainage, down lighting to minimize light and glare on adjacent property, need for solid waste storage and staging to be organized and safe, desire for green space, and courtyard accessibility.

I. ANALYSIS – DESIGN REVIEW

Project Proposal

The Design Review packets include materials presented at the EDG and Recommendation meetings, and are available online by entering the project number at the following website: http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packets are also available to view in the file, by contacting the Public Resource Center at Seattle DCI:

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 October 27, 2015

PUBLIC COMMENT

At the EDG meeting, members of the public provided the following comments:

- Requested the number and types of units, tenant mix, and parking utilization in the owner's other similar project and wanted to know if the tenants typically had cars.
- Stated a preference for commercial character at grade along Rainier even if the use was not commercial. Thought retail was an interesting possibility.
- Expressed excitement for new development and was supportive of not having retail, because it likely would not be successful in that location.

RECOMMENDATION June 14, 2016

PUBLIC COMMENT

At the Recommendation meeting, members of the public provided the following comments:

- The adjacent alley is a crime hotspot.
- Questioned if the light pole in the alley would be moved and who would pay for it.

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 October 27, 2015

1. Massing & Façade Articulation:

a. The Board expressed general support for the Applicant's Preferred Option, noting that it provided the greatest amount of light and air to the units and outdoor courtyard, creating a successful massing transition to the less intensive zone to the west. The Board noted they would support additional stepping to the west. (CS1.B.2, CS2.D.3&4)

b. The Board supported the proposed siting and setback along Rainier Ave S, noting that the existing mature street trees were a great asset to the neighborhood. (CS1.D.1, DC3.C.1)

c. The Board supported the larger scaled façade composition and articulation along Rainier Ave S because of the intensity and auto-oriented scale of this frontage, and stated that the S Estelle St façade should be more pedestrian scaled and detailed. (DC2.B.1, DC2.C.1&2, DC2.D.1&2)

d. The Board noted that the precedents shown were successful because the reveals and changes in plane were much deeper and dramatic, as opposed to the relatively minor 12'-24' changes in plane in the Applicant's Preferred Option. Deeper recesses and reveals, and more dramatic plane shifts should occur where materials and colors change. (DC2.B.1, DC2.C.1, DC4.A.1)

e. The street-level fenestration should be designed to maintain transparency and a strong visual connection. The Board encouraged integrated window treatments to maintain a sense of transparency while providing some privacy to the street-level offices. (DC2.B.1, PL2.B.3)

2. **Corner, Entry, & Arrangement of Uses:**
    a. The Board supported the entry location on S Estelle St. and noted that the corner massing and secondary architectural elements should be incorporated to further emphasize the entry and pedestrian arrival experience. (PL3.A.1&2)
    b. The Board stated that the corner was not strong enough in the Applicant's Preferred Option and directed the Applicant to further develop the corner to have a more prominent massing and identity. Deeper recesses and reveals, and/or greater modulation should be included to emphasize and celebrate the corner. (DC2.A.1, CS2.C.1)
    c. The Board stated that the proposed double height corner lounge should be expressed on the façade. (DC2.A.1, CS2.C.1)
    d. The Board noted that circulation made up a large percentage of the ground floor and stated a preference for uses to be arranged in a way that would have a more active presence on the street. The programming should be further developed to place more active uses adjacent to the street and minimize street frontage for less active uses, such as circulation spaces and the staff lounge. (PL3.C.1&2)

3. **Parking & Amenity Space:** The Board discussed the parking structure at length and noted that while it helped to mitigate the privacy and noise impacts from the outdoor amenity space and provided a scale transition to the adjacent single family zone, it should be better integrated into the building and site design.
    a. The Board directed the applicant to explore alternative configurations for the parking including physically attaching it via breezeway or shifting it towards the north to attach to the building, integrating it into the ground floor of the building, or rotating it to create more of a courtyard. For the next meeting, the Applicant should provide additional study on the possible parking configurations. (DC1.B.1, DC1.C.2&3)
    b. If the garage stays as a detached structure, it should maintain the quality detail, human scale, and transparency of what was presented at EDG. (DC4.A.1, DC2.D.1&2)
    c. The parking structure should be further developed and integrated into the outdoor amenity space. The roof should be treated as a fifth façade and the structure should be fully integrated into the amenity space. (DC1.B.1, DC1.C.2&3)
    d. The Board directed the applicant to explore the possibility of amenity space on the roof of the garage. (DC1.B.1, DC1.C.2&3)

RECOMMENDATION June 14, 2016

1. **Corner Expression:**
    a. The Board supported the proportionality and composition of the corner expression, including the two story recessed volume with the four story upper level massing, aluminum storefront windows on the first and second levels at the corner, and second level dark band wrapping the entry and tying into the vertical recess along the north elevation. (CS2-C-1, PL3-A, DC2-A)

2. **Garage, Rooftop, & Landscaping:**
    a. The Board unanimously supported the garage design noting it was a positive response and successful transition to the adjacent single family zone. Specifically, the Board supported the high-quality materials and thoughtful design including the green roof and

garage doors on both sides of the northern garage bay providing flexibility and integration with the adjacent amenity space. (DC1-C-2, DC1-C-3, DC2-A, CS2-D)

b. The Board discussed the roof treatment for the garage and one story massing along the alley and agreed that the design was acceptable noting the black, utilitarian roof treatment for the one-story northwest massing created some contrast to help emphasize the garage green-roof. The Board noted they would be highly supportive of a green-roof for both the garage and one story massing at the northwest corner. (CS2-D, DC1-C-2, DC2-B)

c. The Board suggested that varied landscaping heights along the Rainier Ave S frontage be considered to better relate to the different adjacent uses, such as taller plantings adjacent to the offices where privacy may be more desirable and shorter, less dense planting adjacent to the shared amenity space to encourage a sense of activity and eyes on the street. The Board noted that overall, the landscaping along Rainier should provide as much softness as possible to enhance the pedestrian experience considering the scale and speed of Rainier Ave S. (PL3-C, DC2-B, PL2-B, DC4-D)

3. Façade Composition & Materials:

a. The Board discussed the façade composition and at grade detailing and generally supported the overall composition, noting that while the south façade had limited windows and modulation, the L-shaped massing provided significant relief and the adjacent parcel to the south would likely redevelop in the relatively near future. (DC2-B, DC2-C, DC2-D, DC4-A)

b. The Board recommended a condition that the level of detailing and materials remain as shown. (DC2-B, DC2-C, DC2-D, DC4-A)

c. The Board noted that the exterior fin shade devices on the west and south elevations provide a nice level of detail and texture and should remain. (DC2-B, DC2-C, DC2-D, DC4-A)

d. The Board expressed concern with the flatness and scale of the western most (alley) elevation because it did not have the same level of detail and interest as the other facades and recommended a condition to further articulate the façade and windows. This could be achieved by expanding the transparency, including additional colored accent panels, and/or expanding the fenestration detailing. (DC2-B, DC2-C, DC2-D, DC4-A)

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-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-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

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.

CS2-D Height, Bulk, and Scale

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

PUBLIC LIFE

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.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

DESIGN CONCEPT

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

DC1-CParking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

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

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

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-AMassing

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-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-BArchitectural 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.

DC2-CSecondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-DScale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation meeting no departures were requested.

RECOMMENDATIONS

BOARD DIRECTION

The recommendation summarized above was based on the Design Review packet dated Tuesday, June 14, 2016, and the materials shown and verbally described by the applicant at the Tuesday, June 14, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design with the following conditions:

1. The high level of material detailing, texture, and materials should remain as shown.
2. Levels 2-6 of the western most façade, including windows, should be further articulated to have the same level of detail and interest as the other facades.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the Seattle DCI Director's decision reads in part as follows:

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

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on June 14, 2016, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four members of the Southeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

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.

Following the Recommendation meeting, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design.

II. <u>ANALYSIS – SEPA</u>

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 12/10/2015. The Seattle Department of Construction and Inspections (Seattle DCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the 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, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, 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 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. The following analyzes greenhouse gas, construction traffic and parking impacts, and environmental health as well as mitigation.

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. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and 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 Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Environmental Health

The applicant submitted studies regarding existing contamination on site related to the property's current and former use as an auto repair facility ("Additional Limited Phase II Environmental Site Assessment," Adapt Engineering, April 22, 2015 and "Phase I Environmental Site Assessment," Adapt Engineering, April 20, 2015). Existing contaminants included oil-impacted soil and lead. If not properly handled, existing contamination could have an adverse impact on environmental health.

Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology ("Ecology"), consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State Agency Program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

As indicated in the SEPA checklist and the *Phase I and Limited Phase II reports*, the applicant will comply with all provisions of the Model Toxics Control Act (MTCA) in addressing these issues in the development of the project.

Adherence to MTCA provisions and federal and state laws are anticipated to adequately mitigate significant adverse impacts from existing contamination on site. The Additional Limited Phase II Environmental Site Assessment describes strategies to ensure adherence with MTCA provisions and indicates compliance with Washington State Department of Ecology regulatory authority.

The proposed strategies and compliance with Ecology's requirements are expected to adequately mitigate the adverse environmental impacts from the proposed development. Therefore, no further mitigation is warranted for impacts to environmental health per SMC 25.05.675.F.

Should concentrations of lead above the MTCA identified levels be identified on the site, there is a potential for impacts to environmental health. Lead is a pollutant regulated by laws administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP) and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation under SEPA Policies 25.05.675.F is warranted for lead impacts.

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 SEPA Policies 25.05.675.F is warranted for asbestos impacts.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; and possible increased traffic in the area. Compliance with 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, greenhouse gas, height bulk and scale, parking, and traffic warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction 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, therefore, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through 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 any new 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.

Parking

The proposed development includes 91 residential units with 4 off-street vehicular parking spaces. The Parking Demand Memorandum for the proposed project dated April 26, 2016 considered the parking demand of the proposed development. Because residents are not anticipated to own personal vehicles due to the proposed housing type and basic services for the residents are provided on-site, the parking demand is anticipated to be generated primarily by staff and agency owned vehicles. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted pursuant to SMC 25.05.675.M.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in Urban Villages within 1,320 feet of frequent Transit service. This site is located in the North Rainier Hub Urban Village within 1,320 feet of frequent transit service. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate residential impacts of parking demand from this proposal.

Transportation

The Parking Demand Memorandum dated April 26, 2016 and additional information from the Applicant considered the traffic impacts anticipated from the proposed development. As indicated above, residents are not anticipated to own personal vehicles due to the proposed housing type. Additionally, a number of basic services for the residents will be provided on-site, further limiting daily trips generated by the project. A small number of trips are anticipated to be generated by staff commuting to and from the site as well as staff led trips using a vehicle dedicated to resident services. These trips are expected to be limited in number and are note expected to be significant.

Seattle DCI reviewed the information and determined that due to the nature of use and residents that will reside in the project, the transportation impacts are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

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

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

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. 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.

CONDITIONS – SEPA

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

2. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

BreAnne McConkie, Land Use Planner
Seattle Department of Construction and Inspections

Date: September 12, 2016

BM: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.