



City of Seattle

Gregory J. Nickels, 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: 3003836
Applicant Name: Rick Hunter for Knights of Columbus
Address of Proposal: 1416 Boylston Avenue

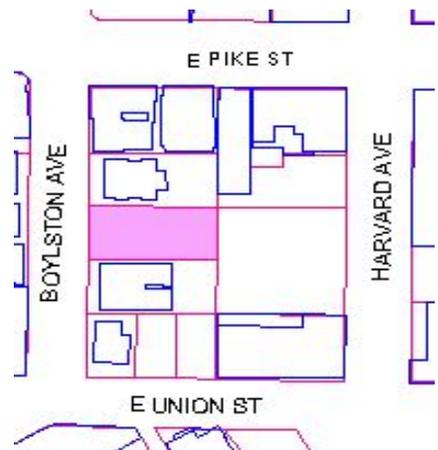
SUMMARY OF PROPOSED ACTION

Land Use Application to approve a six story, 23 unit residential apartment building with 957 square feet of ground floor retail. Parking for 23 vehicles will be provided within the structure.

The following approvals are required:

Design Review pursuant to Chapter 23.41 Seattle Municipal Code (SMC) with Development Standard Departures:

1. Lot coverage – to exceed 65 percent lot coverage for the residential portion of the building above 13 feet from finished grade. (SMC 23.47.008D)
2. Commercial use at street level – to provide less than the minimum required 80 percent of the street front façade at street level in a nonresidential use (SMC 23.47.008B).



SEPA - Environmental Determination - Chapter 25.05 SMC

SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

BACKGROUND DATA

Site Description

The site is located in a Neighborhood Commercial 3 65' zone on Capitol Hill (NC 3 65') between East Pike Street and East Union Street. The property is currently occupied by a surface parking lot.

Area Development

Neighboring properties to the north and south are occupied by two and three story residential structures, as are the properties across Boylston to the south. The lot immediately to the east is used for surface parking.

Proposal Description

The applicant proposes to construct a 23 unit mixed use condominium building with five floors of residential units with about 4,900 square feet per floor above two levels of structured parking and approximately 947 square feet of street level retail space. The parking levels would be built to the property lines. Recent zoning changes require only .5 parking spaces per unit in this area, but the applicant's goal is to provide at least one space per unit.

The Pike/Pine Design Guidelines express a preference for decks and balconies rather than rooftop open space. The Land Use Code exempts the first four feet of projecting decks from lot coverage, while six feet is required to qualify for open space. This creates an incentive to locate the open space on the roof where it will not be competing for interior square footage. The applicant requested some flexibility in the lot coverage limits related to decks to allow more freedom to break down the building scale and to provide usable decks.

Public Comment

Two comment letters were received during the comment period which ended December 21, 2005. Concerns were expressed about: creating pervious surfaces on the site, the height of the building, the environment, health, and future cost savings.

ANALYSIS – DESIGN REVIEW

PRIORITIES

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 and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" and the "*Pike/Pine Neighborhood Design Guidelines*" October 15, 2000 of highest priority to this project:

A-2 Streetscape Compatibility

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

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board said their highest priority for this project is to be sensitive to the residential context of the street level. The design should express finesse and detail in the articulation of the street level façade including the materials and window treatments.

B-1 Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

The Board said the proposed size of the building should be compatible with the scale of development allowed in the Midrise zone across the street and on the adjoining lot to the south. The Board agreed with the developer that option B seems like the best orientation for the site.

C-1 Architectural Context

New buildings proposed for existing neighborhood with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board said the older structures on Boylston, Harvard, Pike, and Union Streets provide a rich context from which to draw architectural elements. The Board encouraged a design which would complement the architectural character of the immediate neighborhood, particularly on the street facing side of the building.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The three massing studies presented for early design guidance looked understandably blocky at this early stage of the design process. The Board said the architects need to increase the opportunity for balconies or other methods to break up and create visual interest in the façade. The Board said they advocate human-scaled façade detailing. The Board asked if the corridors

shown on the north side of option B impact what the public sees from the street. The Board said they prefer the ground floor layout and entrance of option C with the alternate front setback, but option B has a better upper level layout concept.

C-4 Exterior finish materials

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

The Board indicated that the exterior materials should result in detail to break up the bulk of the facades. The Board said the design should get away from using stucco or dryvit and use other materials to do some nice surfacing and enliven a flat façade.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The Board mentioned that the Pike Lofts building has a mezzanine look to it where the garage entrance dominates the residential entrance at the same level. The Board suggested that there may be a way to play with the ground floor entrance design given the narrowness of the street frontage, so that the garage entrance appears to recede and does not compete with the residential entrance. The Board directed the architects to work to make the sidewalk a pleasant environment next to the garage entry and make the sidewalk area a more interesting space. The Board also asked the architect to address the lack of sight triangles and mirrors, lights, or audible warnings to protect pedestrians crossing in front of the garage entrance. The Board encouraged minimizing the width of the curb cut to not less than 12 feet. The aisle width can flare out to a greater width inside the garage.

D-1 Pedestrian Open Spaces and Entrances

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

The board supported suggestions from a representative of "Feet First" to design welcoming entrances at the ground floor to enhance the pedestrian environment. The Board emphasized directing ventilation away from the sidewalk to protect pedestrians from fumes.

D-6 Screening of Dumpsters, Utilities and Service Areas

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

A Board member suggested minimizing the appearance of dumpsters, utilities and service areas.

E-1 Landscaping to Reinforce Design Continuity with Adjacent sites.

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The Board recommended consulting the City Arborist for the selection of the proper species of street tree to enhance the façade and sidewalk environment.

DEVELOPMENT STANDARD DEPARTURE

The applicants proposed the following development standard departures. The Board indicated that they will continue to entertain the departure requests. The architects should design a creative project that would meet both the owner’s program and the design guidelines above. However, the Board’s recommendations on the requested departure will be reserved until the final Board meeting and will be based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure.

DEVELOPMENT STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	ACTION
64% lot coverage for residential portion of building above 13 feet from finished grade 23.47.008D.	Lot coverage for residential portion of building is limited to 64% above 13 feet from finished grade.	To exceed 64% lot coverage above 13 feet from finished grade for the residential portion of the building.	.Some flexibility in the lot coverage limits would allow more freedom to break down the building scale. 65% lot coverage is barely adequate to accommodate the 5 units per floor. Given the small scale of the neighboring buildings, it might be desirable to provide setbacks on the upper apartment levels, but this would be difficult if the lot coverage	Some Board support, reserve recommendation to final meeting.

			prevents recovering that square footage with a slightly larger footprint.	
Ten foot setback for residential portions over 13 feet above grade Section 23.47.014B2b	Ten foot setback along the south property line adjacent to the Midrise zone.	Some reduction in the side setback.	Some reduction in the side setback would allow more flexibility to provide a front setback similar to other structures on that side of the street.	Some Board support, reserve recommendation to final meeting.
80% of street frontage in nonresidential use Section 23.47.008B	A minimum of 80% of a structure's street front façade at street level shall be occupied by a nonresidential use.	Some flexibility to reduce the width of the nonresidential space.	To meet the spirit and intent of a useable commercial space with sufficient street frontage, but allow for the garage and residential entries and an interesting street level.	Some Board support, reserve recommendation to final meeting.

Staff Comments - Embed at least 4 colored/shadowed 11 x 17 inches elevation drawings on full sheets in the front of the plan sets for the MUP submittal. These drawings should show your initial design response to the priority guidelines identified at the EDG meeting. Feel free to embed/add other colored drawings such as a site/landscape plan or 3 dimensional sketches of the streetscape/ground level character.

Staff encourages the architect to lighten up the top floor with glass or set back the top floor of the front façade on the west side.

Master Use Permit Application

The applicant applied for a Master Use Permit on November 15, 2005.

Response to Priorities

The Design Review Board met on July 12, 2005 to review the applicant's formal project proposal, developed in response to their identified priorities. All five Board members were in attendance. At this public meeting site plans, elevations, floor plans, and landscaping plans as well as elevation sketches and renderings were presented for the Board members' consideration.

Summary

The proposed mixed use building would have one entry and two levels of parking. There is an eight foot slope across the site. Five units are proposed per floor on the first three floors, two units at the front of the building, two units at the back of the building, and one unit in the middle, setting back ten feet on along the south property line. The fourth and fifth floors would have two large units, one unit at the front and one unit and the back of each floor. The deck and upper terrace steps back. The materials used would be painted concrete hardy board shingles in a

green moss color with rust colored trim. The metal trimmed framework on the south elevation will be all glass with an entry below. The base will have a more durable finish at the ground level. The proposed lot coverage is 80 percent, but the code allows 64 percent. Less than 80 percent of the street frontage will be in nonresidential use. The interior ramp in the garage will have a slope of 16 percent.

The Board supported the proposed design of the building. However, the architect did not present a materials board at the recommendation meeting and the location of the façade colors, particularly the trim colors, had not been finalized on the elevations presented at the May 3, 2006 meeting. The Board said they would give conditional approval of the proposed design contingent upon the architect mailing finalized elevations with the correct colors to the Board members and e-mailing the Board members the materials board. The Board members in return would e-mail their final approval of the design to the Land Use Planner and the architect.

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: MAY 3, 2006 MEETING

On May 3, 2006 the Capitol Hill/First Hill/Central District Design Review Board convened for a Final Recommendation meeting. Elevation renderings and plans were presented for the Board members' consideration. By the final meeting, the applicant had refined the elevations. The applicant requested two departures from the City's Land Use Code.

ARCHITECT'S DESIGN RESPONSE

The setbacks from the side and front property lines are sensitive to neighboring residential development. The building has been massed in blocks and interesting forms to reduce the appearance of bulk and minimize the scale of the building. The building entrance has been set back with a glass tower topped with a pitched roof to emphasize the entrance. The rust colored entrance canopy and lintels above the windows refine the articulation. The window shapes and placement emphasize the vertical design of the building. The extra wide sidewalk extending onto private property enhances the pedestrian environment and allows for additional uses outside the ground floor commercial space.

PUBLIC COMMENT

Two community members attended the final recommendation meeting. The speakers praised the proposed building's design. The representative from the Pike Pine Neighborhood Council liked this infill development on a small lot. She supported the lot coverage departure because the site is constrained, and the departure from 80 percent of the street frontage in commercial use due to the narrowness of the lot. She said the proposed modulation and setback from the front property line is appropriate because Boylston Avenue has a residential character. Commercially developed streets like Pike or Pine would indicate the need for a hard building edge up to the sidewalk, but not on Boylston. She said the commercial level looks squashed and needs to be pulled up while maintaining the rhythm of the facade. She suggested bringing the top of the windows up to 13 feet from grade. She also suggested creating a datum by continuing the tongue over the entrance across the entire front wall for more architectural drama. She suggested

setting the windows in from the façade so they are not flush with the façade and trimming out the windows or turning the face in with a windowsill outside. She appreciated the “beaks” shown over the windows. However, she asked for more clarity on the color scheme. She said the architects should not just apply color, but use color with discretion. In this case, less color is more. She suggested providing a material board and wrapping the base in slate or stone. She appreciates that the design is not just a beige box.

A neighbor who lives on Boylston said he would appreciate something to distinguish the ground floor commercial use from the residential units above. He recommended that ground floor windows in the commercial space extend to 13 feet in height above grade. He suggested some treatment should be applied to the cement wall along the south property line to enliven the blank wall and create some interest. He was also concerned that the height of the balconies would align with the houses across the street and intrude on their privacy.

Summary of recommendations: After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities the Design Review Board members came to the following recommendations on how the applicant met the identified design guidelines.

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

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

The Board said the 11 foot wide sidewalk and 6.5 foot wide planting strip is sensitive to the residential context of the street level. The Board said the ground floor windows should extend to the full 13 foot height as much as possible up to the ceiling of the first floor retail due to the slope of the site. The Board said the line of the roofline over the residential entrance should be continued over the ground floor windows in the form of “eyebrows”.

B-1 Height, Bulk, and Scale Compatibility. *Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

The Board said the building is compatible with the scale of development allowed in the Midrise zone across the street and on the adjoining lot to the south. The Board said the setbacks from both the north and south property lines were appropriate for this site and sensitive to the type of development on the adjoining lots. The Board said they liked the open areas the roofdecks will create by being located along the north and south sides of the buildings. The Board said the additional front setback is respectful of the structures on the two adjoining lots.

C-1 Architectural Context. *New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.*

The Board said they liked the design and said it complements the architectural character of the immediate neighborhood, particularly on the street facing side of the building.

C-3 Human Scale. *The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

The Board liked the massing and the roof deck setbacks from the north and south property lines. However, the Board said the blank walls on the south elevation along the ground floor need to be treated with mosaic of tiles, planter boxes with vines on a grid or frame, or other methods to break up and create visual interest on the blank wall.

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

The Board supported the exterior finish materials. The Board said the soffits should be simple using wood or another material which would add sparkle. The Board specified that the soffits should not be exposed concrete. The Board said the architect should submit finalized elevations with the specific colors shown to be mailed to the Board members for final approval.

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

C-5 Structured Parking Entrances. *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*

The Board said the garage entrance is set back from the sidewalk, does not compete with the residential entrance, protects pedestrians crossing in front of the garage entrance, and makes the sidewalk a pleasant environment next to the garage entry and a more interesting space. The Board approved of the ten foot curb cut which minimizes the disruption of the pedestrian environment. However, the grade of the interior ramp is 16 percent grade, so the Board said something should be provided to indicate that there is a change in grade such as a change in paving or signage to warn drivers and pedestrians. The Board said the garage door should be a steel mesh door so that light filtering through the door will make the sidewalk appear safer and more pedestrian friendly.

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

The Board supported the 11 foot wide sidewalk and 6.5 foot wide planting strip in front of the structure which respects the front setbacks of the structures on the two adjoining lots and provides additional area for residents and pedestrians to linger or sit in front of the building. There is room for a table and chairs, a planter, or other pedestrian amenities.

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

The Board said this was addressed appropriately.

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

The Board said the landscape plan and street trees will enhance the façade and sidewalk environment.

DEVELOPMENT STANDARD DEPARTURES

The applicants proposed the following two development standard departures. The Board approved the requested departures because the project’s design better meets the design guideline priorities and achieves a better overall design than could be achieved without the departure. (A-2, A-6, A-8, B-1, C-1, C-3, C-4, C-5, D-1, D-6, E-1)

REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
Lot coverage for residential portion of building is limited to 64% above 13 feet from finished grade 23.47.008D.	To exceed 64% lot coverage above 13 feet from finished grade for the residential portion of the building.	Some flexibility in the lot coverage limits would allow more freedom to break down the building scale. 65% lot coverage is barely adequate to accommodate the 5 units per floor. Given the small scale of the neighboring buildings, it might be desirable to provide setbacks on the upper apartment levels, but this would be difficult if the lot coverage prevents recovering that square footage with a slightly larger footprint. (C-3)	Approve with conditions.
A minimum of 80% of a structure’s street front facade at street level shall be occupied by a nonresidential use 23.47.008B.	Some flexibility to reduce the width of the nonresidential space	<ul style="list-style-type: none"> To meet the spirit and intent of a useable commercial space with sufficient street frontage, but allow for the garage and residential entries and an interesting street level. (A-2, D-1) 	Approve with conditions.
Provide a solid opaque garage door 23.47...016D2c.	Provide a steel mesh garage door.	Allow light to filter through onto the sidewalk for safety and to enhance the pedestrian environment.	Approve with conditions.

Recommendations: The recommendations summarized below were based on the plans submitted at the May 3, 2006 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the May 3, 2006 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended approval of the subject design with conditions. Two departures were requested. The Board unanimously (4-0) recommended approving the departures with the following conditions (authority referred in the letter and number in parenthesis):

1. The blank wall on the ground floor of the south façade should have some visual interest to soften the appearance such as a variety of texture, or a trellis or frame attached to the wall with vines growing out of planters on the terraces above the wall.
2. Provide a materials board and updated elevations with the recommended colors to be e-mailed out to the Board members in a joint e-mail for a joint approval via an emailed response from the Board.
3. Provide a steel mesh garage door instead of a solid steel door to allow light to filter through onto the sidewalk and create a warmer appearance as specified in the Pike Pine design guidelines.
4. Provide a change in paving, signage, or some other method of warning drivers and pedestrians that there is a sixteen percent grade on the ramp inside the garage.
5. Extend the ground floor windows up to the full 13 feet in height to emphasize the use of the ground floor.
6. Extend the line of the roofline over the residential entrance in the form of “eyebrows/lintels” above the ground floor windows.

DIRECTOR’S ANALYSIS: DESIGN REVIEW

Subsequent to this recommendation meeting, the applicant submitted the recommended updated design drawings dated May 16, 2006. These are available in the Master Use Permit file.

With respect to the design of the project, the Director concludes that the design has successfully responded to the Design Review Board’s guidance. For this reason, the Director concurs with the Design Review Board’s recommendations and **approves** the subject design as presented in the official plan sets on file with DCLU.

Summary of Design Review Board Recommendations

The recommendations are based on the plans submitted at the final design review meeting. Design, siting or architectural details specifically identified or altered in these recommendations are expected to remain as presented in the presentation made at the May 3, 2006 public meeting and the subsequent updated plans submitted to DPD. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended **unanimous approval** of the subject design with one recommended condition as follows. Compliance with the approved Master Use Permit plans must be verified and approved by the Land Use Planner prior to issuance of a final certificate of occupancy.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated November 15, 2005) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, 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) 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 such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

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, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Engineering Department, and no further SEPA conditioning would be needed.

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. This temporary demand on the on-street parking in the vicinity due to construction workers’ vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park onsite in the surface parking lot as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The proposal site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the proposal site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:30 A.M. and 6:00 P.M. and Saturdays from 9:00 A.M. to 6:00 P.M. After the structure is enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction 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). No unusual circumstances exist which warrant additional mitigation, per the SEPA Overview Policy.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of a mixed-use structure and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Drainage

Rain water on roofs and on the driveways is the major sources of water runoff on the site. The rain water on the roofs will be collected in gutters and connected to the storm drainage system. No drainage will be directed to the adjoining streets. Verification of an appropriate stormwater control system and its proposed location of connection to the public system will be required to be shown on the construction plans. No additional mitigation measures will be required pursuant to SEPA

Height, Bulk, and Scale

Section 25.05.675G2c 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.”

There are no sensitive height, bulk or scale impact issues which have not been addressed during the Design Review process in the design of this project in an NC3 65’ zone as determined by the Design Review Board’s review and unanimous approval without conditions. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that apartment buildings generate 6.1 vehicle trips per day per unit, and a retail store would generate 44.32 vehicle trips per day per 1,000 square feet of gross floor area. Based on the estimates in the Trip Generation Manual the 25 units would generate approximately 153 vehicle trips per day and the ground floor retail portion of the building would generate approximately 53 trips per day, a total of 206 trips per day. The availability and proximity of transit will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. The site has ready vehicle access to two arterials, (Broadway and Pike) and a freeway (Interstate 5). The volume of traffic along Boylston Street is moderate and nearby intersections operates at acceptable levels. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area. Therefore, no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. The 23 parking spaces provided on-site in the parking garage would exceed the code requirement (.5 spaces per unit) and are expected to accommodate the parking demand generated by the project. Car ownership by the occupants of the units is anticipated to be lower than average due to the centralized location of the building, accessibility to transit, and proximity to downtown. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

SUMMARY

In conclusion, several adverse effects on the environment are anticipated resulting from the proposals which are nonsignificant. The conditions imposed below are intended to mitigate specific 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 DPD as the lead agency of the 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.

- [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(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

SEPA AND DESIGN REVIEW CONDITIONS

During Construction

The owner(s) and/or responsible party(s) shall:

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

1. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. and on Saturdays from 9:00 a.m. to 6:00 p.m. This condition may be modified by the Department to permit work of an emergency nature of to allow low noise exterior work after approval from the Land Use Planner. Interior work may proceed at any time in compliance with the Noise Ordinance.
2. Construction workers shall park onsite in the parking garage as soon as the building is enclosed.

