

**FINDINGS AND DECISION  
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE**

In the Matter of the Appeal of

**7300 WOODLAWN AVE NE  
CONDOMINIUM HOMEOWNERS  
ASSOCIATION ET. AL.**

Hearing Examiner File:  
**MUP-17-002 (DR, W)**

Department Reference:  
3019917

from a decision and interpretation of the Director,  
Department of Construction and Inspections

**Introduction**

The Director ("Director") of the Department of Construction and Inspections ("Department") issued a State Environmental Policy Act ("SEPA") Determination of Non-Significance ("DNS") and design review approval for construction of a six-story structure ("Decision"), and the Appellants exercised their right to appeal the Decision and DNS.

The appeal hearing was held on April 25 and 26, 2017, before the Hearing Examiner. The Appellants, 7300 Woodlawn Ave. NE Condominium Homeowners Association et. al. ("Appellants"), were represented by David Sherrard, *pro se*; the Applicant, Brian Kim, Caron Architecture, was represented by Samuel Jacobs, and Brandon Gribben, attorneys-at-law; and the Director was represented by Bruce Rips, Senior Land Use Planner. The Hearing Examiner subsequently visited the site. The parties submitted written closing arguments on May 22, 2017, and the record closed on that date.

For purposes of this decision, all section numbers refer to the Seattle Municipal Code ("SMC" or "Code") unless otherwise indicated. After considering the evidence in the record and reviewing the site, the Hearing Examiner enters the following findings of fact, conclusions and decision on the appeal.

**Findings of Fact**

**Site and Vicinity**

1. The subject site is addressed as 417 Northeast 73<sup>rd</sup> Street and is located near the confluence of Woodlawn Avenue NE, NE Maple Leaf Place and NE 73<sup>rd</sup> Street in the Green Lake neighborhood. The site is approximately 6,000 square feet in size and is currently utilized as a parking lot.
2. The site is flat with a slight slope of approximately three feet from the northeast corner to the southwest corner. Access is from a curb cut on NE 73<sup>rd</sup> Street, and from an alley on the south end of the site. Exhibit 35.
3. The site is located in the Green Lake Residential Urban Village, at the east edge of the Green Lake commercial district, and zoned Neighborhood Commercial Two Pedestrian with a 65 foot height limit ("NC2P-65"). Properties to the north and east are zoned Lowrise Three ("LR3"). To the south, properties are zoned NC2P-65 and Commercial One with a 40 foot height limit

("C1-40"). To the west, property is zoned NC2P-65. A two-story apartment building developed to the property line, with no windows on the west façade, is located adjacent to the east of the site, and is in the L3 zone. The Great Hall is located to the west of the site. The Great Hall is a three-story colonial style structure, formerly the Green Lake Congregational Church. That structure is built to the property line and features an arched stained-glass window on the west façade, along with four smaller windows. Other surrounding structures are a mix of older one to three story commercial uses, low and mid-rise residential structures, and more recently developed mixed use projects.

4. The site is one block east of Green Lake, and is located within 1,320 feet of frequent transit service. The Billings Middle School is located one block west of the site on NE 73<sup>rd</sup> Street.

#### Proposal

5. The proposal is for a six-story structure containing 35 apartments and 10 small efficiency dwelling units above 1,600 square feet of retail space. Parking for 12 vehicles will be located below grade. The existing 19 space surface parking lot will be removed.
6. The proposal includes a four foot eight inch step back after its first floor between the project building and the apartment building to the east, and a four foot eight inch step back of the wall adjacent to the Great Hall, as well as a light-well to allow light access for the stained glass window in the east wall of the Great Hall. An alley separates the project from structures to the south.
7. The Applicant's traffic consultant prepared a transportation and parking analysis for the proposal dated November 2, 2015. Exhibit 23. The traffic study was revised and supplemented in response to correction notices from the Department. *See* Exhibits 24, 25, 26, and 31 (collectively herein "traffic study"). The traffic study estimated peak parking demand for the proposal and determined on-street parking utilization within 800 feet of the project site. The Department has long utilized 800 feet as the distance people are generally willing to walk from parking to their destination. The traffic study indicated that on-street parking utilization was at approximately 75.5%. The evening peak in demand for the proposal would not be accommodated by the proposed 12 onsite parking spaces, resulting in spillover demand of five vehicles for on-street parking spaces. *See* Exhibit 25. However, the traffic analysis found that 93 on-street parking spaces would be available to the residential tenants.

#### Design Review

8. Public notice was issued for the Northeast Design Review Board ("Board") Early Design Guidance ("EDG") meeting on July 23, 2015. Exhibit 1.
9. The Board held an EDG public meeting on the proposal on August 10, 2015, at which it heard the Applicant's analysis of the site and proposal as well as comments from the public. The public comments included concerns about the project's impact on parking availability, traffic impacts, relation of the proposal to the Great Hall in the context of massing, compatibility with the neighborhood, and other issues. Written comments were also received which mirrored comments at the meeting, and also raised additional concerns regarding height of the proposal, viability of the commercial space, and structural materials.



10. The Board's early design guidance identified certain guidelines in the Citywide Guidelines as being of highest priority for the project. Among the guidelines, the Board called out were Citywide Guidelines CS2.D.3 and 4, CS3.A, DC2.A.2, and DC2.C.2, identified by the Appellants in their appeal. The Board expressed general support for the massing concept presented in Option 2 of the proposal. Exhibit 35 at 4. The Board's guidance from the EDG meeting included (1) suggesting that the proposal "minimize impacts to the Great Hall, and strive to maximize the west setback," (2) "that the massing should provide a sensitive transition to the adjacent LR3 zone," and (3) that the proposal use "setbacks and plane shifts, as well as change in materials, to further break down the verticality of the structure." *Id* at 4-5.
11. The Board's Initial Recommendation meeting occurred on May 9, 2016. The Board took public comment, which expressed concerns about parking, scale and massing, and height of the proposal. The Board indicated at this meeting that "height, bulk, and scale concerns was not adequately addressed," "that the proposed scheme does not appropriately reduce perceived height, bulk, and scale," and expressed concern regarding blank walls in the design. Exhibit 35.
12. The Board's Final Recommendation, meeting took place on August 8, 2016. The Board again took public comment and reviewed the Applicant's design packet. Exhibit 35. The Board indicated, "the design had adequately addressed the Board's previous concerns," and specifically noted that the "design response to the Great Hall, including setbacks, massing, and façade composition, had been adequately addressed." *Id*.
13. At the time of the Final Recommendation the Applicant requested building code departures for setback requirements for lots abutting residential zones, SMC 23.47A.014.B.1, and setback requirements for structures containing residential uses, SMC 23.47A.014B. The Board unanimously supported both departures, noting that the design departure from SMC 23.47A.014.B.1 "demonstrates a more appropriate transition to the adjacent Lowrise 3 zone," and that the design departure from SMC 23.47A.014B "better related to both the Great Hall to the west and LR3 zone to the east . . . the design would overall decrease the number of blank walls, creating more attractive facades and reducing the perceived scale of the structure. *Id*.

#### Director's Review and Decision

14. The Director reviewed the Board's recommendations and determined that they did not conflict with applicable regulatory requirements and law, were within the Board's authority, and were consistent with the design review guidelines. The Director therefore issued design review approval for the proposal with the Board's recommended conditions.
15. Following a public comment period, the Director reviewed the environmental impacts of the proposal and issued a determination of non-significance ("DNS") pursuant to SEPA, concluding that the proposal was not likely to have more than a moderate adverse impact on the environment. The Director's environmental analysis is found in Exhibit 2 at 17-23.
16. Because the proposal went through design review, with numerous adjustments that addressed the transition between the proposal and adjacent properties, the Director determined that additional mitigation of height, bulk and scale impacts pursuant to SEPA was not warranted.

17. Concerning height, bulk, and scale the Director's DNS analysis states:

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 historic resources are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

18. In considering the impacts of the proposal on parking, the Director's representative testified that he reviewed the traffic study and considered the opinion of the Department's Senior Transportation Planner, and public comments concerning the project's potential traffic impacts. The Department's Senior Transportation Planner testified that he reviewed the traffic study, and traffic reports from comparable projects submitted by the Applicant, and other projects proposed for the area. The Director determined that although there would be spillover of five vehicles from the proposal, there would still be approximately 93 on-street parking spaces available for residential tenants.

Appeal

19. The Appellants filed a timely appeal of the Director's Decision and DNS. After a decision on a motion to dismiss the appeal filed by the Applicant, the following appeal issues remained:
- Adequacy of public notice for the Decision and DNS;
  - Whether the Decision was consistent with design review criteria of approval; and
  - Whether the Director was sufficiently informed in issuing the DNS.



Applicable Law

20. The purpose of design review is to "[e]ncourage better design and site planning to help ensure that new development enhances the character of the city and sensitively fits into neighborhoods while allowing diversity and creativity." SMC 23.41.002.A.
21. The Citywide Guidelines and Council-approved neighborhood design guidelines "provide the basis for Design Review Board recommendations and City design review decisions." SMC 23.41.010.
22. SMC 23.41.014 describes the design review process. "Based on the concerns expressed at the early design guidance public meeting or in writing to the Design Review Board, the applicable guidelines of highest priority to the neighborhood, referred to as the 'guideline priorities,' shall be identified. The Board shall incorporate any community consensus regarding design expressed at the meeting into its guideline priorities, to the extent the consensus is consistent with the design guidelines and reasonable in light of the facts of the proposed development." SMC 23.41.014.C.1.
23. SMC 23.41.012.A provides for development standard departures, and states:

Departure from Land Use Code requirements may be permitted for new multifamily, commercial, and Major Institution development as part of a design review process. Departures may be allowed if an applicant demonstrates that departures from Land Use Code requirements would result in a development that better meets the intent of adopted design guidelines.
24. The Director must consider the Board's recommendation. If four or more members of the Board agree to a recommendation, the Director "shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval," unless the Director concludes that the recommendation inconsistently applies the design review guidelines, exceeds the Board's authority, conflicts with SEPA conditions or other applicable requirements, or conflicts with state or federal law. SMC 23.41.014.F.3.
25. Citywide Guideline CS2.D.3 and 4 read as follows:
  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. Factors to consider:
    - a. Distance to the edge of a less (or more) intensive zone;
    - b. Differences in development standards between abutting zones;
    - c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
    - d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
    - e. Shading to or from neighboring properties.

4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar

26. Citywide Guideline DC2.A.2 reads as follows:

Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

27. Citywide Guideline DC2.C.2 reads as follows:

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. These may include:

- a. newsstands, ticket booths and flower shops (even if small or narrow);
- b. green walls, landscaped areas or raised planters;
- c. wall setbacks or other indentations;
- d. display windows; trellises or other secondary elements;
- e. art as appropriate to area zoning and uses; and/or
- f. terraces and landscaping where retaining walls above eye level are unavoidable.

28. Citywide Guideline CS3.A reads as follows:

#### EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural

DC2.C

3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors, such as:

- a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
- b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or
- c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions—or



similar ones—might be a good fit for the project and its context.

29. SMC 23.76.022 provides that appeals of Type II MUP decisions are to be considered de novo, and that the Hearing Examiner "shall entertain issues cited in the appeal *that relate to compliance with procedures for Type II decisions as required in this Chapter 23.76*, compliance with substantive criteria," (emphasis added) and various determinations under SEPA.
30. SMC 25.05.330 directs that, in making a threshold determination under SEPA, the responsible official shall determine "if the proposal is likely to have a probable significant adverse environmental impact ...." "Probable" means "likely or reasonably likely to occur...." SMC 25.05.782. "Significant" means "a reasonable likelihood of *more than a moderate adverse impact* on environmental quality." SMC 25.05.794 (emphasis added). If the Director determines that there will be no probable, significant adverse environmental impacts from a proposal, a DNS is required. SMC 25.05.340.A.
31. The SEPA policy on height, bulk and scale explains that the City's adopted land use regulations are intended to provide "for a smooth transition between industrial, commercial, and residential areas," and to preserve neighborhood character and reinforce natural topography by controlling development's height, bulk and scale. The policy acknowledges that "zoning designations cannot always provide a reasonable transition in height bulk and scale between development in adjacent zones," SMC 25.05.675.G.1, and affords limited authority for requiring mitigation of height, bulk and scale impacts. SMC 25.05.675.G.2. However, the policy concludes by stating that a project approved through the design review process is presumed to comply with the SEPA policy on height, bulk and scale, and that the 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." SMC 25.05.675.H.2.c.
32. The SEPA policy on parking impacts states that "[i]t is the City's policy to minimize or prevent adverse parking impacts associated with development projects. Subject to the overview and cumulative effects policies ... the decision maker may condition the project to mitigate the effects of development in an area on parking; provided that ... no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within ... portions of urban villages within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot." SMC 25.05.675.M. Outside this area, "parking impact mitigation for multifamily development ... may be required only when on-street parking is at capacity, as defined by the Seattle Department of Transportation or where the development itself would cause on-street parking to reach capacity as so defined." *Id.*
33. There is no evidence in the record of an SDOT definition for when on-street parking is at capacity. The Department has a longstanding practice of considering 85% utilization to be the point at which parking is at capacity and mitigation should be considered.
34. The SEPA cumulative effects policy provides, in relevant part, that "[t]he analysis of cumulative effects *shall include* a reasonable assessment of ... [t]he present and planned capacity of such public facilities as ... parking areas to serve the area affected by the proposal [and the] demand upon facilities ... of present, simultaneous and known future development



in the area of the project or action." SMC 25.05.670.B.1 (emphasis added). "Subject to the policies for specific elements of the environment ... an action or project may be conditioned or denied to lessen or eliminate its cumulative effects on the environment: a. When considered together with prior, simultaneous or induced future development; or b. When, taking into account known future development under established zoning, it is determined that a project will use more than its share of present and planned facilities ...." SMC 25.05.670.B.2.

### Conclusions

1. The Hearing Examiner has jurisdiction over this appeal pursuant to Chapter 23.76 SMC. Appeals are considered de novo, and the Examiner must give substantial weight to the Director's decisions. SMC 23.76.022 C.6 and C.7; SMC 23.88.020.G.5. The Appellants bear the burden of proving that the Director's Decision, and DNS were "clearly erroneous." *Brown v. Tacoma*, 30 Wn. App. 762, 637 P.2d 1005 (1981). This is a deferential standard of review, under which the Director's decision may be reversed only if the Hearing Examiner, on review of the entire record, and in light of the public policy expressed in the underlying law, is left with the definite and firm conviction that a mistake has been made. *Moss v. Bellingham*, 109 Wn. App. 6, 13, 31 P.3d 703 (2001).
2. The Appellants alleged that a notice of application issued on January 7, 2016 did not meet the requirements of RCW 36.70B.110. However, the Hearing Examiner has not authority to determine whether a notice meets state law requirements. Further, Appellants did not introduce the notice into the record for consideration or review.
3. The Appellants assert that procedural prerequisites for the design review process set forth in Chapter 23.41 SMC were not met. Consequently, according to the Appellant, the Board acted outside its authority in making its recommendation on the proposal. The Appellants challenge the adequacy of the notice for the EDG meeting, and question compliance with the mandatory Board review of written public comments, SMC 23.41.014.E.1.c. However, procedural requirements under Chapter 21.41 are not within the Examiner's jurisdiction in an appeal of a design review decision. See SMC 23.76.022.C.6 (quoted in ¶ 29).
4. The Appellants challenge the Decision as being fundamentally inconsistent with the applicable design guidelines. The Citywide Guidelines cited by Appellants in its argument, CS2.D.3 and 4, CS3.A, DC2.A.2, and DC2.C.2, were all identified by the Board as having the highest priority for the project along with additional Citywide Guidelines. At the Board's Initial Recommendation meeting, the Board expressed some concerns similar to those of the Appellants regarding blank walls and project massing, but indicated at the time of the Board's Final Recommendation meeting that these concerns had been addressed. The Appellants have not shown that the Director's Decision accepting the Board's recommendations, and finding that they were consistent with the design review guidelines, was clearly erroneous.
5. The Appellants allege the proposal does not meet the criteria for a departure from development standards. The Appellants advocate that in their opinion Option 1 presented in the design review packet "better meets the intent of the adopted design guidelines," pursuant to SMC 23.41.012.A. However, after hearing public comment at three design review meetings the Board determined that Option 2, as altered by the design review process and conditioned by the Board's recommendations, met the SMC 23.41.012.A criteria for departures, and the



Director adopted this recommendation in his Decision. The Board specifically found that the departures provided a “*more appropriate* transition to the adjacent LR3 zone,” which transition is called for by Citywide Guideline CS2.D.3, and “that the resulting design *better* related to both the Great Hall to the west and LR3 zone to the east,” which relation is called for by Citywide Guidelines CS2.D.3 and CS2.D.3. Exhibit 35 (emphasis added). The Appellants would have the Hearing Examiner substitute their design opinion for the recommendations of the Board, and the Decision of the Director. The design review process strives to incorporate public comment, while also offering the oversight of experienced design professionals. The public has had the opportunity to provide their comments, and those comments are reflected in the record and in the Board’s recommendations. The Appellants have not shown that the Director’s Decision accepting the recommendations of the Board, including departures from the development standards, was clearly erroneous.

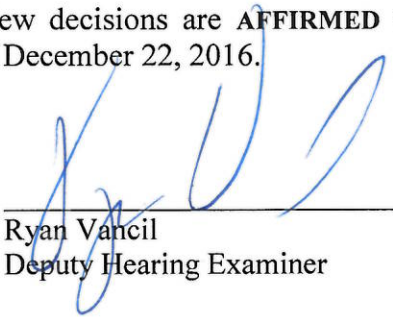
6. The burden of proving the inadequacy of a threshold determination is high, and can be particularly difficult to meet for a citizen group not familiar with the evidentiary standards that must be met to prevail on appeal. In this case Appellants are challenging, in part, the responsible official’s determination that there will be no probable significant adverse environmental impacts caused by the proposal. To meet their burden of proof under SEPA, the Appellants must present actual evidence of probable significant adverse impacts from the proposal. *Boehm v. City of Vancouver*, 111 Wn. App. 711, 719, 47 P.3d 137 (2002); *Moss v. City of Bellingham*, 109 Wn. App. 6, 23, 31 P.3d 703 (2001). As noted above, “significance” is defined as “a reasonable likelihood of more than a moderate adverse impact on environmental quality.” WAC 197–11–794. This burden is not met when an appellant only argues that they have a concern about a potential impact, and an opinion that more study is necessary.
7. The Appellants alleged that the Director had insufficient information to evaluate the proposal’s environmental impacts and make a threshold determination, because the SEPA checklist contained errors. However, mere error in the checklist (assuming the allegations are correct) is insufficient cause to remand a threshold determination. Appellants must demonstrate that the Director had insufficient information to evaluate the proposal’s environmental impacts in the context of the *entire* record considered in the threshold determination, e.g. the checklist and other project documents. The Appellants have not done and, in fact, did not produce a copy of the SEPA checklist for the record.
8. Appellants also alleged that the DNS analysis is inadequate, because the analysis of the proposal’s height, bulk, and scale impacts is incomplete. Appellants argue that the DNS reference to SMC 25.05.675.G.2.c is insufficient to demonstrate that the Director performed an analysis of these impacts. However, the DNS analysis demonstrates that the Director considered the proposal’s review by the Board according to the Design Review Process. Appellants made no showing that the Director’s consideration of the Board’s review was inadequate for purposes of demonstrating that the Director lacked sufficient information concerning the proposal’s potential height, bulk and scale impacts. In addition, Appellants did not provide “clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated,” as a result of Design Review Process approval.

9. Appellants failed to meet their burden of demonstrating that the project would result in height, bulk, or scale impacts, or that such impacts had not been adequately mitigated by the Design Review Process. Appellants reference to Guidelines for the Visual Impact Assessment of Highway Projects (Exhibit 30) was inapposite to the impact analysis for this proposal. Evidence concerning environmental impacts must be related to actual impacts that are reasonably likely to be caused by the project at hand. Appellants did not demonstrate the reasonable likelihood of design impacts, and did not establish a link between the Highway Projects guidelines and the project impacts analysis. Further, expressions of concern about potential aesthetic impacts of the project do not rise to the level of demonstrating the likelihood of significant impacts.
10. The Appellants contend that the Director's DNS must be reversed because the record of parking impacts and cumulative parking impacts is incomplete and inaccurate. Appellants challenged the adequacy of some of the findings in the traffic report, but only by reference to additional reports and materials that were part of the record before the Director in his consideration of impacts, including public comments and the census tract data in Exhibit 11. The Appellants presented no evidence regarding probable significant adverse environmental impacts of the project's parking impacts, or cumulative parking impacts that was not in the record before the Director. "The nature of cumulative impacts is prospective and not retrospective. A cumulative impact analysis need only occur when there is some evidence that the project under review will facilitate future action that will result in additional impacts." *Boehm*, 111 Wn. App. at 719-720 (citations omitted). Appellants did not introduce any evidence that the project would facilitate future projects.
11. On review of the entire record, the Director's DNS and design review decisions were not shown to be clearly erroneous, and they should therefore be affirmed.

### Decision

The appeal of the Director's DNS and design review decisions are **AFFIRMED** subject to the conditions set forth in the Director's Decision dated December 22, 2016.

Entered this 21<sup>st</sup> day of June, 2017.



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Ryan Vancil  
Deputy Hearing Examiner



**Concerning Further Review**

NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner decision to consult Code sections and other appropriate sources, to determine applicable rights and responsibilities.

The decision of the Hearing Examiner in this case is the final decision for the City of Seattle. In accordance with RCW 36.70C.040, a request for judicial review of the decision must be commenced within twenty-one (21) days of the date the decision is issued unless a motion for reconsideration is filed, in which case a request for judicial review of the decision must be commenced within twenty-one (21) days of the date the order on the motion for reconsideration is issued.

The person seeking review must arrange for and initially bear the cost of preparing a verbatim transcript of the hearing. Instructions for preparation of the transcript are available from the Office of Hearing Examiner. Please direct all mail to: PO Box 94729, Seattle, Washington 98124-4729. Office address: 700 Fifth Avenue, Suite 4000. Telephone: (206) 684-0521.

**Appellants:**

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**BEFORE THE HEARING EXAMINER  
CITY OF SEATTLE**

**CERTIFICATE OF SERVICE**

I certify under penalty of perjury under the laws of the State of Washington that on this date I sent true and correct copies of the attached **Findings and Decision** to each person listed below, or on the attached mailing list, in the matter of **7300 Woodland Ave NE CHA**. Hearing Examiner File: **MUP-17-002 (DR, W)** in the manner indicated.

| Party  | Method of Service   |
|--|---|
| 7300 Woodland Ave NE CHA<br>c/o David Sherrard<br>desherrard@yahoo.com   | <input type="checkbox"/> U.S. First Class Mail, postage prepaid<br><input type="checkbox"/> Inter-office Mail<br><input checked="" type="checkbox"/> E-mail<br><input type="checkbox"/> Fax<br><input type="checkbox"/> Hand Delivery<br><input type="checkbox"/> Legal Messenger |
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| Bruce Rips<br>SDCI<br>Bruce.Rips@seattle.gov   | <input type="checkbox"/> U.S. First Class Mail, postage prepaid<br><input type="checkbox"/> Inter-office Mail<br><input checked="" type="checkbox"/> E-mail<br><input type="checkbox"/> Fax<br><input type="checkbox"/> Hand Delivery<br><input type="checkbox"/> Legal Messenger |
| SCI Routing Coordinator<br>SCI_Routing_Coordinator@seattle.gov<br><br>Sue Putnam<br>Sue.Putnam@seattle.gov<br><br>SCI_LUIB<br>SCI_LUIB@seattle.gov   | <input type="checkbox"/> U.S. First Class Mail, postage prepaid<br><input type="checkbox"/> Inter-office Mail<br><input checked="" type="checkbox"/> E-mail<br><input type="checkbox"/> Fax<br><input type="checkbox"/> Hand Delivery<br><input type="checkbox"/> Legal Messenger |



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Dated: June 21, 2017

  
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