



City of Seattle

Department of Planning and Development
D. Sugimura, Director

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

Application Number: 3014079
Applicant: Brian Runberg
Address of Proposals: 422 Summit Avenue E

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story structure containing 48 residential units. Parking for 13 vehicles to be provided within the structure. Project includes 2,090 cu. yds. of grading. Existing structures to be demolished.

The following approvals are required:

The following Master Use Permit components are required:

Design Review (SMC 23.41)

Development Standard Departure to allow less than the required site triangle.
(SMC 23.54.030 G1)

Development Standard Departure to allow less than the required front, rear and side setback. (SMC 23.45.518)

SEPA-Environmental Determination (SMC 25.05)

SEPA Determination: [] Exempt [X] DNS [] MDNS [] EIS

[] MDNS with conditions

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

Site Description:

The subject site is located mid-block on the east side of Summit Avenue E, between East Harrison Street and East Republican Street. The site consists of one lot containing an existing triplex. From the street property line, the lot grade slopes up 18 feet toward the alley lot line.

The site is zoned Midrise (MR) multifamily residential, as are the properties to the north, south and west.

ECAs:

No Environmentally Critical Areas have been identified on site.

Access:

The site is bordered by Summit Avenue E on the west and an existing improved alley on the east.

Surrounding Development and Neighborhood Character:

The surrounding development includes small, low- and mid-rise apartment and condominium buildings, most of which date from the early to mid-twentieth century. Older buildings are typically 3-4 story brick structures, while later buildings tend to be wood frame or concrete structures, ranging from 3-5 stories. Recent developments are typically wood frame buildings, 4-6 stories in height. Most of these buildings occupy only one or two parcels, creating a fairly consistent scale of development throughout the neighborhood. Many of the existing buildings are set back from the street and from adjacent property lines, while others, particularly larger buildings, are built out to their property lines. Brick is the most common cladding material, particularly in older buildings, while later buildings are clad in a variety of materials including wood, brick, stone and concrete masonry.

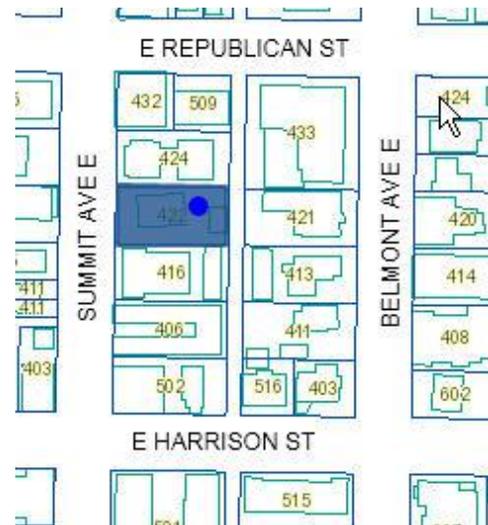
Most of the buildings have parking access from the alley along the east property line.

The area is characterized by a steady slope from the top of Capitol hill on the east, down to the I-5 and South Lake Union to the west.

The platting pattern in this area is regular and follows the hillside. The blocks are moderately sized measured north-south, and the alleys intersect with the streets at a 90 degree angle. The alley behind this site is accessed via two entries from E Republican on the north and E Harrison Street to the south.

The area includes sidewalk, curb, and gutter, and appears to have a high level of pedestrian activity in spite of the narrow sidewalks. Frequent transit service is located at Broadway, four blocks to the east.

The slopes in this area offer views to the west, including Downtown and South Lake Union.



EARLY DESIGN GUIDANCE MEETING: December 5, 2013.

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number(s) (3014079) at this website:

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

The EDG packet is also available to view in the 3014079 file, by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately seven members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Opposed to building within the rear setback on the alley lot line. Building in rear setback will block existing views for structures across the alley and also make alley difficult to use.
- Stated windows on the south side of proposed building will be blocked by future development to the south.
- Feel building will not be used as affordable housing given the prime building location and availability of views from units.
- Encourage building design to be exciting and reflect design inspiration provided within the packet.
- Encourage developer to incorporate bike, electric car and scooter parking.
- Opposed to vehicle access off Summit Avenue, support minimizing driveway access width on the street.

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 (DECEMBER 5, 2013):

- 1. Massing and Building Location along the Alley**
 - a) The Board felt Massing Option C should move forward to MUP submittal with the following guidance:
 - b) The Board expressed concern for the rear setback departure request along the alley. The applicant will need to clearly demonstrate how the proposed departure better meets the intent of City adopted guidelines (A-5, B-1, A-8, D-8).

- c) The Board felt the alley façade must be treated to create a safe, attractive environment by use of quality durable material, lighting, and incorporating doors for solid waste and recycling access, vehicle access and pedestrian access to the site (D-8).
- d) The Board requested additional information about the departure request in relationship to existing residential uses and future development. The applicant will need to supply a block cross section showing how setback departures will affect existing and future residential development. At the recommendation meeting additional analysis demonstrating the impact of proposed building location on adjacent uses across the alley should be provided (A-5, B-1, A-8).

2. North Facade

- a) The Board appreciated the through lot connection along the north property line. The connection allows pedestrian access from Summit Avenue to the primary residential lobby, the internal circulation to the site and the alley (A-3).
- b) The Board noted the proposed lobby location on north façade is positioned across from the residential lobby for the structure directly north. The Board felt the two entries with residential traffic will reinforce the pedestrian quality of the setback area (A-5, D-1).
- c) The Board expressed concern regarding the reduced setback along the north lot line. The Board would like to see how a reduced setback would result in a development that better meets the intent of City adopted design guidelines. The Board suggested the development may benefit from code complying setbacks on the north and south property lines rather than the current proposal of a decreased north side setback and increased south side setback. (A-5, B-1).
- d) The Board wished to see further development of the north setback. Setback treatment should create a safe pedestrian space while incorporating street façade signage, paving, lighting, landscaping guiding residents from the street, through the site to the lobby and onto the alley (A-3, D-7, E-2).
- e) The Board felt the open air corridor through the building massing was a welcome addition to the project allowing light and air to the units and through the site along the north south axis (A-5).

3. Summit Avenue Facade

- a) Preferred Option C locates three, two-story, townhouse units fronting on Summit Ave N. The units are located 8 feet from the sidewalk. The Board felt the ground level residential use facing the street positively reinforces the quiet residential character along Summit Avenue. The Board also noted the front setback must be treated with care to create semi-private defensible residential space, incorporating stoops and utilizing landscaping, paving and grade transition to define the space. The Board requested the applicant avoid use of fencing to define space (A-2, A-6, D-7, D-12, E-1, E-2).
- b) The two story townhouse base should be clearly defined but the Board stressed restraint in the material palette, limiting to one or two materials along the entire street facade. The Board noted a change of façade plane should accompany any changes to material (C-4).
- c) The Board encouraged the applicant to provide a singular expression for the street façade rather than responding to existing datum lines established by structures to the north and south (C-2).

- d) The Board welcomed use of durable modern materials similar to those represented as inspiration within the EDG design packet. The Board encourages the applicant to develop the Summit Avenue façade with simplicity of form and clearly articulated architectural concept as represented on the design inspiration photos provided within the EDG packet on page 26 and 27 (C-2, C-4).

4. Vehicle Access on Summit Avenue

- a) The Board was not supportive of vehicle access provided on Summit Avenue. The Board preferred all access to be taken from the alley; however the Board was willing to support minimizing driveway entrance along Summit to the minimum width necessary to provide vehicle access (A-8).
- b) The vehicle access is located near the center of the site between street level townhouse units. The Board noted the design is able to maintain the pedestrian streetscape between the building and the adjacent residential structures (A-8).
- c) The Board favored the proposed recessed garage door. The Board expressed concern about treatment of pedestrian environment adjacent to vehicular entry. The Board felt the space must be treated primarily a pedestrian environment and secondarily the vehicle access. The setback area should be designed to enhance and define the space as a pedestrian environment with use of paving, landscaping, material choice, and lighting. The Board noted the choice of garage door is particularly important and would like to see a door which is simple, modern, well integrated into the structure offering visual permeability, similar to the example provided within the EDG packet on page 27. (A-8).
- d) The Board encourages the applicant to provide scooter, bike and electric car parking spaces and facilities (A-8).

RECOMMENDATION MEETING: JUNE 19, 2013

The packet includes materials presented at the Recommendation meeting, and is available online by entering the project number (3014079) at this website:

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

or contacting the Public Resource Center at DPD:

Address: Public Resource Center
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised:

- Expressed support for the proposed development. Felt the massing and height was appropriate for the existing neighborhood context.
- Expressed support for the modern material palette.

- Noted that the pathway and landscaping along the north lot line was a great addition to the site. Providing access to the alley for the adjacent development was a great addition to the overall development.

PRIORITIES & BOARD RECOMMENDATIONS

At the Recommendation meeting, the Board discussed the response to EDG and offered the following recommendations for the proposal to meet the applicable Design Review Guidelines identified at the EDG meeting.

1. Alley. The submitted Master Use Permit provides 6'-5" ground level setback and a 2'-2" upper level setback.

- a. The Board felt the applicant clearly demonstrated how the massing location, and varied setbacks at each level on the front, rear and side provides a development that better met the intent of the Design Review Guidelines (A-1, D-8).
- b. The Board noted the existing buildings located along the alley provided varied setbacks including some with less than code required setback (A-8).
- c. The Board expressed support for the overall treatment of the alley façade including the setback at ground level, the down lit lighting in the building soffit under the cantilevered portion of the building, pavement treatment, and green wall. The Board noted the expressed architectural concept and material treatment wraps from the Summit facade to the sides and onto the alley façade as a positive addition to the development (A-8, C-2, and C-4).

2. North Side Setback. The submitted Master Use Permit provides a north side setback meeting code requirements per the Boards Early Design Guidance.

- d. The Board expressed support for the treatment of the north side setback including the ADA access to the residential entry, the entry canopy, the Cornish designed student artwork along the entry façade and residential signage along the street (A-1, A-3, A-6, E-1).
- e. The Board agreed the pedestrian access through the site from street to alley was a positive addition to the project. The Board supported the proposal to allow pathway access from the adjacent structure to the north to the alley (A-1, A-3, A-6, E-1).
- f. The Board expressed support for maintaining the existing landscaping along the north lot line to minimize the visual impacts of the large retaining wall adjacent to the north property line (E-1, E-3).

3. Summit Avenue Facade

- g. The Board was pleased with the clearly articulated two-story townhouses at ground level. The Board felt the treatment of the ground level with a two-step stoop, 4'-4" buffer landscaping and 4' porch was adequate to create usable semi-defensible space between the townhouse units and the street.

- h. The Board supported the choice for silver metal sectional garage door with perforated panels along the Summit Avenue façade, and felt the door reinforced the overall material application (A-8, C-4).

4. Material and Architectural Concept

- i. The Board was supportive of the architectural concept and material application which translates through the front façade onto the sides and rear facade (C-2, C-4).
- j. The Board was supportive of the materials used which include: a sealed, painted concrete base with vertical metal siding, a combination of medium grey fiber cement panels, cedar fiber cement panel fins, white metal panel, and perforated metal panel decks on the upper levels (C-4).
- k. The Board expressed support for the wood and glass canopy at the shared roof deck level and also accents of the solid cedar wood doors at ground level as a point of continuity in the overall development (C-2 and C-4).

DESIGN REVIEW GUIDELINES

The Board identified the following Citywide Design Guidelines of highest priority for this project. The specific guidelines are summarized below. The full text of the guidelines is available on the City of Seattle Department of Planning and Development website.

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

Capitol Hill-specific supplemental guidance:

- **Retain or increase the width of sidewalks.**
- **Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light, and year-round visual interest.**
- **Vehicle entrances to buildings should not dominate the streetscape.**
- **Orient townhouse structures to provide pedestrian entrances to the sidewalk.**
- **For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.**
- **New development in commercial zones should be sensitive to neighboring residential zones. Examples include lots on Broadway that extend to streets with residential character, such as Nagle Place or 10th or Harvard Avenues East. While a design with a commercial character is appropriate along Broadway, compatibility with residential character should be emphasized along the other streets.**

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

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.

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.

Capitol Hill-specific supplemental guidance:

- **Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.**

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 near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Capitol Hill-specific supplemental guidance:

- **Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.**
- **Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.**
- **Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.**

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Capitol Hill-specific supplemental guidance:

- **Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.**
- **Solid canopies or fabric awnings over the sidewalk are preferred.**
- **Avoid using vinyl awnings that also serve as big, illuminated signs.**
- **Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.**

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.

Capitol Hill-specific supplemental guidance:

- **Use wood shingles or board and batten siding on residential structures.**
- **Avoid wood or metal siding materials on commercial structures.**
- **Provide operable windows, especially on storefronts.**

- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
- The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

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.

Capitol Hill-specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Capitol Hill-specific supplemental guidance:

- Consider: pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach?
- Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians.

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.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and

similar features should be appropriately incorporated into the design to enhance the project.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures is 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 departures.

1. **Sight Triangles (SMC 23.54.030.G1):** The Code requires that for two way driveways or easements less than twenty-two feet wide, a sight triangle on both sides of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of ten feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk. The applicant proposes a 25% reduction in the horizontal dimension of site triangle. Instead of 10 feet the applicant proposed 7'-10" site triangle (5'-6" measured to the property line) and to allow vertical planting in the western portion of the sight triangle.

The Board unanimously voted in favor of requested departure. The departure request will maintain safety for pedestrian while also minimizing impacts of driveway on the pedestrian environment (A-8). It was noted that the sidewalk and street tree location could be switched. If modified, a departure would no longer be necessary as the sidewalk would be adjacent to the curb and an increased planting area would be located between the sidewalk and the building wall line. The Board was supportive of either design option with or without departure. The Board deferred the design of sidewalk and street tree location to Seattle Department of Transportation (SDOT) to maximize pedestrian safety.

2. **Setbacks (SMC 23.45.518 Table A):** The Code requires the following:

Front Setback: 7' average, 5' minimum

Side Setback: For portions of the structure below 42': 7' average, 5' minimum

For portions of the structure above 42': 10' average, 7' minimum

Rear Setback: 10' for rear lot line abutting an alley

Front Setback: A departure has been requested to locate the building 2'-0' and 4'-3" average from the front property line along Summit Avenue E.

South Side Setback: A departure has been requested to locate the building 0'-10" minimum and 1'-6" average below 42' feet in height. Above 42 feet in height the building will be 4'-2" minimum and 7'-10" average.

Rear Setback: A departure has been requested to locate 6'-5" from the rear property line at grade and 2'-2" from the rear property line at upper levels.

The Board unanimously voted in favor of all requested departures. The Board felt the applicant clearly demonstrated how the overall development better met the intent of the adopted Design Review Guidelines. The development includes an increased setback at the roof level along the street façade to provide a west facing community deck. The building includes increased side setback that work in concert with the material application, and departure request along the front, rear and side facades to articulate a clear architectural concept and provide quality material application on each of the building facades. The Board felt the applicant adequately demonstrated the relationship of each departure request in response to the existing site and surrounding residential uses, showing that the departure requests would be located to minimize impacts on adjacent uses and structures. The Board felt the overall development better met the intent of multiple Design Review Guidelines including A-2 Streetscape Compatibility, A-5 Respect for Adjacent Sites, A-6 Transition

between residence and Street, A-7 Residential Open Space, B-1 Height, Bulk and Scale Compatibility, C-2 Architectural Concept and Consistency, C-4 Exterior Finish Materials, D-8 Treatment of Alleys, and E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated June 19, 2013, and the materials shown and verbally described by the applicant at the June 19, 2013, 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. The Board recommends approval without conditions.

DECISION – DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated February 6, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered.

As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The 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.

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

PUBLIC COMMENT:

The public comment period ended on March 6, 2013. One comment letter was received.

Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Noise - The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends.

The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends. If extended construction hours are desired, the applicant may seek approval from DPD through a Noise Variance request. The applicant's environmental checklist states that extended hours are not anticipated. The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts.

Greenhouse gas emissions - Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Drainage Code which requires on site detention of Stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code and Design Review process which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts, although some impacts warrant further discussion.

Greenhouse gas emissions - Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to

climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Parking and Traffic - The applicant submitted a Transportation Impact Analysis (Transportation Impact Analysis by Gibson Traffic Consultants, dated January 2013).

The 422 Summit Avenue East development is anticipated to generate 181 new daily trips, 13 new AM peak-hour trips and 17 new PM peak-hour trips per ITE data. However, based on the lower vehicle ownership from the census data it is more likely to only generate 7 new AM peak-hour trips and 9 new PM peak hour trips.

DPD's Transportation Planner has reviewed the Transportation Impact Analysis and determined additional SEPA mitigation is not necessary.

The Transportation Impact Analysis noted that the residential peak parking demand for this development is 29 vehicles. The proposal includes 13 below grade parking spaces. The overflow peak parking demand is therefore 16 spaces.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in the Capitol Hill Urban Center. This site is located in that Urban Center, and the project is mostly residential with some commercial. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from the residential components of this project, even if impacts were identified.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the 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

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).
2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

CONDITIONS - SEPA

None required.

Signature: _____ (signature on file) Date: August 12, 2013

Lindsay King, Senior Planner
Department of Planning and Development

LK:bg

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