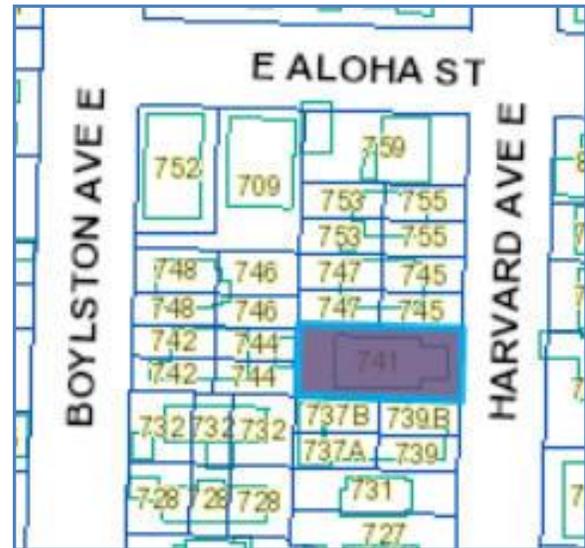




## **BACKGROUND DATA**

### Site Location:

The site, zoned Lowrise 3 (LR3), is located in the Capitol Hill Urban Center Village. Lowrise zoning extends to the north and south on the same block and then transitions to Single Family 5000 at East Aloha Street and to Neighborhood Commercial 3 one site north of East Roy Street. Lowrise zoning extends to the east and west for several blocks. The rectangular lot is approximately 5,750 square feet. There is an existing two story, multifamily building on the lot with parking access off of Harvard Avenue East. The lot slopes up to the rear of the lot from Harvard to the west property line. There is no alley in this block.



### Surrounding Development and Neighborhood Character:

Surrounding development is a mix of lowrise apartment buildings and condominiums. There are no mapped Environmentally Critical Areas on the site.

Project materials are available online by entering the project number at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp). Project materials are also available to view in the file, by contacting the Public Resource Center at DPD 700 Fifth Ave., Suite 2000 Seattle, WA 98124-4019 or [PRC@seattle.gov](mailto:PRC@seattle.gov).

## **PROJECT DESCRIPTION**

The project proponents plan to create a transit and bicycle-oriented infill project that fosters a strong sense of community for its residents and neighbors. The proposal accommodates approximately 41 apartments called Small Efficiency Dwelling Units (SEDU), lobby space, indoor trash and recycling collection, and storage and parking for bicycles. The proposal does not include vehicular parking.

### **EARLY DESIGN GUIDANCE January 30, 2015**

The packet includes materials presented by the applicant, and is available online by entering the project number (3018455) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the 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](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

The applicant presents three options in the Early Design packet. Option A is a four story building of small units to the front and rear of the site with building setbacks and vertical circulation at the center of the site. Option B slides the north and south units to the east and west and creates a deep building setback on Harvard Avenue. Option C locates the building back from the front setback line and aligns the building front façade with the neighboring buildings to the north and south. Rear units would be closer to the rear lot line. In Option C, balconies are proposed on the east and west facades. The building entry is located at sidewalk grade and leads to a small lobby. A rooftop deck is contemplated for residential solar access and views.

## PUBLIC COMMENT

Many comment letters were received by DPD regarding this project. Comments include the following:

- Vehicle parking should be provided on site.
- Small units are not a desirable residential form in this area.
- There are too many units proposed.
- No departures to development standards should be granted.
- The building should be only as tall as the neighboring buildings.
- Materials should be brick and light painted window frames.
- There should be a lot of landscaping.
- Trash should be stored in an internal trash room.
- Bicycle parking should not be located next to the sidewalk.
- Design the project to fit within the Harvard Belmont Historic area.
- The street facing façade should be setback to align with the neighboring buildings.

## PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, staff provides the following siting and design guidance.

## DESIGN REVIEW GUIDELINES

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

## CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

### CS1-B Sunlight and Natural Ventilation

**CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.**

### CS1-C Topography

**CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.**

***Capitol Hill Supplemental Guidance:***

**CS1-II Plants and Habitat**

**CS1-II-ii. Habitat in Right-Of-Way: Create habitat through right-of-way improvements and/or integrated green roofs and walls**

Consider opportunities to capture light and air for all units. Use the street side change of topography to advantage, especially to create a building entry. Consider opportunities to allow natural ventilation into the building. Consider green walls to add landscaping.

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

**CS2-A Location in the City and Neighborhood**

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

**CS2-C Relationship to the Block**

**CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.**

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.**

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

***Capitol Hill Supplemental Guidance:***

**CS2-I Streetscape Compatibility**

**CS2-I-i. Sidewalk Width: Retain or increase the width of sidewalks**

**CS2-I-ii. Street Trees: Provide street trees with tree grates or in planter strips**

**CS2-I-iii. Entrances: Vehicles entrances to buildings should not dominate the streetscape**

**CS2-III Height, Bulk, and Scale Compatibility**

**CS2-III-ii. Views: 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.**

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-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.**

**CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.**

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

*Capitol Hill Supplemental Guidance:*

**CS3-I Architectural Concept and Consistency**

**CS3-I-i. Signage:** Incorporate signage that is consistent with the existing or intended character of the building and neighborhood

**CS3-I-iv. Materials:** Use materials and design that are compatible with the structures in the vicinity if those represent the neighborhood character.

Study neighborhood multifamily buildings to gather positive design attributes of material, form and massing. This block face has many forms and materials from several architectural eras. Design a new and enduring building with attention to façade composition and transparency. Consider contemporary forms with familiar materials.

**PUBLIC LIFE**

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

**PL2-B Safety and Security**

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

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-C Weather Protection**

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

*Capitol Hill Supplemental Guidance:*

**PL2-I Human Scale**

**PL2-I-i. Building Entries:** Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.

**PL2-I-ii. Pedestrian Character:** Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

**PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-i. Entryways:** Provide entryways that link the building to the surrounding landscape.

**PL2-II-ii. Link Open Spaces:** Create open spaces at street level that link to the open space of the sidewalk.

**PL2-II-iii. Ingress/Egress:** Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

**PL2-III Personal Safety and Security**

**PL2-III-i. Lighting/Windows: Consider**

- a. pedestrian-scale lighting, but prevent light spillover onto adjacent properties
- b. architectural lighting to complement the architecture of the structure
- c. transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach.

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

**PL3-A Entries**

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

**PL3-B Residential Edges**

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

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

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.**

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

Explore the design objectives stated in the project packet for creating transit-oriented development where walking and using a bicycle are integral to the daily patterns of residents. Reinforce the concept with design strategies to provide a sense of safety with lighting, entry sequence, front façade elements, intersection with the sidewalk, parking for bicycles, quality landscaping, and paving and entry elements.

**DESIGN CONCEPT**

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

**DC1-A Arrangement of Interior Uses**

**DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.**

**DC1-B Vehicular Access and Circulation**

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

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

## **DC1-C Parking and Service Uses**

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

### *Capitol Hill Supplemental Guidance:*

#### **DC1-I Parking and Vehicle Access**

**DC1-I-i. Continuous Crosswalks:** 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.

#### **DC1-II Screening of Dumpsters, Utilities, and Service Areas**

**DC1-II-i. Dumpsters:** Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

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

## **DC2-A Massing**

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

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

## **DC2-B Architectural and Facade Composition**

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

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

## **DC2-C Secondary Architectural Features**

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

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

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

## **DC2-D Scale and Texture**

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

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

## **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

***Capitol Hill Supplemental Guidance:***

**DC3-I Residential Open Space**

**DC3-I-i. Open Space:** Incorporate quasi-public open space with residential development, with special focus on corner landscape treatments and courtyard entries.

**DC3-I-ii. Courtyards:** Create substantial courtyard-style open space that is visually accessible to the public view.

**DC3-I-iv. Upper-floor Setbacks:** Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

**DC3-I-v. Street Trees:** Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.

**DC3-I-vi. Landscape Materials:** Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.

**DC3-II Landscape Design to Address Special Site Conditions**

**DC3-II-i. Aesthetic Consistency:** Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character.

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

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

**DC4-B Signage**

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

**DC4-C Lighting**

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

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

***Capitol Hill Supplemental Guidance:***

**DC4-I Height, Bulk, and Scale**

**DC4-I-i. Materials:** Masonry and terra cotta are preferred building materials, although other materials may be used in ways that are compatible with these more traditional materials. The Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.

**DC4-II Exterior Finish Materials**

**DC4-II-i. 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.

1. Use wood shingles or board and batten siding on residential structures.
2. Avoid wood or metal siding materials on commercial structures.
3. Provide operable windows, especially on storefronts.
4. 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.
5. 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.

Develop a building with a strong design concept supported by quality materials and architectural features that reinforce the program objectives. Provide a strong residential presence. Design each building element to create a highly textured, creative, and restrained development.

**DEVELOPMENT STANDARD DEPARTURES**

Staff recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The recommendation will be reserved until the final recommendation packet submittal.

At Early Design Guidance the following departures were requested:

1. **Façade Length (SMC 23.45.527 B1):** The Code allows 65% of the lot length which is 74.75 feet. The applicant proposes 90 feet or a 15.25 foot departure.

Staff indicated that they are amenable to the departure request because the open stairwell, covered by the green wall, and balcony extensions are somewhat setback from the side property line. The applicant should continue to develop the design to find the best response to guidance.

2. **Rear Setback (SMC 23.45.527 B1):** The Code requires 15 feet. The applicant proposes eight (8) feet.

Staff indicated that they would consider the departure request during project design if there is sufficient documentation to show that the departure helps the project better meet priority guidelines.

### MUP Submittal

The applicant applied for a Master Use Permit on March 17, 2015. Updates to the project design addressed comments from the public, planner direction, and project evolution. The project proponents are not seeking departures from development standards.

<b>RECOMMENDATION: August 24, 2015</b>
--

### Departures

#### Recommendation:

The recommendation is based on the recommendation design packet dated July 14, 2015 and material submitted by the applicant. After considering the proposed design the project context, hearing public comment, and considering the stated design priorities, the Planner feels that the design guidance has been addressed by the applicant and approves the design with no conditions.

### **DIRECTOR'S ANALYSIS AND DECISION – ADMINISTRATIVE DESIGN REVIEW**

The Director has reviewed the *Seattle Design Review guidelines* and *Capitol Hill Neighborhood Design Review Guidelines* and approves this design. The Director agrees with the recommendations to approve the design.

### **CONTEXT & SITE**

The project uses the site topography as a starting point for building design (CS1-C). A portion of the building entry sequence, storage, trash and recycling, and mechanical needs are tucked into the first floor level. Landscaping frames the building entry on the street front. The designers studied area buildings, and especially the neighboring buildings, for design cues as a palette for a modern building. The proposed design strengthens the residential street pattern by presenting an interesting contemporary façade, which, in a modern idiom, is sympathetic to its context (CS2-A). The façade exhibits similar elements to the neighboring buildings; siding or primary construction material, vertical elements, lighting, entries, and landscaping. The façade has substantial glazing and large window openings to create a strong connection to the street and public realm (CS1-B, CS1-II, CS2-A, C, D). Extra-large windows are appropriate for the front façade and brick siding provides a sense of permanence. The proposal creates a strong street edge with large windows, interesting façade materials, and an easily identifiable entry. The building design responds to datum lines of the adjacent buildings by using modern forms with enduring materials such as brick, cement board, cedar and steel ((CS2-I, III, CS2-C, CS-3A, CS3-I, CS3-A, CS3-I, DC3-B).

### **PUBLIC LIFE**

The entry courtyard is visible to the public, provides a sense of entry and safety for the residents and provides good street level interaction with creative, privacy screen, signage and lighting

(PL2, PL2-I, II, III, PL3,). The entry courtyard helps create better street level connections (PL4), massing, and building composition (DC2 A-B).

## **DESIGN CONCEPT**

The modern design is carried out throughout the proposal from unit design, window design, siding unitization, wrought iron, steel and other high quality material choices, landscape design, and paving. Familiar building elements are used on a scale that may be bigger or smaller than expected for recognition and surprise (DC2-A-D, DC-4A). Open space design is used as semi-private entry space and as rear and side yard space. Interior spaces for storage, entry, lounge etc. are appropriate to the use. (DC1, DC1-I, DC3-B). Landscaping has been proposed to soften the edges of the street at the property line, (DC4-D) create façade interest, (DC2A-E) and to create a sense of permanence(CS2-B and C).

### Capitol Hill Neighborhood Priority Design Issues

Important design issues are listed in the *Capitol Hill Design Guidelines*. The proposed project addresses area design issues and meets design priority guidelines in order to augment the neighborhood architectural quality by means of contemporary design with familiar materials. The project will provide studio living with rooftop and at-grade garden open space as an alternative choice of living accommodation in the Capitol Hill neighborhood. The project will reinforce human scale, architectural quality, and is compatible with the surroundings. Decorative and high quality materials are proposed and no curb cut for vehicle access is proposed.

The proposal will strengthen Capitol Hill urban forms and street patterns. No vehicle entrance interrupts the pedestrian zone (CS2 I iii). The building entry is welcoming to residents and visitors (PL2 I i; PL2 II i, iii). Enhanced personal safety in the area is addressed with large windows on the street (PL2 III i). Dumpsters and service are screened (DC1 II). The proposed residential project uses durable and maintainable materials, wood siding and brick (DC4 II).

After considering the site and context, hearing public comment, reviewing the previously identified design priorities, applicable design priorities and reviewing the materials, the Director determines that the project has satisfactorily responded to the early design guidance. The Director **approves** the proposed project.

### **DECISION – Design Review**

The application is **GRANTED**.

### **ANALYSIS - SEPA**

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 March 18, 2015 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 (SMC25.05.665) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

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 policies 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. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

#### Short-term Impacts

Temporary or construction-related impacts are expected including demolition and construction activities which could result in the following adverse impacts; construction dust and storm water runoff, temporary soil erosion, emissions from construction machinery and vehicles, increased particulate levels during excavation and construction, increased noise level, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. These impacts are not considered significant because they are temporary and/or minor in scope (SMC 25.05.794).

City codes and/or ordinances are applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts.

The other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, additional parking demand generated by construction personnel and equipment, increased use of energy and natural resources, increased greenhouse gas emissions) are not sufficiently adverse to warrant further mitigation or discussion.

### Greenhouse Gas

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.

### Grading

Some excavation to construct the structure will be necessary. The project will generate approximately 150 cubic yards of cut and fill. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Traffic and Parking

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Excavation and fill activity will require approximately 15 round trips with 10-yard hauling trucks or 8 round trips with 20-yard hauling trucks. While these impacts are adverse, they are not expected to be significant, no further conditioning is warranted.

### Earth

The applicant will submit a geotechnical engineering study to address soil foundation support considerations, site preparation, grading erosion control and drainage recommendations as part of the building permit. Erosion control measures and BMP's as required by the City of Seattle will be incorporated into the project's erosion control and development plans to protect off-site properties and to manage stormwater during construction.

Review of the submitted report and approval of the resultant plans and construction methods will be subject to the standards of the Stormwater, Grading, and Drainage Control Code. No further mitigation for the purposes of SEPA compliance is warranted.

### Long-term Impacts

Long-term or use-related impacts are 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.

*Transportation and Parking*

The applicant submitted Transportation and Parking Analysis from Transpogroup on June 5, 2015. A revised analysis was submitted on September 4, 2015 in response to correction items requested by the DPD transportation planner. The analysis states that the current use on the site is a single family home which is not the case. The current use is a triplex which means that the net change in traffic volumes due to the project is slightly less than forecast in the traffic analysis. The full Analysis Report is available on the DPD website in the electronic file for this project.

The proposed project is located on Harvard Avenue East and is approximately two blocks from the intersection of East Roy Street and Broadway East. No parking is required by the land use code at this site due to its location in the Capitol Hill Urban Center. The project proponent proposes space for 31 bicycle parking stalls. The analysis describes the surrounding street system, shared car and bicycle streets, parking locations, and nearby transit routes. Peak parking demand is described.

The proposed development is projected to generate approximately 87 new daily vehicle trips, of which 8 would occur in the morning peak hour and 13 in the afternoon peak hour. Analysis shows that the project would meet the City's concurrency requirements. No project-based traffic impacts are expected.

In order to assess the potential impacts of the proposed project to on-street parking utilization in the area, the peak parking demand was evaluated. Micro-housing development vehicle ownership data was collected in 2012 and in 2015 to determine the potential parking demand for project analyses. As stated in the analysis, vehicle ownership ranges from 0.13 to 0.33 vehicles per unit with a weighted average of 0.19 vehicles per unit. This development of 41 units, therefore, has a parking demand of 9 vehicles.

As described in the analysis an off-site parking utilization study was conducted to determine the available on and off street parking supply and occupancy within a 800 to 1,200 foot walking distance of the project site, area street changes, and considering projects that are in the project permit "pipeline". As shown, on-street parking supply is insufficient to meet the future parking demand both with and without the proposed project. With the project the on-street utilization within 800 feet is expected to increase from 103% to 110%. With spill over from other projects in the area, on-street utilization is expected to increase to 121%. The analysis shows that parking could be accommodated within a 1,000 and 1,200 foot walking distance (a 4 to 6 minute walk) from the proposed project site if off-street parking is used. Overall the analysis shows that it would be difficult to find on street parking within 1,200 feet walking area of the site and this may result in some additional circulation through the area as drivers search for parking. However vehicle ownership level is expected to be low and the traffic volume impact would be small. The neighborhood has alternative transit amenities to serve the population such as biking, transit and walking as primary modes of travel.

This additional traffic will impact the surrounding street network, but is not determined to be significant enough to require mitigation. The project proponents have committed to offer voluntary transportation management demand (TMD) strategies which include bicycle amenities, commuter information in the lobby to cover transit options, car-to go options, on-demand bike share etc. No mitigation pursuant to SMC 25.05.675 R is warranted.

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.

Historic Preservation

In accordance with SEPA Historic Preservation Policy (SMC 25.05.675 H.2.c) the Department of Neighborhoods staff for the Landmarks Preservation Board reviewed buildings slated for removal on the project site. Based on the review, staff has determined that it is unlikely that the current buildings would meet the standards for designation as an individual landmark. Staff determines no mitigation is required.

Other long-term impacts are typical of development and will 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).

**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 and in the public electronic file.

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**

None.

**CONDITIONS – SEPA**

None.

Holly J. Godard, Senior Land Use Planner  
Department of Planning and Development

Date: November 12, 2015

HG:drm

K:\Decisions-Signed\3018455.docx

**IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at [prc@seattle.gov](mailto:prc@seattle.gov) or to our message line at 206-684-8467.