



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3020441
Applicant Name: Rob Humble for Hybrid Development LLC
Address of Proposal: 308 12th Avenue East

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story structure containing 23 small efficiency dwelling units and 18 apartments (total of 41 units). No parking proposed. Existing structures to be demolished.

The following approvals are required:

Design Review – Administrative Design Review - (SMC 23.41). Departure requested.

1. SMC 23.45.527.B.1– Façade Length.

SEPA - Environmental Determination - (SMC 25.05)

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

BACKGROUND DATA

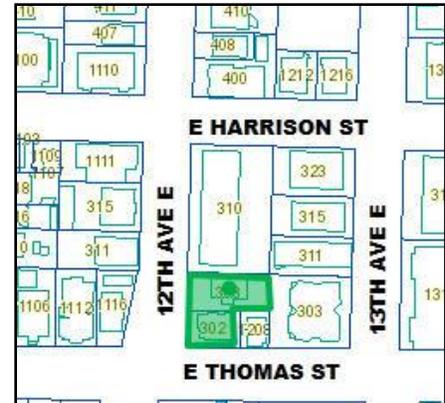
Site Description

The project is located on the northeast corner of the intersection of 12th Avenue East and East Thomas Street. The site slopes downhill, east to west.

The subject property, zoned Lowrise 3 (LR3), is situated in a large LR3 zoned area. The L-shaped site is approximately 7,655 square feet and is currently occupied by two buildings; a single family home with detached garage and a two story triplex with garage. Pedestrian or vehicle access is available from 12th Avenue East and East Thomas Street in Capitol Hill. There is no alley in this block. There are no Environmentally Critical Areas (ECA) mapped at this site.

Vicinity Description

The area is characterized by midrise residential buildings and single family homes which have been renovated for multifamily use.



Project description

The project is to provide 41 residential units, 23 small efficiency dwelling units and 18 apartments, with amenity space for residents. No parking is required or proposed.

Project materials are available online by entering the project number at this website: <http://www.seattle.gov/dpd/>. 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.

Public Comment

Many public comment letters were received during the official comment period which focused on lack of parking, intersection safety, privacy, density concerns, view blockage, and the design of the building.

ANALYSIS AND DECISION –DESIGN REVIEW

EARLY DESIGN GUIDANCE

The design review packet which includes materials presented at the design review meeting is available online by entering the project number (3020441)

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

PUBLIC COMMENT

Public comments were received which focused primarily on lack of parking and density intensification in the area. Comments also pointed out positive design elements to retain or explore including focusing units to 12th Avenue, providing usable and welcoming stairs to enter the development, reducing the sense of height and bulk, lessening the unit count, and providing additional setbacks from properties to the east.

PRIORITIES & BOARD RECOMMENDATIONS

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

EARLY DESIGN GUIDANCE

1. Connections for street-level interaction: (CS-1C, CS-2B, CS-2C1, PL3-A-1,2,4)

Street-level activation, eyes on the street, and a sense of site openness should characterize the development.

- a. Create a porous interface with the right of way to allow ease of access and visual access.
- b. Create clear connections to building entries.
- c. Encourage human interaction at the street level.
- d. Provide units at ground level with usable outdoor spaces.
- e. Create areas for residents to interact.

2. Bulk and scale: (CS1-C, CS2-D-1,5; CS2-1-v, PL2-I,II,III)

Where possible the development should strive to sit lightly on the site by using a variety of architectural conventions.

- a. Use the site grade to lower the building into grade without blank facades or rockeries.
- b. Use secondary architectural elements to reduce the scale of the building.
- c. Employ full landscaping to give a transition in scale to neighboring properties.
- d. Step back and break up varying building volumes to reduce the bulk of the building. The two “building” massing is a good direction to explore and develop.
- e. Use glazing where possible to give more transparency to the building.
- f. Wrap building elements such as windows, decks, and railings around the corner of the building to carry the design language to the south façade.
- g. Lower elevator overruns and stair towers where possible.

3. Unified and functional design: (DC1-A-1,DC1-II, DC2-A,C,D, E, DC3-I, DC4-C)

Use contextual cues to identify elements to incorporate in creating a unified corner building design. The front stairway is one good example you have identified and are exploring.

- a. Use several contextual cues such as color, materials, massing, that will help identify the building as unique to the varied character of the area.
- b. Create options to access the site via stairs and ramps for ease of access.
- c. Consider functional design for bicycles and pedestrians.
- d. Open passageways to the air or via glazing to keep light and air in the circulation areas.
- e. Locate units where they gain the best light, air, and entry function.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the planner 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-C Topography

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

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

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

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-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-v. Multiple Frontages: 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.

CS2-II Corner Lots

CS2-II-i. Residential Entries: Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines.

CS2-II-ii. Retail Corner Entry: Provide for a prominent retail corner entry.

CS2-III Height, Bulk, and Scale Compatibility

CS2-III-i. Building Mass: 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.

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.

CS2-III-iii. Sunlight: Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

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-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

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-II-iv. Residential Entrances: Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where unavoidable, minimize their impact to the vitality of the retail commercial streetscape.

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.

PL2-III-ii. Travel Area Distinction: Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

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-iii. View Corridors: Set back development where appropriate to preserve view corridors.

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-I-vii. Porous Paving: Use porous paving materials to enhance design while also minimizing stormwater run-off.

DC4-CLighting

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.

DEVELOPMENT STANDARD DEPARTURES

The Planner's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guideline 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 review.

At the time of the Early Design Guidance the following departure was requested:

1. **Façade Length (SMT 23.45.527):** The Code allows 65% of the lot line for building façade length. The applicant proposes greater façade length at the north property line given that the building is proposed to be setback greater than code required at the front and corner of the lot.

RECOMMENDATION

1. **Connections for street-level interaction: (CS-1C, CS-2B, CS-2C1, PL3-A-1,2,4)**

Street-level activation, eyes on the street, and a sense of site openness should characterize the development.

- a. Create a porous interface with the right of way to allow ease of access and visual access.
- b. Create clear connections to building entries.
- c. Encourage human interaction at the street level.
- d. Provide units at ground level with outdoor opportunities.
- e. Create areas for residents to interact.

Design Response: The applicant has responded to early guidance and public comments by providing a porous interface on 12th Avenue East. The main building stairway is accessed mid-site and first and second level apartments have large windows and patios or decks to encourage a high level of eyes on the street and human interaction. The building entries are visible and accessible from the streets. Residents will be able to interact in all passageways and entries to the building.

2. Bulk and scale: (CS1-C, CS2-D-1,5; CS2-1-v, PL2-I,II,III)

Where possible the development should strive to sit lightly on the site by using a variety of architectural conventions.

- a. Use the site grade to lower the building into grade without blank facades or rockeries.
- b. Use secondary architectural elements to reduce the scale of the building.
- c. Employ full landscaping to give a transition in scale to neighboring properties.
- d. Step back and break up varying building volumes to reduce the bulk of the building. The two “building” massing is a good direction to explore and develop.
- e. Use glazing where possible to give more transparency to the building.
- f. Wrap building elements around the corner of the building to carry the design language to the south façade; windows, decks, railings.
- g. Lower elevator overruns and stair towers where possible.

Design Response: The building has been sunken into the existing grade to eliminate a street wall or rockery on 12th Avenue which allows the building to sit at street grade. The applicant has designed the building with a base and upper sections to break up the perceived scale of the building. Landscaping is employed to soften building edges and to create green walls where appropriate. The design has expansive building transparency with large windows.

3. Unified and functional design: (DC1-A-1,DC1-II, DC2-A,C,D, E, DC3-I, DC4-C)

Use contextual cues to identify elements to incorporate in creating a unified corner building design. The front stairway is one good example you have identified and are exploring.

- a. Use several contextual cues that will help identify the building as unique to the varied character of the area.
- b. Create options to access the site via stairs and ramps for ease of access.
- c. Consider functional design for bicycles and pedestrians.
- d. Open passageways to the air or via glazing to keep light and air in the circulation areas.

- e. Locate units where they gain the best light, air, and entry function.

Design Response: The applicant has studied the neighborhood and finds that there are many red brick buildings and red tile roofs in the greater area. The building’s red color has thus been chosen to recall and to fit into the neighborhood context. The design demonstrates contextual cues such as identifiable units in the façade composition, a visible main entry stair, red façade color and numerous areas at grade for full and striving landscaping.

SUMMARY OF REQUESTED DEPARTURE

#	Standard Requirement	Allowed	Proposed	Architects Rationale for Departure	Outcome
1	23.45.527.B.1 Façade Length.	Façade length may be 65% of the lot length which is 65 feet.	72 feet	The additional façade length helps the building pull away from adjacent properties and streets for a better neighborhood fit. (CS2 B-1, B2, CS2-C1, CS2-D5)	approval

After considering the proposed design, project context, hearing public comment, reconsidering the previously stated design priorities, the guidance has been addressed by the applicant. The departure request is supported (CS2 B-1, B2, CS2-C1, CS2-D5) with no conditions to the design.

The recommendation summarized above was based on the design review packet dated February 9, 2016, and the materials shown and verbally described by the applicant. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the design is APPROVED with no design conditions.

ANALYSIS AND DECISION –DESIGN REVIEW

The Director of DPD has reviewed the design and finds that it is consistent with the *Seattle Design Review Guidelines*.

The project applicant is striving to create a high quality residential building on a visible corner site. The project makes use of the site topography as a starting point for the building massing by settling the building into the slope and bringing individual units down to the street level on 12th Avenue East. Since there is no alley in the block the service functions are minimized, yet accessible from 12th Avenue East. (CS1-C). The façade is a visually porous interface with expansive windows, patios, and decks on 12th Avenue East. A minimized central main stair is accessed from 12th Avenue East. (CS-2B, CS-2C1, PL3-A-1,2,4)

Secondary architectural elements such as bold color, interesting materials and scoring or material joints, and large windows and decks help break up the scale of the building. A “two-building” concept was suggested, explored and presented. The south side of the building has strong

landscaping elements, planters and vine covered screen walls, to provide a transition in bulk and scale. Over-height elements (elevator and stair penthouses) have been minimized as much as possible by sloping roofs, where possible, and minimizing enclosed space. (CS1-C, CS2-D-1,5; CS2-1-v, PL2-I,II,III)

The building base has substantial glazing to create a strong connection to the street and public realm (CS2-B). The building's west facade is very transparent at the base with "floating frame boxes" above. Building fenestration has been designed and detailed to capture light into the units (CS2-B). The design uses secondary architectural elements to bring interest to the facades; large and numerous windows, bold siding and color choices and a strong vertical stair element (CS2-D). The proposed design has high quality and durable materials (DC4 C, DC2 A-E). A full and striving landscape plan provides some scale to the facades and provides green at the sidewalk. (DC4 C, DC2 A-E). The proposal includes design measures which help reduce neighborhood impacts by locating the service delivery area on 12th Avenue away from the corner and off of the slopes of Thomas Street. (DC1 B, DC1 C). Residential units are designed to be identifiable, within the whole, with large windows (PL2-B). There are accessibility options from both streets and opportunities for light and air for the residents.

A ten foot development standard departure was requested for structure façade length as outlined in the table above. The Land Use Code allows 65 feet façade length and the initial departure request was for 75 feet façade length. Seattle City Light (SCL) has required at 12.6 to 14 foot clearance from power lines that run along 12th Avenue East. The building is held back from the property line to meet this requirement. After further design considerations and response to SCL requirements and public comments, the architect determined that an increase in rear yard setback was a better fit for the neighborhood context and the departure request was revised to a 72 foot façade length request. (The multifamily building along the rear property line sits very close to the shared property line.) Therefore, the applicant proposes a larger rear yard setback than code required, 15 feet to 17 feet.

The departure helps the building respect the rear property line neighbors on this 'L' shaped site and allows more open space along the rear property area. The departure helps the building gain building layout efficiency due in part to response to public comments which were opposed to exterior circulation areas. (CS1C1 and 2, CS2A2 and 2, PL2B1, DC2D1, DC2D2).

The Director determines that the project has satisfactorily responded to the early design guidance, approves the proposed project and grants the requested departure.

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 December 17, 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 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. Demolition and construction activities 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 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).

There are city codes and/or ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Code and Grading 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.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions are sufficiently adverse to warrant further discussion or mitigation.

Greenhouse gas emissions

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

Grading

Excavation to construct the residential structure will be necessary. The project will generate approximately 360 cubic yards of grading (cut). The soil removed may be reused on the site and if not will be disposed of off-site. 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. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Noise

Construction activities including construction workers arrival and departure, construction equipment and machinery, and general construction noise will occur. These impacts are not considered significant because they are temporary and/or minor in scope and are subject to the Seattle Noise Code. No conditioning of noise during construction 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 construction materials transport. Excavation and fill activity will require approximately 36 round trips with 10-yard hauling trucks or 18 round trips with 20-yard hauling trucks. These impacts are not considered significant because they are temporary and/or minor in scope. Conditioning of the traffic and parking construction element of the project is not warranted pursuant to SEPA policies.

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 best management practices (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 and Grading Codes. 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 project is located on the northeast corner of the intersection of 12th Avenue East and East Thomas Street. 12th Avenue East is classified as a minor arterial. The applicant supplied a traffic and parking analysis prepared by Transpo Group dated April 29, 2016. The analysis is included in the project documents in the electronic file. According to the analysis the proposed development is projected to generate approximately 91 net new vehicle trips, including 7 a.m. peak-hour trips and 13 p.m. peak-hour trips. The traffic will impact the surrounding streets, but the transportation concurrency analysis indicates that with traffic generated by the project impacts

would be less than the city thresholds. The project is not expected to substantially affect intersection operations. The impact is not determined to be significant enough to require mitigation.

The parking analysis from the Transpo Group report notes that the total peak parking demand is estimated to be 9 vehicles and this number cannot be accommodated within the on-street parking supply. The difficulty finding parking would likely drive down the vehicle ownership as well as result in resident or visitor parking further from the site. As the Broadway streetcar extension project is constructed additional transportation alternatives and schedules will be available for area residents. The applicant is proposing to mitigate parking impacts through transportation demand management strategies including offering bicycle amenities and providing commuter information in the lobby of the building to help reduce reliance on personal vehicles. The project will be conditioned to provide a transportation demand management plan. Information to be provided in the plan shall include, and not be limited to, car-to-go/car share options, on-demand bike share programs, and area transit information.

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 the buildings slated for removal on the project site. Based on the review, staff has determined that it is unlikely that the current building would meet the standards for designation as an individual landmark, due in large part to loss of historic materials and integrity. 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 and Grading Codes (stormwater runoff from additional site coverage by impervious surface); Design Review Program (height; setbacks; access to parking); and the Seattle Energy Code (long-term energy consumption); and the Environmentally Critical Area Regulations.

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

Prior to building permit final certificate of occupancy

1. The applicant will provide a transportation management plan which will include strategies including bicycle amenities and providing commuter information in the lobby of the building to reduce reliance on personal vehicles. Information to be provided shall include and not be limited to car to go/car share options, on-demand bike share programs, carpooling connections, and area transit information.

Holly J. Godard, Senior Land Use Planner Date: July 28, 2016
Department of Construction and Inspections

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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