



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

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

Application Number: 3002148
Applicant Name: Brittani Ard
Address of Proposal: 13717 Greenwood Avenue North

SUMMARY OF PROPOSED ACTION

Land Use Application to allow two 4-unit townhouse structures in an Environmentally Critical Area. Surface parking will be located on site. Parking for eight vehicles is to be located within the structures. Existing structure is to be demolished.

The following approval is required:

SEPA – Environmental Determination- Chapter 25.05 Seattle Municipal Code

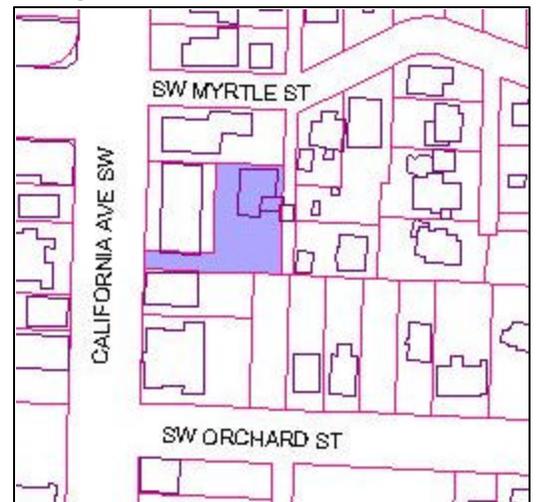
SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

**Early Notice DNS published 30 March 2006.

BACKGROUND DATA

Site & Area Description

The subject site is located in the middle of a long strip of L2-zoned property along Greenwood Avenue North, between North 137th and North 140th Street. It presently has a triplex structure, which is proposed to be demolished. The site is relatively flat in the 2/3 of its area toward Greenwood, but it begins to drop about 12 feet in the last 20 feet toward the platted alley to the west. The project received a limited steep slope exemption (Project # 6067427). Greenwood Avenue North is not fully improved, and street improvements will be required.



The area to the west of the site, across the alley, is zoned Single Family, which zoning prevails north and south for a considerable distance. In the SF zone, single family residential development prevails. Along Greenwood, in contrast, multi-family residential development prevails, although there are 2 single family residences to the immediate south of the site.

Proposal

The proposal is to demolish the existing triplex and construct 2 townhouse fourplexes, all units served by a single vehicular access point off Greenwood toward the north of the site, and all parking beneath structures entered from a circulation court between the two proposed buildings.

The zoning reviewer has determined that density standards limit the number of units on the site to 7, as opposed to the proposed 8. Compliance with density will be determined by the zoning reviewer; however, this determination is immaterial to the following SEPA analysis. There is no difference, for purposes of the environmental determination or for conditioning, between a 7 or an 8 unit proposal.

Public Comment

None.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

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

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Parking demand for construction personnel can be accommodated and managed within the adjacent right-of-way. Therefore, no further mitigation will be required.

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the subject site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:00 A.M. and 6:00 P.M. After the structure is totally enclosed (and only while it is totally enclosed), interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow quiet work which will not be audible within nearby residential units as determined by the undersigned Land Use Planner following a written request received at least 3 days prior to requested work date.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Notice of the demolition of the existing residential structure is required by the PSCAA and the proposed demolition is subject to all applicable regulations and practices required by the PSCAA.

There are no short term impacts identified with the creation of (unit lot) short subdivisions. Short term impacts are associated with the construction of the structures and have been analyzed and discussed with no further conditioning is warranted.

Long-term Impacts

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

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). No additional substantial land use impacts are likely to result; hence, there is no need for additional mitigation pursuant to SEPA authority.

CONCLUSION - SEPA

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

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

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

During Construction

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

1. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:00 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature or to allow exterior work (e.g., installation of landscaping) inaudible inside nearby residential units after approval from the Land Use Planner, given written request received by the planner at least 3 days prior to the desired work date. After the structures are entirely enclosed, interior work may proceed (with all windows shut) at any time, provided that it is in compliance with the Noise Ordinance.

Signature: (signature on file) Date: May 17, 2007

Paul Janos, Land Use Planner
Department of Planning and Development
Land Use Services