



City of Seattle
Greg Nickels, Mayor

Department of Planning and Development
Diane Sugimura, Director

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

Application Number: 3004820

Applicant Name: Miller/Hull Architecture and Planning for Seattle Public Library

Address of Proposal: 6801 35th Avenue NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a reduction in the required parking from 19 stalls to 15 stalls. Project involves re-striping the existing parking area.

The following approval is required:

Administrative Conditional Use to allow an institution in a multifamily zone not meeting development standards. (SMC 23.45.122)

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

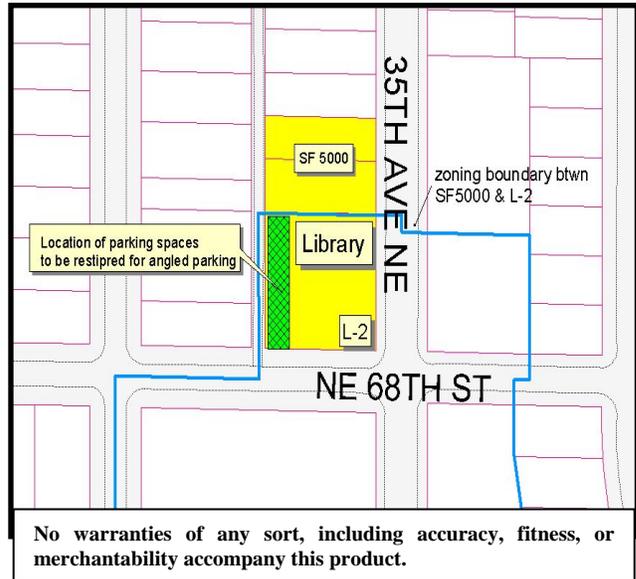
DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND DATA

Site and Vicinity Description

The subject site is located along 35th Avenue NE at the northwest corner of NE 68th Street. The site is bordered by NE 68th Street on the south, 35th Avenue NE on the east, an improved alley on the west and a single family home on the north. 35th Avenue NE is considered a principal arterial street.

The subject site consists of the existing library parcel which is zoned Multifamily Residential Lowrise 2 and Single Family 5000. The zone boundary is located near the middle of the library structure, where the older building and new addition meet. The surrounding zoning to the south, across NE 68th Street is Lowrise 2, and to the north and west it is Single Family 5000. Surrounding zoning to the east, across 35th Avenue NE is split between Lowrise 2 and Single Family 5000. The properties fronting on 35th Avenue NE are developed with a mixture of institutions, apartments and single family homes. The properties located on 34th Avenue NE and 36th Ave NE is primarily developed with single family homes.



The subject site has a lot area of 29,020 square feet and is developed with 15,000 square foot branch library and provides surface parking for 19 vehicles accessed from the alley.

Project Description

The proposed project consists of re-striping the parking spaces accessed from the alley so that spaces currently at 90 degrees would be at a 60 degree angle. There are currently 8 angled parking spaces accessed from the alley and 11 spaces at 90 degrees (not angled) for a total of 19 parking spaces. The re-striping of the parking would result in a loss of 4 parking spaces and result in a total off-street parking supply of 15 parking spaces. No changes to the landscaping islands are proposed.

Related Information

On January 27, 2003, City Council granted concept approval and waived and modified development standards and Administrative conditional use criteria to authorize construction of an 8000 square foot addition to the Northeast Branch Public Library, and development of surface parking for 19 vehicles (Clerk File #304976/DPD #2200346). The original library building was designated as a Seattle historic landmark and received a certificate of approval to enable the addition on February 11, 2002. No certificate of approval from the Department of Neighborhoods Landmark Office is necessary for the re-striping of parking.

Public Comment

Three public comments were received during the public comment period which ended on July 5, 2006. The comments support the re-striping to make the spaces angled, but also requested that the barrier free parking spaces be moved closer to the entrance and that the spaces be made wider. Another comment was made about the adequacy of DPD public notice.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

Section 23.45.122 of the Seattle Municipal Code provides that institutions which do not meet the development standards established in SMC 23.45.090 and outlined above may be permitted as an administrative conditional use subject to the requirements and conditioning considerations of the Section. The applicable criteria will be referenced and discussed below.

A. Bulk and Siting. In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, the Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.

The proposed re-stripping of the parking does not impact bulk and siting.

B. Dispersion Criterion

The site presently contains a library use. The boundaries of the site are not expanding; therefore, this does not apply.

C. Noise

The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: landscaping, sound barriers or fences, mounding or berming, adjustments to yards or the location of refuse storage areas, or parking development standards, design modification and fixing of hours for use of areas.

The proposed re-stripping of the parking does not impact noise.

D. Transportation Plan.

1. A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of structure are and/or required to provide twenty (20) or more parking spaces.

SPL submitted on-street parking utilization information prepared by Heffron Transportation, Inc. dated July 26, 2006 which updates previous studies dated October 30, 2001 and December 12, 2001.

3. The Director may condition a permit to mitigate potential traffic and parking problems. Measures which may be used by the Director for this purpose include, but are not limited to, the following:

- d. *Decreasing on-site parking or loading space requirements, if the applicant can demonstrate that less than the required amount of parking is necessary due to the specific features of the institution or the activities and programs it offers. In such cases, the applicant shall enter into an agreement with the Director, specifying the amount of parking required and linking the parking reduction to the features of the institution which justify the reduction. Such parking reductions shall be valid only under the conditions specified, and if those conditions change, the standard requirement shall be satisfied.*

The Seattle Public Library is requesting a reduction in the on-site parking quantity in order to accommodate angled parking. It is difficult to park at the 90 degree angle due to the tight constraints of the alley and the slope of the parking spaces which varies from 8 to 16%. The spaces are technically sufficient for compact vehicles at 90 degree but in practice the library finds that medium and large vehicles use these spaces. It is not uncommon for patrons to perform “three point” maneuvers to get into or out of the spaces. The library staff and management have received numerous complaints over the last several years over the parking configuration. Additionally, there has been numerous collisions and property damage related to the parking configuration. A loss of four parking spaces would be the result of re-stripping the parking for angled spaces.

The reason for originally designing the spaces as 90 degree spaces was to maximize the quantity of parking and to accommodate a concern by some of the neighbors. Some neighbors expressed a concern that with the new library addition traffic would travel northbound through the alley exacerbating traffic congestion in the alley. In response to those comments 90 degree spaces were designed to allow for, at least in theory, for patrons to exit the alley to the south instead of being oriented by the angled spaces to travel northbound through the alley.

The following information is based on the Heffron Parking Utilization study dated July 26, 2006. There are currently 19 parking spaces at the library, and 161 on-street parking spaces within 400 feet of the site for a total parking supply of 180 spaces. Some parking spaces have restriction and/or time limits so they are not always legally available. These restrictions were accounted for in the study.

On-street parking demand was surveyed within the study area for three time periods— a weekday between 3:00 and 4:00 P.M. (afternoon), a weekday between 5:00 and 6:00 P.M. (evening) and a weekday between 7:00 and 8:00 P.M. (night). On-street parking surveys were conducted on Wednesday, July 19, 2006, and Thursday, July 20, 2006. The results of the on-street parking survey are summarized in Table 2. Additionally, the last column shows the average parking utilization rates for each time period as predicted in the December 12, 2001 study. The test of time shows that the predictions were reasonably accurate, and that the current utilization rates are only slightly higher between 5 and 6 pm.

Parking utilization is the quantity of parked vehicles divided by the quantity of parking spaces within the study area. The City considers utilization of 85% or greater as being at capacity.

Table 2 Total On-Street Parking Demand Survey Results – July 2006

Time Period Surveyed	Parking Supply	Total # of Vehicles Parked	% Utilization	Predicted % Utilization from 2001
<u>Weekday, 3 to 4 PM</u>				<u>Weekday, 3 to 4 PM</u>
Wednesday, July 19, 2006	180	64	36%	
Thursday, July 20, 2006	180	67	37%	
Average	180	66	36%	40%
<u>Weekday, 5 to 6 PM</u>				<u>Weekday, 5 to 6 PM</u>
Wednesday, July 19, 2006	149	64	43%	
Thursday, July 20, 2006	149	68	46%	
Average	149	66	44%	41%
<u>Weekday, 7 to 8 PM</u>				<u>Weekday, 7 to 8 PM</u>
Wednesday, July 19, 2006	180	56	31%	
Thursday, July 20, 2006	180	55	31%	
Average	180	56	31%	35%

The previous studies from 2001 provided estimates for those intermittent times when the library holds large children’s event. The events typically occur at night and would decrease the parking capacity between 7:00 to 8:00 PM. The estimated parking demand during those times would add 46 vehicles to the number of vehicles parked and was reported to result in an on-street parking utilization of 51% within the study area in 2001. Under conditions today, the addition of 46 vehicles would result in an on-street parking utilization of 57%. Decreasing the supply further by reducing the supply by 4 parking spaces, proposed under this application would result in a utilization rate of 59%.

The proposed project will minimally impact the parking supply and utilization rate; therefore it should be approved.

Public Welfare and Injury to Property in Vicinity

General provisions for conditional uses in multi-family zones (SMC 23.45.116) provide that a use may be approved, conditioned or denied based upon whether it meets the specific criteria set forth for the use and also “whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.”

This application only involves the re-striping of the parking, and will not be materially detrimental to the public welfare or injurious to property in the zone or vicinity.

DECISION - ADMINISTRATIVE CONDITIONAL USE

Based on the information provided and analysis performed, and the Departments experience with similar cases, the **Administrative Conditional Use is GRANTED**.

Signature: _____ (signature on file)
Jess E. Harris, AICP, Senior Land Use Planner

Date: February 19, 2007

JEH:bg

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