



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: 3006514
Applicant Name: David Marcoe
Address of Proposal: 2316 W Crockett St

SUMMARY OF PROPOSED ACTION

Land Use Application to establish use and construct a total of seven units: one, 4-unit townhouse; one 2-unit townhouse, and one single-family residence. Two existing duplexes and two accessory structures to be demolished. A future unit lot subdivision for the site is anticipated for the future sale of the residential units.

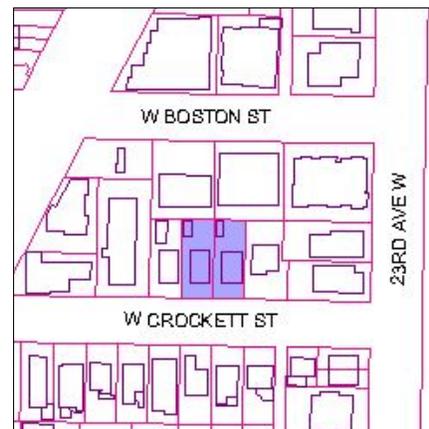
The following approval is required:

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.

BACKGROUND DATA

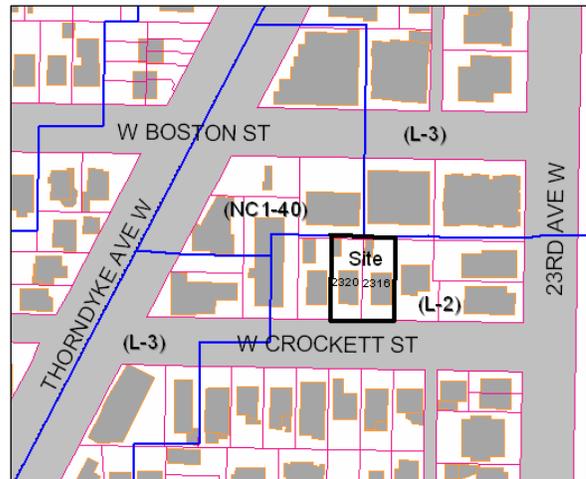
Zoning: Lowrise Two (L2) Multi-family.
Proposed Use: Six Townhomes and One Single Family Home.



Site and Area Description:

The site is comprised of two 4,000 s.f. parcels, for a total lot area of 8,000 s.f. The site slopes up from the street, with an overall grade change of 14 feet (14%) from the south to the north. The NE portion of the site (approximately 15% of the site), along with some surrounding areas in the neighborhood are classified as potential slide based on the soil types. The existing structures – a duplex and accessory building on each of the two lots are proposed to be demolished. Grading of about 800 cubic yards is proposed for driveway and basement cuts. Construction of the seven units is proposed in three buildings – a single family and duplex townhouse fronting on the street, with a 4-unit townhouse structure located to the rear. All units are proposed to be accessed from West Crockett Street. West Crockett is a residential street, improved with curb, gutter and sidewalk.

The site is zoned Lowrise 2, which allows multi-family development at a density of 1 unit for each 1,200 s.f. of lot area. The area is bordered on the north by property zoned Lowrise 3, which allows development at a density of 1 unit for each 800 s.f. of lot area, and Neighborhood Commercial 1-40 (NC1-40) which allows commercial and mixed use development up to a height limit of 40 feet. The block is currently developed with a mixture of single family and multi-family housing.



In addition to the proposed project, two other projects are proposed on non-adjacent lots on W Crockett Street – 2333 W Crockett Street (3 units – Project #3006421) and 2323 W Crockett Street (3 units – Project #3006430).

Public Comment:

The comment period for this proposal ended on March 21st, 2007. DPD received two comments related to the project. Concerns were expressed regarding height, parking, and construction impacts.

ANALYSIS - SEPA

Since the development exceeds the exempt level of six units in an L2 zone, 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 SEPA Overview Policy (SMC 25.05.665 D) 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 certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated February 2, 2007. The information in the checklist, supplemental information provided by the applicant (Geotechnical Evaluation dated January 24, 2006), project plans and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The checklist analyzes potential adverse impacts to the environment. Impacts are not expected to be significant due to their temporary nature, limited effects, and because of construction standards and regulations already in place that are intended to mitigate potential impacts. Some impacts may require additional conditions to be placed on the project to ensure impacts are minimized. A further discussion of certain impacts follows.

Short - Term Impacts

Construction activities for the project could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and an increase in traffic and parking impacts due to construction workers' vehicles. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance, the Street Use Ordinance and the Building Code. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The character of the area is residential in nature and as a result, the construction-related noise will have an impact on the surrounding residents. The times allowed for construction per the Noise Ordinance (SMC 25.08) are found to be inadequate to mitigate the noise impacts on the residents in the neighborhood. Thus proper conditioning is warranted and addressed in the conditions section at the end of this decision.

The Street Use Ordinance includes regulations that 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's Department of Transportation. The applicant will be coordinating construction on two of the project sites by rotating large equipment and crews for some types of work between sites. To ensure Crockett Street remains operable, the applicant will also do some coordinating of scheduling large equipment with the other proposed projects on Crockett Street (3006421), which are under separate ownership and control.

While parking on Crockett street is congested during peak evening and early morning hours, during the day, when most construction crews are working, parking is not problematic. If three separate crews are working on the three sites simultaneously during evening hours, parking could be problematic on Crockett Street. However, most crews finish by 4:00, avoiding the evening peak. During the morning peak, there is available parking on Thorndyke and 23rd Ave W. During the short time periods when construction workers may be working in the evening, the impact is not likely to be adverse and additional mitigation is not warranted.

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).

The demolition of the existing commercial structure on site requires a permit from the Puget Sound Clean Air Agency (PSCCA). As a result, proper conditioning is warranted to ensure compliance with PSCCA requirements.

Long - Term Impacts

The following long-term or use-related impacts--increased demand on public services and utilities; increased light and glare; and increased energy consumption--are not considered adverse, as other City Departments review the feasibility of these issues and regulations are in place to mitigate impacts. Potential additional land use and parking/traffic impacts are discussed below.

Height, Bulk and Scale

Although there is an increase in height and overall lot coverage for the development as compared with the existing structures and some adjacent structures, the proposed residential structures will meet the Land Use Code development standards laid forth in SMC 23.45 for the Lowrise 2 (L2) multi-family zone. No zoning changes or variances are being requested or granted.

Future development on adjacent parcels will have the same development potential. Further, the adjacent zoning designations--Lowrise Three (L3) and Neighborhood Commercial 2-40 (NC2-40) to the north, and L2 to the east, west, and south--allow similar and or greater heights and density than the proposal.

No conditions related to height, bulk and scale are warranted because the project complies with the zoning regulations, and is not on the edge of a less intensive zone.

Parking

Between the proposed project of 7 units and two adjacent projects of 3 units each, a total of 13 units are proposed, replacing an existing 6 units, for a net increase of 7 units.

Parking demands of the proposed units can be evaluated by using standard estimates from the Institute of Transportation Engineers (ITE) manual (3rd Edition, 2004). The average peak parking demand is measured during the late evening or early morning. The average peak parking demand aligns closely with the census data on vehicles owned per household.

For suburban areas, residential condominium/townhouses have an average parking demand of 1.46 spaces per unit. Since this is an urban area, and there is no data for urban townhouses/condos, the differential between suburban low-rise apartments (1.2 spaces/unit) and urban low-rise apartments (1.0 space per unit) is applied to the townhouse data to arrive at an approximate parking demand for the urban area. Applying the ratio of .83 to the townhouse data, the estimated parking demand is 1.22 spaces per urban townhouse.

For an average single family house, the ITE estimates the average peak parking demand at 1.83 spaces per house. However, the proposed single detached units in these projects are in many ways more like townhouses than single family, due to the shared lot with shared access, size of open space, and size of the unit. As such, the parking demand of the detached units in the 3 projects has been estimated at the ratio of suburban townhouses – 1.46 spaces per unit.

The table below summarizes the number of units for the site and cumulatively for the 3 projects on the block, their parking demand, and anticipated spillover based on the ITE data.

	Project	Parking Space Demand (ITE)		
Structure Type	# Units	Ratio	Total	Spillover
<i>Detached Unit</i>	1	1.46 / Unit	1.46	.46
<i>Townhouse (not rented)</i>	6	1.22 / Unit	7.32	1.32
Total	7		8.78	1.78

	Block	Parking Space Demand (ITE)		
Structure Type	# Units	Ratio	Total	Spillover
<i>Detached Units</i>	3	1.46 / Unit	4.38	1.38
<i>Townhouse (not rented)</i>	10	1.22 / Unit	12.2	2.2
Total	13		16.58	3.58

The increase in the demand for on-street parking is estimated to be two spaces for the project, and four spaces cumulatively for the three projects on the block. Some of the existing 6 units being demolished may slightly reduce this impact. For instance, one of the single family units being demolished appears to have just one parking space on site; using ITE estimates, its removal may free up .83 spaces on the street. Additionally, on the 7 unit project, access will be combined on two adjacent lots, closing off one 20' curbcut. This will create an additional parking space on the street. While parking on Crockett Street is tight, there appears to be capacity on 23rd Avenue W. Based on the analysis, the overall increase is not considered a significant impact requiring mitigation.

Traffic and Transportation

The surrounding area is served by transit on Thorndyke Ave W. Thorndyke is an arterial. Crockett also connects to 23rd Avenue West, providing alternate circulation. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Summary

In conclusion, long-term adverse effects on the environment resulting from the proposal are anticipated to be non-significant. Meeting the conditions found at the end of this document pursuant to SEPA policies will mitigate any short-term adverse impacts from the development.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for other impacts discussed so no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

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.

