



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: 3006996

Applicant Name: Andrew Novion for Gallagher Properties

Address of Proposal: 1521 NW 54th Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow 11 additional units for a total of 62 dwelling units in an existing building (under construction). Parking for 67 vehicles to be provided below grade. Design Review was completed under Project #9905808.

The following Master Use Permit component is required:

SEPA (Chapter 25.05 SMC) - Environmental Review

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

*Notice of early DNS was published June 14, 2007.

BACKGROUND DATA

Site Description

The subject site, comprised of three tax parcels, is relatively flat and is located on the south side of NW 54th Street in the middle of a block bordered by 15th Avenue NW to the east and 17th Avenue NW to the west. The site is located within a Neighborhood Commercial 3 zoning district with a 65' height limit (NC3/65). The site is rectangular, approximately 100 feet deep and approximately 150 feet in length, equaling approximately 15,000 square feet. There is no alley access to the site. The site is currently under construction for a project approved under Project #9905808. The sidewalks along the northern edge of the site are improved with a ten-foot wide planting strip.



Vicinity

The subject site is located in the Ballard neighborhood of North Seattle and is within a block of 15th Avenue NW, a major north-south corridor for vehicular, truck and transit activity. The parcels to the north and west are also zoned Neighborhood Commercial with a 65-foot height limit. Across the street to the north are a fire station, Walgreens Drug Store, a restaurant and several residential structures. To the west is a clinic and health services building. The property to the east is zoned Commercial 1 and is developed with a Wendy's fast food restaurant and adjacent to the subject site to the south is zoned Lowrise 3 developed with a combination of single and multi-family residential structures. Surrounding land uses to the north, east and west include a mixture of commercial and office uses and multi-family structures and to the south. Immediately adjacent and to the south of the zone in which the subject property is located is a Lowrise 3 zone. Access to the site will be from NW 54th Street to the north. NW 54th Street, along the subject site, is a two-lane, two-way minor arterial with curbs, gutters, sidewalks and planting strips.

Proposal

The proposal is to add 11 residential units to a building construction and previously approved for 51 units. No change to access, exterior design or parking is proposed.

Public Comment

The SEPA comment period for this proposal ended on June 27, 2007. No comment letters were received during this period.

ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 6, 2007. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

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 and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

All of the short-term construction impacts related to air quality, noise, grading, drainage and transportation were contemplated and conditioned as necessary under Project #9905808.

Long-Term Impacts

With the exception of parking and traffic impacts, all of the long-term or use-related impacts associated with approval of this proposal were contemplated and conditions as necessary under Project #9905808. Additional discussion of the traffic and parking impacts is warranted and summarized below.

Parking

The parking analysis for the residential portion of the previous project concluded a spillover of 11 spaces onto nearby streets. The proposed additional units would increase this spillover by approximately 16 trips, for a total of 27 spillover spaces. Given the proximity to transit, the need for automobile ownership compared with more suburban or remote locations is reduced. For this reason, the actual demand for nearby on-street parking would likely be less. Additionally, the surrounding land uses tend to be predominantly commercial and therefore experience peak parking demand during weekday, business hours, which would not interfere with the anticipated peak residential parking demand (during evenings and weekends). In any case, the minor amount of anticipated spillover parking is able to be accommodated on street where spaces are available to allow for this low demand for on-street parking.

No change to the commercial use is proposed under this project. The previous proposal concluded that according to the Institute of Traffic Engineers (ITE), the commercial portion of the proposed project would generate a demand of approximately four parking spaces at the peak hour. Three of these four spaces would be considered spillover parking onto the street system. The ITE figures are based on similar uses located in suburban areas, which tend to have higher parking demand rates due to the lack of public transportation. Within urban areas, however, the parking rates are lower due to available transit service. It should also be noted that the project is providing for this use consistent with the requirements of the SMC. A spillover of 30 parking spaces total is not considered adverse in an area which can accommodate additional vehicles; thus the parking impacts require no further mitigation.

Traffic

The subject site lies on NW 54th Street, a minor arterial running east-west, with two-way traffic and on street parking along both sides of the street. The subject site is located less than one block from 15th Avenue NW to the west, which is a principal arterial with two lanes of traffic in either direction providing north-south access between downtown, Queen Anne, Magnolia, Ballard and Crown Hill. One block to the north is NW Market Street, also a principal arterial, that provides the primary east-west connection between Ballard and the Phinney Ridge/Fremont neighborhoods. 15th Avenue NW is well served by public transportation, providing access to the City core, as well as several outlying neighborhoods. There will be some degree of increased traffic generation caused by the additional residential units. Apartment units generate approximately 6.6 average daily vehicle trips, with approximately 10% of that figure seen at the p.m. peak hour. With 51 units, the result would be approximately 337 daily vehicle trips, with about 34 trips occurring during the p.m. peak hour. The additional 11 units would increase this figure by 66 trips per day, with approximately seven of these during the PM peak hour. This increase is considered to add only minimally, if at all, to traffic operations. Additionally, a bus stop is located approximately one block north on 15th Avenue NW. This relatively small number of additional trips will not adversely impact the existing levels of service of surrounding intersections beyond existing conditions. Most vehicular traffic generated by the project will be residential in nature. Thus the traffic and parking impacts will not be significant, and no mitigation measures are necessary.

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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 43.21C.030 2C.

Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – SEPA

NON-APPEALABLE CONDITIONS

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Lisa Rutzick, (206 386-9049) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved. **Prior to any alteration of the approved plan set on file at DPD, the specific revisions shall be subject to review and approval by the Land Use Planner.**

Signature: (signature on file)
Lisa Rutzick, Land Use Planner
Department of Planning and Development

Date: July 23, 2007