



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: 3003992
Applicant Name: Brittani Ard
Address of Proposal: 1262 North 143rd Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow construction for one single family dwelling unit, three 2-unit, two 3-unit, and one 4-unit townhouse structures for a total of 17 units in 7 separate structures. Parking will be located in attached garages. Three existing residential structures to be demolished.*

*A full unit subdivision is contemplated, and the SEPA review required for such subdivision is included in the following review and decision.

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).
Proposed Use: Townhomes and Single Family Home.
Related Project: 3005992 – full unit subdivision only. (SEPA for it under present review).
Public Comment: None.

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. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. A discussion of these impacts is warranted.

Short - Term Impacts

Construction activities for the townhomes and single family structure 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 a small 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 Street Use Ordinance and the Building Code. 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, and no further SEPA conditioning is needed. 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 character of the area is residential in nature and as a result the construction-related noise will have an impact on the nearby 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, as accomplished below.

The demolition of three of the existing structures 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, as accomplished below.

The full unit subdivision itself is for ownership purposes only, and will have no construction-related impacts.

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. Additional land use and parking/traffic impacts which may result in the long-term are discussed below.

Height, Bulk and Scale

Although there is an increase in height and overall lot coverage for the development site as a whole, the proposed residential structures will meet the Land Use Code requirements (development standards) laid forth in SMC 23.45 (Lowrise). The adjacent zoning designations (Single Family to the south, L3 to the west, and L2 to the east and northeast) allow similar and or greater heights than the proposal. Future development, if any, as permitted by the adjacent zones will be of similar height. The scale of the development will be consistent with the adjacent zones.

Parking

17 spaces parking spaces are required by the Land Use Code (SMC 23.54) and 17 spaces are proposed for the development. Analysis of the parking demand is necessary considering the context and scope of the project. According to the Institute of Transportation Engineers (ITE) 3rd Edition (2004), for residential condominium/townhouse land uses the average parking supply ratio is 0.98 spaces per dwelling unit. Also found in the ITE 3rd Edition, the residential single family detached housing average parking supply ratio is 1.8 spaces per dwelling unit. Specifically, the single family data calls out an area type “central city, not downtown,” which is a good fit of the subject site. This area type and its data show that 1.8 vehicles is owned per single family household. The table below summarizes the anticipated parking demand for the development:

Structure Type	# of Units	ITE Deman	Total Demand
<i>Single Family Detached</i>	1	1.8 / household	1.8
<i>Townhouse (not rented)</i>	16	.98 / Unit	15.68
<i>Total</i>	17	NA	17.48

The proposed number of parking spaces equals the demand as shown in the analysis above, and as a result no parking impacts are anticipated by the proposal.

Although the full unit subdivision itself is for ownership purposes only, it is unclear what difficulties and conflicts may arise from a form of “fee simple” ownership that has many aspects of non-fee-simple ownership. As a result, there may be unknown impacts on public services should the City be named as a party to future disputes. Because such risk is impossible to quantify, and has been low to date, it seems most reasonable to conclude that such impacts are not significant and do not rise to a level warranting mitigation.

Summary

In conclusion, 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 adverse impacts from the development.

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

