



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**

<b>Application Number:</b>	3004009
<b>Applicant Name:</b>	Hans Korve
<b>Address of Proposal:</b>	9645 M L King Jr Way S

**SUMMARY OF PROPOSED ACTION**

Land Use Application to change use of 74,052 sq. ft. mobile home development to a 37,340 sq. ft. outdoor storage yard. Existing structures to be removed. Surface parking for 18 vehicles to be provided on the site.

The following approval is required:

**SEPA – Environmental Determination-** Chapter 23.05 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**

Site & Area Description

The subject site is a single “L” shaped parcel totaling 3.12 acres and fronting ML King Way S. The surrounding property is comprised of commercial and retail development with the exception of the residential properties up the hill and to the west. The subject property has been utilized as a mobile home park for the past several decades. With the exception for the vegetated hillside, the remainder of the property is covered in pavement or roof-tops. The site slopes to the east at an average slope of 3% throughout the development area. The vegetated hillside averages 47% and will remain undisturbed.

Proposal

The project proposes to develop an equipment storage facility on approximately 1.7 acres of the 3.1 acre project site. All existing structures are proposed to be removed, with the exception of the laundry and mail facility, which will serve as the new on-site office. The revised site will provide 18 parking stalls and a large paved area for the storage for equipment and machinery. Primary access to the site will be through the existing driveway at the south edge of the property and a new exit at the projects mid-point will provide a circular travel way for the applicant's equipment. The properties are currently zoned C2-65N and SF-7200. The majority of the residential zoned land is along the vegetated hillside.

Public Comment:

Date of Notice of Application:	February 28, 2008.
Date End of Comment Period:	March 12, 2008.
# Letters	0
Issues:	No comment letters where received for this project.

**ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated January 22, 2008) 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 at the development site and any spillover can be managed within the South Bozeman or South Chicago Street rights-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 enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

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.

There are no short term impacts identified with the creation of the future (unit lot) full 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: Storm-water, Grading and Drainage Control Code (storm-water runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increase in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

#### Height, Bulk, and Scale

The only permanent structure on the existing site is proposed to remain. There are no new structures proposed at this time. The proposal will observe all required setbacks. Light and glare from the completed project is anticipated to be that typically generated by a small commercial project/Storage facility, mainly occurring during the evening hours, and associated with vehicle headlight and security lighting. Street lighting has been installed as part of Sound Transit ROW improvements in the area. On-site lighting will be directed towards the ground.

#### Traffic and Transportation

The proposed development will take access from Martin Luther King Way S. A new exit driveway is proposed at the projects approximate mid-point. The driveway cut was installed as part of the Sound Transit ROW Improvements for the area. No new roads or streets will be required as Sound Transit and the City of Seattle have already provided frontage improvements, as well as the second access driveway as part of the Light Rail Construction project. The proposed project can be expected to generate approximately 10 vehicle trips per day and only 1 PM peak trip. The majority of these trips have been directed to the original storage facility one block away. The conversion of the property from residential to commercial will decrease the demand on public services, including transportation. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

#### Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. The completed project will require 21 parking spaces. No mitigation of parking impacts is necessary pursuant to SEPA.

#### **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.

