



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: 3007362
Applicant Name: Anne Van Dyne
Address of Proposal: 8448 Delridge Way SW

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow four, 2-unit townhouse structures. Parking for eight vehicles to be provided within the structures. Existing structures to be demolished.

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS EIS

 DNS with conditions

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

BACKGROUND DATA

Site and Vicinity

The site is comprised of two adjacent parcels which are lots 16 and 17. The northern lots 18 and 19 are part of a separate proposal MUP #3007363 for 8444 Delridge Way SW. Demolition of the existing apartment structure has been proposed. This structure straddles the property line of Lot 17 and 18. The existing residential structures of Lots 16, 17, 18 and 19 will be removed under separate permits.

There is less than a 10% slope. There are no mapped or observed environmentally critical areas on the site. The block has an alley. The site is located on Delridge Way SW and SW Cloverdale Street. The zoning in the vicinity is primarily Lowrise 2, L2/RC. This swath of zoning extends north and south and at the south extending west across Delridge Way SW to its alley. Single Family zoning is to the east.

Very few homes remain from the early 1920's when this area was first developed. The immediate vicinity has been developed with several multi-family units.

Proposal

The applicant proposes to establish use for and construct 4 2-unit townhouse structures. Eight surface parking spaces will also be provided off of the alley. Pedestrian access will be from a shared interior court.

State Environmental Policy Act (SEPA) review is required for this project because the proposal will establish more than six dwelling units in the Lowrise 2 zone.

Project #6141729, of June 4th, 2007, proposes the demolition of the eight unit apartment building of 8448 Delridge Way SW.

Public Comment

No comments were received during the official public comment period which ended August 15, 2007.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist dated May 30, 2007. 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 or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: 1) temporary soil erosion; 2) decreased air quality due to increased dust and other suspended air particulates during excavation and construction; 3) increased noise and vibration from construction operations and equipment; 4) increased traffic and parking demand from construction personnel; 5) blockage of streets by construction vehicles/activities; 6) conflict with normal pedestrian movement adjacent to the site; and 7) consumption of renewable and non-renewable resources. These impacts are not considered significant because they are temporary and/or minor in scope (SMC 25.05.794). Although not significant, the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically these are: 1) Street Use Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way); 2) Building Code (construction measures in general); and 3) Stormwater, Drainage and Grading Code (temporary soil erosion). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation. Further mitigation by imposing specific conditions is not necessary for these impacts. However, the proposal site is located adjacent to residential receptors that would be adversely impacted by fugitive emissions and construction noise. Therefore, additional discussion of air and noise impacts is warranted.

Air

Grading will contribute to concentrations of suspended particulate matter. The construction contractor must comply with the Puget Sound Clean Air Authority regulations, which require that reasonable precautions be taken to avoid dust emissions. These precautions may include applying water or dust-binding chemicals during dry weather. Fugitive dust impacts, however, would be limited in area and duration. Soils and dust carried out of the construction area by exiting trucks would be minimized by wheel washing and by covering dusty truckloads.

Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality, but the amount of emissions caused by the construction equipment would be insignificant compared to the amount of emissions generated by the existing traffic sources in the project area. No further mitigation pursuant to SEPA Air Quality Policies is warranted.

SMC Chapter 11.74 provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks. This requirement minimizes the amount of spilled material and dust from the truck bed en route to or from a project site. Because this regulation provides for adequate mitigation of air quality impacts, no further conditioning is warranted pursuant to SEPA policies.

Noise:

There will be excavation required for preparation of the site and foundation(s). Additionally, as development proceeds, noise associated with construction of the four, 2-unit townhouses structures could adversely affect the surrounding residential area. Due to the proximity of other residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), further mitigation is warranted. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m.

This condition may be modified by DPD to allow work of an emergency nature or allow low-noise interior work after the exterior of each structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

Construction Vehicle Traffic:

The Street Use Ordinance requires sweeping or watering streets for dust suppression, washing of truck tires on-site, removing debris, and maintaining the pedestrian right-of-way. This ordinance provides adequate mitigation for transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Long-term Impacts

Potential long-term impacts that may occur as a result of this project include: 1) increased surface water runoff from greater site coverage by impervious surfaces; 2) increased bulk and scale on the site; 3) increased traffic and parking demand due to residents and visitors; 4) minor increase in airborne emissions resulting from additional traffic; 5) minor increase in ambient noise due to increased human activity; 6) increased demand on public services and utilities; 7) increased light and glare; and 8) increased energy consumption.

Transportation

a. Traffic:

Areas designated as Multi-Family Residential in the City's Comprehensive Plan and Land Use Code have been so designated because of their proximity to major streets and neighborhood services. Therefore, streets in these areas generally have higher traffic volumes. There is no indication that the expected increase in traffic from this 8-unit residential development will cause significant adverse impacts on the surrounding streets. Therefore, no conditioning is warranted.

b. Parking:

The parking requirements of SMC 23.54 require a minimum of one parking space per unit of ground-related multi-family housing when the number of units is less than 10. One parking space is also required per single-family unit. Therefore, the code requires a total of eight parking spaces for the proposed development. The applicant has proposed eight parking spaces.

Based on a visit made to the site and surrounding streets, there is no indication that this development would cause nearby on-street parking concerns or that on-street parking is at capacity as defined by Seattle Department of Transportation. Therefore, no conditioning for this issue is warranted.

Of the potential long-term impacts 2) increased bulk and scale on the site warrants attention. This proposal is the first of parcels in the vicinity to be developed at the higher density. As such this proposal may set the tone for future development. The higher visibility of a corner property will highlight the townhouse development. The modulation of the elevations and the proposed pitch roofs will complement the existing housing of the neighborhood. Compared to the existing apartment structure the proposed townhouses relate more strongly to a pedestrian orientation.

These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of single-family development and will be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); Land Use Code (aesthetic impacts, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes or conditions (increased ambient noise; increased demand on public services and utilities; increased airborne emissions; increased light and glare) are not sufficiently adverse to warrant further mitigation by condition.

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.

[X] 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 43.21.030(2) (c).

[] 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 (2) (C).

SEPA CONDITIONS

Conditions of Approval During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

The owner(s) and/or responsible parties shall adhere to the following condition:

1. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low-noise exterior work (e.g., installation of landscaping) after approval from DPD.

Signature: (signature on file)
Carreen N. Rubenkonig, Land Use Planner
Department of Planning and Development

Date: February 21, 2008