



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:** 3008677  
**Applicant Name:** Camie Ng  
**Address of Proposal:** 9117 48<sup>th</sup> Avenue South

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow three, 3-story townhouse structures, two 2-unit, and one 3-unit (totaling 7 units). Parking for vehicles will be located within the structures. Existing structures to be demolished.

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 located at the east half a block that is bounded by Renton Ave S to the south, 48<sup>th</sup> Avenue to the east, 46<sup>th</sup> Avenue to the west and South Director Street to the north. The subject site is on flat land and is located in a L2 (Lowrise 2) zone with a minimum density limit of one unit per 1,200 square feet of lot area. The surrounding zoning to the subject site is also L2 to the north, east, south and west. The development site encompasses a land area of approximately 9,900 square feet or 0.23 acres. The site is rectangle in shape, parallel to South Director Street.

Proposal

The development site is currently one parcel of land containing one single family house. The project includes the demolition of the existing structure and building three townhouse structures, two 2-unit structures and one 3-unit structure. Parking will be provided onsite for the units. The proposed town-homes are proposed to be 3 story town-homes with the primary vehicular access off of 48<sup>th</sup> Ave S. The development site will follow a landscape plan to be consistent with code.

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 (February 13, 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

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 48<sup>th</sup> Avenue rights-of-way. Therefore, no further mitigation will be required.

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 three town-home structures. 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 increases 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.

### 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.

### DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the 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.

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(2)(C).

Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

**SEPA CONDITIONS**

None.

Signature: \_\_\_\_\_ (signature on file) Date: July 31, 2008

Laura Kim, Land Use Planner  
Department of Planning and Development  
Land Use Services

LK:bg

Kim/3008677-7 townhomes.doc