



City of Seattle
 Gregory J. Nickels, Mayor

Department of Planning and Development
 Diane M. Sugimura, Director

**CITY OF SEATTLE
 ANALYSIS AND DECISION OF THE DIRECTOR
 OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3009610
Applicant Name: Brittani Ard for DC Granger, Inc.
Address of Proposal: 837 Northwest 63rd Street

SUMMARY OF PROPOSED ACTION

Land Use Application to construct two duplex townhouse structures (totaling four units), and surface parking for five vehicles. One existing single family structure to remain (837 NW 63rd ST) and one single family structure to be demolished under separate permit (841 NW 63rd ST).

The following approval is required:

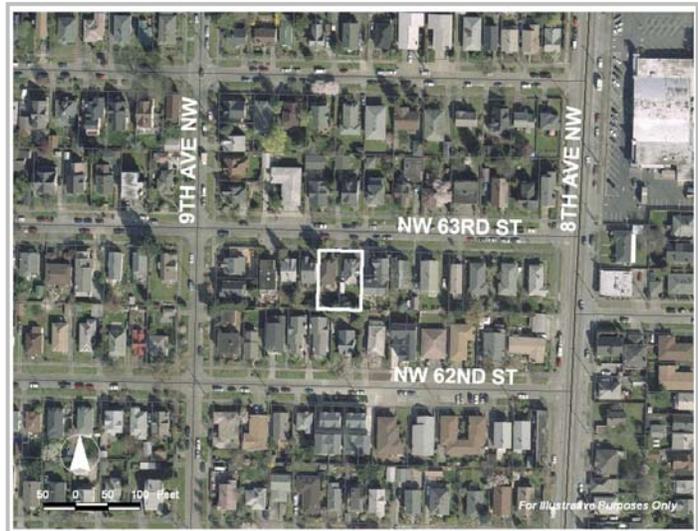
SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

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

BACKGROUND DATA

Site & Area Description

The 7,000 square foot development site consists of two abutting parcels located midblock on Northwest 63rd Street, between 8th Avenue Northwest and 9th Avenue Northwest. Northwest 63rd Street is an improved residential access street with concrete curb, gutter, planting strip and sidewalk. Development on the site consists of two single family structures constructed at the turn of the twentieth century (circa 1907 and 1908). A shared driveway between the structures provides on-site access.



The subject site is located in a Multi-family Lowrise 1 zone (L-1) that is surrounded by Single Family zoning (SF 5000). Northeast of the site is a pocket Neighborhood Commercial zone (NC2-30). Surrounding uses consist of single family, multi-family, and small-scale commercial development.

Proposal

The applicant proposes to construct two duplex townhouse structures with surface parking for five vehicles. The subject site consists of two parcels, totaling 7,000 sq. ft. in area, that are currently developed with single family structures (837 and 841 Northwest 63rd Street).

The single family structure on the western half of the subject site is proposed to be demolished and replaced with two duplex townhouse units (four units); the single family structure on the east half of the subject site is proposed to be retained, and five surface parking spaces are proposed to be added at the rear of the parcel. Access to on-site parking will be directly from Northwest 63rd Street via a 10 foot wide shared gravel driveway.



Public Comments

The extended public comment period for the land use application ended January 6, 2009. The Department received one comment letter expressing concerns directly related to construction of the townhouse units, such as the potential for damage to adjacent building foundations, existing sewer line(s), and retaining walls and fencing during the demolition and construction phase of development.

Comment letters, application documents, and associated materials may be found in the Land Use Application file, which is available for review at DPD's Public Resource Center (PRC), 700 Fifth Ave, Suite 2000, Seattle, Washington ([PRC](#)).

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist October 6, 2008, and supplemental information in the project file submitted by the applicant's agent. The information in the checklist, the supplemental information, 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 clarifies the relationship between codes, policies, and environmental review (SMC 25.05.665 D). 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 mitigation can be

considered (SMC 25.05.665.D.1-7). Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; increased noise and vibration from construction operations and equipment; and increased traffic and parking demand from construction personnel. These impacts are not considered significant because they are temporary and/or minor in scope.

Compliance with existing ordinances, such as the Street Use Ordinance, the Stormwater, Grading and Drainage Control Ordinance, and the Noise Ordinance will provide sufficient mitigation. The other impacts not noted here as mitigated by codes or conditions (e.g., increased traffic and parking demand from construction personnel) are not sufficiently adverse to warrant further mitigation by conditioning. These impacts are not considered significant; however some of the impacts warrant further discussion and review.

Air Quality

Demolition and transport will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance requires watering the site, as necessary, to reduce dust (SMC 15.22). In addition, the Puget Sound Clean Air Agency requires that reasonable precautions be taken to avoid dust emissions (PSCAA regulation 9.15). In addition to spraying water or chemical suppressants, this may require activities which produce air-borne materials or other pollutant elements to be contained within a temporary enclosure. Demolition could 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. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

Additional 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.

Noise

Noise associated with construction of the buildings could adversely affect the surrounding residential uses. Due to the proximity of neighboring 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), mitigation is warranted. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased demand for public services and utilities. Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding, and addresses impacts resulting from earth fills and excavations; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use, and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies.

Height, Bulk and Scale

There will be increased height, bulk and scale on this site due to the proposed project. Setbacks, modulation requirements and roof pitch requirements are being met. Open space is being provided as prescribed in the Land Use Code. The proposed development is allowed in this zone and no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Parking/Traffic

There will be increased parking demand created by the project. The project will provide parking for 5 vehicles. Adequate parking is provided for the proposed project. The applicant has stated that the proposed change of use would generate a total of approximately 10-30 vehicle trips per day. Thirty vehicle trips per day would likely have little effect on the existing traffic patterns in this area. Thus, the noted traffic-related impacts are not considered significant under SEPA (SMC 25.05.675.R).

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action will result in probable adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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

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

During Construction

1. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

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Signature: _____ (signature on file) Date: February 26, 2009
Catherine McCoy, Land Use Planner
Department of Planning and Development