



## **AREA DEVELOPMENT**

The site is on the edge of the “built-up” part of Downtown Seattle with a number of new structures nearby to the north and west. The new 380 foot high Nakamura Federal Courthouse building is a block away on Stewart Street along with the new Seattle Police Department. The Greyhound Bus Terminal is across Stewart Street.

## **PROJECT PROPOSAL**

The applicant proposes a change of use at the first floor of its building located at 818 Stewart Street. There is a high rise office tower on this site and a two story portion of the building at the north end of the development site. This low building currently has storage at the ground floor level and a fitness center at the second floor. The area at the ground floor of this low building is the subject area in this proposal. The proposed change of use is to convert a storage use to short term principal use parking for 25 vehicle spaces. Access to the parking is proposed to be from the alley. Short term is defined in the Seattle Land Use Code as “a parking space occupied by individual motor vehicles for less than four (4) hours and generally used intermittently by shoppers, visitors, or outpatients.” The vehicle entrance to the garage is proposed to be from the alley.

## **PUBLIC COMMENT**

No public comments were received during the official public comment period which ended February 25, 2009.

## **ANALYSIS – ADMINISTRATIVE CONDITIONAL USE**

SMC 23.49.045 A states that principal use parking garages for short term parking are permitted as administrative conditional uses in the DOC 2 zone as long as locational criteria are met.

*The provisions of this section apply in DOC1, DOC2 and DMC zones.*

*A. All conditional uses shall meet the following criteria:*

*1. The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

The proposed use will replace a covered storage use with 25 parking spaces of covered short term parking. The additional parking will provide parking in the area without adversely impacting traffic, transit routes, or pedestrian circulation. There will be no visual change to neighbors in the area or passers-by since the use is covered and screened from public view.

*2. In authorizing a conditional use, adverse negative impacts may be mitigated by imposing requirements of conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest. The Director or Council shall deny the conditional use if it is determined that the negative impacts cannot be mitigated satisfactorily.*

No adverse negative impacts are anticipated.

