



City of Seattle

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Department of Planning and Development  
D. M. Sugimura, Director

**CITY OF SEATTLE**

**DETERMINATION OF NON-SIGNIFICANCE BY**

**THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Project Number:** 3013012  
**Applicant Name:** Chip Kouba, Ecco Design Inc.  
**Address of Proposal:** 3642 Woodland Park Avenue North

**SUMMARY OF PROPOSAL**

Land Use Application to allow a 4-story structure (17,416 square feet) containing 60 rooms within four attached congregate residences. No onsite parking is provided. Existing structures to be demolished.

The following approval is required:

**SEPA Environmental Determination (SMC Chapter 25.05)**

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

DNS with conditions

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

**BACKGROUND**

Site Location: The proposed development is located on the east side of Woodland Park Avenue North, midblock between North 36<sup>th</sup> and 38<sup>th</sup> Streets.

Zoning: The subject site is located within a Commercial 1 zone with a 40 foot height limit. Properties located north, south and west of the site are also zoned C1-40'. Properties adjacent to the subject site's east property line are zoned Commercial 2 with a 40 foot height limit. The property is located within the Fremont Hub Urban Village and Frequent Transit Service Corridor.

Parcel Sizes: The parcel size is 6,481 square feet.

Existing Use: Residential

Public Comment: The public comment period ended February 8, 2012. Comment letters were received.

### **ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated January 5, 2012 and supplemental information including; Vehicle Trip Generation Study, Parking Demand Analysis, Parking Utilization Study, Greenhouse Gas Emissions worksheet; and, project plans which include a site plan, elevations, floor plans and Landscape plan. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and additional information in the file; and considered pertinent comments received during the public comment period. As indicated in the checklist, this action may result in 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 and other Agency reviews applicable to this proposed project, including the Noise Ordinance, Grading Code, Stormwater Code, Seattle Department of Transportation Traffic Control Manual, Land Use Code, and PSCAA will provide sufficient mitigation of most identified impacts and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665). There are, however, short-term construction-related noise impacts to surrounding residential uses and long-term on street parking impacts that warrant additional discussion and potential mitigation.

### **SHORT TERM IMPACTS**

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration

from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

#### Greenhouse Gas Emissions

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 due to the relatively minor contribution of greenhouse gas emissions from this project.

#### Noise

Excavation will be required to prepare the building site and foundation for the new building. Additionally, as development proceeds, noise associated with construction of the building 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. The hours of construction activity shall be limited, subject to the conditions listed below.

#### LONG TERM IMPACTS

Long term or use-related impacts are also anticipated as a result of this proposal, which include increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

#### Traffic

The proposal is anticipated to generate 135 weekday daily trips, with 15 occurring during the weekday PM peak hour. The Trip Generation memo prepared by TranspoGroup, dated March 28, 2012 was reviewed and verified by the DPD Transportation Planner. Anticipated trips generated by this project proposal are not considered significant and no mitigation is required.

#### Parking

TranspoGroup in a memo dated May 16, 2012 identified a parking demand of 15 vehicles for the project proposal. Due to the location of the project within an Urban Village and within a Frequent Transit Service Corridor no parking is required per the land use code and no parking has been provided on site. It is anticipated that the parking demand will be accommodated by on street parking.

To disclose the impact to on street parking, a parking utilization analysis was conducted to establish on-street parking utilization in the vicinity. A total of 175 on-street spaces were counted within 800 feet of the project site. Counts of parked vehicles were made at two times - a Wednesday and Thursday evening. The average demand of parked vehicles was 125. The existing utilization rate is 71 percent. With the addition of 18 vehicles, the utilization rate increases to 82 percent approaching capacity which is considered 85 percent. Nearby developments will also add additional on street parking to the area. Although SEPA Policy 25.05.675M recognizes that increased parking demand associated with development projects may adversely affect the availability of parking in an area, Policy 25.05.675M2b2 states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within urban villages and within 1,320 feet of a street with frequent transit service, as in this case. Therefore no mitigation is required.

### **DETERMINATION OF NONSIGNIFICANCE**

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).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- There is no comment period for this DNS.
- This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.
- This DNS is issued under WAC [197-11-340](#)(2); the lead agency will not act on this proposal for 14 days after the date of issuance of a DNS.

**CONDITIONS**

During Construction

1. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm and non-holiday weekends from 9am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed within the time limits of the noise ordinance 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.
2. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

Signature: \_\_\_\_\_ (signature on file) Date: June 14, 2012

Stephanie Haines, Senior Land Use Planner  
Department of Planning and Development

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