



City of Seattle

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:** 3014403  
**Applicant Name:** David Neiman Architects  
**Address of Proposal:** 918 14<sup>th</sup> Ave

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow five townhouse units with garage parking for seven vehicles. Existing structures are proposed to be demolished. Review includes a future unit lot subdivision.

The following approval is required:

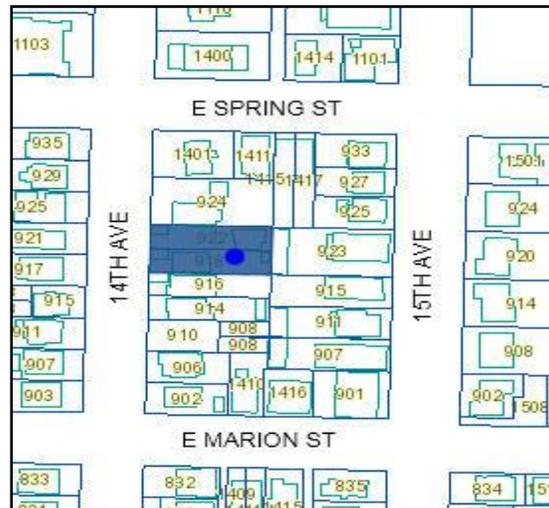
**SEPA - Environmental Determination** - Chapter 25.05, Seattle Municipal Code.

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

**BACKGROUND DATA**

Zoning: Lowrise One (L1)

Proposed Use: Five Townhomes



Public Comment:

The comment period for this proposal ended on June 26<sup>th</sup>, 2013. During the public comment period, DPD did not receive comments for the SEPA notice. Comments were received pertaining to the Streamlined Design Review comment period, which occurred prior to the SEPA notice from 4/4/13 – 4/17/13. The comments from the SDR comment period are summarized in the SDR report and as follows:

- Noted that proposed development will affect views and property values.
- Stated that the height limits should be followed as well as density limits.
- Objected to the project in general.
- Oppose to allowing 5 units on the property due to its size.
- Encouraged the use of common trash, recycle and compost bins rather than separate bins for each unit.
- Concerned with the roof top decks and clutter from BBQs and deck furniture.

**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 May 10<sup>th</sup>, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant and reviewed the project plans and any additional information in the file. 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 with the imposition of appropriate conditioning. A discussion of these impacts is warranted.

Short - term Impacts

Construction activities for the proposal could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance, the Street Use Ordinance and the Building Code. The following is an analysis of the air, traffic, parking, and construction-related noise impacts as well as mitigation.

The character of the area is residential in nature and as a result un-mitigated construction-related noise will have an impact on the surrounding residents. The times allowed for construction per the Noise Ordinance (SMC 25.08) are found to be inadequate to mitigate the noise impacts on the residents in the neighborhood. Conditioning is warranted to mitigate construction impacts.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle's Department of Transportation, and no further SEPA conditioning is needed.

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 (SMC 25.05.675).

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.

The grading activities associated with the initial site work could add particulates to the air that can be mitigated by simply watering down the site during these grading activities. Conditioning authority is warranted to ensure the site is wet during grading activities to reduce the amount and affect of air borne debris on the surrounding community.

The demolition of the existing residential structure on site requires a permit from the Puget Sound Clean Air Agency (PSCAA). No conditioning is necessary.

Long - term Impacts

The following long-term or use-related impacts, increased demand on public services and utilities; increased light and glare; and increased energy consumption are not considered adverse, as other City Departments review the feasibility of these issues. Additional parking/traffic impacts are discussed below.

Parking

Five (5) parking spaces are required by the Land Use Code (SMC 23.54) and seven (7) spaces or 1.4 parking spaces per dwelling unit are proposed. According to the Institute of Transportation Engineers (ITE) 4<sup>th</sup> Edition (2010), for residential condominium/townhouse land uses, the average parking demand ratio is 1.38 spaces per dwelling unit including suburban and urban sites. A large urban site was analyzed separately which showed a lower parking demand of .85 spaces per dwelling unit. The table below summarizes ITE’s anticipated parking demand for the development considering both suburban and urban data:

**Parking Demand Analysis**

<i>Urban</i>			
Structure Type	# of Units	ITE Demand	Total Demand
<i>Townhouse</i>	5	.85 / Unit	
<i>Total</i>	5	.85/ Unit	<b>4.25 spaces</b>
<i>Suburban + Urban</i>			
Structure Type	# of Units	ITE Demand	Total Demand
<i>Townhouse</i>	5	1.38/ Unit	
<i>Total</i>	5	1.38/ Unit	<b>6.9 spaces</b>

The suburban and urban sites when analyzed (residential Condominium/Townhouse) show a demand of 1.38 vehicles per dwelling unit, resulting in a parking demand of 6.9 or 7 parking spaces. Seven parking spaces are proposed, as a result, no mitigation is required or necessary to mitigate parking impacts.

Traffic and Transportation

This surrounding area is heavily served by transit being near E Madison St. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Historic Preservation

Department of Neighborhoods (DON) was referred the project for consideration as the structures on site are greater than 50 years old. DON determined that the structures and site are absent historic properties that would require preservation under the applicable SEPA policy. DON issued a letter to DPD after reception of the landmark referral during the SEPA process stating that the structure is unlikely to meet standards for landmark designation. As a result SEPA mitigation is not warranted to mitigate Historic Preservation impacts.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. Meeting the conditions found at the end of this document pursuant to SEPA policies will mitigate adverse impacts identified from the development.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or 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 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 43.21.030(2) (C).

**CONDITIONS - SEPA**

During Construction

1. During grading activities, watering of the site and uncovered materials in trucks shall be required to reduce construction dust.
2. The following conditions to be enforced during construction shall be posted at each street abutting 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. The conditions shall be affixed to placards. The placards shall be provided by the applicant. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

In order to further mitigate the noise impacts during construction, SPU and/or responsible party(s) shall limit the hours of construction to the hours allowed by the noise ordinance (SMC 25.08) except no work shall occur on non-holiday weekdays or Saturdays past 6:00 pm and no work is permitted on Sundays. Work on Sundays or outside the above stated limits, but within the limits of the Noise Ordinance, may be permitted only with prior approval (7 days' notice) by DPD when a Construction Management Plan is provided for the specific requested work. Any requests to work outside the allowable hours of the Noise Ordinance require a noise variance per ([SMC 25.08.560 -.655](#)).

Signature: \_\_\_\_\_ (signature on file) Date: October 10, 2013  
Lucas DeHerrera, Senior Land Use Planner  
Department of Planning Development

LD:bg

I:\DeherrL\doc\LucasWrittenDecisions\SEPA.only\3014403.SEPA.5Ths.LR1\Written.Dec.3014403.doc