



**City of Seattle**

**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:** 3015204  
**Applicant Name:** Chip Kouba  
**Address of Proposal:** 1510 NW 52<sup>nd</sup> St

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 5-story, 50 room congregate residence. The existing single family residence to be demolished.

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: Commercial 1’-65’ (C1-65’)

Uses on Site: Single-family residence

Substantive Site Characteristics:

The lot is 4,268 square feet in size and is currently occupied by a single family structure.

Landscaping will be provided on site per plan and street improvements, including curb, sidewalk and street trees will be required. The selection and placement of the street trees must meet the requirements of the City Landscape Architects Office, Seattle Department of Transportation.

Public Notice and Comment Period



The public comment period for this project ended on July 3, 2013. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000<sup>1</sup>.

## **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist dated April 22, 2013, and supplemental information in the project file submitted by the applicant. 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.

Seattle Municipal Code (SMC) Section 25.05.665(D), the SEPA Overview Policy, clarifies the relationship among 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. Per SMC 25.05.665 D 1-7, mitigation can be considered for specified limitations and/or circumstances. Therefore, a more detailed discussion of some of the anticipated 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; potential soil erosion during excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards in general); and Noise Ordinance (construction noise that is permitted in the city). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts.

### **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.

### **Long - Term Impacts**

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<sup>1</sup> <http://www.seattle.gov/dpd/toolsresources/default.htm>

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; and increased energy consumption. Compliance with existing codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts.

### Parking

Pursuant to Seattle Municipal Code (SMC) 23.54.015 Tables A and B, urban centers have no minimum parking requirements. Located in the Ballard Hub Urban Village, this project would not have to supply parking, and no on-site parking is proposed. The peak parking demand for the proposal is expected to be below national averages for multifamily residences due to the small size of the proposed units, the project's location and proximity to frequent transit service. A parking analysis conducted by Transpo Group in February 2013 obtained vehicle ownership data from ten similar efficiency apartment facilities in Seattle. Across these residences, the average auto ownership rate was 0.29 vehicles/tenant. As it is anticipated that only one tenant will occupy each unit, the proposed development would have a peak parking demand of about 18 vehicles (60 tenants \* 0.29 vehicles/tenant).

Transpo also conducted an on-street parking utilization study, documenting parking availability after 10:00 p.m. within roughly 1,200 feet of the project site. No parking east of 15 Ave NW was included in the study. A total of 354 on-street spaces were identified. On the days they surveyed, approximately 76% of these spaces were utilized. As the proposed project has no on-site parking, it is assumed that all 18 of the vehicles owned by tenants would park on the street. If all of these vehicles parked within the 1,200' study area, the on-street utilization rate would increase to 81%. In general, on-street parking utilization is considered to be 'at capacity' when 85% or more of the spaces are occupied. Based on the Transpo analysis, the on-street parking near the project site would remain below capacity even with additional parking from the project tenants. No parking impact pursuant to SMC 25.05.675 M is anticipated from this project.

### Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. It is estimated that lifespan emissions for the subject project will be 24,271 MTCO<sub>2e</sub>. While these impacts are adverse, they are not expected to be significant.

The long-term impacts identified above are typical of neighborhood multifamily development and are not considered significant because they are within the scope of those impacts anticipated by the zoning and/or relatively minor in scope. The use is consistent with the current zoning and compatible with the surrounding residential and commercial uses. Codes and development regulations applicable to this proposed project will provide sufficient mitigation of long term impacts and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.030).

### **DECISION - SEPA**

This decision was made after review by the responsible official on behalf of the lead agency and was based on 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 43.21.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 43.21C.030 (2)(C).

**CONDITIONS**

None.

Signature: (signature on file) Date: December 2, 2013  
Colin R. Vasquez, Senior Land Use Planner