



City of Seattle
Edward B. Murray, Mayor

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: 3015568
Applicant Name: Kevin Tabari of Public47 Architects for Daly Partners LLC
Address of Proposal: 22 Etruria Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a five-story structure containing four live-work units and 96 residential units. Parking for 94 vehicles in total to be provided onsite in a below grade parking garage and surface parking stall. Project includes 4,000 cu. yds. of grading. Existing structures are proposed to be demolished.*

*Note - The project description has been revised from the original notice of application: Land Use Application to allow a five-story structure containing three live-work units and 97 residential units. Parking for 97 vehicles to be provided, 94 below grade and 3 surface. Project includes 4,000 cu.yds. of grading. Existing structures to be demolished.

The following approvals are required:

Administrative Conditional Use Review – To establish a residential use (apartment) in a Commercial 2 zone (Seattle Municipal Code (SMC) 23.47A.004 and 23.47A.006).

SEPA - Environmental Determination (Seattle Municipal Code (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 INFORMATION

Site and Vicinity Description

This approximately 28,866 square foot (sq. ft.) rectangular site is bounded by Etruria Street to the south, commercially-zoned property to the east, residentially-zoned property to the west and a 16' wide graveled alley to the north. This split-zoned mid-block site proposal site is zoned

Lowrise 3 (LR3) and Commercial 2 (C2-40). Existing development on the site consists of a two-story with basement furniture factory building and a detached one-story accessory shed building.

Vehicular access to informal parking areas onsite is via Etruria Street and the existing alley of which a portion is paved and the remaining is graveled. Etruria Street is classified as a Non-Arterial street, pursuant to SMC Chapter 23.53. Etruria Street is an improved street with a paved roadway, sidewalks, curbs, gutters and street trees abutting the project site's south boundary line.

The property topography consists of an upper level ledge of land in the approximately southern one-third portion of the site, and a lower level bench in the approximately northern two-thirds of the site. The aforementioned two levels are separated by an approximately 18' high steep slope that is densely vegetated. Existing vegetation includes grass, shrubbery and mature trees. The subject site is identified as Environmentally Critical Area (ECA)-Steep Slope. The applicant has been granted a limited ECA exemption (#6354400) from ECA steep slope development standards for all work associated with this project. This approval is conditioned upon the approval of building permits for a design that demonstrates that the proposed development will be completely stabilized in accordance with provisions of the ECA code. All other ECA Submittal, General, and Landslide-Hazard Development Standards and related criteria still apply.

Existing vegetation includes grass, shrubbery and mature trees. None of the existing trees have been determined by a tree professional (Karen Kiest, Licensed Landscape Architect, Karen Kiest Architects) as meeting the "Exceptional Tree" designation per Director's Rule (DR) 16-2008. The DPD Tree Expert has reviewed the Landscape Architect and Licensed Surveyor measurements and concurred with these findings.

Surrounding property north, south and east are also zoned C2-40. All property west and some properties south and north of the project site are zoned LR3. Existing development in immediate vicinity of the proposal consists of residential structures (apartments, single family residences, duplex, rowhouses) across the street to the south; carpentry shop, storage building and residences to the west; custom craftwork building to the east; and residential (single family residences, apartments), marine vessel upholstery shop, restaurant and real estate office to the north. The Seattle Pacific University (SPU) Campus is located a block west of the project property.

Proposal Description

The proposed project involves the construction of a five-story, commercial/residential development containing 96 residential units and four live-work unit units. Parking for 94 vehicles is proposed within a partially below-grade parking garage and an exterior surface parking stall. Access to the parking areas is proposed from the existing alley. The existing commercial structures will be demolished.

Grading of approximately 4,000 cubic yards (cu. yds.) of material is anticipated to occur during the removal of material and construction of the building's foundation.

Public Comments

The required public comment period for this project ended on April 14, 2014. DPD received several written comments regarding this proposal. The neighbors voiced concerns regarding the proposed use and design of the development. Concerns about parking, traffic, construction-related impacts in the immediate neighborhood were also expressed. The written comments are

identified in the project file. (See discussions regarding these concerns in the Administrative Conditional Use (ACU) analysis and SEPA analysis, below.)

Additional Information

This proposal also includes improvements to those portions of the sidewalks and existing alley that abuts the subject site. The applicant has submitted applications (#229310, #250803) to the Seattle Department of Transportation (SDOT) requesting improvement (paving) of a portion of the alley and other improvements within and adjacent to the right-of-ways.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE (SMC 23.47A.006)

The Land Use Code allows the establishment of residential uses in Commercial 2 zones through the administrative conditional use process. This proposal is to establish a commercial/residential building consisting of apartment units and live-work units and accessory parking which is allowed in a Commercial 2 zone subject to administrative conditional use approval. The DPD Director has the authority to approve, condition or deny a conditional use application. This decision shall be based on the whether the proposed use will be materially detrimental to the public welfare or injurious to property. The applicable criteria used for evaluating and or conditioning the applicant's proposal are discussed below.

Administrative Conditional Uses (SMC 23.47A.006)

A. *Uses permitted as administrative conditional uses on Table A for 23.47A.004, or other uses identified in this Section 23.47A.006, may be permitted by the Director when the provisions of Section 23.42.042 and this subsection 23.47A.006.A are met:*

Analysis of the applicable criteria used for evaluating and or conditioning the proposal is discussed below.

Administrative Conditional Use – General Provisions (SMC 23.42.042)

A. *Administrative conditional uses and uses requiring Council approval as provided in the respective zones of Subtitle III, Part 2, of this Land Use Code, and applicable provisions of SMC Chapter 25.09, Regulations for Environmentally Critical Areas, may be authorized according to the procedures set forth in Chapter 23.76, Procedures for Master Use Permits and Council Land Use Decisions.*

The procedural requirements of SMC Chapter 23.76 have been followed for this proposal.

B. *In authorizing a conditional use, the Director or City Council may impose conditions to mitigate adverse impacts on the public interest and other properties in the zone or vicinity.*

The criteria described in SMC 23.47A.006.A.3 is used to evaluate the proposal and impose conditions, if necessary, to mitigate adverse impacts to the public interest and neighboring properties in vicinity of the proposal.

C. *The Director may deny or recommend denial of a conditional use if the Director determines that adverse impacts cannot be mitigated satisfactorily, or that the proposed use is materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

This decision shall be based on whether the proposed use meets the criteria for establishing a specific conditional use as described in SMC 23.45.506 A through C. The criteria for

establishing these uses shall be examined, and the project will be conditioned (if necessary) to mitigate any detriment to the public interest or injury to property in the vicinity.

D. A use that was legally established but that is now permitted only as a conditional use is not a nonconforming use and will be regulated as if a conditional use approval had earlier been granted.

This criterion is not applicable to this proposal.

E. Any authorized conditional use that has been discontinued may not be re-established or recommenced except pursuant to a new conditional use permit. The following will constitute conclusive evidence that the conditional use has been discontinued:

- 1. A permit to change the use of the lot has been issued and the new use has been established; or*
- 2. The lot has not been used for the purpose authorized by the conditional use for more than 24 consecutive months. Lots that are vacant, or that are used only for storage of materials or equipment, will not be considered as being used for the purpose authorized by the conditional use. The expiration or revocation of business or other licenses necessary for the conditional use will suffice as evidence that the lot is not being used as authorized by the conditional use. A conditional use in a multifamily structure or a multi-tenant commercial structure will not be considered discontinued unless all portions of the structure are either vacant or committed to another use.*

This criterion is not applicable to this proposal.

B. The residential use generally should not be located in an area with direct access to major transportation systems such as freeways, state routes and freight rail lines.

As noted above, the subject property abuts Etruria Street (Non-Arterial Street) and an existing alley to the south and north respectively. Etruria Street connects to the Nickerson Street right-of-way, located one block east of the project site. SDOT has designated Nickerson Street as a Principal Arterial and a Major Truck Street as indicated on the Seattle Major Truck Streets and Seattle Arterial Classifications Planning Maps.

The site does not have direct access to major transportation systems such as freeways, state routes and freight lines. The closest major transportation system to the subject site is State Route 99 (SR 99 - Aurora Bridge) which is approximately a mile away. However, access to SR 99 (Aurora Bridge) via Nickerson Street requires traveling indirect routes around the north Queen Anne Hill to get to the nearest on ramps. Thus, this criterion has been met.

C. The residential use generally should not be located in close proximity to industrial areas and/or nonresidential uses or devices that have the potential to create a nuisance or adversely affect the desirability of the area for living purposes as indicated by one of the following:

- 1. The nonresidential use is prohibited in the NC3 zone;*
- 2. The nonresidential use or device is classified as a major noise generator; or*
- 3. The nonresidential use is classified as a major odor source.*

The proposed residential use will not be located in close proximity to industrial areas. As stated above, the subject site is surrounded by commercial, residential and major institution overlay zoning. Per the DPD GIS online mapping tool, the closest industrial zoning is located east of the site and north of the Ship Canal waterway.

Existing development south and west of the site is predominately residential in nature with exception of the SPU main campus located one block to the west. The applicant’s materials indicate that there are several nonresidential uses within a 600’ radius of the project site which are predominantly retail, office, restaurant, general sales and service, institutional, light manufacturing uses. The following chart (Table A) is a listing of the properties that are within close proximity to the project site and contain existing nonresidential uses (as established per DPD historical records).

Table A

Property Address	Existing Development	Proximity to Project Site
12 Etruria Street	Established as a one-story warehouse building.	Property abuts the subject site’s west boundary line
19 Dravus Street	Established as a two-story mixed-use (apartment, business support service) building.	Property is across the existing 16’ wide alley, north of the subject site.
23 Dravus Street	Established as a one-story workshop per DPD historical records. Current business establishment’s (Breezy Upholstery and Canvas) activity at the site would be considered a light manufacturing use.	Property is across the existing 16’ wide alley, north of the subject site.
29 Dravus Street	Established as a one-story factory building. Building is uninhabited with overgrown vegetation and broken/boarded windows along the street front façade and remaining wall facades.	Property is across the existing 16’ wide alley, north of the subject site.
41 Dravus Street	Established as five-story mixed-use (apartments, office, restaurant) building.	Property is across the existing 16’ wide alley, north of the subject site.
44 Etruria Street	Established as a one-story custom and craft work building.	Property abuts the subject site’s east boundary line.

As mentioned above, the nonresidential uses identified in Table A are established on properties sited within close proximity to the project site. These nonresidential uses are permitted in the Neighborhood Commercial 3 (NC3) zone per SMC 23.47A.004. None of the nonresidential uses are listed as a major source of odor per SMC 23.47A.020. Conversely, two neighboring properties (23 and 29 Dravus Street) contain existing nonresidential uses (workshop/light

manufacturing, factory) that would be considered a major noise generator per SMC 23.47A. Closer examination of the current operational activities at each site indicates that none to minimal noise is generated from these properties.

D. In making a determination to permit or prohibit residential uses in C2 zones, the Director shall take the following factors into account:

- 1. The distance between the lot in question and major transportation systems and potential nuisances;*
- 2. The presence of physical buffers between the lot in question and major transportation systems and potential nuisance uses;*
- 3. The potential cumulative impacts of residential uses on the availability for nonresidential uses of land near major transportation systems; and*
- 4. The number, size and cumulative impacts of potential nuisances on the proposed residential uses.*

The project site is quite a distance away from major transportation systems. The applicant's materials indicates the closest freeway is Interstate 5 (I-5) which is approximately 8,330 linear feet (1.6 miles) with the nearest access about 2.6 miles from the site. The nearest freight rail lines are located in the Interbay neighborhood about a mile (5,520 linear feet) west of the site. SR 99 (Aurora Bridge) is approximately 1,980 linear feet from the project site. The presence of physical buffers (Ship Canal, Lake Union, and Queen Anne Hill), heightened elevation (Aurora Bridge) and distance between the subject property and major transportation systems cause direct access to be challenging.

In reviewing the information submitted by the applicant pertaining to the proximity of major transportation systems and the established development surrounding the subject site, and application of the conditional use criteria, DPD concludes that the residential use should be allowed. The site does not have direct access to major transportation systems and the proposed residential use will not have a large impact on the availability of nonresidential uses of land near major transportation uses. A variety of residential uses exist within vicinity of the site. The subject property is located in an area that is suitable for a mix of commercial and residential uses. Minimal potential nuisances in the vicinity are not expected to adversely impact the proposed residential use.

DECISION - ADMINISTRATIVE CONDITIONAL USE

The Administrative Conditional Use application is **GRANTED** without conditions.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the 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 March 12, 2014. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment.

However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and 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.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Additional discussion of short and long term impacts is found below.

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 demolition, 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.

Noise

Construction activities ('source') including demolition, site excavation, truck and equipment idling and use, materials movement, and construction personnel could adversely affect residents in the vicinity ('receiving property'). The Noise Control Ordinance is intended to control the level of noise to "*...protect, promote and preserve the public health, safety and welfare*"... "*...in a manner which promotes commerce; the use, value and enjoyment of property; sleep and repose; and the quality of the environment*" (SMC 25.08.010). The Ordinance contains regulations for sound level limits from construction equipment, allowing exceedances from non-construction limits during limited hours and days. The noise levels are based on the zoning of both the source and the receiving property, and the hours that the exceedances are allowed is based on the zoning of the source property.

The split-zoned site abuts a street (Etruria Street) and an alley. A mix of commercial and residential properties are situated to the north, south, east and west; and are located in the same residential and commercial zones (LR3 and C2-40) as the project site. Vehicular traffic on a nearby Arterial street (Nickerson Street) is identified as an existing noise source. The applicant asserts on the SEPA checklist that construction activity will be confined to construction hours permitted within City of Seattle. The applicant further specified the estimated construction hours as follows: 7:00 a.m. to 6:00 p.m., Monday thru Friday; and 7:00 a.m. to 6:00 p.m. on Saturday (as needed). No further mitigation is warranted.

Air Quality

Demolition of the existing structures, grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Earth

Excavation of soil will be necessary to establish desired grades to allow for the structure’s foundation at this ECA designated (Steep Slope) property. The maximum amount of grading proposed will consist of approximately 4,000 cu. yds. of material. All of the onsite soil will be handled per a geotechnical engineer’s recommendations.

The ECA Ordinance and Director’s Rule (DR) 18-2011 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction/grading in potentially steep slope soil areas. Pursuant to this requirement the applicant submitted a geotechnical engineering report dated February 17, 2014 prepared by H. Michael Xue, P.E., (PanGeo, Inc.). This report evaluated soil and site conditions and provided recommendations for general earthwork, erosion and drainage controls, grading, earthwork and foundation/retaining wall construction.

The geotechnical reports have been reviewed by DPD’s geotechnical experts who determined that the impacts to soils can be sufficiently mitigated through the Grading Code and Stormwater Code review by the Geotechnical Engineer during the Building Permit phase of review. The applicant will be required to submit geotechnical studies and any other information to determine compliance with those Codes during Building Permit review. No additional mitigation is warranted pursuant to SEPA policies.

Construction-Related Streets and Pedestrian Circulation

Demolition of the existing structures and grading is proposed. This material would be trucked from the site. The applicant explains that construction vehicles would enter and exit the project site from a temporary construction entrance situated at the south side of the site via Etruria Street and the existing alley.

Construction of the project is proposed to last for several months. The applicant estimates that maximum of 70 construction workers will be onsite throughout the construction process. Per the applicant, construction worker parking will occur at “*off-site non-permit parking areas and local pay lots.*” Daytime usage of available spaces also is likely to be limited due to the proximity of an existing institution (SPU campus) in the immediate neighborhood. The demand for parking by construction workers during construction is anticipated to further reduce the supply of parking in the vicinity.

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The immediate area is subject to traffic congestion during the peak hours on nearby arterials in association with construction activity at nearby sites and activities associated with the nearby SPU campus. Large trucks turning from and onto nearby arterial streets would be expected to further exacerbate the flow of traffic. There are no City codes or ordinances to address the impact of large vehicles on highly congested streets. As a result, mitigation is warranted as described below.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking, staging, and deliveries; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking, alley/street/sidewalk closures, truck haul routes and hours of truck traffic, will be required to mitigate identified impacts. This plan should include elements that will reduce construction worker parking demand on surrounding streets until the project parking garage is available and a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 a.m. and 4:00-6:00 p.m., Monday through Friday. It should also consider methods to minimize construction impacts along Etruria Street to the greatest extent possible. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing 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 the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increase energy consumption; loss of

plant habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the existing commercial building and accessory structure located at 22 Etruria Street are not designated as historical landmarks. However, because this proposal involves the demolition of the main building which is more than 50 years old, historical information concerning this property (prepared by the applicant) was referred to the Department of Neighborhoods (DON) for review. The DON Historic Preservation Staff reviewed the information and stated, "Based on the review of this information, we have determined that it is unlikely that the subject building would meet the standards for designation as an individual landmark, due in large part to alterations and loss of historic integrity." Therefore, no further conditioning is warranted by SEPA.

Traffic and Transportation

Transportation Engineering Northwest (TENW) prepared a Traffic Impact Analysis report (dated March 11, 2014) and report addendum (dated July 9, 2014) for the subject site referenced in the report as the "22 Etruria Street" project. These reports offer the expected trip generation for the site, estimates project-related changes to the local traffic, collision history of nearby roadway segments/intersections and evaluates potential parking impacts. The analysis in this report is based on the "redevelopment of a 14,800 sq. ft. furniture store into 97 apartment units and 3 live-work units with approximately 97 off-street parking stalls.."

Trip generation for the project was determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th edition) for the following categories: Low-Rise Apartments (ITE Land Use Code 221), Specialty Retail (ITE Land Use Code 826) and removal of existing furniture store (ITE Land Use Code 890). The apartment trip generation rate was further adjusted to reflect the higher level of non-automobile mode use estimated to account for student population levels associated with the nearby Seattle Pacific University Campus that would be generating walking trips during typical commute periods or on a daily basis. Based on this information, the proposal is estimated to generate an increase in daily trips (568), AM peak hour trips (59), and PM peak hour trips (48) compared to conditions with the existing building (furniture business) on site.

Level of service (LOS) analysis was performed for nearby intersections. That analysis showed that the project is expected to add a small amount of delay at four of the study intersections, but is not expected to significantly affect their overall operation.

The TENW documents included analysis of historical collision data for both study intersections and roadway segments adjacent to the project site. The study specified that historical records obtained from the Seattle Department of Transportation (SDOT) for the most recent 3-year period showed intersections serving the project site vicinity averaged between 0.0 collisions per year and 0.67 collisions per year; and roadway segments in the vicinity of the site averaged between 0 and 1.33 annual collisions. The TENW study explains, “...given existing collision experience and the relative increase in traffic levels as a result of the project, no measurable increase in collision history or impact to existing safety levels are expected.”

It is projected that the proposed project would increase overall traffic volumes in the neighborhood. However, these trips aren't expected to adversely impact the surrounding roadway network. It is expected that the amount of traffic generated by this proposal is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Parking

The proposal site is situated within both the multifamily (LR3) and commercial (C2-40) zones. A parking quantity of 94 parking stalls are required for the project per the Land Use Code (SMC 23.54). The submitted Master Use Permit (MUP) plans indicate 94 parking spaces, including two parking stalls dedicated to a City-recognized car-sharing program (Zipcar), will be provided onsite.

A parking analysis was included with the Traffic Impact Analysis report prepared by TENW (dated March 11, 2014) to assess the expected parking demand that would be generated by the proposal. Direct application of the published rates for the proposed uses (Low-Rise/Mid-Rise Apartments (Land Use Code 221) and Specialty Retail (Land Use Code 820)) in the Institute of Transportation Engineers Parking Generation manual (4th edition) were used to estimate the peak parking demand. The traffic consultant concluded that, based on 100 apartment units and 1,125 sq. ft. of retail commercial space, the project would generate a peak parking demand of approximately 96 parking stalls during peak evening hours. Based on the assumption that the proposed parking supply for the project was 97 parking stalls, the traffic consultant stated that no on-street parking impacts are expected.

In summary, it is estimated that there will be a total parking demand for approximately 96 parking spaces during peak hours. A total of 94 parking stalls will be provided onsite. It is anticipated that approximately two vehicles will seek parking on nearby streets on which parking is allowed, resulting in a negligible impact to on-street parking availability. Therefore no conditioning or mitigation is warranted or required

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's 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. 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.

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.

- [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).
- [] 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(2)(C).

SEPA CONDITIONS

Prior to the Issuance of the Demolition, Grading or Building Permit

1. It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking, staging, and deliveries; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking, alley/street/sidewalk closures, truck haul routes and hours of truck traffic, will be required to mitigate identified impacts. This plan should include elements that will reduce construction worker parking demand on surrounding streets until the project parking garage is available and a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 a.m. and 4:00-6:00 p.m., Monday through Friday. It should also consider methods to minimize construction impacts along Etruria Street to the greatest extent possible. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit.

During Construction

2. The owner(s) and/or responsible party(s) shall comply with the Construction Management Plan. A copy of that plan must be kept onsite.

ADMINISTRATIVE CONDITIONAL USE CONDITIONS

None required.

Signature: _____ (signature on file) Date: February 5, 2015
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

TYG:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.