



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: 3015637
Applicant Name: Ecco Design Inc.
Address of Proposal: 2320 East Madison Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a six-story congregate residence with 38 sleeping units. No parking is proposed.

The following approval is required:

SEPA – Environmental Determination- Chapter 23.05 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

Proposal

The applicant proposes to design and construct a six-story congregate residence with 38 bedrooms on a vacant lot.

Site & Area Description

The site comprises 3,300 square feet along the north side of East Madison St. approximately midway between 23rd Avenue North and East John Street. The terrain of the vacant triangular shaped lot rises ten feet from its low point on E. Madison to its northern property line. The

property possesses two separate zoning classification (aka split zone lot) with Neighborhood Commercial Two with a 40 foot height (NC2 40) comprising most of the lot and a smaller strip of land near the northern boundary zoned as multi-family Lowrise Three (LR 3).

The property lies primarily within a NC2 40 zone that extends west along Madison St. The commercial corridor is interrupted by a Lowrise Three (LR 3) zone to the east before it continues near the intersection of Martin Luther King Jr. Way E and Madison.

This portion of the E. Madison corridor, also known as Madison Valley, possesses an eclectic mix of land uses. A mixed-use building housing a Safeway grocery store and the Madison Temple (Church of God in Christ) help anchor the 23rd Ave and Madison corner. Smaller commercial buildings, apartment buildings, townhouses and single family structures line the corridor. Land zoned for lowrise residential use flank both side of the commercial zoning along Madison. Further from Madison, the lowrise zoning gives way to single family neighborhoods.

Public Comment:

DPD did not receive any comment letters.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between 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. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction workers’ vehicles, and increases in greenhouse gas emissions. Existing City codes and ordinances applicable to the project such as: The Storm-water Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several excavation-related impacts.

Following is an analysis of the air, water quality, streets, grading, parking, and construction-related noise impacts as well as mitigation.

Air Quality

Excavation and construction activities are 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 (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Grading

Excavation will consist of approximately 350 cubic yards of material with an excavation depth of 15 feet. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

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.

Traffic and Parking

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction, a temporary increase in traffic volumes to the site will occur, due to travel to the site by excavation workers and the transport of construction materials. Approximately 350 cubic yards of soil are expected to be excavated from the project site. The soil removed for excavation will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 35 round trips with 10-yard hauling trucks or 18 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site between 4:00 and 6:00 PM. Truck access to and from the site has been

documented in a construction traffic management plan submitted to DPD and SDOT. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

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

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; and increased demand for parking.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, greenhouse gas emissions, traffic, and parking impacts.

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.

Scenic View

Subject to SMC 25.05.675P views from established scenic routes shall be minimally impacted or mitigated as required by the regulatory provisions. Madison St. at this location is a designated scenic route with the Cascade Mountains as subject views. The proposed structure's location on the north side of Madison would not impact views to the Cascades. There are no significant impacts to the scenic view produced by the proposal.

Traffic and Transportation

Transpo Group, the applicant's traffic and parking consultant, estimates that the 38 residential units would generate an average of 115 net new daily trips including 11 net new PM peak hour trips. The addition of the vehicle trips would not likely cause any study intersections to degrade to an unsatisfactory level of service (LOS).

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The requirements for parking are outlined in SMC 23.54. Since this project lies within an urban village and within 1,300 linear feet of a frequent transit route, no minimum amount of parking is required. A parking demand analysis for the proposal was conducted to determine the estimated parking demand for the congregate residence. Based on a survey of similar projects, it is determined that there is a car ownership rate of .29 vehicles per unit. Applying this ratio to the 38 units, the parking demand for the facility is approximately 11 vehicles. Since the proposal has no parking, the project would produce a spillover of 11 vehicles. It appears that the neighborhood has a sufficient number of on-street parking to accommodate this on-street parking demand. No SEPA mitigation of parking impacts is warranted.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the 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 with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

During Construction

1. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site between 4:00 and 6:00 PM.

Signature: _____ (signature on file) Date: August 14, 2014
Bruce Philip Rips, Senior Land Use Planner
Department of Planning and Development

BPR:bg

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