



**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:** 3015859  
**Applicant:** Andrew Novion  
**Address of Proposals:** 1762 NW 59<sup>th</sup> Street

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a three story apartment building containing 25 residential units. Storage for 20 bicycles provided at basement level and no vehicle parking is proposed. Existing structure will be demolished.

The following approvals are required:

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

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

**Site Description:**

The subject site is located on north side of NW 59<sup>th</sup> Street between 20<sup>th</sup> Avenue NW and 17<sup>th</sup> Avenue NW. The site consists of one lot containing an existing duplex structure. From the southwest street corner, the lot grade slopes up 5 feet toward the northwest corner of the site.

The site is zoned Lowrise Two (LR2) multifamily, as are the properties to the east and west. To the north zoning is Lowrise One (LR1) and to the south zoning is Lowrise Three (LR3).

**ECAs:**

No Environmentally Critical Areas have been identified on site.

**Access:**

The site is bordered by NW 59th Street on the south.

**Public Comment:**

The Notice of Application comment period ended on November 6, 2013. More than 90 comments were received.



## **SEPA ANALYSIS**

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 September 10, 2013. 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 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 and limited effects, the impacts are not expected to be significant.

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, 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 many 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 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** - The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends.

The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends. If extended construction hours are desired, the applicant may seek approval from DPD through a Noise Variance request. The applicant’s environmental checklist does not indicate that extended hours are anticipated. The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise 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 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).

#### Long Term Impacts

Long term or use-related impacts are also anticipated as a result 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; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Drainage Code which requires on site detention of Stormwater with provisions for controlled tight line 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 and Design Review process 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, although some impacts warrant further discussion.

Greenhouse gas emissions - 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. 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).

Parking - The project's parking consultant, GERALYN REINART, conducted a parking utilization study to document existing on-street utilization rates within 800' of the project site. The study identified a total on-street supply of 276 spaces. Evening counts on two weekday evening identified an average of 233 vehicles parked in these spaces; therefore, about 84% of the on-street spaces near the project site currently are occupied.

The project is proposing no parking spaces, but is expected to generate parking demand. This project consists of studio apartment units, and is located in a neighborhood with frequent transit service and a variety of commercial uses. The Institute of Transportation Engineers' Parking Generation Manual identifies a peak parking demand rate of 1.2 vehicles/unit for low- and mid-rise apartments in urban areas. The residential units from which these counts were taken average 1.9 bedrooms/unit; on a per bedroom basis, these data indicate that this type of residential use would generate a peak parking demand of 0.63 vehicles/unit. Given the proximity of this project to transit service and commercial activity, a peak parking demand rate of 0.5 vehicles/unit is reasonable. The 25 apartment units in the project therefore would generate a peak parking demand of about 13 vehicles, all of which are expected to park on nearby streets. This would increase the on-street utilization to 89%.

Two nearby projects also are expected to add to on-street parking demand. Land use and building permits have been issued for a low-income senior housing project located at 2014 NW 57th Street; the Master Use Permit for this project (#3012980) estimated that it would result in a parking spillover of 11 vehicles. A building permit (#6338691) for 43 boarding house units and no on-site parking spaces at 1715 NW 58th Street was issued in September 2013. Studies of parking demand for similar projects in Seattle have identified an average peak demand of 0.35 vehicles/unit. This rate would result in a parking demand of about 15 vehicles from this project. These two developments are at least 700' from the project site, and much of their on-street parking demand is expected to occur outside the 800' distance of the on-street study area defined for 1762 NW 59th Street. If it is assumed that roughly half of the vehicles from these projects would park within the 800' study area, an additional 13 vehicles would seek parking in this area during peak hours. This would result in a cumulative parking demand of roughly 259 vehicles, for a cumulative on-street parking utilization rate of approximately 94%. Additional circulation could result at peak times as drivers search for parking, as any particular block front might be at 100% capacity. However, these estimates indicate that, at typical peak times, some parking spaces would be available within the study area.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in urban villages within 1,320 feet of a street with frequent transit service. This site is located within the Ballard Hub Urban Village, is also located within a mapped frequent transit service corridor, and the project is entirely residential. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from the residential components of this project, even if impacts were identified.

### **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).

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.

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.

### **CONDITIONS - SEPA**

None required.

Signature: (signature on file) Date: June 12, 2014  
Lindsay King, Senior Planner  
Department of Planning and Development