



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: 3019619
Applicant Name: Stewart, Larry
Address of Proposal: 1235 S King St

SUMMARY OF PROPOSAL

Land Use Application to allow 8 additional parking spaces (for a total of 31 spaces) accessory to existing retail store (Lam's Seafood Market). Existing structure at 1221 S King St. to be demolished under Permit 6446660.

The following approvals are required:

Administrative Conditional Use to allow 12 additional parking spaces accessory to existing retail store in DMR/C zone.

Special Exception to allow more than two spaces per 1,000 sq. ft. for general sales and service uses and for eating and drinking establishments in a DMR/C zone.

Site and Vicinity

Site Zoning: Downtown Mixed
Residential Commercial
(DMR/C 65/65-150)

Nearby Zones: Downtown Mixed
Residential Commercial
(DMR/C 65/65-150, DMR/C
65/65-85), Downtown Mixed
Commercial (DMC 85/65-
150)

Existing Use: Retail Store



Project Description:

The applicant proposes 8 additional parking spaces (for a total of 31 spaces) accessory to existing retail store. Existing parking access is located off King St.

Public Comment:

No written comments were received during the public comment period ending on May 20, 2015.

I. ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

SMC 23.49.148 Conditional Uses

The proposal is an accessory surface parking area in a Downtown Mixed Residential zone, which is permitted as a conditional use per SMC 23.49.146.B.2.C, pursuant to SMC 23.49.148.

A. All conditional uses shall meet the following criteria:

- 1. The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

The 6,000 sf midblock site is located along S King St, between 12th Ave S and Rainier Ave S. in the International District neighborhood. In the vicinity, similar properties in scale contain 1-2 story commercial and retail structures and surface parking lots. The applicant has proposed to demolish the existing structure onsite and construct a surface parking lot, adjacent to a one story, 6,336 square foot, retail building.

The proposed parking area will be screened and landscaped according to the provisions of Section 23.49.019, Parking quantity, access and screening/landscaping requirements. Given that the surface parking lot is similar in scale to other nearby surface parking lots and is required to provide screening and landscape, it is clear that the design will be compatible with the character of the area and potentially will be an improvement over nearby surface parking lots.

- 2. In authorizing a conditional use, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest. The Director or Council shall deny the conditional use, if it is determined that the negative impacts cannot be mitigated satisfactorily.*

As indicated below, adverse negative impacts are expected to be minimal. No further mitigation is warranted.

- C. Accessory surface parking areas, where permitted as an administrative conditional use by Section 23.49.146, and temporary principal surface parking areas that were in existence prior to January 1, 1985, or are located on lots vacant on or before January 1, 1985, or on lots that become vacant as a result of a City-initiated abatement action, may be permitted as conditional uses in DMR/C areas if the Director finds that:*

- 1. Traffic from the parking area will not have substantial adverse effects on traffic circulation in the surrounding areas; and*

The retail store (Lam's Seafood Market) currently leases 25 parking spaces in a property across S King Street. The City of Seattle Parks department has recently purchased that land with the intent of making it into a neighborhood park. This project proposes the

addition of 8 parking spaces, located adjacent to the store, and will ultimately result in a loss of 17 parking stalls.

Estimated level of service (LOS) calculation for the access driveway and the surface parking to the north have been reviewed in response to the criteria for this Administrative Conditional Use review. Due to the small size of the business and the location of the site, the Director determined that additional traffic congestion studies were not warranted.

The applicant submitted a LOS study, dated June 24, 2015, prepared by Jake Traffic Engineering, Inc. The LOS study states the proposed site driveway is anticipated to operate better than the current condition, which includes surface parking on the north side of the street. The Director has reviewed the study and concurs that the proposal will provide fewer traffic conflicts. Due to the improved LOS condition and the net reduction of parked vehicles associated with the project and the availability of transit and pedestrian modes, parking availability will not be noticeably worsened, thereby meeting this criterion.

2. *The vehicular entrances to the parking area are located so that they will not disrupt traffic or transit routes; and*

The proposed parking entrance is located adjacent to the existing parking entrance. There is no transit currently on S King St.

3. *The traffic generated by the parking area will not have substantial adverse effects on pedestrian circulation; and*

As mentioned above, traffic may be reduced due to the improved LOS condition and reduced parking, which may improve the pedestrian circulation.

4. *The parking area is screened and landscaped according to the provisions of Section 23.49.019, Parking quantity, access and screening/landscaping requirements;*

The Director has reviewed the proposed access and screening/landscaping requirements and determined the project complies with the provisions of SMC 23.49.019.

DECISION – ADMINISTRATIVE CONDITIONAL USE

The conditional use application is **GRANTED** as indicated at the end of this document.

II. ANALYSIS – SPECIAL EXCEPTION

23.49.019 - Parking quantity, access and screening/landscaping requirements

SMC 23.49.019.C provides a maximum parking limit for non-residential uses, limited to a maximum of two parking spaces per 1,000 square feet for general sales and service use, east of Interstate 5, parking. SMC 23.49.019.C.2 states “*Parking for non-residential uses in excess of*

the maximum quantities identified in subsections 23.49.019.C.1 and 23.49.019.C.3 may be permitted as a special exception pursuant to Chapter 23.76. When deciding whether to grant a special exception, the Director shall consider evidence of parking demand and alternative means of transportation, including but not limited to the following: ”

- a. *Whether the additional parking will substantially encourage the use of single occupancy vehicles;*

The addition of 8 parking stalls is a minor increase and is not expected to substantially encourage the use of single occupancy vehicles.

- b. *Characteristics of the work force and employee hours, such as multiple shifts that end when transit service is not readily available;*

The project is not expected to have an appreciable number of employees who work shifts that end when transit service is not readily available.

- c. *Proximity of transit lines to the lot and headway times of those lines;*

Transit service is readily available most hours of the day every day, and includes routes 7, 36 and 60 which serve 12th Ave S and Rainier Ave S. The proposal is unlikely to result in transit usage substantially greater than the current usage.

- d. *The need for a motor pool or large number of fleet vehicles at the site;*

No motor pool or fleet vehicles are proposed.

- e. *Proximity to existing long-term parking opportunities downtown which might eliminate the need for additional parking on the lot;*

Existing long-term parking opportunities may exist within the area, including street parking and other surface lots. However, the street parking serves multiple businesses in the neighborhood along this portion of S King St. Several surface lots are located within two blocks of the project, though they serve other businesses. As noted below (item f) not granting the special exception could adversely affect vehicular and pedestrian circulation through the area.

- f. *Whether the additional parking will adversely affect vehicular and pedestrian circulation in the area;*

Not granting the special exception would not be expected to encourage a further shift to non-auto modes; the most likely result would be increased use of off-site parking by drivers to the site. Depending on the location of such parking, this could result in increased auto travel through the area, which could adversely affect vehicular and pedestrian circulation.

- g. *Potential for shared use of additional parking as residential or short-term parking;*

The project proposes short term parking for retail.

- h. The need for additional short-term parking to support shopping in the retail core or retail activity in other areas where short-term parking is limited;*

The loss of 25 leased parking stalls across the street will create a need for short-term parking to support shopping in retail activity. In the vicinity short-term parking is already limited to serving individual businesses along this portion of S King St.

- i. Whether the area is located at the edge of the Downtown Urban Center where available short-term parking and transit service is limited.*

The project is located at the edge of the Downtown Urban Center where short-term parking and transit service is not as readily available as in the main part of downtown.

DECISION – SPECIAL EXCEPTION

Based on evidence of parking demand, availability of alternative means of transportation, and the other criteria listed above, the special exception for parking exceeding the maximum quantity is **GRANTED.**

SPECIAL EXCEPTION - CONDITIONS OF APPROVAL

None required.

ADMINISTRATIVE CONDITIONAL USE - CONDITIONS OF APPROVAL

None required.

Signature: retagonzales-cumnertrubby for _____ Date: August 20, 2015
Magda Hogness, Land Use Planner
Department of Planning and Development

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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.