



**City of Seattle**  
Edward B. Murray, Mayor

**Department of Construction and Inspections**  
Nathan Torgelson, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**Application Number:** 3021846  
**Applicant Name:** Sanjay Soli  
**Address of Proposal:** 4300 Aurora Ave N

**SUMMARY OF PROPOSAL**

Land Use Application to allow the change of use of 9,440 sq. ft. of retail space located at ground level of an existing 3-story building to 14 residential units. Project also includes a 405 sq. ft. enclosed breezeway addition at ground level. No change in parking.

The following approval is required:

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

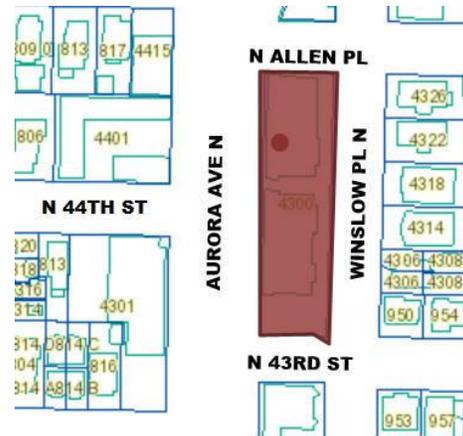
**SEPA DETERMINATION:**

Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

**SITE AND VICINITY**

Site Location: 4300 Aurora Ave N  
Zoning: Commercial 1 (C1-40)  
Parcel Size: 24,000 sq. ft. (0.55 acres)  
Existing Use: Apartments (mixed-use)  
ECA: Steep slope



**PROJECT DESCRIPTION:**

The existing 44,539 sq. ft. 3-story building is located on the east side of Aurora Avenue North between North Allen Place and North 43<sup>rd</sup> Street. The property is bordered by commercial uses along Aurora Avenue and residential uses to the east. The site is zoned Commercial and within an Urban Village overlay.

The applicant is proposing to change 9,440 sq. ft. of retail space located along Aurora Ave to 14 residential units. Also included in the scope of work is the enclosure of a 405 square foot breezeway.

**PUBLIC COMMENT:**

The public comment period ended on October 14, 2015 and no comments were received.

**ANALYSIS – SEPA**

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 (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 7/8/2015. The Department of Planning and Development (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. 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.

The SEPA Overview Policy (SMC 25.05.665 D) 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.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

**Short-term Impacts**

The following temporary or construction-related impacts are expected: 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; and consumption of renewable and non-renewable resources. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

### 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 approval of this proposal including: greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction 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, therefore, no further mitigation is warranted.

### Parking

The subject property is located in a Commercial (C1-40) zone on the edge of the Wallingford Residential Urban Village Overlay. As such, no vehicular parking is required for the project per the Land Use Code (SMC 23.54.015).

The proposed development includes an addition of 14 apartment units (total of 59 units) with no additional parking. The existing development includes 87 parking spaces. The Institute of Transportation Engineers (ITE) Parking Manual indicates that the estimated demand for the proposed use is 17 parking spaces (14 units x 1.2 parking spaces per unit). The total demand for existing and proposed residential units is 71 parking spaces (59 units x 1.2 parking spaces per unit). The existing 87 parking spaces are therefore expected to accommodate all of the parking demand from the existing and new residential units.

The ITE Parking Manual is based on suburban assumptions that often do not include nearby on-street parking, pedestrian-oriented environments, bicycle facilities, or mass transportation. Transit options and some services are within blocks of the proposed development, and it is reasonable to expect that the residents, employees and visitors of the proposed project would likely incorporate walking, cycling, or transit in their transportation options. Given these conditions, it is reasonable to assume that the anticipated parking demand will be even lower than 71 parking spaces.

SEPA Policy 25.05.675.M.2.b further states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within an Urban Village if located within 1,320 feet of a street with frequent transit service, as in this case. Even if impacts were identified, no conditioning or mitigation is warranted for parking impacts for residential uses at this site.

### Traffic

Based on the ITE Trip Generation the additional traffic from 14 new dwelling units at this site is expected to generate vehicle trips at a rate of 4.1 vehicle trips per day and a PM peak rate of 0.39, for a total of 57 trips daily.

The above is an estimate derived from the ITE Manual is based on urban assumptions. Transit options and some services are within blocks of the proposed development, and it is reasonable to expect that the residents, employees and visitors of the proposed project would likely incorporate walking, cycling, or transit in their transportation options. Therefore, the anticipated number of vehicle trips will likely be lower than the amount shown in the ITE Manual.

In consultation with SDCI's Transportation Planner it was determined that the anticipated number of vehicle trips has been determined not to have a significant adverse impact on the existing traffic patterns in this area. Thus, the noted traffic-related impacts of the proposed completed project are not considered significant and no further mitigation is warranted under SMC 25.05.675.R.

### **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.

Crystal Torres, Land Use Planner  
Seattle Department of Construction and Inspections

Date: January 14, 2016

CT: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 Seattle DCI 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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.