



City of Seattle

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Gregory J. Nickels, 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:** 2503922  
**Applicant Name:** John Robinson for City Investors XI LLC  
**Address of Proposal:** 965 Valley St

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to establish use and allow an intermittent principal parking use for ninety-four (94) parking spaces in the Seattle Mixed (SM) zone.

The following approvals are required:

**Intermittent and Temporary Uses** – Chapter 23.42.104, Seattle Municipal Code

**SEPA - Environmental Determination** - Chapter 25.05, 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**

Zoning:                      Seattle Mixed (SM-40)

Proposed  
Intermittent Use:        Principal Use Parking (not meeting development standards)

Public Comment: The comment period for this proposal ended on August 17<sup>th</sup>, 2005. During the public comment period, DPD received five written comments related to the project.

## **ANALYSIS – INTERMITTENT USE**

### *A. Intermittent Uses*

*1. A Master Use Permit for a time period of up to one (1) year may be authorized for any use that occurs no more than two (2) days per week and does not involve the erection of a permanent structure, provided that:*

*a. The use shall not be materially detrimental to the public welfare; and*

The site is currently completely paved and no site grading is required to convert the site to intermittent parking lot. The proposal will not meet landscaping standard requirements, but since the site has no existing landscaping and will only be used two days a week, the public welfare will not suffer any detriment. The only work that needs to occur is the striping of the parking lot. The additional parking will be used to assist in parking overflow for community events happening at the public park located at the south end of Lake Union. The park and related community events will use the parking no more than two days a week as mandated by the intermittent use requirements and the intermittent use will be for no more than one year. Lastly, the parking lot will have controlled access and will not be open to parking during non-community events and days beyond the allowable two days a week. As a result, the use will not be materially detrimental to the public welfare.

*b. The use shall not result in substantial injury to the property in the vicinity; and*

The proposed parking will benefit park visitors and promote community uses at the park. Also, the surrounding area is commercial in nature and is compatible with commercial uses in the area which include restaurants, sale of automobiles and offices. As a result, the use will not result in substantial injury to the properties in the vicinity.

*c. The use shall be consistent with the spirit and purpose of the Land Use Code.*

The proposed intermittent use will promote and provide a community benefit to the citizens attending events at the South Lake Union Park. Due to the fact that no grading or additional paving is required to make the existing paved area usable for parking together with the need to provide the greatest amount of parking available at the location to support the community uses, the parking use is consistent with spirit and purpose of the Land Use Code. Further, the nature of intermittent uses does limit the use of the parking to two days a week maximum.

## **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 Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated June 8<sup>th</sup>, 2005. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in the checklist, this action may result in some minor short term impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. A discussion of these impacts is warranted.

### *Short - Term Impacts*

Parking space striping (construction) activities for the proposed parking could result in the following adverse impacts: small amounts of construction dust, minimally increased particulate levels, increased noise levels, minimal disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to striping of the parking. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance; the Street Use Ordinance; and the Building Code. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The character of the area is commercial in nature and as a result the construction-related noise will not have an impact on the surrounding residents. The times allowed for the minor site work per the Noise Ordinance (SMC 25.08) are found to be adequate to mitigate the noise impacts on the residents in the neighborhood. Thus no conditioning is warranted or needed.

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

Construction is not expected to temporarily add particulates to the air as no grading is proposed, although will result in a slight increase in auto-generated air contaminants from 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).

### *Parking*

Ninety-four (94) surface parking spaces are proposed. These parking spaces will only be used a maximum of two days a week and will only be used for park-related events. No SEPA conditioning is required or warranted based on the related park uses.

