



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3003255
Applicant Name: Tim Hamann
Address of Proposal: 2402 W Boston St

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish and construct two, 2-unit townhouse structures and one, 5-unit townhouse structure for a total of nine dwelling units in an Environmentally Critical Area. Parking will be located within the structures. Existing structures to be demolished.

The following approval is required:

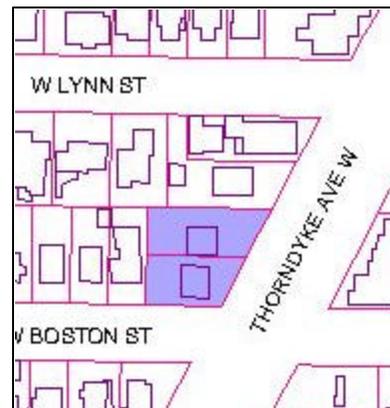
SEPA – Environmental Determination- Chapter 23.05 Seattle Municipal Code

- SEPA DETERMINATION:** Exempt DNS MDNS EIS
- DNS with conditions
- DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

BACKGROUND DATA

Site & Area Description

The subject site is on the northwest corner of the intersection of W Boston St and Thorndyke Ave W, in the Magnolia Neighborhood. The trapezoid shaped site is 100’ width and has an average depth of 105’. The site is made up of two parcels of land to encompass a land area of approximately 10,400 square feet, located in a Multifamily Lowrise Two zone (L-2) with a minimum density limit of one unit per 1,200 square feet of lot area. With the exception of the western 5’ to 15’ of the site, the site is mapped as an Environmentally Critical Potential Slide area. The site slope rises 10’ to 12’ towards the west and contains two single family residential structures.



Some trees, shrubbery and grass currently cover the site. Thorndyke Ave W and W Boston St are fully improved rights-of-way with curbs, sidewalk, and gutters.

The structure east of the site on the east side of Thorndyke Ave W is a multi-story multi-family residential structure. North, south and west of the site are a mix of single and multi-story single-family structures. Located approximately 8 to 10 blocks to the northwest of the site is the Magnolia Commercial Area and 10 to 12 blocks to the northeast is the Interbay Golf Course. The subject site is located within a narrow band of Lowrise 2 zoning on either side of Thorndyke Ave W. The western property line and the west 40' of the northern property line, represents a zoning boundary change to a less intensive Single Family 5000 (SF 5000) zone.

Proposal

The development site currently contains two single family houses to be demolished. Two 2-unit townhouse structures and one 5-unit townhouse structure are proposed for a total of nine units. The three structures are configured in two rows, with 5-unit townhouse structure on the eastern portion of the site and the two 2-unit structures on the western portion of the site, facing each other across a shared parking court. All of the parking is provided within the structures and is accessed from a shared driveway from W Boston St.



Public Comment

During the public comment period, which ended October 5, 2005, DPD received one written comment from the public related to the proposal. An additional comment letter was received after the close of the comment period. The comments related to the increase in housing density, potential increase in noise, increased vehicle traffic, the potential loss of views of Mt. Rainier. The comment letters are available in the Master Use Permit file available from DPD's Public Resource Center.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated July 14, 2005) 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, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. 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.

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Parking demand for construction personnel can be accommodated and managed within the Thorndyke Ave W and W Boston St rights-of-way. Therefore, no further mitigation will be required.

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department’s conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the subject site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:30 A.M. and 6:00 P.M. After the structure is enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Construction is 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.

Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Notice of the demolition of the existing residential structure is required by the PSCAA and the proposed demolition is subject to all applicable regulations and practices required by the PSCAA.

Short term impacts are associated with the construction of the structures and have been analyzed and discussed with no further conditioning is warranted.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

View Protection

Construction of the three townhouse structures will result in some loss of private views of Mt. Rainier from nearby sites. While the City has policies to protect public views for particular sites it does not have authority to protect private views. Therefore, no SEPA mitigation is warranted pursuant to SEPA public view protection.)

Height, Bulk, and Scale

The design of each of the three buildings (containing a total of nine units) is similar in proportion and materials. As viewed from the north, south, east and west, the buildings will have pitched roofs, windows with trim, 6" horizontal beveled and shingle siding, with a banding treatment that emphasizes the structures base from the upper stories, clearly identifiable covered entrances, and modulation. These design elements break up the appearance of bulk of the facades and will mitigate the height, bulk, and scale impacts of the structures. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that townhouse units generate approximately five vehicle trips per day. The availability and proximity of transit to downtown and on 15th Av W to the employment centers will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. Nine off-street parking spaces will be provided at the development site designated for each of the nine units for a parking ratio of 1 space per unit, which meets code requirements and is expected to accommodate parking demand generated by the nine dwelling units most of the day. Parking is unrestricted in the area and Thorndyke Ave W and W Boston St are expected to handle the small amount of spill-over parking. On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking which may exist. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The condition imposed below is intended to mitigate a specific impact 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).

SEPA CONDITIONS

The owner(s) and/or responsible party(s) shall:

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

1. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature of to allow low noise exterior work (e.g., installation of landscaping) after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance. The department may modify this condition to allow work which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Signature: _____ (signature on file) _____ Date: November 10, 2005
Colin R. Vasquez, Senior Land Use Planner

CRV:bg

Vasquez/3003255 Decision050930.doc