



City of Seattle

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:** 3003998  
**Applicant Name:** Dan Duffus  
**Address of Proposal:** 5220 Puget Boulevard Southwest

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to establish use and construct two, four-unit townhouse structures with attached garages. The existing structure is to be demolished. A future unit lot subdivision is planned for the site, which will be reviewed separately under DPD #3004216.

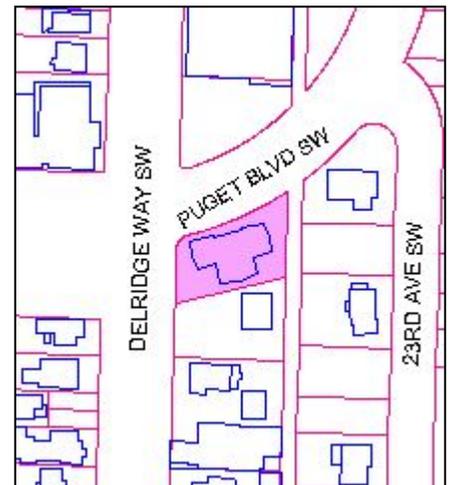
The following approval is required:

**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:** Lowrise 2 (L-2)  
**Proposed Use:** Multifamily (townhouse)  
**Public Comment:** The comment period for this proposal ended on February 15<sup>th</sup>, 2006. During the public comment period, DPD received no written comments related to the project.



## **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 January 4<sup>th</sup>, 2006. 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 adverse 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*

Construction activities for the townhouse structures could result in the following adverse impacts: construction dust, 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 worker's vehicles. 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 residential in nature and as a result the construction-related noise will have an impact on the surrounding residents. The times allowed for construction per the Noise Ordinance (SMC 25.08) are found to be inadequate to mitigate the noise impacts on the residents in the neighborhood. Thus proper conditioning is warranted.

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 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).

The demolition of the existing structure on site requires a permit from the Puget Sound Clean Air Agency (PSCCA). As a result, proper conditioning is warranted to ensure compliance with PSCCA requirements.

Long - Term Impacts

The following long-term or use-related impacts, increased demand on public services and utilities; increased light and glare; and increased energy consumption are not considered adverse, as other City Departments review the feasibility of these issues. Additional land use and parking/traffic impacts which may result in the long-term are discussed below.

Height, Bulk and Scale

The design of each of the two buildings (containing a total of eight units) is similar in proportion and materials, but reduces the appearance of bulk through use of gabled roofs schemes and modulation. Although there is an increase in height and overall lot coverage for the development site as a whole, the proposed townhouse structures will meet the Land Use Code requirements (development standards) laid forth in SMC 23.45 (Lowrise). The adjacent zoning designation (Single Family 5000) across the alley allows similar and or greater height than the proposal. Lastly, there are no unusual topographic features related to the development site. As a result, no mitigation is required pursuant to SEPA authority.

Parking

Eight (8) garage parking spaces are proposed for the eight townhouse units. According to the Institute of Transportation Engineers (ITE) 3<sup>rd</sup> Edition (2004), for residential condominium/townhouse land uses the average parking supply ratio is 0.98 spaces per dwelling unit. The table below summarizes the anticipated parking demand for the development:

<b>Structure Type</b>	<b># of Units</b>	<b>ITE Demand</b>	<b>Total Demand</b>
<i>Townhouse (not rented)</i>	8	.98 / Unit	7.84
<i>Total</i>	8	NA	<b>8.0</b>

The proposed number of parking spaces meets the demand analysis above, and as a result, no parking impacts are anticipated by the proposal. Thus, no SEPA conditioning is needed.

Traffic and Transportation

This surrounding area is heavily served by transit with in a quarter mile of the site. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Summary

In conclusion, adverse effects on the environment resulting from the proposal and future unit lot subdivision are anticipated to be non-significant. With the exception of noise, no conditions or mitigating measures pursuant to SEPA policies are necessary.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### **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.

[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 43.21.030(2)(C).

### **CONDITIONS - SEPA**

#### *During Construction*

The following conditions to be enforced during construction shall be posted at each street abutting 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. The conditions shall 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 waterproofing material and shall remain posted on-site for the duration of the construction.

1. All construction activities shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only low noise impact work such as that listed below, shall be permitted on Saturdays and Sundays from 9:00 a.m. to 6:00 p.m.:
  - Surveying and layout;
  - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

These hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. The applicant will be required to submit a noise mitigation plan to DPD for review before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

Prior to Issuance of any Demolition Permit (non-appealable)

2. The owner(s) and/or responsible party(s) shall provide documentation to the DPD Planner (Bryan Stevens (206-684-5045)) or Land Use Supervisor (Stephanie Haines (206-684-5014)) that Puget Sound Clear Air Agency (PSCAA) has received all information necessary to assess and mitigate likely air impacts at least 10 days in advance of the demolition of any structures on site greater than 120 sq. ft.

Signature: \_\_\_\_\_ (signature on file)  
Bryan Stevens, Land Use Planner  
Department of Planning and Development

Date: June 19, 2006