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: 2501828

Applicant Name: Steve Johnston for C & S Enterprises, LLC

Address of Proposal: 4419 23rd Avenue West

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a four-story building with 13,845 sq. ft. of administrative office, 3,457 sq. ft. of business support services, 6,211 sq. ft. of (mini-warehouse use and an 800 sq. ft. caretaker's quarters. Parking for 19 vehicles will be located within the structure. Existing structure to be removed.*

*Note: the project description has been revised from the original notice of application.

The following approval is required:

SEPA - Environmental Determination – (Chapter 25.05, Seattle Municipal Code.)

SEPA DETERMINATION: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 10,749 square foot (sq. ft.) trapezoid-shaped site is located in a General Industrial 2 (IG2 U/65') zone, situated on the southwest corner of 23rd Avenue West and West Commodore Way. Development on the subject site consists of an existing one-story single family residence. The site is accessed via a curb cut on 23rd Avenue West.

23rd Avenue West is a non-arterial street, improved with curbs, sidewalks and gutters on both sides of the street. West Commodore Way is an arterial improved with sidewalks and gutters but no curbs. Angled parking exists in front of and directly across from the subject site along West Commodore Way.

Adjacent zoning surrounding the site is as follows:

North	General Industrial 1 (IG1 U/45')
East	General Industrial 2 (IG2 U/65')
South	General Industrial 2 (IG2 U/65')
West	General Industrial 2 (IG2 U/65')

Adjacent uses are as follows:

North	Marine Shipyard
East	Warehouse
South	Office
West	Office

Proposal

The proposed redevelopment of the site involves the construction of a 28,984 sq. ft. four-story commercial building. The proposed building will comprise of 3,457 sq. ft. of business support use on the first floor; 13,845 of administrative office use on the second and third floors; 6,211 of mini-warehouse storage use on the second and third floors; one (1) 800 sq. ft. caretaker quarters on the fourth floor; and 5,680 sq. ft. of designated parking on the first floor within the structure. The vehicle access to nineteen (19) enclosed parking stalls would be via 23rd Avenue West. The project includes 1,100 cubic yards of grading. The proposal includes structural building overhangs that consist of canopies and bay windows over the property line onto both street frontages. The principal building materials proposed are colored pre-formed metal panels and clear insulated glazing.

Public Comments

The required public comment period ended on July 6, 2005. DPD received no written comments regarding this proposal.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated May 25, 2005. The information in the checklist, public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development has reviewed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file; and considered public comments received regarding this proposed action. As indicated in the checklist, this action will result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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, 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 or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Short-term Impacts

The following temporary demolition and construction activities on this site could result in the following adverse impacts: construction dust and stormwater 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 related vehicles. Several construction-related impacts are mitigated by 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. The following is an analysis of construction-related air quality.

Air Quality

Construction on this site will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. Thus, as a condition of approval prior to demolition, the proponent will be required to submit a copy of the required notice to PSCAA. If asbestos is present on the site, PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

Long-term Impacts

Potential long-term or use-related impacts anticipated by this proposal and the northern proposal include: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting and from vehicle traffic (headlights); increased traffic and parking demand due to employees and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. However, due to the size and location of this proposal, traffic and parking impacts warrant further analysis.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition) estimates that mini-warehouse projects generate approximately .28 average vehicle trips in the A.M. peak and .29 average vehicle trips in the P.M. period per 1000 sq. ft. of gross floor area per weekday. General office building projects generate approximately 1.55 average vehicle trips in the A.M. peak and 1.49 in the P.M period per 1000 sq. ft. of gross floor area per weekday. Based on these estimates the proposed structure would generate a total of approximately 55 trips per day, with approximately 28 trips in the A.M. and 27 trips in the P.M. peak hours. The table below illustrates the existing and proposed trip generation estimates:

Trip Generation Estimates			
Use(s)	AM Peak	PM Peak	Trips per weekday
Existing			
Single Family Residence	1	1	2
Proposed			
Mini-Warehouse with 6,211 sq. ft. of gross floor area	2	2	4
General Office with 17,302 sq. ft. of gross floor area	27	26	53
Net Change	**28**	**27**	**55**

Based on existing and proposed trip generation estimates, the anticipated traffic generated by the proposed project is an additional fifty-five (55) vehicle trips per weekday. The availability and proximity of transit to downtown and other neighborhood centers will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE

generation multipliers are based. The subject site fronts on West Commodore Way which provides Metro Bus service to this community and existing angled on-street parking reserved during specific daytime hours (7:00-10:00AM) for permitted carpool vehicles to assist in the reduction of anticipated vehicle trips. Furthermore, the amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Parking

The Land Use Code requires a total of nineteen (19) parking spaces for the proposal. The submitted MUP plans indicate nineteen (19) parking spaces are provided. The Institute of Transportation Engineers (ITE) Parking Generation manual, 3rd edition estimates an average rate of .16 parking spaces for every 1,000 sq. ft. of mini-warehouse building area; 2.40 parking spaces for every 1,000 sq. ft. of office building area. Using this multiplier, the estimated parking demand would be one (1) parking space based on approximately 6,211 sq. ft. of mini-warehouse gross floor area and forty-one (41) parking spaces based on approximately 17,302 sq. ft. of office area for both proposals. Additionally, it is expected that one (1) parking space for the caretaker's quarters would be included in the parking demand estimate. As a result, the estimated parking spillover demand of forty-three (43) would exceed the nineteen (19) parking spaces being provided onsite for the subject proposal. Field observations on a weekday (Wednesday, late afternoon) by the DPD Land Use Planner showed an adequate supply of available unrestricted on-street parking within 800' of the subject site. Based on the Planner's field observations and in consultation with the DPD Transportation Planner, it was determined that there is adequate on-street parking to accommodate anticipated and unanticipated parking impacts. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

The responsible official on behalf of the lead agency made this decision after review of a completed environmental checklist and other information on file with the 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).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

Prior to the Issuance of the Building Permit

1. The owner(s) and/or responsible party(s) will be required to submit a copy of the Puget Sound Clean Air Agency notice of construction. If asbestos is present on the site, PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

Signature: (signature on file) Date: March 20, 2006
Tamara Garrett, Land Use Planner
Department of Planning and Development

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