



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: 2500452
Applicant Name: Kelly M Foster for Howland Homes
Address of Proposal: 11310 8th Ave NE

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use and construct twenty-two (22) ground related structures (ten duplex townhouse structures and two single family homes). Existing structure to be demolished. A future unit lot subdivision is planned for the site, which will be reviewed separately under DPD # 3003358.

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 Two (L2)

Proposed Use:

Townhomes and Single Family Homes

Public Comment:

The comment period for this proposal ended on July 20th, 2005. During the public comment period, DPD received three written comments related to the project. Comments were related to traffic, auto speeds in the area, street improvements, construction impacts, and aesthetics.

ANALYSIS - SEPA

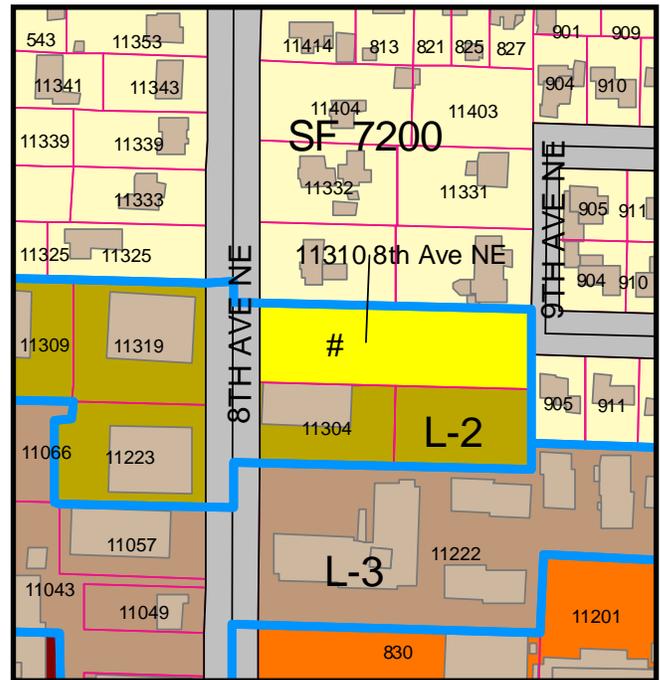
Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 25th, 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 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 townhomes and single family 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 workers' 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 commercial 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

Although there is an increase in height and overall lot coverage for the development site as a whole, the proposed residential structures will meet the Land Use Code requirements (development standards) laid forth in SMC 23.45 (Lowrise). The adjacent zoning designations (Lowrise Three (L3) to the south, L2 zoning across 8th Ave NE, Single Family 5000 (SF 5000) directly north allow similar and or greater heights than the proposal. Future development as permitted by the adjacent zones will be of similar height. The scale of the development will be consistent with the adjacent lowrise zones; in contrast, a softening of the proposal is necessary from the abutting Single Family zone. As a result of the scale of buildings proposed compared with the scale of buildings allowed in the Single Family zone to the north, proper conditioning is warranted in order to soften the scale of the proposed development from the Single Family zone.

Parking

Twenty-nine (29) parking spaces are required by the Land Use Code (SMC 23.54) and 29 spaces are proposed for the development. Analysis of the parking demand is necessary considering the context and scope of the project. According to the Institute of Transportation Engineers (ITE) 3rd Edition (2004), for residential condominium/townhouse land uses the average parking supply ratio is 0.98 spaces per dwelling unit. Also found in the ITE 3rd Edition, the residential single family detached housing average parking supply ratio is 2.0 spaces per dwelling unit. Specifically, the single family data calls out an area type "central city, not downtown," which is a good fit of the subject site. This area type and its data show that 1.8 vehicles is owned per single family household. The table below summarizes the anticipated parking demand for the development:

Structure Type	# of Units	ITE Deman	Total Demand
<i>Single Family Detached</i>	2	1.8 / household	3.6
<i>Townhouse (not rented)</i>	20	.98 / Unit	19.6
<i>Total</i>	22	NA	23.2

The proposed number of parking spaces exceeds the demand analysis above, and as a result no parking impacts are anticipated by the proposal.

Traffic and Transportation

This surrounding area is heavily served by transit being near NE Northgate Way and the I-5 corridor. 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 are anticipated to be non-significant. Meeting the conditions found at the end of this document pursuant to SEPA policies will mitigate any adverse impacts from the development.

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

Prior to Issuance of the Master Use and Building Permit (non-appealable)

1. Provide a water quality facility per the comment from the Drainage Reviewer.

Prior to Issuance of the Master Use and Building Permit

2. Revise the plans to provide clusters of shrubbery or trees between the six (6) northernmost structures and the north property line. The landscaping must be no less than 3' by 3' and grow to a height of no less than six (6') feet in height. The owner(s) and/or responsible party(s) must submit the revised landscape plan reflecting this

condition for approval to the DPD Planner (Lucas DeHerrera (206.615.0724) or Land Use Supervisor Cheryl Waldman (206.233.3861).

3. Revised the plans to provide fire sprinklers for buildings 5 - 12 based on the comment from the Fire Reviewer.

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

4. The owner(s) and/or responsible party(s) shall provide documentation to the DPD Planner (Lucas DeHerrera (206.615.0724) or Land Use Supervisor Cheryl Waldman (206.233.3861) 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.

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.

5. In addition to the Noise Ordinance requirements, to reduce the noise impact of demolition on nearby properties, all demolition activities shall be limited to non-holiday weekdays (Monday - Friday) between 7:30 A.M and 7:00 P.M. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work (i.e. landscaping and reseeding w/o power equipment) shall be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.

Signature: (signature on file)
Lucas DeHerrera, Land Use Planner
Department of Planning Development

Date: October 17, 2005