



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

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

Application Number: 3004587
Applicant Name: Seth Hale
Address of Proposal: 836 NW 52nd Street

SUMMARY OF PROPOSED ACTION

Master Use Permit to allow construction of two three-story single-family residences and two two-unit townhouse structures. Parking for six vehicles is to be provided by attached garages within the structures. The existing structures on the site, consisting of two single-family residences and two detached garages, are to be removed.

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

Site Visit: May 9, 2006

Zoning: Residential, Multifamily, Lowrise 1 (L-1)

Uses on Site: Two single-family residences and two detached garages.

Substantive Site Characteristics:

This 10,000 square foot subject site (or “parent lot”) is comprised of two rectangular lots of 5,000 square feet each which front on NW 52nd Street to the south. There is a shared concrete driveway that is located between the two existing single-family residences which lead to the two detached single-car garages. The current single-family residences are each one-story in height. The site slopes upward to the north, with an approximate 6-foot elevation change just to the north of the sidewalk and then the remainder of the two lots is fairly flat. There is landscaping with shrubs in front of both homes, with hedges on both the western and eastern boundaries. The street is three lanes wide with on-street parking on both sides of the street, sidewalk on both sides, and a wide planting strip (approximately 9 feet wide). The subject site is located within a Residential, Multifamily, Lowrise 1 (L-1) zone. The site is not located in any mapped critical areas.

Proposal Description:

The applicant proposes to construct two three-story single-family residences and two two-unit townhouse structures. Parking for six vehicles is to be provided within the structures. Existing structures of two single-family residences and two detached garages are to be removed. The proposal includes reconfiguring the existing rockery to accommodate a new driveway and stairs, with the maximum height not to exceed 4 feet. The proposed driveway will not exceed a 20% slope. The project includes infill of the existing driveway with rockery, with maximum height not to exceed 4 feet.

Public Comment:

The comment period for this proposal ended on May 10, 2006. During this period, no written comment letters related to this project were received.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the 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 February 26, 2006. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) 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 certain limitations or circumstances (SMC 25.05.665 D 1-7), mitigation can be considered. A more detailed discussion of some of the potential impacts from this short plat follows.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition/building activities and hydrocarbon emissions from demolition/construction vehicles and equipment; increased traffic and demand for parking from demolition/construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project, such as: the Noise Ordinance, the Critical Areas Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation, and further mitigation by imposing specific conditions is not necessary for these impacts.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal. These impacts include increased surface water runoff from greater site coverage by impervious surfaces, possible increased light and glare, loss of vegetation, and loss of approximately two parking stalls associated with the two existing detached garages that are to be demolished. There will be a replacement of this loss of off-street parking with the provision of six parking spaces within the attached garages. There will not be any additional loss of on-street parking because there will continue to be only one driveway curbcut serving the proposed six new residential units. These long-term impacts are not considered significant because they are minor in scope.

The long-term impacts are those associated with residential construction and will be mitigated by the City's adopted codes and/or ordinances. Specifically these include: the Stormwater, Grading, and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); the Land Use Code (minimum lot area, vehicle access to parking); and the Seattle Energy Code (long-term energy consumption). Earth-related impacts may result in the long-term and are mitigated by the Critical Areas Ordinance.

Summary

In conclusion, there are a few adverse effects on the environment that are anticipated as a direct impact of the proposed construction. However, specific impacts identified in the foregoing analysis have been mitigated by existing codes and ordinances, per adopted City policies. Therefore, no additional SEPA conditions have been imposed on the proposed project.

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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

