



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: 3006358
Applicant Name: Jesse Johnson for Shawn Parry
Address of Proposal: 12525 Stone Avenue North

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a one story, 20,000 sq. ft. structure to be used as a public facility (King County Metro Maintenance Facility) and 26,040 sq. ft. for outdoor storage. Surface parking for 53 vehicles will be provided on the site. The existing structure will be demolished. The determination of non-significance was prepared by King County Metro.

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05 SMC.

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 Description

This 2.34 acre 102,253 square foot site is located in north Seattle one block east of Aurora Avenue North between NE 125th and NE 128th Streets and two blocks west of Haller Lake. The site is zoned Commercial 2 65' on the eastern portion and Commercial 1 65' on the western portion. The site is located within a 1,000 foot methane buffer from an abandoned landfill.

Area Development

Development in the vicinity consists primarily of a mixture of commercial and industrial uses. The site is located directly across the street from the City of Seattle's Maintenance Department at 12600 Stone Avenue North. There is residential development to the east.

Proposal Description

The applicants propose to construct a one story, 20,000 sq. ft. structure to be used as a public facility (King County Metro Maintenance Facility) and 26,040 sq. ft. for outdoor storage. The building would house the office and administrative areas, crew support areas, shop areas, storage areas, and facility support areas. It is possible that a future application for a two story building with non-shop areas on a second floor may be submitted if it is shown that the program elements cannot otherwise be accommodated on the site. Surface parking for 53 vehicles will be provided on the site as well as a loading dock. One parking areas will be provided for employees. Another parking area will be provided for vehicle parking and movement. The existing structures will be demolished including the metal fabrication structure, sheds, and workshops on the site. The new facility would house the same functions that currently occur in the existing Metro Lake Union facility. All vehicular access to the proposed building would be via Aurora Avenue North and Stone Avenue North.

Pressure wash trailers are loaded daily with 500 gallons of water and cleaning solutions. Street sweepers are loaded with water daily as well. Therefore, the project will also include an area equipped with water and cleaning solution dispensing capabilities. An underground water quality vault may be installed as part of the project. Outdoor areas will be designated for storage of mulch topsoil, gravel, and landscape waste storage. Other areas will be designated for covered engine repair/burn and weld, and outdoor uncovered work area.

Public Comment

No comment letters were received during the comment period which ended March 28, 2007.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated January 11, 2007) 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 Engineering 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 could reduce the supply of parking in the vicinity. This temporary demand on the on-street parking in the vicinity due to construction workers’ vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park onsite in the surface parking lot as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The proposal site is located adjacent to a residential area near Haller Lake 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 proposal 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. and Saturdays from 9:00 A.M. to 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.

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 a mixed-use structure 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.

Drainage

Rain water on roofs and on the driveways will be the major source of water runoff on the site. The rain water on the roofs will be collected in gutters and connected to the storm drainage system. No drainage will be directed to the adjoining streets. Verification of an appropriate stormwater control system and its proposed location of connection to the public system will be required to be shown on the construction plans. No additional mitigation measures will be required pursuant to SEPA.

Height, Bulk, and Scale

Section 25.05.675G2 of the Seattle SEPA Ordinance provides the following: "It is the City's policy that the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the adopted land use policies set forth in SMC Chapter 23.12 for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning. Subject to the Overview Policy set forth in SMC Section 25.05.665, the decisionmaker may condition or deny a project to mitigate the adverse impacts of substantially incompatible height, bulk and scale." The one story project will not cover the entire site which will be an appropriate scale to provide a transition between the commercial development along Aurora Avenue North and the residential development in the Single Family 5000 zone two blocks to the west. Therefore, no additional height, bulk or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

A traffic impact analysis was submitted with this application which indicated the following. The proposed maintenance facility would have access to Aurora Avenue North and Stone Avenue North. The driveway on Aurora Avenue North is located north of 125th Street at a point served by a center, two-way left turn lane. In addition, Stone Avenue North provides access to both North 125th Street and North 130th Street. There are traffic signals at the intersection of Aurora and North 125th Street as well as the intersection of Stone and North 130th Street which would provide easy access in all directions. The proposed project would not add any traffic to these

intersections during the PM peak hour when traffic volumes are typically highest. The few trips generated during the AM peak hour would likely distribute between the three routes and no one location would likely be impacted by more than 20 trips. This low traffic volume would not adversely affect the level of service at nearby intersections. Because of the small traffic impact during only the AM commuter peak hour, detailed traffic operations analysis should not be required for this project. Therefore, 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. The parking spaces provided on-site would meet the code requirement and are expected to accommodate the parking demand generated by the project. The demand for off street parking would be further reduced due to the location of the site and accessibility to transit along Aurora Avenue North. 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 proposals which are nonsignificant. 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

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)©.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)©.

SEPA CONDITIONS

During Construction

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

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 a.m. and 6:00 p.m. and on Saturdays from 9:00 a.m. to 6:00 p.m. This condition may be modified by the Department to permit work of an emergency nature of to allow low noise exterior work after approval from the Land Use Planner. Interior work may proceed at any time in compliance with the Noise Ordinance.
2. Construction workers shall park onsite.

Signature: _____ (signature on file) Date: August 6, 2007
Malli Anderson, Land Use Planner
Department of Planning and Development

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