



City of Seattle

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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:** 3004910  
**Applicant Name:** Ben Gist, Agent for the Owner  
Puget Properties, LLC  
**Address of Proposal:** 1762 Airport Way South

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow four, one-story buildings containing a total of 15,200 sq. ft. of light manufacturing, 6,460 sq. ft. of retail and 5,190 sq. ft. of business incubator space in an environmentally critical area. Surface parking for 18 vehicles to be provided. 7,670 sq. ft. of existing structures to be demolished. Project includes 100 cu. yds. of grading.

The following approvals are required:

**SEPA - Environmental Determination** - Chapter 25.05, Seattle Municipal Code.

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

DNS with conditions

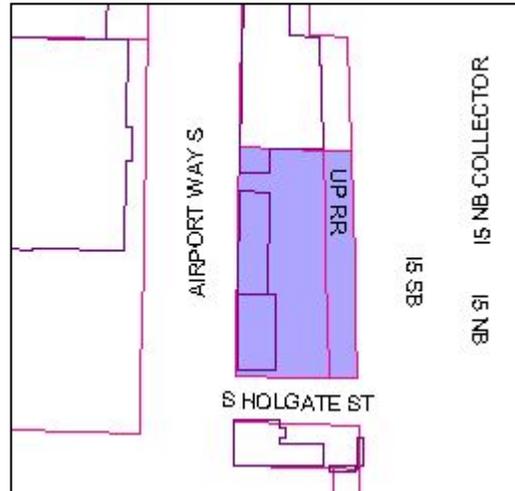
DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

## **BACKGROUND DATA**

### Site & Area Description.

The site is located on Airport way S., just north of S. Holgate Street. The existing one-story structures totaling 7,670 sq. ft. were constructed in the 1940s, and have historically been used for low intensity office, light manufacturing and storage. Currently some of the buildings area vacant and some still retain tenants.

The site is zoned IG2 U/85 with an Industrial Comprehensive Plan designation. The overall size of the site is 30,330 sq. ft., with approximately 240 feet of frontage on Airport Way S., and 133 feet deep. The site consists of two tax parcels and several underlying platted lots. The back 30 feet of the property is a separate tax parcel that was previously used by the Burlington Northern Sante Fe Railroad.



The area is a liquefaction zone due to previous fill in the historic tidelands of the Duwamish. Just to the east of the site is the Interstate 5 right-of-way; the land begins sloping steeply uphill at the property line and is designated as potential slide based on soil stratification. The area is also in the “Meander Buffer,” within 100’ of the historic shoreline in this area.

The site is zoned General Industrial (IG2-U/85) and is within the Duwamish Manufacturing/Industrial Center. Airport Way S. is designated as requiring landscaping in the Industrial Streets Landscaping Plan.

The Holgate Street right-of-way bordering the site on the south dead-ends, and is of rough dirt and asphalt construction. The street is proposed to be improved as part of the plan.

Adjacent uses include Evergreen Treatment Services, whose building begins at the north property line, and an employment services business to the south; uses across the street include Office Depot, and an office building containing Department of Social and Health Services (DSHS) offices.

### Proposal.

The applicant proposes to demolish the existing buildings, and construct a total of 26,850 sq. ft. of uses within four structures, as follows:

- 15,200 sq. ft. industrial – Building 1
- 6460 sq. ft. retail – Buildings 2 and 4 (3,230 sq. ft. each)
- 5190 sq. ft. business incubator – Building 3

Using the underlying platted lots, the applicant has recently completed a lot boundary adjustment and secured four separate tax parcels, one for each of the proposed buildings.

### Public Comments

Notice of the project was published on June 1, 2006. The public comment period ended on June 14, 2006. No public comments were received.

### ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 26, 2006 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, 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/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered.

### Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; and increased noise. Due to the temporary nature and limited scope of these impacts, most are not considered significant or are mitigated by existing City codes and ordinances. (SMC 25.05.794).

Adopted City codes and ordinances that provide for mitigation of impacts include: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment. Further discussion of specific impacts and mitigation follows.

*Air Quality*

Excavation and grading to prepare the site is expected to temporarily add suspended particulate matter to the air. The construction contractor must comply with the Puget Sound Clean Air Agency (PSCAA) regulations, which require that reasonable precautions be taken to avoid dust emissions. These precautions may include applying water or dust-binding chemicals during dry weather. Fugitive dust impacts, however, would be limited in area and duration. Soils and dust carried out of the construction area by exiting trucks would be minimized by wheel washing and by covering dusty truckloads.

Pursuant to SEPA authority under SMC 25.05.675, the project will be conditioned to require compliance with all PSCAA regulations. This will assure proper handling and disposal of asbestos if it is encountered during the demolition of the existing buildings. A copy of any required PSCAA Demolition Permit(s) or equivalent authorization shall be submitted to DPD prior to issuance of a construction permit for this project.

*Earth/Soils*

The Stormwater, Grading and Drainage Control Code govern the application of best management practices with respect to grading, site excavation and soil erosion.

The ECA Ordinance requires submission of a soils report to evaluate site conditions and provide recommendations for safe construction relative the liquefaction-prone soils, and steep slope/potential slide area near the east property line. Pursuant to this requirement, the applicant submitted a geotechnical engineering study prepared by Robert M. Pride, Inc, dated May 11, 2006, and updated August 10, 2006. The report provides recommendations for foundation and drainage design and construction techniques appropriate to the site. Specifically, the proposed construction relative to the stability of the existing metal crib wall at the foot of the Washington State Department of Transportation's (WSDOT) Interstate 5 Right-of-Way was evaluated.

The Geotechnical Report was reviewed by WSDOT due to the location of proposed construction about 2 feet from the crib wall. WSDOT is in agreement that the construction should proceed according to the recommendation of the geotechnical report that states the geotechnical engineer will monitor the crib wall during excavation to ensure no adverse movement. Monitoring will include verification of the base elevation of the crib wall at least one foot below existing grade, and ensuring that any over excavation of peaty soils would be done in alternate slot cuts, and backfilled with crushed gravel prior to excavating of intermediate cuts, to prevent crib wall movement.

The construction plans will be reviewed by DPD for compliance with all applicable codes and ordinances. A condition regarding the geotechnical recommendation relative to the crib wall is cited in the conditions section at the end of this decision for documentation purposes.

*Transportation: Truck & Equipment*

The Seattle Municipal Code (SMC 11.74.160) states that material hauled in trucks shall be loaded so no debris falls onto the street or alley during transport. A maximum of 988 cubic yards of soil export is anticipated. The current plan is for construction to take place in phases,

beginning with the building at the rear of the property. The property owner states that this would allow for all construction staging and parking of construction vehicles to take place on site.

While the site is in an industrial zone, and served by a primary arterial, and a dead end street, there is also an adjacent medical services use, a methadone treatment clinic. Approximately 450 clients visit the clinic daily during dispensing hours (5:30 AM to 11:30 AM) to pick up medication or receive services. Pedestrian traffic is high during this time, on both sides of Airport Way South, and demand for short term parking on the street is high. Vans providing special transportation services sometimes wait in the right hand traffic lane while loading or unloading passengers.

Despite the high level of pedestrian activity unusual for an industrial area, there are standard safety measures in place, such as sidewalks, and a stop light at S. Holgate Street with associated cross-walk. Having the two entrances, one on Airport Way S. and one on S. Holgate street, enables construction vehicles to use S. Holgate street if there is congestion due to queuing vehicles near the Airport Way S. entrance. While the construction managers may elect to schedule construction deliveries and truck hauls to avoid peak times at the clinic, the level and duration of construction is low compared to large projects in downtown areas with continuous pedestrian traffic, where existing controls and safety measures routinely suffice to provide adequate safety during construction.

#### Construction Parking

Availability of on-street parking in the vicinity is low, particularly during active clinic hours of 5:30 AM to 11:30 AM. The owner and/or responsible party shall ensure that off-street parking for construction vehicles is made available and any necessary equipment is parked on the subject site whenever possible. It is expected that all workers will have the option of using designated on-site spaces or spaces in a designated off-site parking lot.

#### Historic and Cultural Preservation

The project is within the “Meander Buffer” of the historic shoreline in the Duwamish Area. Director’s Rule 2-98 requires analysis of whether the location and depth of excavation are likely to uncover historic artifacts from Native American or early European settlements. An archeological assessment was completed by Cascadia Archeology (September 12, 2006) to analyze this possibility. The assessment found little likelihood that such artifacts would be unearthed due to the elevation of the site on fill about 20 feet above the previous shoreline, along with the proposed relatively shallow excavation, and no record of any native American settlements in this location. However, it is possible that trash and debris from railroads or other early industries, or, less likely, remnants of a sanitary landfill (archeological site 45K1688, located mainly southwest of the site) could be uncovered during excavation as little as one foot below the surface. The study recommends that initial excavations of the area be monitored by an archeologist, potentially through examination of geotechnical borings, or monitoring of test excavations in the presence of an equipment operator prior to the start of construction to ensure no delay is encountered during construction.

Director's Rule 2-98 contains standard conditions and procedures to be followed where it is not probable, but possible, that historic resources would be uncovered. Providing these procedures are followed, there would be no adverse impacts to important archeological resources.

### Long-term Impacts

Long-term use-related impacts anticipated as a result of approval of this proposal include increased automobile and foot traffic in the area due to the new uses. Previously adopted City ordinances provide mitigation of the identified impacts; the Land Use Code controls uses and contains other development regulations to ensure compatible development and required infrastructure improvements. The impact of increased traffic generation was evaluated, as follows.

### Transportation

A trip generation analysis was provided by the applicant (Heffron Transportation, February 21, 2007). The analysis was reviewed by the City's transportation planner. While an increase in overall trips from 70 per day to 450 per day is anticipated, with Airport Way South as a Principal Arterial, the street network has been evaluated to have the capacity for the increased trips, and with the site being in an industrial zone, significant adverse impacts are not anticipated.

Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of the long-term impacts.

### Summary

The Department of Planning and Development has reviewed 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 will result in adverse impacts to the environment. However, the anticipated short-term and long-term impacts can be mitigated through the certain conditions which have been discussed and are stated below.

Other than these specific conditions, codes and development regulations applicable to this proposed project will provide sufficient mitigation of other potential impacts pursuant to 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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 2c.
- [ ] 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 2c.

### **CONDITIONS – SEPA**

#### **Prior to Issuance of Master Use Permits:**

1. The owner and/or responsible parties shall provide DPD with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 26.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

#### **Prior to Issuance of Demolition Permit**

2. A PSCAA Notice of Intent shall be filed with DPD prior to commencing demolition activities.

#### **During Construction**

3. The geotechnical engineer will monitor the crib wall during excavation to ensure no adverse movement. Monitoring will include verification of the base elevation of the crib wall at least one foot below existing grade, and ensuring that any over excavation of peaty soils would be done in alternate slot cuts, and backfilled with crushed gravel prior to excavating of intermediate cuts, to prevent crib wall movement.
4. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
  - Stop work immediately and notify DPD (Planner Holly Anderson, 233-7909) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
  - Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.
5. All construction staging shall take place on the subject site.
6. Parking for all construction vehicles shall be provided on-site or in a designated off-site lot.

**Prior to Certificate of Approval**

7. The street improvement plans filed with SDOT for S. Holgate Street and street trees on Airport way South shall be installed prior to the certificate of occupancy.

**For the Life of the Project**

8. The improvements listed in condition 7 shall be maintained for the life of the project.

Signature: \_\_\_\_\_ (signature on file) Date: September 13, 2007  
Holly E. Anderson, Land Use Planner  
Department of Planning and Development

HEA:bg