



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: 3007738
Applicant Name: Kathryn Taylor of Craft Architects for Habitat for
Humanity Seattle / South King County
Address of Proposal: 13 S. Nevada Street

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of 39,205 sq. ft. of an existing 53,200 sq. ft. building from administrative office and warehouse to: 24,917 sq. ft. of retail, 6,127 sq. ft. of light manufacturing, 5,744 sq. ft. of storage, 2,417 sq. ft. of office. Project includes removal of an attached wood shed.

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 Location: The subject site is located on the south side of S. Nevada Street, west of East Marginal Way S. and east of the Duwamish River.

Zoning and Overlays: General Industrial 1 with an 85-foot height limit (IG1 U/85). The site is within the Duwamish Manufacturing and Industrial Center as designated in the Seattle Comprehensive plan.

The site is in a liquefaction prone area, which is an environmentally critical area, so any new construction is subject to the provisions of Chapter 25.09 of the Seattle Municipal Code. The site is in an archaeological buffer area, based on the Duwamish river's historical shoreline officially identified by the U.S. Government Meander Line map, and is thus subject to the provisions of SMC 25.05.675 H and Director's 2-98.

Project Site: The site is approximately 62,937 sq. ft. in area. It has approximately 300 ft. of frontage along S Nevada Street and 280 ft. along East Marginal Way S. The topography of the site is flat. There is one tree on the site and a few shrubs.

Street Access: Access to the site is via S. Nevada St., East Marginal Way S., and an alley that runs along the south property line. S. Nevada St. is paved and there are no curbs or barriers to vehicles entering the subject property along that street. East Marginal Way S. consists of six paved lanes with curbs adjacent to the site. The alley is paved. There are no sidewalks adjacent to the site on any side of the property.

Existing Use: The property is developed with one structure that extends west onto the neighboring lot. The whole building is approximately 53,200 sq. ft. Approximately 39,205 sq. ft. of the building is the subject of this review. This section of the building is vacant, but its most recent use was as a print shop.

Zoning in Vicinity Properties surrounding the site are also zoned IG-1 U/85 and are within the Duwamish Manufacturing/Industrial Center.

Uses in Vicinity: There is a mix of various industrial and commercial uses in the vicinity of the project site.

Proposal Description: Habitat for Humanity proposes to change the use of 39,205 sq. ft. of the existing building on the site from a print shop to a center where used building materials will be refurbished for use off-site and for sale in a portion of the building devoted to retail sales. Part of the building will be converted to warehouse space for used and new building materials that are used for Habitat for Humanity's projects or sold wholesale or retail to other parties. A portion of the building will be used as administrative office space to train volunteers and homeowners and for fundraising administration. And a portion of the building will be devoted to retail sales of building materials.

The four new uses would be broken up as follows: 24,917 sq. ft. retail; 6,127 sq. ft. light manufacturing; 5,744 sq. ft. warehouse; 2,417 sq. ft. office.

No parking is proposed. No alterations to the exterior of the building are proposed, except that the two entrances, at the north and south sides of the building, will be brought up to ADA standards with new ramps and landings.

PUBLIC COMMENT

The comment period for this proposal ended on October 24, 2007. 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 June 9, 2007. 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 change of use follows.

Short-Term Impacts

Short-term or construction activities could result in the following adverse impacts: emissions from construction machinery and vehicles, increased noise levels, occasional disruption of adjacent vehicular traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Due to the short term of construction work and the minor scope of changes to the building, the impacts associated with the construction of the two external entrance ramps and improvements within the building do not warrant mitigation according to SEPA policies.

Long-Term Impacts

Long-term or use-related impacts of changing the use of the building include increased traffic, noise, and vehicular emissions resulting from personnel and customers arriving and exiting the site and from truck deliveries. Because the site is located in an area of industrial zoning where the existing uses produce significant traffic volumes light and noise emissions, the impacts generated by the proposed undertaking are anticipated to be acceptable. Therefore, no mitigation is warranted pursuant to SEPA policies.

Because the site is in a liquefaction prone area, there is a possible risk of land instability. The proposal does not include land disturbance, and no expansion or changes to the foundation are planned. All interior alterations will be constructed such that they meet the current building codes. No further mitigation is necessary.

The site is located in an archaeological buffer area. Because the scope of the project is primarily to make changes within the building, and no excavation is proposed, no impact to archaeological resources is likely, so no mitigation will be required. Please see Cultural Resources below for elaboration on this item.

Cultural Resources

The proposed change of use is located in an archaeological buffer area. The site is partially within the U.S. Government Meander Line of the Duwamish River, where the potential exists for discovery of archeologically significant resources. Director's Rule (DR) 2-98 provides clarification of State Environmental Policy Act (SEPA) Historic Preservation Policy for potential archeologically significant sites in Seattle (SMC 25.05.675.H) and requirements for archeological assessments. The Director's Rule places requirements on construction for projects that include ground disturbance. The applicant of the subject proposal has indicated on the application form for the MUP and construction permit, and in the SEPA checklist, that there will be no ground disturbance. The tenant improvements will be completed primarily within the existing building. The only work that will be done outside of the building will be to bring two building entrances up to ADA standards. Thus, it is highly improbable that any archeological resources that may be present would be impacted, and the requirements of DR 2-98 will not be invoked. No mitigation is necessary.

Transportation

The site is located at the south western corner of East Marginal Way S and S Nevada St. Adjacent to the site East Marginal Way S is a six lane arterial. In the right-of-way of East Marginal Way S., along the east side of the subject building, there is a narrow roadway that runs parallel to the roadway of East Marginal Way S. This small roadway is separated from the East Marginal Way roadway by a parking strip that is used by large trucks. S. Nevada St. is a 70 ft. right-of-way paved to a width of 30 ft. with the remaining portion of the right-of-way paved over for loading and parking of the adjoining businesses. S Idaho St. is a 50 ft. right-of-way with a 20 ft. roadway. Both S. Nevada St. and S. Idaho St. dead end about 800 ft. west of the site at the properties along the shoreline of the Duwamish River.

Automobile traffic to the site is proposed to enter from and exit to East Marginal Way S. via S Nevada St. or via S Idaho St. It is only possible to turn onto S. Nevada St. from the southbound lanes of East Marginal Way S. S. Idaho St. can be entered from East Marginal Way from either the north or south bound lanes. Cars exiting from S. Nevada St. would either turn right onto East Marginal Way S. or onto the small road that runs

parallel to East Marginal Way S. in the right-of-way. If they choose the small road they would proceed south to S. Idaho St. and then likely need to take a right onto S. Idaho St. and do a u-turn so that they approach the traffic light at S. Idaho St. and East Marginal Way S. from the west. From there they could take a left onto East Marginal Way S.

The applicant estimates that 50 to 70 vehicular trips would be generated per day by the proposed use of the site from Tuesday through Thursday, and 75 to 100 trips would be generated from Friday through Saturday. The applicant projects that between 15 and 20 people would attend weekly classes at the training facility, many coming to the site in a vehicle with at least two occupants. He assumes 15 customers on average will visit the retail part of the site per day. Because S. Nevada St. and S. Idaho St. terminate just before the Duwamish, not 1,000 ft. from the site, the number of businesses using these roads and the intersections with East Marginal Way is limited. Considering the industrial nature of the uses in the area, and the limited number of businesses and government agencies using the two non-arterial streets, it is not expected that the additional traffic generated by the proposed change of use would cause long-term traffic impacts that would warrant mitigation.

Parking

The number of parking spaces on the site will not be changed. Presently there are 14 parking spaces on the site, and a number of areas in the right-of-way that are available for parking. It is estimated that there will be 50 to 75 vehicular trips generated per day Tuesday through Thursday and 75 to 100 trips per day Friday through Saturday. The hours of operation of the retail portion of the project will be 10:00 am to 6:00 pm Tuesday through Saturday. Based on the estimates of trips that will be generated by the proposal, the amount of parking available and the location of the project, it is expected that the parking available currently will meet the demands for parking of the proposed undertaking.

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

None.

Signature: _____ (signature on file) Date: November 19, 2007
Valerie Kinast, Land Use Planner
Department of Planning and Development

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