



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: 3008915
Applicant Name: Ed Linardic
Address of Proposal: 220 South Dawson Street

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of an existing structure from custom and craft work to accessory office (36,545 sq. ft.) and to construct 3,741 sq. ft. of additional accessory office space. 11,115 sq. ft. of existing administrative office and 5,960 square feet of existing accessory office to remain. 21 new accessory parking spaces to be provided off site at 2400 Denver Ave South.

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05 Seattle Municipal Code

SEPA DETERMINATION: Exempt DNS EIS
 DNS with conditions
 DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

BACKGROUND DATA

Site Description

The proposal site is the southern approximately ½ of the block between 2nd and 3rd Avenues South and South Hudson and Dawson Street. The site is zoned General Industrial 2 with a height limit of 85 feet (IG-2 U/85). The site is currently developed with a large structure serving custom and craft work use. The site appears to be entirely impervious surface, either building roof or paving. The site is located within Liquefaction Prone Environmentally Critical Area as mapped and designated by City of Seattle. It is also located within the Greater Duwamish Manufacturing/Industrial Center.

Vicinity Description

Zoning in the vicinity is IG-2 or IG1 U/85 and development in the vicinity is a mix of commercial and industrial structures, generally large. The Union Pacific Rail Yard is just a block to the east. But right across the street to the south are 4 unusually small properties, two of which serve single family residences.

Proposal Description

See summary of proposed action above. In addition, 36 existing parking spaces would be maintained on site. A parking covenant for the off-site spaces has been provided.

Public Comment

None.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and supplemental information in the project file (i.e. traffic report) submitted by the applicant. The information in the checklist, supplemental information, and the experience of the lead agency with review of similar projects forms 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, and 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 or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: 1) temporary soil erosion; 2) decreased air quality due to increased dust and other suspended air particulates during excavation and construction; 3) increased noise and vibration from construction operations and equipment; 4) increased traffic and parking demand from construction personnel; 5) blockage of streets by construction vehicles/activities; 6) conflict with normal pedestrian movement adjacent to the site; and 7) consumption of renewable and non-renewable resources. These impacts are not considered significant because they are temporary and/or minor in scope (Section 25.05.794, SMC). Although not significant, the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically these are: 1) Noise Ordinance (construction noise); 2) Street Use

Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way, and sidewalk repair); 3) Puget Sound Clean Air Agency “PSCAA” (air quality control); 4) Building Code (construction measures in general); and Stormwater, Drainage and Grading Code (temporary soil erosion). 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. The site is located within the Liquefaction Prone ECA; compliance with the ECA ordinance, which will be assessed during building permit review, will be sufficient to mitigate any impacts to ECAs.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including increased demand for public services and utilities, increased vehicular and pedestrian traffic, increased demand in parking, impacts to vicinity aesthetics and impacts to drainage. These impacts are minor in scope and further mitigation is not warranted pursuant to SEPA policies.

The proposal is to change the use of an existing structure from a custom and craft work to office. The associated increases in traffic and demand for parking is of a significant amount thus, further discussion of transportation impacts is warranted.

Transportation

A short trip generation and parking report was submitted with the application, documenting that the peak in Table 1 that daily trips generated by the proposed use would be 509, with 72 trips during the a.m. peak and 69 trips during the p.m. peak. The report does not suggest any reduction for mode of travel, leaving the assumption that all trips would be by single occupancy vehicle – surely a conservative assumption. The additional impacts of the proposal to the transportation system would be substantially less after accounting for the impacts already being experienced by the existing uses on the site, which generate 181 daily trips, and 35 trips at each daytime peak period. Area streets are functioning adequately, and the additional traffic is not expected to stress the street system to any appreciable degree. No mitigation for traffic impacts appears warranted.

With respect to parking, 57 parking spaces will be proposed, most on site, and 21 closes by, on a site controlled by McKinstry. It seems likely that the total number of spaces will be not quite enough to satisfy peak parking demand, which to serve the maximum number of personnel expected to be present on the site at any given time (60-70) is estimated – using no allowance for non-SOV trips to the site - to be 60-70. It is reasonable to expect that there would be at least some trips to the site by other means – 10% being well within the ballpark. So that would mean parking demand would actually more likely be in the vicinity of 54 to 63 parking spaces. Area streets are able to absorb this small amount of spillover without adverse impacts for the foreseeable future.

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.

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: September 2, 2008
Paul Janos, Land Use Planner
Department of Planning and Development

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