



City of Seattle

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**

DPD Application Number: 3009122

Applicant Name: Arthur Chang of Freiheit & Ho Architects, Inc.

Address of Proposal: 2520 Airport Way S

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a seven-story building containing 24,168 sq. ft. of office, 10,410 sq. ft. of retail general sales and service and 108,000 sq. ft. of laboratory research and development. Parking for 312 vehicles to be provided in four levels at and above grade. Project includes 1,000 cubic yards of grading. Existing structure to be demolished.

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

Zoning

General Industrial Two with an eighty-five (85) foot height limit (IG2-U/65).

Proposed Uses

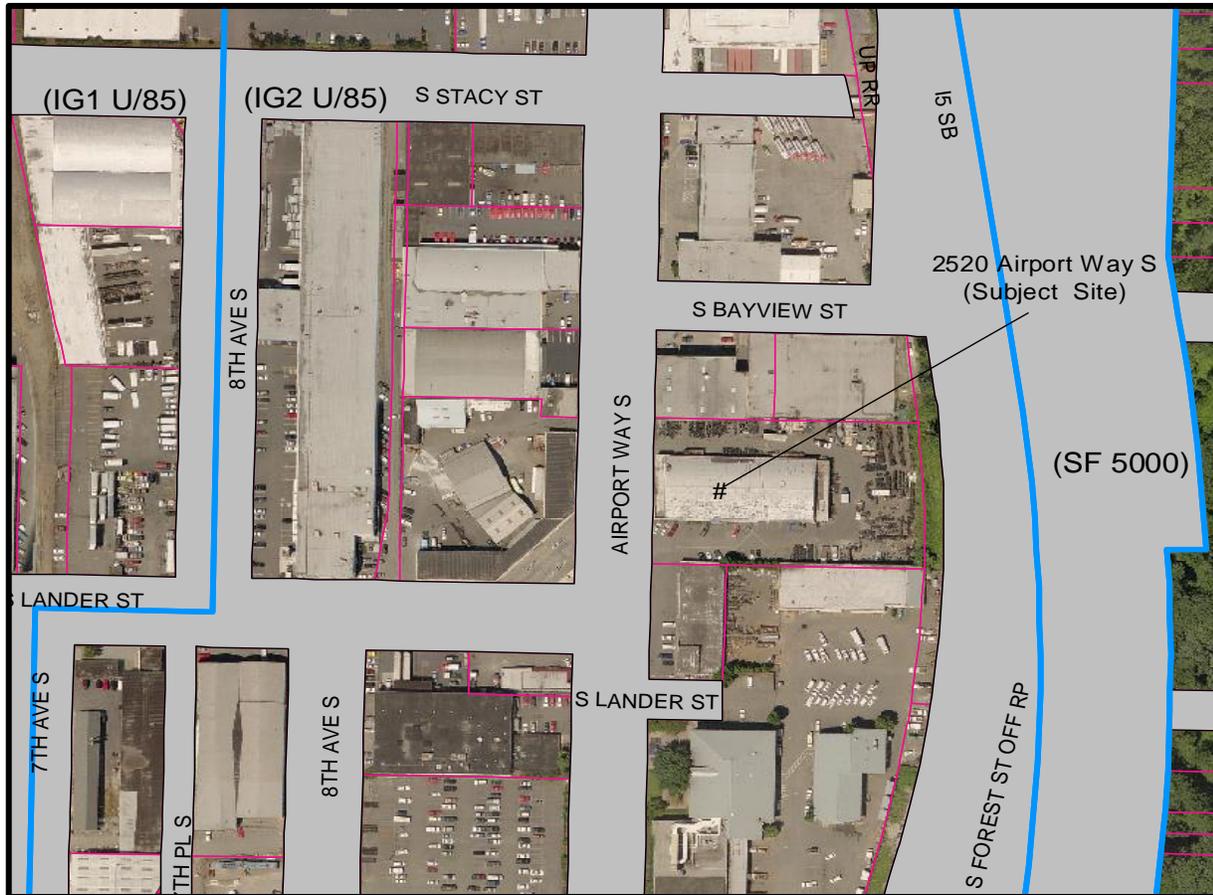
General retail sales and service; Administrative office; Research and development laboratory

Public Comment

The comment period for this proposal was held from June 11 -24th 2009. During the public comment period, DPD received no public comments related to the project.

Site and Vicinity

The site is accessed only from Airport Way S, is located in the Duwamish Manufacturing Industrial Center and is just west of Interstate 5. Surrounding zoning in the vicinity is the same as the proposal site, General Industrial Two (IG2-U-85) with General Industrial One (IG1-U-85) zoning westerly of the site. Single family 5000 (SF 5000) zoning is found on the east side of I5. Surrounding uses and development includes industrial and commercial users on the west side of I5 and residential uses on the east side of I5 as anticipated by the given zoning designations.



Proposal

To allow a 276,000 sq. ft. seven-story commercial and office building. Proposed uses include: research and development laboratory (108,000 sq. ft.) general sales and service (10,410 sq. ft.), administrative office (24,168 sq. ft.), accessory loading dock (5,403 sq. ft.), accessory storage/utility (653 sq. ft.) and accessory parking (128,973 sq. ft.) for 312 vehicles. Review includes demolition of a 19,000 sq. ft. existing structure and 1,000 cubic yards of grading.

Vehicle access to the site is proposed as one-way in and out, the entrance at the southwest corner of the site while the exit is proposed at the northwest corner. The vehicle access drive wraps the structure and is located along the perimeter of the site. The loading berths are proposed along the northern facade of the structure, all proposed loading berth truck maneuvering is on site.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), [WAC 197-11](#), and Seattle's SEPA Ordinance ([Seattle Municipal Code Chapter 25.05](#)).

Disclosure of the potential impacts from this project is made in the environmental checklist submitted by the applicant dated May 26th, 2009. DPD has analyzed the environmental checklist, reviewed the project plans and the supporting information in the Master Use Permit file. As indicated in the information, this action may result some in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant with conditioning. A discussion of these impacts and the applicable SEPA policies, short and long term, is warranted.

Short - Term Impacts

Construction Impacts

Construction activities for project could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels during demolition, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as: Noise Ordinance; Street Use Ordinance; Grading and Drainage Code; Noise Ordinance; Environmentally Critical Areas Ordinance; Land Use Code and Building Code.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation within the right of way. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation.

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. Conditioning is justified to require the applicant to contact Puget Sound Clean Agency (PSCAA) and provide a notice of intent to demolish the existing structure (see condition # 3) so PSCAA can assess and mitigate any impacts from demolishing the existing structure.

An issue not addressed in other city code requirements is dirt/dust created by excavation materials on site that are transported onto the adjacent street system during construction. Considering the 1,000 cubic yards grading proposed in concert with the fact that trucks will be maneuvering near or on the site. SEPA conditioning is warranted to mitigate the impact of dust particulates in the air and street system: Repeated wetting of the soils during grading activities and in uncovered trucks to keep dirt and dust impacts to a minimum and in the surrounding street system by requiring wheel washing facilities for trucks leaving the site (conditions # 4 and # 5).

A preliminary Geotechnical analysis was executed for the proposal and submitted with the Master Use Permit. The site is located in a liquefaction mapped Environmentally Critical Area (ECA) by the City of Seattle, due to questionable soil stability history in the area. The report summarized that the proposed structure is feasible from a geotechnical standpoint "provided that the recommendations contained herein are properly followed..."

The proposal will be re-evaluated by DPD's Geotechnical review team with a final geotechnical report during the building permit review stage.

Construction Vehicles

Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets to every extent possible. Prior to construction approval SDOT will review and approve a haul route for and traffic control plan for the project including: sidewalk closures, removal of street parking, construction fencing, pedestrian access and changed traffic signage.

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks, which minimizes the amount of spilled material and dust from the truck bed en route to or from a site.

Existing City codes provide sufficient mitigation for construction vehicle haul routes, conditioning is not required to mitigate these impacts.

Long - Term Impacts

The following long-term or use-related impacts, slight increase in demand on public services and utilities; and increased energy consumption are not considered adverse; furthermore, other City Departments will review in detail the service requirements needed to meet the project impacts/demand. Additional land use and parking/traffic impacts which may result in the long-term are analyzed below.

Air Quality and Environmental Health

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in small increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively small contribution of greenhouse gas emissions from this project due to its function and nature.

Traffic Transportation and Parking

A traffic impact analysis (TIA) was completed by Transpo Group in June of 2009 for the proposed project. The report analyzed the cumulative project impacts: roadway network, trip generation, trip distribution and assignment, level of service (LOS), transportation concurrency, traffic safety, parking demand and supply, as well as transit considerations and non-motorized facilities.

DPD reviewed the TIA and found it adequate to assess the project's traffic and parking impacts. Levels of service (LOS) at seven key intersections were analyzed for concurrency with City of Seattle standards for performance. It was determined that with the proposed project LOS would not be altered and will have a minimal to no impact on LOS delays for the studied intersection. As a result no adverse impacts related to traffic from the proposed project is expected.

Parking demand for the project was analyzed using Institute for Transportation Engineer (ITE) data for the proposed land uses (office; retail; research and development). While the analysis likely underestimates the amount of single occupant vehicle trips (SOVs), analyzed at only 52% of users, the proposed 312 parking spaces will be adequately meet parking demands for the proposal. At 52% SOVs, the total demand for parking would be 169 stalls, even if the peak parking demand increased by 100 stalls, which would be a worst case scenario, the parking demand would still be

met by the proposal. As a result no adverse parking impacts are anticipated by the proposal, no mitigation is necessary.

During Review DPD cited possible pedestrian conflicts with vehicles exiting the site. Although the proposal meets the sight triangle requirements of [SMC 23.54.030-G](#), the building to the north is zero lot line and provides no view north leaving the site. The applicant did respond by placing a mirror on the south side of the exiting driveway to provide drivers leaving the site a better view of pedestrians. Considering 520 daily trips are anticipated to and from the project and to increase safety of pedestrians, conditioning is warranted to ensure that the mirror is maintained for the life of the project (see condition # 7).

Public View Protection

It is the City's policy to protect public views of significant natural features such as Mount Rainer, the downtown skyline, the Cascade and Olympic Mountains. The project site is located near I5, a scenic route under SEPA policy [SMC 25.05.675-P.2](#), and the Twelve Ave S Viewpoint (1/4 mile to the southeast). Scenic Views from I5 will not adversely affected by the proposed structure due to a bisecting property (owned by BNSF railway) between the site and I5, that is 25' in width, as well as the proposed 20' driveway around the structure that further sets the structure back from I5 a total of 45'. Further, the site is approximately 20' below I5.

Regarding the Twelve Ave S Viewpoint, due to the elevation of the development site at an elevation of approximately 22') in relation to the Twelve Ave S Viewpoint's elevation of approximately 100 - 225' in elevation, the proposed structure will not impede views from this viewpoint. The proposal is compliant with the SEPA public view protection policy.

Light and Glare

Proximity of the proposed structure to Interstate 5 and Airport Way S paired with the large amounts of glazing found on the structure's façade increases the likelihood of sun glare to affect the sight of motorists near the site. As a result, conditioning is warranted to ensure that low reflectance glass is used on the structure to minimize glare impacts on passing motorists (see condition #2).

Historic Preservation

The site is located within 200' of the Government Meander Line and as a result, conditioning required per City of Seattle [Director's Rule 2-98](#) and SEPA Historic Preservation Policy ([SMC 25.05.675-H](#)). Conditioning includes a requirement that any city or contracted employee should be made aware of what cultural resources might be encountered pursuant to [Director's Rule 2-98](#) as well as if resources of potential archaeological significance are encountered during construction or excavation (see conditions # 1 and # 6).

A historic analysis and assessment of the structure's historic properties of the structure was provided with the MUP application with review and comment by the Department of Archaeology & Historic Preservation (DAHP). DAHP reviewed the applicant's documentation of the structure's historic properties and found that "no historic properties will be affected" by the removal of the structure. Department of Neighborhoods (DON) and DPD agree that the structure and site is absent historic properties that would require preservation under the applicable SEPA policy. DON issued a letter to DPD after reception of the landmark referral during the SEPA process stating that the structure is unlikely to meet standards for landmark designation. The structure was built in 1950

and designed by John I. Mattson. As a result, no conditioning is warranted related to the structure's preservation.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. Meeting the conditions stated below and analyzed above, the project will be compliant with SEPA policies.

Existing codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or 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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of 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 43.21.030(2) (C).

CONDITIONS - SEPA

Prior to Issuance of the Grading or Building 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 the Building Permit

2. Document to the undersigned planner that the proposal uses low reflectance glass on the buildings exterior in order to minimize sun light and glare impacts on passing motorists.

Prior to Issuance of Demolition Permit

3. The owner(s) and/or responsible party(s) shall provide documentation to the DPD Planner (Lucas DeHerrera (206.615.0724) or Responsible DPD official that Puget Sound Clear Air Agency (PSCAA) has received all information necessary to assess and mitigate likely air impacts at least 10 days in advance of the demolition of any structures on site greater than 120 sq. ft.

During Construction

The following conditions to be enforced during construction shall be posted at each street abutting 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. The conditions shall 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 waterproofing material and shall remain posted on-site for the duration of the construction.

4. During grading activities, watering of the site and uncovered materials in trucks shall be required to reduce construction dust.
5. Construction vehicles leaving the construction site shall make provisions to wash/clean vehicle tires, wheels and exteriors in order to prevent spillover of particulates into the adjacent rights of way.
6. 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 (Lucas DeHerrera 206.615.0724) 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.

For the Life of the Project

7. Maintain the traffic mirror on the south side of the exit drive to provide exiting vehicles a better view of pedestrians.

Signature: _____ (signature on file) _____ Date: February 22, 2010

Lucas DeHerrera, Senior Land Use Planner
Department of Planning and Development

LJD:lc