



City of Seattle
 Gregory J. Nickels, Mayor

Department of Planning & Development
 D. M. Sugimura, Acting Director

**CITY OF SEATTLE
 ANALYSIS AND DECISION OF THE DIRECTOR
 OF THE DEPARTMENT OF PLANNING & DEVELOPMENT**

Application Number: 3009214
Applicant Name: Todd Schutz for Douglas Varey
Address of Proposal: 6272 Stanley Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two-story, 15,811 sq. ft. building for light manufacturing. Parking for 9 vehicles will located on the site.

The following approval is required:

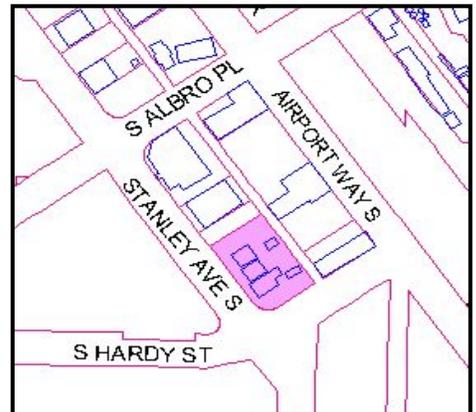
SEPA - Environmental Determination (Chapter 25.05, Seattle Municipal Code.)

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

BACKGROUND INFORMATION

Site Description

The proposal site is located at southwest corner of Stanley Ave. S and S. Hardy St. one block west of Airport Way S. in the Georgetown neighborhood. The 14,809 sq. ft. lot, is vacant. There is a 16-foot asphalt alley running northwest/southeast adjacent to the site.



Vicinity

The site is zoned Commercial 2 with 40 feet height limit (C2-40'). This zoning designation covers a large area from Airport Way S to the east to several blocks west of the subject site. The C2-40 zone abuts NC3-40' north of S Albro Place, and Industrial General 2 with a 85' height limit to the east of Airport Way S and to the south where the King County Airport is located. With the exception of an apartment building located at Airport Way S and S Hardy St, the development on the block is devoted to industrial, office and retail uses. The subject site is also located within the Airport Height Overlay District within the Inner Approach Area. The height limit at this particular site is 44' maximum. The site also lies within an Environmentally Critical Area-Liquefaction Zone.

Proposal Description

The applicant is proposing to construct a two-story, 15,811 sq. ft. manufacturing building consisting of 11,510 sq. ft. of manufacturing space and a mezzanine within the first floor and 2,998 sq. ft. of office space. Parking for 9 vehicles would be provided on site. The project will also include 4,818 sq. ft. of landscaping including a rooftop pea patch for the employees. The proposed height of the building is 37' 4" which is below the 44' maximum height for the Airport Overlay District.

Public Comments

The comment period began on July 31, 2008 and ended on August 13, 2008. No comments were received by DPD.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist dated June 19, 2008, and supplemental information in the project file submitted by the applicant. 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. This project exceeds the 12,000 sq. ft. exemption for new construction in the C2 zone, (SMC25.05.800A2c), and, therefore, requires SEPA analysis.

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 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel and vehicle/pedestrian conflicts adjacent to the site. These impacts are not considered significant because they are temporary and/or minor in scope. Although not significant, the impacts are adverse and are discussed below.

Earth

The ECA Ordinance and Directors Rule (DR) 33-2006 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in areas with steep slopes, liquefaction zones, and/or a history of unstable soil conditions. Pursuant to this requirement the applicant submitted a geotechnical engineering study prepared by J. Keith Cross, P.E. dated July 24, 2000. The report evaluates the soil and site conditions and provides recommendations for erosion and drainage controls, slope stability, grading and earthwork and foundation construction. The construction plans, including shoring of excavations as needed and erosion control techniques will be reviewed by DPD. Additional information required showing conformance with the Environmentally Critical Areas Ordinance will be required prior to issuance of building permits.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Construction Impacts

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.

Long-term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope. Although not significant, these impacts are adverse and in some cases, mitigation is warranted.

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to 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.

