

**SEPA ADDENDUM  
FOR QUALITY FOOD CENTER DPD MUP #3009681**

**Proposal**

Quality Food Centers proposes to redevelop the southern portion of their property (adjacent to NE 45<sup>th</sup> Street), currently developed with a surface parking lot and an existing 5,715 square-foot liquor store (“QFC Proposal”). The redevelopment would allow for an expansion of the existing grocery store by approximately 21,773 square-feet. The upper floor of this addition would accommodate a 21,773 square-foot expansion of existing mini warehouse use. The project would include conversion of the liquor store space into retail grocery space within the expanded building. The existing surface parking lot on the northern portion of the QFC property would be reconfigured and a second story of structured parking constructed. In total, the existing gross floor area of the QFC store would increase from approximately 73,030 square- feet to 100,515 square-feet in gross area on the first floor. A net increase of approximately 116 parking stalls would occur as a result of the redevelopment on the QFC at NE 45<sup>th</sup> Street site.

A summary of total existing and gross floor area of the QFC building before and after the redevelopment is provided in Attachment A of the Traffic Impact Analysis for this project.

**Addendum to Final Environmental Impact Statement**

This addendum document is intended to provide information regarding the environmental impacts associated with Quality Food Center redevelopment. Pursuant to SMC 25.05 this addendum is adopted to add analysis and information about the QFC Proposal that was previously analyzed in the Department of Planning and Development’s Final Environmental Impact Statement for University Village, issued on May 24<sup>th</sup>, 2010. The foregoing discussion will show that the impacts associated with this project are within the scope of that FEIS. The purpose of that document was to evaluate probable significant environmental impacts to *Traffic and Parking* that could result from the two development alternatives identified in the FEIS and to identify measures to mitigate those impacts. No other impacts to the environment were deemed to be significant or required analysis through an EIS. Consistent with SMC 25.05.600 D, this addendum does not substantially change the analysis of significant impacts and alternatives in the existing environmental document.

This limited scope FEIS incorporates by reference the analysis contained in the University Village Draft and Final EIS, which evaluated environmental impacts associated with two development alternatives: a *Full Development Alternative* and a *Reduced Development Alternative*, in addition to the *No-Action Alternative*. Both the full development alternative and the reduced redevelopment alternative included an analysis of the following QFC project scope.

The project scope for the QFC Proposal was identified in both the Full and Reduced Development alternatives as:

- 37,000 square feet additional grocery store space
- 8,800 square feet of new retail space
- 375 new apartment units
- 282 new parking spaces.

The current QFC Proposal, DPD project **3009681**, evaluated herein represents a reduction in scope from the larger project which was evaluated in the Draft and Final EIS for University Village. The current proposal is to construct:

- 21,773 square feet additional grocery store space
- 21,773 square feet of new mini- warehouse space on the second floor
- 5,715 square feet of existing liquor store converted to grocery store space
- No residential units
- 116 new parking spaces

The proposed QFC project size is within the size and range of impacts evaluated in the FEIS. Further, as analyzed in the forgoing tables from a Traffic Impact Analysis prepared by Transportation Engineers Northwest, the impacts from the project are less than those that were evaluated in the FEIS.

**Project Trip Generation Comparison at QFC 807 at NE 45<sup>th</sup> Street**

Redevelopment Scenario at QFC 807 at NE 45 <sup>th</sup> Street	P.M. Peak Hour			Net Daily Trips
	Total	Reductions	Off-Site	
University Village DEIS <sup>1</sup> (December 2009) 375 Apartments, 37,000 square feet Grocery Store, 8,000 square feet of Shopping Center, and 1,100 Drive-Thru Pharmacy	661	-255	406	3,480
University Village FEIS Addendum (February 2012) 21,773 square feet Grocery Store and 21,773 square feet of Mini Warehouse	235	-105	130	1,000
	-426	-150	-276	-2,480

<sup>1</sup> – Source: University Village Development DEIS, Table 3.1-16,

The information presented below and in the attached report shows that the proposed project does not substantially change the impacts or alternatives discussed in the 2010 FEIS. In fact, as shown in the table above, the project represents a reduction in terms of both PM peak and net daily trips from the site. No new significant adverse impacts have been identified. Most mitigation measures outlined below were included in the 2010 FEIS as well.

**Trip Generation Background and Assumptions**

As described above, the QFC project proposes to redevelop the southern portion of their property (adjacent to NE 45<sup>th</sup> Street), where there currently exists a surface parking lot and an existing 5,715 square-foot liquor store. The redevelopment would allow for an expansion of the existing grocery store by approximately 21,773 square-feet, conversion of the 5,715 square-foot liquor store space into retail space within the expanded grocery building, and a 21,773 square-foot expansion of mini warehouse use (as a second story above). The existing surface parking lot on the northern portion of the QFC property would be reconfigured and a second story of structured parking constructed. In total, the existing gross floor area of the QFC store would increase from approximately 73,030 square feet to 100,515 square feet in gross area on the first floor. A summary of total existing and gross floor area of the QFC building before and after the

redevelopment is provided in Attachment A to the TIA. A net increase of approximately 116 parking stalls would occur as a result of the redevelopment on the QFC site. The attached Traffic Impact Analysis provides a detailed analysis and calculations of off-site traffic and parking impacts based on trip generation equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 8th Edition, 2008.

Per a cooperative settlement agreement between UVLP and QFC subsequent to the *University Village FEIS*, a reduced development scenario was also adopted by University Village. As noted in the letter from UVLP to the City on May 27, 2011, the development proposal includes the Reduced Development scenario (three new buildings that comprise the South Building, the Gateway South Building, and the Village Center Building) and a modified Cascade Building that would be limited to 26,500 square feet of gross leasable area and one level of roof-top parking (to replace lost surface parking). This specific hybrid scenario was not evaluated in the *University Village Development EIS*, but falls within the range of development levels reviewed in that document. The reduction of the overall QFC project size as well as elimination of a significant parking garage structure that was included in the University Village project lowered the overall off-site trip generation under a cumulative analysis, but also reduced the potential redistribution of traffic at the most critical intersection, the QFC Site Driveway/NE 45<sup>th</sup> Street signalized intersection on southern edge of the site.

Trip generation of this “hybrid” development scenario within University Village was estimated in order to reassess traffic impacts for the QFC Proposal under cumulative impacts. As shown in Table 3 of the attached TIA, the revised trip generation estimates of the development level now proposed within University Village modifies Table 3.1-15 Full Development Primary and Pass-by Trips from the *University Village Development DEIS*, page 3-34. As shown, a net decrease of approximately 71 p.m. peak hour trips (23 fewer entering and 48 fewer exiting) is estimated from the previously evaluated Full Development scenario. These changes were applied to baseline traffic forecasts, as the University Village Development is a pipeline project in this FEIS Addendum.

### **Traffic Operational Impacts**

The respective buildout of the QFC Proposal and adjacent University Village Development, and therefore the resultant trip generation levels, are less than those evaluated in the *University Village Development EIS*. The attached TIA summarizes baseline 2015 traffic volumes without the proposed project, and provides traffic volume forecasts with the QFC Proposal at key site access locations in 2015. As shown, the forecasted eastbound left turn demand of 287 vehicles per hour at the QFC Driveway at NE 45<sup>th</sup> Street is less than the maximum service load determined with SDOT of 350 vehicles per hour under continued preemptive traffic operations. Level of service impacts at this and the other key site access intersections with and without the QFC Proposal are summarized in the table below. As shown, there are slight increases in average delay at site access locations, however, levels of service at adjacent intersections will remain unchanged. No significant adverse traffic impacts would occur as a result of the proposed project.

## 2015 Intersection Level of Service Impacts of QFC 807 at NE 45<sup>th</sup> Street

Intersection	Control Type	Without Project		With Project	
		LOS	Delay	LOS	Delay
#5 – Union Bay Place / NE 45 <sup>th</sup> Street (5 Corners)	Signal	F	98	F	100
#14 – 25 <sup>th</sup> Avenue NE / West U Village Driveway	Signal	B	19	B	19
#15 – 25 <sup>th</sup> Avenue NE / NW U Village Driveway <sup>1</sup>	EB	D	27	D	28
#16 – 30 <sup>th</sup> Avenue NE / NE QFC Driveway <sup>1</sup>	EB	B	10	B	10
#17 - QFC Driveway / NE 45th Street	Signal	B	16	B	19

Note: Analysis based on *Synchro 6*, *Traffic Signal Coordination Software* and *HCS2000* results using HCM 2000 control delays (seconds) and LOS.

1 – Worst movement reported for unsignalized intersections. **Attachment B of the TIA south** provides detailed level of service summary sheets.

### Parking and Site Circulation Impacts

As shown in the attached TIA, no changes are proposed to the two existing driveways that serve the existing QFC store. On-site parking removed as part of the QFC Proposal would be relocated to the north of the existing QFC store as part of a structured parking garage. Existing surface parking within the northern lot would be reconfigured to allow for construction of the structured parking facility. Overall, parking on the QFC site would increase by approximately 116 stalls, with a total of approximately 174 stalls removed north and south of the existing QFC store, and 290 new stalls added within the parking structure north of the QFC store.

As the proposed site plan indicates, existing internal driveway circulation and surface parking within the immediate proximity of the QFC Driveway and NE 45<sup>th</sup> Street signalized intersection would be removed as part of the project. The removal of these internal driveways and parking maneuvers within close proximity of the intersection will significantly improve the operational efficiency of the north leg of this signalized intersection, by eliminating all vehicle conflicts within 250 feet of the signal stop bar. Many of the internal turning movements and pedestrian crossings that now occur between the interior site driveway adjacent to the QFC store and the surface parking west of the store would be removed as part of the cumulative University Village and QFC projects.

Pedestrian circulation between NE 45<sup>th</sup> Street and the QFC Store entrances would be greatly improved through construction of a raised sidewalk internal to the site along the east side of the access driveway. In addition, pedestrian cross circulation over the internal driveway between surface parking adjacent to NE 45<sup>th</sup> Street and the retail store would be removed.

In total, approximately 571 parking stalls would be provided by QFC within their proposed site plan. This is anticipated to be adequate for the proposed use and no significant adverse impact to site circulation or parking are anticipated as a result of this proposal.

### *Non-Significant Construction Impacts*

Section III of the DEIS discusses construction related impacts for the combined University Village/QFC anticipated in phases over the next several years. The DEIS noted that construction activity would impact both traffic volumes to/from the site as well as the logistics and impacts to parking on-site. Construction of the QFC project would generate truck and vehicular traffic associated with excavation and associated earthwork and the delivery of materials. As is the case of most construction projects there will be periods of high activity and

periods of low activity coinciding with different phases of development. At this point, the full phasing plan for the QFC development is generally as follows:

#### Phase 1: July 2013 to October 2013- Earthwork and Garage Structural Columns

This phase will include earthwork and structural supports to the second floor of the parking structure. During this time, QFC has an agreement for a 10,000 square foot construction staging area offsite in the parking field south of Bartelles.

At completion of Phase 1, surface parking will be restored to the lot north of QFC with work continuing on the store and parking structure above to recommence during Phase II.

#### Phase II: 2014 Jan 7th to September 2014-: Parking structure and Store expansion.

The QFC store and North Lot will remain open during construction. The contractor will be responsible for providing offsite parking for construction workers. During Phase II, the new U-Village parking garage will be open which open up shared surface parking capacity in the lot directly west of the Store.

#### *Mitigation*

To minimize potential impacts, specific routing plans and scheduling should be identified through a construction vehicle routing plan and coordinated with SDOT.

Document the expected extent of street, bicycle lane, and sidewalk or pedestrian path closures during construction, limiting them as much as possible;

Identify construction haul routes;

Limit truck trips to and from the site to avoid the peak hours of adjacent street traffic, specifically 6 – 9 AM and 4 – 7 PM on weekdays;

Indicate likely locations of construction worker parking.

Construction Timing:

General contractor responsible for truck trip plan utilizing.

#### **Mitigation Measures**

Based upon the evaluation of reduced development at the QFC Proposal, overall off-site trip generation of the QFC project itself and under cumulative development, is significantly reduced relative to the University Village FEIS, resulting in lessened impacts to future traffic operations, vehicle queuing, and internal traffic/pedestrian circulation conflicts. As shown in the accompanying TIA, site access intersections would operate at LOS C or better, and the demand for eastbound left turning movements at the QFC Driveway and NE 45<sup>th</sup> Street is forecast to remain below its maximum service capacity. As such, no significant adverse traffic impacts would occur as a result of the QFC Proposal.

Consistent with mitigation of traffic impacts to the vicinity off-site transportation network utilized in the *University Village Development FEIS*, **Table 6** summarizes 2015 proportional share contributions estimated that the QFC Proposal would have for improvements identified in the University Area Transportation Plan (UATP). As shown, proportional share contributions of approximately \$186,226 at 10 different vicinity transportation improvements are estimated; resulting in an average traffic impact fee rate of roughly \$4.27 per square foot of new building floor area. The applicant is evaluating the option of constructing one of these improvements or participating in other vicinity mitigation projects that serve the immediate site vicinity in lieu of a proportional share contribution.

### 2015 Proportional Share Contributions (UATP)

UATP # <sup>1</sup>	Intersection/Roadway <sup>1</sup>	Baseline PM Vehicles in 2015	2015 Project PM Peak Trips	Total PM Vehicles in 2015	Pro-Rata Share	Project Cost <sup>2</sup>	Project Pro-Rata Contribution
6-a	BGT at U Village Entrance/NE 47th St/25th Ave NE	2,300	5	2,305	0.002	\$853,926	\$1,852
6-b	BGT at 25th Ave NE	2,300	5	2,305	0.002	\$60,950	\$132
6-d	NE Blakeley St /30th Ave NE/ Union Bay Pl from 25th Ave NE to NE 45th St	908	26	934	0.028	\$3,900,782	\$108,587
6-e	BGT at 30th Ave NE/NE Blakeley St	966	9	975	0.009	\$731,397	\$6,751
6-f	25th Ave NE & Montlake Blvd NE / NE 45th St	3,881	53	3,934	0.013	\$182,849	\$2,463
6-g	Sidewalk - 30th Ave NE from Union Bay Pl to NE 55th St	206	6	212	0.028	\$975,196	\$27,600
6-h	Sidewalk - NE 50th St from 30th Ave NE to 35th Ave NE	206	6	212	0.028	\$182,849	\$5,175
7-e	Two lane - 15th Ave NE south of NE 45th St	3,297	39	3,336	0.012	\$48,760	\$570
7-j	Intersection - 25th Ave NE / NE 55th St	2,337	13	2,350	0.006	\$91,425	\$506
11-a	SR 520 EB on-ramp extension	4,032	19	4,051	0.005	\$6,948,268	\$32,589
Total Proportional Share Contributions							\$186,226

1 – Source: University Area Transportation Plan.

2 – Based on the Total Project Cost.