



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**

Application Number: 3010701
Application Name: Alan Lambert for Comcast
Address of Proposal: 12645 Stone Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of a 29,798 sq. ft. portion of existing 79,723 sq. ft. warehouse to office, retail (2,627 sq. ft.) and secured parking for 100 company vehicles (35, 271 sq. ft.). A 12,027 sq. ft. portion of the warehouse to remain. Existing 5,900 sq. ft. warehouse to be demolished. Review includes surface parking for 92 vehicles.

The following approval is 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 & Vicinity Description

The site is located at the southwest corner of Stone Ave N. and N. 128th Street. The site consists of 3 parcels, totaling 3.17 acres. The parcels were most recently occupied by the following uses:

- Hansen Bros. Moving & Storage , a 48,000 sq. ft. commercial warehouse use operating from a 1972 masonry building on a 1.69 acre site;
- A 1977 era masonry warehouse structure on .82 acres.
- A wholesale flooring showroom (previously Dizard masonry). The .67 acre site includes three buildings totaling about 6,000 sq. ft. that will be demolished as part of the proposal (a 1955 wood frame office building, a 1956 masonry materials storage building, and a 1988 prefab steel warehouse).

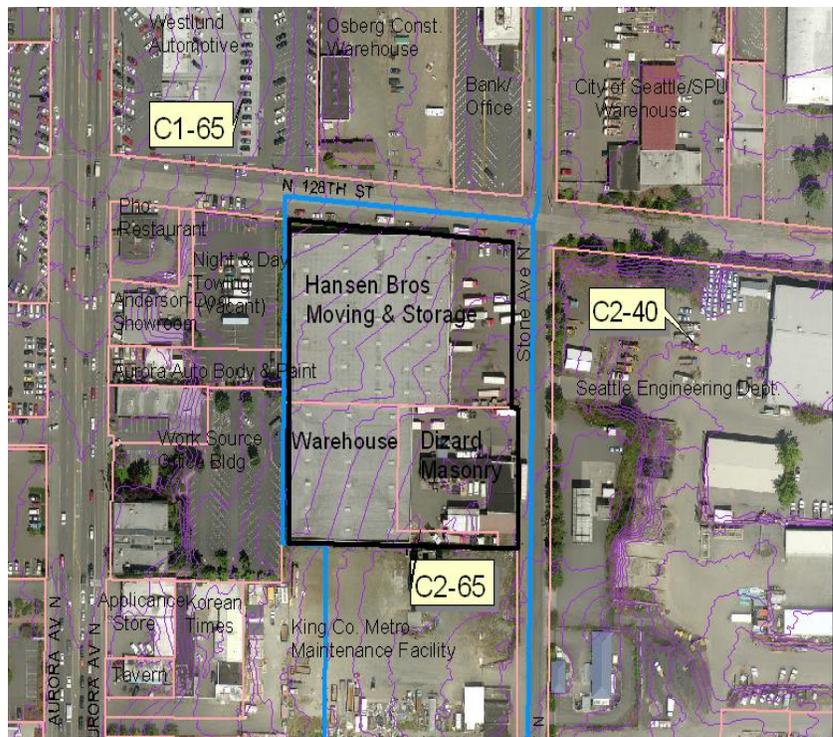
The site is zoned Commercial 2 with a 65 foot height limit (C2-65).

Neither Stone Ave N. nor N. 128th have curb, gutter or sidewalks. Stone Avenue is 60' wide at the north end of the property and only about 47.5 feet wide at the south end. The applicant will be required to dedicate several feet of property adjacent to a portion of Stone Avenue for right-of-way purposes.

The topography of the site is gently sloping, falling about 20 feet from the Northwest corner of the site to the southeast corner of the site. The grade of N. 128th street diverges from the slope of the site, retained by a rockery at the north property line that increases in height from several feet near the intersection with Stone Avenue to about 10 feet at the northwest corner of the site. Access to the site is from Stone Avenue. There is no access to the site from N. 128th street due to the grade differential.

Surrounding property to the west and north is zoned C1-65 and to the east is C2-40. Property to the south is zoned C2-65 like the subject site. Surrounding uses are a mixture of commercial uses, vacant sites, and public facilities:

- Abutting Aurora - Worksource Housing offices; an autobody shop, and a vacant site, formerly a towing operation;
- To the north across N. 128th Street - A bank/office building and a vacant property with warehouse building, previously an auto sales lot;
- To the west across Stone Avenue - Seattle Engineering Dept. facilities;
- To the south abutting the site - a Metro maintenance facility.



Proposal

The proposal is to renovate the two large existing warehouse buildings for Comcast telecommunications operations. Comcast uses will include office (29,798 sq. ft.), secure fleet vehicle storage for approximately 100 vehicles (35,271 sq. ft.) and a retail sales area (2,627 sq. ft.). There will be 72 employee parking stalls and 20 customer parking stalls. Interior work consists of seismic upgrades as well as build out for the new uses. Exterior work will include 1500 cubic yards of fill and 500 cubic yards of cut. A detention vault will be installed.

Required street improvements will include dedication of approximately 12.5' feet of project frontage along the northerly 210' of the site adjacent to Stone Avenue, and installation of curb, gutter and sidewalk improvements on Stone Avenue and N. 128th Street adjacent to the site.

Public Comment

The public comment period was requested to be extended by two weeks and ended on January 6, 2010. No comment letters were received during the comment period.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 20, 2009 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, 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 23.05.665) discusses the relationship between the City's code/policies and environmental review. 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". The Policies in SMC 23.05.665 D1-7 state that in certain circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts. This may be specified otherwise in the policies for specific elements of the environment found in SMC 25.05.675. In consideration of these policies, a more detailed discussion of some of the potential impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified construction related impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way) and the Noise Ordinance. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts, but impacts related to air quality and construction traffic/parking require further discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. The owner and/or responsible party (ies) are required to comply with the PSCAA rules pertaining to demolition of projects with or without asbestos. This will ensure proper handling and disposal of asbestos, as well as demolition of structures without asbestos. No further SEPA conditioning is necessary.

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 due to the relatively minor contribution of greenhouse gas emissions from this project.

Construction traffic/parking

Grading is estimated at 500 cubic yards of cut and 1,500 cubic yards of fill. With a typical expansion factor of 1.3 and a truck/trailer capacity of 24 cubic yards, grading is estimated to take 108 truck loads if none of the cut material can be reused on the site. With 4 truck loads per hour, the grading can be accomplished in three 9-hour days. Four trucks per hour would result in a truck entering or leaving the site every 7.5 minutes. Due to the commercial nature of the area with Aurora Avenue North nearby, and major east-west street access I-5, this level of grading does not create impacts that would need to be mitigated.

Due to the auto-oriented nature of the area, with ample on-street parking, and a large site for staging, parking for construction workers is not anticipated to create impacts that would need to be mitigated.

Long - Term Impacts

Long-term impacts anticipated by the proposal include; increased traffic and parking demand due to employees and visitors; and increased airborne emissions resulting from additional traffic;

The long-term impacts anticipated are minor in scope considering that the proposal involves the reuse of an existing structure with limited new construction, and considering that the surrounding uses and road network are compatible with the commercial nature of the project.

Earth

The site is within 1000 feet of a methane producing landfill. The building code may require that special measures such as a methane barrier be employed in the construction. These measures will be sufficient to mitigate any impacts associated with the location near the landfill.

Air Quality

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 due to the relatively minor contribution of greenhouse gas emissions from this project.

Traffic and Parking

The proposed use will be a Comcast operations building. The use is currently operating about 2 miles to the south, just east of Aurora Avenue North at 1140 N. 94th.

Traffic impacts are expected to increase at the project location since the proposed office, operations, and retail use will generate more trips than the current warehouse and light manufacturing uses. A traffic study was completed by Transportation Engineering NorthWest, LLC estimating the projected trip increase, and its distribution on the road network. Using standard engineering techniques and data from the existing Comcast site, the study shows that the project is not anticipated to have any adverse effects on the level of service at nearby intersections that would need to be mitigated.

Parking demand is expected to be met by the proposed off-street parking spaces.

The site is very well served by bus routes travelling on Aurora Ave N. Installation of sidewalk improvements adjacent to the site will enable employees and customers arriving by bus to walk safely adjacent to the site. No SEPA conditioning for traffic or parking impacts is necessary.

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 43.21.C), including the requirement to inform the public of 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 (2) (C).

[] 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(2)(C).

CONDITIONS - SEPA

None.

Signature: (signature on file)
Holly E. Anderson, Land Use Planner
Department of Planning and Development

Date: April 1, 2010

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