



City of Seattle

Department of Planning and Development

Diane M. Sugimura, Director

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

**Application Number:** 3011317  
**Applicant:** Al Elliott, for Alaska Marine Lines  
**Address of Proposal:** 5801 West Marginal Way SW

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow the demolition of six structures totaling 32,268 sq. ft. Existing foundations to remain.

The following approval is required:

**SEPA - Environmental Determination** - pursuant to Seattle Municipal Code (SMC) Chapter 25.05.

**SEPA DETERMINATION:** [ ] Exempt [X] DNS [ ] MDNS [ ] EIS  
[ ] DNS with conditions  
[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

**BACKGROUND DATA**

**Site Location:** Located between West Marginal Way SW and Detroit Ave SW near the unopened Right-of-way of SW Kenny St.

**Zoning:** IG-2 U/85'

**Size:** 32,266 square feet.

**Project Description:** The applicant proposes to demolish six existing buildings. One of the buildings to be demolished would be modified (shortened by about 96 feet) and used for temporary storage. About 65 cubic yards of fill is proposed.



No work is proposed for the adjacent Detroit Ave SW right-of-way, although the applicant has been advised by SDOT to obtain a street use permit for existing structures in Detroit Ave SW. The existing cargo terminal use is to remain.

The subject site is located in three mapped Environmentally Critical Areas (ECAs): Potential slide, liquefaction and known slide.

Public Comment: Public notice of the project application was given on October 21, 2010. The comment period ended on November 3, 2010. DPD received no comment letters on this proposal.

### **ANALYSIS – SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 7, 2010 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) 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.

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

#### **Short-term Impacts**

The following temporary construction/demolition-related impacts are expected on this site: temporary soils erosion; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to this proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation) and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Construction and demolition on this site will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water

the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations will require activities, which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

Construction and demolition 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.

The Street Use Ordinance also requires the use of tarps to cover material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes. The impacts associated with the demolition are expected to be minor and of short duration. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

#### Long-Term Impacts

Potential long-term or use impacts anticipated by this proposal include: ongoing ambient noise associated with human activity and vehicular movement; minor light and glare from vehicle traffic (headlights); parking demand due to use of the site for employees and visitors; and airborne emissions resulting from additional traffic. These long-term impacts are not considered significant because they are minor in scope.

#### Other Impacts

Several codes adopted by the City will appropriately mitigate other long-term adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Environmentally Critical Areas Ordinance; Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

### **DECISION**

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.

[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 43.21.030(2)(C).

**CONDITIONS – SEPA**

None.

**ENVIRONMENTALLY CRITICAL AREAS ORDINANCE REQUIREMENTS**

The applicant has indicated that the existing foundation walls will remain in place when the buildings are demolished. In order to ensure site stability, the remaining foundation walls will be required to be backfilled with soil at a 2:1 slope, as indicated by the note on Page 2 on the plans. This work must be completed prior to demolition to ensure site stability.

Signature: \_\_\_\_\_ (signature on file) \_\_\_\_\_ Date: January 20, 2011  
Molly Hurley, Senior Land Use Planner  
Department of Planning and Development

MH:bg

Hurley:2010MUPS:3011317.doc