



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: 3013584
Applicant Name: Justin Lacson
Address of Proposal: 976 S Stevens Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow 31,099 square feet of outdoor storage (bus storage for Sound Transit). Project includes 1,400 cubic yards of grading. Determination of Non-Significance prepared by Sound Transit.

Seattle Municipal Code (SMC) requires the following approvals:

SEPA – For conditioning only - Chapter 25.05, Seattle Municipal Code.

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

*Determination of Non-Significance issued by Sound Transit: November 15, 2012

BACKGROUND DATA

Site Location and Zoning Designations

The project is located on the northeast corner of S Stevens Street and Airport Way S. Interstate 5 abuts the project site to the east. The site is in the Duwamish Manufacturing/Industrial Area, about two miles south of downtown Seattle. The property is within a General Industrial 2 zone with an 85-foot height limit (IG2-U/85). The property was purchased and used by Sound Transit as a staging area during construction of the Beacon Hill light rail tunnel and minor re-grading; site clean-up was completed during summer 2012. Currently, an aboveground diesel fuel tank and electrical generator are located on the site, and will remain.

Vicinity Description

The IG2-U/85 zoning continues north, south, and west of the site. On the east side of Interstate 5, several hundred feet east of the site, property is zoned Single Family 5000 (SF 5000). The

surrounding area includes a mix of industrial, transportation and commercial activities. The Sound Transit Link Operations and Maintenance Facility is located directly west across Airport Way S. The elevated entrance to the Beacon Hill light rail tunnel is adjacent to the northern boundary of the project site. Interstate 5 borders the site to the east, and the headquarters for Tully's Coffee is south of S Stevens Street.

Proposal Description

The proposed project would provide midday bus storage for Sound Transit Express Buses. This storage currently occurs in a portion of the Central Link Operations and Maintenance Facility employee parking lot. The project site would include parking with internal drive aisle circulation for 20 45-foot-long buses, with ability to park 10 additional buses under "crush load" conditions. The site also would provide a level pad for two Sani-Cans. The project would construct a low retaining wall and re-grade the site to provide a 2-percent to 3-percent grade across the bus parking and driving areas. A bus entrance to the site would be located at the southeast corner of the property off S Stevens Street, and an exit would be located on Airport Way S.

Public Comments

The SEPA comment period for this project ended on October 30, 2013; no comments were received.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by Sound Transit in November 9, 2012. The information in the checklist, supplemental information provided by the applicant 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 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and 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 certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is considered appropriate, and is provided below.

Short-term (construction-related) Impacts

The following temporary or construction-related impacts are expected during the construction period: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates from site work and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; and consumption of renewable and non-renewable resources. Compliance with applicable code and ordinances will reduce or eliminate most adverse short-term impacts to the environment. These include the Grading Code (SMC 22.170), the Noise Control Ordinance (SMC 25.08), the Street Use Ordinance (SMC Title 15), and the Seattle Building Code. Puget Sound Clean Air Agency (PSCAA) regulations

require control of fugitive dust to protect air quality. During construction, erosion and sediment control measures would conform to the City of Seattle's Best Management Practices (BMP) Manual.

Greenhouse Gas Emissions: 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. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long-term (operational) Impacts

Long-term or use-related impacts are anticipated as a result of this proposal, including increased building bulk and scale on the site; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Earth

The proposal site is located in a liquefaction area, and a steep slope area is located southeast of the project site. Based on analysis conducted by Sound Transit, the most likely landslide mass is probably limited to the east side of the site, and there is a low risk of deformation in the parking lot area. The building permit will include structural details related to the liquefaction characteristics of the site. No SEPA conditions are warranted.

Greenhouse Gas Emissions

Operational activities 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.

Historic and Cultural Preservation

No listed or eligible places or objects are known to exist on the site. However, the site is located within the U.S. Government Meander Line Buffer. An earlier boring on the project site, undertaken at the time of construction of the Light Rail Operations and Maintenance Facility on the west side of Airport Way S, identified no historic artifacts.

As the potential exists for discovery of archaeological resources during site development, the Master Use Permit will be conditioned on the project complying with DPD Director's Rule 2-98, which addresses requirements for archaeological assessments.

Traffic and Parking

Access to the site would be provided by S Stevens Street and Airport Way S, with buses entering on S Stevens Street and exiting onto Airport Way S. As the project is relocating buses that

currently park on the operations and maintenance base site across Airport Way S, no new vehicle trips will be added to area roadways. Based on existing bus service levels and travel patterns, Sound Transit estimates that the project will generate 23 trips during both the AM and PM peak hours. Sound Transit has indicated that vehicles would arrive at the project site by traveling southbound on Airport Way S, then eastbound on S Stevens Street and onto the property. Vehicles leaving the site would exit onto Airport Way S and proceed northbound. Given the operational difficulties and potential safety hazards of buses turning left onto Airport Way S, the project will be conditioned to provide signage, pavement markings, or similar indicators that only right-turn movements are allowed for vehicles exiting from the site onto Airport Way S.

DECISION - SEPA

The application is **CONDITIONALLY GRANTED**.

CONDITIONS - SEPA

Prior to Issuance of Master Use Permit

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, 27.53, 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 these regulations.

During Construction

2. 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 (John Shaw, (206) 684-5837) 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 archaeological 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.
3. Signage, pavement markings, or similar indicators will be provided showing that only right-turn movements are allowed for vehicles exiting from the site onto Airport Way S.

Signature: (signature on file) Date: February 20, 2014
John Shaw, Senior Transportation Planner
Department of Planning and Development