



## City of Seattle

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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:** 3014135  
**Applicant Name:** Sandra Suskic  
**Address of Proposal:** 5900 Airport Way South

#### **SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 4,000 sq. ft. addition to an existing 14,000 sq. ft. building (old Brew House). Project also includes construction of a one-story, 37,000 sq. ft. addition for 29,000 sq. ft. of manufacturing and 8,000 sq. ft. of retail use. Surface parking for 49 vehicles and 9 bicycles will be provided.

Seattle Municipal Code (SMC) requires the following approvals:

**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 another agency with jurisdiction.

#### **BACKGROUND DATA**

##### Site Location and Zoning Designation

The project is located on the east side of Airport Way S, slightly north of the Bailey Street on-ramp to Interstate 5. I-5 borders the site to the east. The site is in the Duwamish Manufacturing/Industrial Area, several miles south of downtown Seattle. The property is within a General Industrial 2 zone with an 85-foot height limit (IG2-U/85). Currently, the site includes light manufacturing and warehouse uses. The Rainier Cold Storage & Ice/Seattle Brewing & Malting Company Building on the project site is a designated City of Seattle Historic Landmark. The site is within a liquefaction-prone area.

### Vicinity Description

The IG2-U/85 zoning continues north and south of the site. Land zoned Commercial 2 with a 40 foot height limit (C2-40) is located west of the subject property. On the east side of Interstate 5, several hundred feet east of the site, property is zoned Lowrise 2 (LR2). The surrounding area includes a mix of commercial and light industrial activities, with residential uses slightly further away, primarily to the west and southwest.

### Proposal Description

The proposed project would change the use of an existing four story, 14,000 gsf Brew House building to office use, and would construct 4,000 gsf of new four story office use, 29,000 gsf of single-story factory industrial use, and 8,000 gsf of single-story retail use. The project includes parking for 49 vehicles and a loading dock for five vehicles. A one-story structure on the east side of the site will be demolished.

### Public Comments

The SEPA comment period for this project ended on April 17, 2013; no comments were received.

### **ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the Washington State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (SMC Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated March 12, 2013, and annotated by this Department. 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. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, these impacts are not expected to be significant.

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; potential displacement of ground water; decreased air quality due to increased dust and other suspended air particulates during excavation, filling, and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic 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 Stormwater Code (SMC 22.800-808), 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.

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; increased traffic and parking; 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 due to the presence of layers of sand and silt above bedrock. A geotechnical report (Shannon and Wilson, March 10, 2008) was submitted and reviewed by DPD's Geotechnical Engineer. The report characterizes the loose sands and underlying silt layer as being highly susceptible to liquefaction. The report indicates that the use of deep foundations (drilled shafts) and a structural slab will reasonably mitigate the potential for liquefaction-induced settlement. Additional information was provided by Dalton, Olmstead, and Fuglevand, Inc., on April 17, 2013. This memo addressed the potential for contamination and necessary remediation, and concluded that no such remediation was necessary based on field observation and laboratory analysis.

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.

### Traffic and Parking

Heffron Transportation prepared a transportation impact analysis addressing transportation and parking impacts from the proposed development; this analysis was dated April 9, 2013. The project is expected to add about 580 vehicular trips to the surrounding roadway network, with approximately 47 of these trips occurring in the morning peak hour and 55 during the afternoon peak hour. Level of service of analysis was conducted at two nearby intersections, Airport Way S/Corson Avenue S/S Lucille Street and Airport Way S/13<sup>th</sup> Avenue S. Without the project, both intersections are forecast to operate at Level of Service (LOS) B during both the morning and the afternoon peak hours. With project traffic, morning traffic operations at the Airport Way S/13<sup>th</sup> Avenue S intersection would degrade to LOS C; afternoon operations at this intersection and both morning and afternoon operations at Airport Way S/Corson Avenue S/S Lucille Street are forecast to continue to operate at LOS B. Both LOS B and LOS C indicate relatively well-functioning intersections for an urban area. The traffic operations impacts from the project are expected to be minor, and no mitigation for transportation impacts is required.

The proposed project would provide 49 new on-site parking spaces; with these spaces, the total parking supply for the entire Original Rainier Brewery site would be 152 spaces. The Heffron study estimated parking demand for the proposed project at various times of day; the peak parking demand of the new uses was estimated to be 95 vehicles at 2:00 p.m. Added to the site's existing parking demand, the total demand is estimated to be 137 vehicles. The total Original Rainier Brewery site can accommodate the total anticipated parking demand; however, the project is expected to generate roughly 46 more vehicles than can be accommodated on the project site's parking supply. To avoid spillover parking impacts to surrounding streets, the project has developed an easement with other parcels within the Old Rainier Brewery site, to ensure access to and use of parking spaces on these other parcels. This easement has been recorded with King County. To ensure no future parking spillover impacts, this easement shall continue for the life of the project; modification to the easement will be allowed if it is demonstrated that such modification will not result in spillover parking. No further mitigation for parking impacts is required.

### Historic Landmarks

The Rainier Cold Storage & Ice/Seattle Brewing & Malting Company Building on the project site is a designated City of Seattle Historic Landmark. On March 1, 2013, an Application for Certificate of Approval was submitted to the Historic Preservation Program Coordinator to modify the historic Brew House building and construct a new adjacent building. The proposal has been reviewed at several meetings with the Architectural Review Committee. The full Landmarks Board will decide whether to issue a Certificate of Approval to allow the proposed modification and additional construction on the site.

Height, Bulk, and Scale

The site is located within the Airport Height District (SMC 23.64). The Federal Aviation Administration (FAA) conducted aeronautical studies of both the existing Brew House building and the proposed new structure, dated March 27, 2013. The proposed new structure is below the obstruction standard and does not require any marking or lighting for aviation safety. The existing structure exceeds the obstruction standard; however, the FAA has determined that the structure would not be a hazard to air navigation so long as the structure is marked/lighted in accordance with FAA standards. Compliance with these standards will mitigate identified height impacts; no bulk and scale impacts (beyond those addressed through the Historic Landmarks process, above) are anticipated from the project.

**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 43.21C), 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 2C.
- [ ] 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 2C.

**CONDITIONS - SEPA**

For the Life of the Project

1. The parking easement recorded with King County (#20130522001401) shall continue for the life of the project; modification to the easement will be allowed if it is demonstrated that such modification will not result in spillover parking.

Signature: \_\_\_\_\_ (signature on file) Date: July 11, 2013  
John Shaw, Senior Transportation Planner  
Department of Planning and Development

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