



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

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

Application Number: 3014360
Applicant Name: Trevina Wang
Address of Proposal: 589 Occidental Ave S.

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a seven story addition to existing four story structure. Project includes a change of use from warehouse to 107 residential units located above 10,265 sq. ft. of restaurant and retail at grade. Parking for 84 vehicles will be located within the structure.

The following Master Use Permit components are required:

SEPA-Environmental Determination (Seattle Municipal Code 25.05)

DPD SEPA DETERMINATION:

Determination of Non-significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

Site:

Site Zone: PSM-85-120

Nearby Zones: (North) PSM-85-120
(South) PSM-85-120
(East) PSM-85-120 and IC-65
(West) IC-65

Lot Area: 17,158 square feet



Current Development:

The site is currently occupied by a historic landmark 2-story commercial building (referred to as the Johnson Plumbing Building) with no parking. Service vehicle access is provided via a curb cut at Occidental Ave S. Pedestrian entries are located at Occidental Way S. and Railroad Way S.

Surrounding Development:

This site is located near the southern edge of the Pioneer Square Preservation District, across the street to the west of Century Link Field, and northwest of Safeco Field. Nearby areas include a mix of newer construction and historic and older commercial and residential buildings.

Environmentally Critical Areas:

The site includes Liquefaction ECA.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts was made in the environmental checklist submitted by the applicant dated January 29, 2015. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered.

As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the 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.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for many short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Additional discussion of short and long term impacts, and conditions to sufficiently mitigate impacts where necessary, is found below.

Public Comment:

Two public comments periods were posted. The final public comment period ended on October 22, 2014. Comments were received and carefully considered, to the extent that they raised issues within the scope of this review (comment period extension). Comments were also received that are beyond the scope of this review and analysis per SMC 25.05.

Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during the partial demolition 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; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

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.

Construction Parking and Traffic

The site is located adjacent to a busy arterial (1st Ave S) and other streets that occasionally experience very heavy pedestrian and vehicular traffic due to the adjacent stadiums. Construction vehicles can further exacerbate existing traffic congestions, especially during peak travel hours and events. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

To mitigate construction parking impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy), a Construction Management Plan for truck haul routes is required.

The Construction Haul Route shall identify haul routes and written approval of the haul routes from Seattle Department of Transportation.

Long Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's 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, therefore, no further mitigation is warranted.

Historic Preservation

The existing building on site is designated as a historic landmark, and is in the process of reviewing an application for a Certificate of Approval to modify the landmark. The review includes consideration of the proposed new development on this site and potential impacts to the historic landmark.

The existing policies and Codes are presumed to be sufficient to mitigate impacts to historic landmarks, assuming the applicant obtains a Certificate of Approval from the Department of Neighborhoods for the proposal. Evidence of the Certificate of Approval will be required prior to Issuance of a Master Use Permit. No further mitigation is warranted per SMC 25.05.675.H.2.b.

Parking and Traffic

As part of the environmental checklist, the project submitted a Trip Generation and Parking Demand Estimate (Stadium Terrace – 419 Occidental Avenue S, DPD Project Number 3014360, by Heffron Transportation, Inc, dated December 6, 2012, a correction notice response memo dated April 1, 2013, and an updated Trip Generation and Parking Demand Estimate dated January 15, 2015.

The Trip Generation and Parking Demand Estimate noted that the peak parking demand for this development could be as high as 100 vehicles, but given the context of the site, the parking demand is likely to be accommodated by the proposed 84 parking stalls.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts for portions of Urban Villages that are located within 1,320 feet of a street with frequent transit service. This site is located in the Pioneer Square Urban Center Village and within 1,320 feet of a street with frequent transit service.

The DPD Transportation Planner has reviewed the proposal, and determined that the proposed retail/restaurant space (10,265 square feet) is unlikely to have a significant parking demand on nearby existing parking. Trips to the restaurant are likely to be from people already visiting the neighborhood for stadium events, or those who live or work nearby. Therefore, SEPA mitigation for the commercial parking demand is not warranted.

The Traffic Impact Analysis indicated that the project is expected to generate a net total of 500 daily vehicle trips, with 40 net new AM Peak Hour trips and 44 net new PM Peak Hour trips. The DPD Transportation Planner reviewed the information and determined that the increase in vehicle trips doesn't warrant mitigation under SEPA.

DETERMINATION OF NONSIGNIFICANCE

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.

- 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).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Demolition, Excavation, or Construction Permit

1. The applicant shall provide a copy of a Construction Haul Route, approved by Seattle Department of Transportation.

Signature: retagonzales-cumneutabby for _____ Date: May 14, 2015
Shelley Bolser, AICP, LEED AP
Land Use Planning Supervisor
Department of Planning and Development

SLB:rgc
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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.