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

Project Number: 3014628

Applicant: Robert Zimmer for Sodo Partners, LLC

Address of Proposal: 1920 8th Ave S

SUMMARY OF PROPOSAL

Land Use Application to allow a 4-story building with 23,707 sq. ft. of automotive sales and service; 27,824 sq. ft. of warehouse and 52,413 sq. ft. of above grade parking for approximately 119 vehicles (103,994 sq. ft. total). Review includes grading of 2,631 cubic yards. Existing structure to be demolished.

The following approval is required:

SEPA Environmental Threshold Determination (SMC Chapter 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

BACKGROUND

The applicant has submitted four land use proposals on abutting sites to allow construction of a multi-tenant project consisting of four buildings with a total of approximately 446,000 sf. The buildings would contain two separate auto sales showrooms, warehouse space, and parking (including vehicle inventory). The tenants will be Honda of Seattle and Toyota of Seattle, two dealerships that are currently operating in locations in the downtown Seattle area. The buildings are proposed to be four stories with internal connections above the first floor. Details of the four projects are listed in the table below:

	Automotive Sales & Service SF	Warehouse SF	Parking SF	Total SF	# Parking Spaces
3014498: **2005 Airport Way S**	18,384	52,408	50,903	121,695	145
3014626: **801 S Holgate St**	20,701	25,462	53,709	99,872	123
3014627: **821 S Holgate St**	22,028	52,408	46,175	120,611	134
3014628: **1920 8th Ave S**	23,707	27,824	52,413	103,944	119 + ramp
TOTAL:	84,820	158,102	203,200	446,122	521+ramp

SITE AND VICINITY

Site Location: The proposal site is located south of the corner of S. Holgate St. and 8th Ave S, in the Duwamish Manufacturing/Industrial Area, approximately 2 miles south of downtown Seattle. Surrounding uses include the Phil Smart automotive dealership to the south, and a number of one- and two-story warehouse, distribution, office and automotive repair and tool repair uses.

Zoning: Industrial General 2(IG2). All surrounding properties are also zoned IG-2 U/85.

Parcel Size: 26,253 sq. ft.

Existing Use: A 2-story manufacturing/warehouse building is located on the site and extends onto the property immediately to the north.

PROJECT DESCRIPTION

The applicant proposes to demolish the existing structure on this site and construct a four-story automotive dealership building spanning four abutting sites, including the subject site, providing spaces for two automotive dealerships. The portion of the building situated on the site at 1920 8th Ave S. will include 23,707 sq. ft. of automotive sales and service; 27,824 sq. ft. of warehouse and 52,413 sq. ft. parking for approximately 119 vehicles in the building and on the roof. Review includes grading of 2,631 cubic yards of material.

PUBLIC COMMENT

The public comment period ended on January 30, 2013 – no comments were received.

ANALYSIS - SEPA

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 from this project was made in the environmental checklist submitted by the applicant. In addition, the applicant submitted a traffic impact study, prepared by Parametrix (October 2012). 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 any 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 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.

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

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

Construction impacts – Construction activities, including demolition and site work, will create noise, dust, and traffic impacts in the immediate vicinity.

The construction activities will require the export/import of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. Existing City Code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the City. The proposal site has relatively direct access to I-5 via designated truck routes, and the traffic impacts resulting from the truck traffic associated with grading and construction will be of short duration and mitigated by the enforcement of SMC 11.62. City Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

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.

Earth – The proposal site is located in a liquefaction area due to the presence of loose, fine-grained soils and a relatively shallow groundwater table. A geotechnical memorandum (Hart Crowser, December 19, 2012) was submitted with this application. Preliminary review by the consultant is based on site explorations in the near vicinity; a site-specific subsurface investigation and engineering study will be completed and reviewed by DPD's geotechnical engineers with the building permit application.

The building permit will include structural details related to the liquefaction characteristics of the site. No additional SEPA conditions are warranted.

Historic Preservation – The project includes demolition of on-site structures. A landmark resources survey was completed for the existing structures and submitted to the Department of Neighborhoods Landmarks coordinator for review. The Department of Neighborhoods staff determined in a response letter dated April 22, 2013 that the buildings are unlikely to meet any landmarks criteria and no impacts to historic resources due to demolition of the buildings would occur. No additional review or mitigation is warranted based on the City's SEPA Historic Preservation Policy.

Traffic – The applicant submitted a Traffic Impact Study (Parametrix, October 2012), which was reviewed by DPD's Senior Transportation Planner. S. Holgate St, Airport Way S., and 8th Ave. S. provide direct access to the proposed multi-tenant automotive dealership. The proposed facility would be open 7 days /week, generally from 7am to 8pm during the week. The applicant provided information of daily operations at the existing dealership locations. A net total of approximately 392 vehicles are anticipated; approximately 83 AM peak hour and 134 PM peak hour trips.

A transportation concurrency analysis is provided in the traffic impact study, as required by the City's Land Use Code. The level-of-service (LOS) volume to capacity ratio, including project trips and the adjacent Mercedes Benz dealership traffic, was calculated at the following applicable screenlines:

9.12 South of Spokane St: E Marginal Way S to Airport Way S
10.11 South of Jackson St: Alaskan Way S to 4th Ave S
2.12 East of CBD: used to generate inbound and outbound trips from the facility.

The LOS standards at each screenline were not exceeded; the project meets concurrency and is not required to provide transportation mitigation. DPD's Transportation Planner did not identify any traffic impacts that would result from the project operations; therefore no mitigation is warranted.

Greenhouse gas emissions – 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.

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

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 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.

CONDITIONS – SEPA

None required.

Signature: (signature on file) Date: June 13, 2013
Cheryl Waldman, Supervising Senior Land Use Planner
Department of Planning and Development

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