



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 AND DEVELOPMENT**

Application Number: 3016936
Applicant Name: Paul Engert with Craft Architects
Address of Proposal: 305 South Lucile Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new two-story 14,220 sq. ft. office building with surface parking for 36 vehicles.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to allow a new two-story 14,280 sq. ft. office building with surface parking for 41 vehicles.

The following approval is required:

SEPA - Environmental Determination (Seattle Municipal Code 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 INFORMATION

Site and Vicinity Description

This approximately 20,000 square foot (sq. ft.) proposal site is a rectangular corner lot bounded by 3rd Avenue South to the west, South Lucile Street to the north, commercially-zoned property to the east and an alley to the south. The site is a split-zoned property-General Industrial 2 (IG2 U/85) and Commercial 1 (C1-65)-in the Greater Duwamish Manufacturing Industrial Center (MIC) overlay. No development exists on the subject property.

Vehicular access to the site is possible via two streets and an existing 10’ wide paved alley. South Lucile Street is an improved street with curbs, sidewalks and street trees. The 3rd Avenue South right-of-way is an unimproved paved street. South Lucile Street is classified as a minor arterial and 3rd Avenue South is considered a non-arterial street pursuant to SMC Chapter 23.53. South Lucile Street is also a designated street on the Industrial Streets Landscaping Plan per SMC 23.50.016.

The topography of the property is flat. Existing vegetation consists of shrubs, lawn and mature trees. The subject site is identified as Environmentally Critical Area (ECA)-Liquefaction-prone.

Surround property north, west and south of the proposal site is also zoned IG2 U/85. C1-65 zoning is north, west and south of the subject property. Existing development in the vicinity of the proposal consists of commercial and industrial uses.

Proposal Description

The proposed project involves the construction of an approximately 14,220 sq. ft. two-story commercial office development. Thirty-six parking spaces accessory to the office use will be provided onsite at a surface parking area. Vehicular access to the proposed parking spaces will occur via a curb cut abutting South Lucile Street and the existing paved alley.

Construction of the buildings necessitates the removal of existing ground cover, shrubs and trees. Landscaping enhancements inclusive of street trees, plantings, shrubs, and groundcover are also proposed.

Public Comment

The public comment period for this project ended March 26, 2014. DPD received a written comment regarding proposed street improvements for this proposal. The submitted plans indicate installation of a new sidewalk abutting the site along 3rd Avenue South and improvements to the existing sidewalk abutting the site at South Lucile Street. The written comment is found in the project file.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the 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 dated February 27, 2014. The information in the checklist, supplemental information and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's 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 activities on this site could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, increased consumption of renewable and non-renewable resources, and a small increase in traffic and parking impacts due to construction-related vehicles. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. Further discussion of short-term construction related impacts follows.

Construction-Related Streets, Parking and Pedestrian Circulation

Construction activities will necessitate occasional closures of adjacent roadways, sidewalks and alley. Minor grading (excavation, export and import of approximately 125 cubic yards of soil) is proposed. This material would be trucked to and from the site. Construction vehicles are expected to enter the project site from a temporary construction entrance situated along either abutting street or the alley.

Construction of the project is proposed to last for several months. The demand for parking by construction workers during construction is not anticipated to greatly reduce the supply of parking in the vicinity. Per the applicant, parking demand for construction workers will be primarily accommodated and managed onsite.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Parking demand for construction personnel has been adequately addressed. Therefore, no further mitigation will be required.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing 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 the project.

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

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; minor increase in light and glare from vehicle traffic (headlights); and increased traffic and parking demand due to employees and visitors. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Parking

The proposal site is situated within industrial (IG2 U/85) and commercial (C1-65) zones; and near a frequent transit service corridor. Fourteen parking stalls are required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate thirty-six parking spaces will be provided onsite, accessory to the office use.

The Institute of Transportation Engineers (ITE) Parking Generation manual, 4th edition estimates an average rate of 2.47 parking spaces for every 1,000 sq. ft. of office building area. Using this multiplier, the estimated parking demand would be thirty-five parking spaces based on approximately 14,220 sq. ft. of office area. As a result of this calculation, no spillover is expected on the surrounding street system. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project 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 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.

[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(2)(C).

[] 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(2)(C).

SEPA CONDITIONS

None Required.

Signature: (signature on file) Date: August 21, 2014
Tami Garrett, Senior Land Use Planner
Department of Planning and Development