



City of Seattle

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

Application Number: 2407857
Application Name: Seattle Department of Fleets and Facilities
Address of Proposal: 105 5th Avenue South

SUMMARY OF PROPOSED ACTION

Master use permit to establish use for future construction of a four-story city facility including 31,000 square feet fire station (number 10), 16,000 square feet emergency operations center, 11,000 square feet fire alarm center with accessory communication devices on rooftop. Structured and surface parking for 50 vehicles will be provided on the site. Determination of non-significance prepared by the City of Seattle.¹

The following approval is required:

SEPA – for conditioning only - Chapter 25.05 Seattle Municipal Code.

SEPA DETERMINATION: [] Exempt [X] DNS² [] EIS

[] DNS with conditions

[] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

¹ Project originally noticed- Master use permit to establish use for future construction of a four-story city facility including 31,000 square feet fire station, 16,000 square feet emergency operations center, 11,000 square feet fire alarm center with accessory communication devices on rooftop. Surface parking for 44 vehicles will be provided on the site. Determination of non-significance prepared by the city of Seattle.

² SEPA Determination of Non-Significance issued by Seattle Department of Fleets and Facilities on April 7, 2005

BACKGROUND DATA

Site Location: Downtown Seattle/International District- property bounded by 5th Avenue South, 4th Avenue South, Yesler Way and South Washington Street

Zoning: International District Mixed-100-120

Parcel Size: 60,131 square feet

Existing Use: Principal use surface parking lot

Zoning in Vicinity: International District Residential -150 (IDR-150) and Pioneer Squared Mixed- 100-120 (PSM 100-120)



Environmentally Critical Areas: Steep slope; steep slope exemption granted because the site is located in an highly developed and urbanized area (SMC 25.09.180D1)

Alley Vacation: City Council granted an alley vacation with conditions on June 20, 2005 (CF #307063)

Seattle Design Commission: The Commission reviewed the project on July 15, 2004; November 18, 2004; December 16, 2004; April 7, 2005; June 2, 2005 and November 17, 2005. The following is the final action of the SDC taken on November 17, 2005;

“The Commission appreciates the sixth and final presentation of the Fire Station 10 Improvements and strongly approves the direction of the construction documents. They,

- Appreciate the project has evolved to accommodate the proposed future Headquarters building on the north side of the site and recognize that most of the design changes have occurred with that in mind.
- Understand and values the necessity to sustain the flexibility and adaptability of that portion of the site.
- Recommend adding vegetation to the north end of 4th Avenue to extend the Continuity of the public streetscape there.
- Feel that the southwest corner of the site is much improved, especially the display
- Opportunities of the corner glazing, which will serve as a lantern rather than the former display box window.
- Commends the integrated approach to showcasing art on the south side.

- Recommend recognizing the antennae on the roof rather than trying to hide them since they represent a strong part of the Emergency Operations Center.
- Enjoyed the materials presentation, and is also pleased that the vents and louvers have been moved from the south side of the building.”

International Special Review District: The review panel approved a certificate of approval for the project on December 13, 2005.

Proposal Description

The proposal is to remove the existing 235 space surface parking lot that covers the entire site, and construct a new City facility. The facility will consist of a 31,000 square foot fire station (number 10), an 11,000 square foot fire alarm center, and a 16,000 square foot emergency operations center. Parking for 50 vehicles will be provided in surface and structured parking lots.

Public Comments

No public comments were received during the public comment period which ended on August 17, 2005.

ANALYSIS - SEPA

The environmental impacts have been analyzed in environmental documents prepared by Seattle Department of Fleets and Facilities, which issued a Determination of Non-Significance for the project on April 7, 2005.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this proposal was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar proposals form the basis of this analysis and conditioning.

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.

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 excavation, filling and transport of materials to and from the site as well as due to vehicle exhaust from operation of construction equipment; increased noise and vibration from construction operations and equipment; and slightly increased traffic and parking demand from construction personnel traveling to and from the work site;

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Environmentally Critical Areas regulations provides rules to protect the public health, safety and welfare, promote safe development through the use of the best possible planning and engineering techniques, and prevents harm to the environment. The Street Use Ordinance requires debris to be removed from the street right of way, and regulates obstruction of the sidewalk. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with traffic and noise warrant further discussion.

Noise

The project is expected to generate loud noise during the construction, specifically during the pile driving. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The surrounding property is developed with residential uses that will be impacted by construction noise. To mitigate construction noise the SEPA determination disclosed that construction activity will be limited to the hours between 7:00 am and 6:00 pm on weekdays and 9:00 am and 5:00 pm on Saturday. No Sunday work is anticipated. Occasional evening work may be required for utility relocation work or specific construction activities, such as concrete pours. No SEPA conditioning is necessary in that the hours will be primarily limited to the hours described above.

Traffic and Circulation

Site preparation would involve removal of the existing asphalt pavement and excavation for the foundation of the proposed building. Approximately 21,000 cubic yards of material would be excavated and removed to construct the project and 15,000 cubic yards of fill would be imported to the site. This activity would require 3600 trips with 10-yard hauling trucks or 1,800 trips with 20-yard hauling trucks which are the standard for this size of undertaking.

Existing City code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates certain times of day when truck traffic is allowed on certain streets and designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the city. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Traffic control would be regulated through the City's street use permit system, and a requirement for the contractor to meet all City regulations pertaining to the same. Temporary sidewalk or lane closures may be required during construction. Any temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures would be coordinated with SDOT to ensure minimal disruptions.

