



City of Seattle

Gregory J. Nickels, 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:** 3003427  
**Applicant Name:** Keith Schreiber for South Seattle Community College  
**Address of Proposal:** 6770 East Marginal Way South

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to approve demolition of 15 existing buildings for future construction of three buildings containing classrooms and administrative offices totaling 95,750 square feet, for South Central Community College's Duwamish Training Center. Surface parking for 198 parking stalls will be provided on site.

The following approval is required:

**SEPA - Environmental Determination** - Chapter 25.05, Seattle Municipal Code.

**SEPA DETERMINATION:** [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[ ] DNS with conditions

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

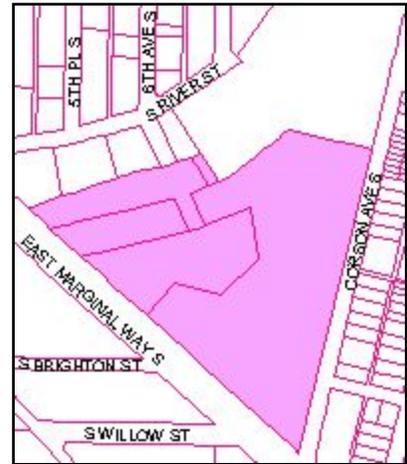
\*Original proposal language was revised from 93,670 square feet to 95,750 square feet and proposed parking stalls increased from 186 to 198 stalls

\*\*After review of South Seattle Community College DNS, it was determined that the project was outside the scope of analysis; therefore, DPD is issuing its own environmental document.

## **BACKGROUND DATA**

### Site & Area Description

The development site is a wedge-shaped corner lot, comprises a land area of approximately 584,780 square feet that fronts on East Marginal Way South to the west and Corson Avenue South to the east, in a well established industrial belt just south of South Michigan Street. The site combines two parcels of land into one development site under the control of South Seattle Community College's (Duwamish Branch) Apprenticeship Training Center. The other parcel assumed under SSCC is an abandoned commercial use (formally addressed; 6737 Corson Avenue South).



The site is defined as a split zoned lot, with General Industrial Two, with an eighty-five foot height limit (IG2 U/85) overlaying a bulk of the site, and a three hundred foot wide Industrial Buffer zone, with a sixty-five foot height limit, running parallel to Corson Avenue South from the east property line. The development site is also located within the Duwamish Manufacturing/Industrial Center (DU MIC). The site is mapped in the Environmentally Critical Areas (ECA) Folios as having soil conditions prone to liquefaction.

The Apprenticeship Training Center has a mix of permanent buildings and temporary buildings (portables) located adjacent to the property's perimeter which provides a sense of spatial openness at this campus. However, a large hard surface parking lot dominates the interior land area with exception of a few trees and other forms of vegetation scattered throughout. All the buildings are of one and two-stories that allow full illumination of natural light into the central campus areas throughout the entire day. During the initial phase of this project four buildings were demolished due to a determination that the buildings presented a threat to public health and safety under an abatement order (project #1006105). The four structures were removed and the site was cleared and graded to level the vacant portion of the lot in preparation for future development on the original Corson Avenue parcel.

Zoning in the immediate vicinity is industrial with the exception of modest sized commercial zones running along East Marginal Way South and a large swath of residential zones to the east of the centerline of Corson Avenue South. The Industrial Buffer zone provides a transition area with less intensive commercial uses between the more intensive industrial zones and less dense residential uses. The residential zones to the east (Multifamily Lowrise 2 & Single Family 5000) run north and south, and cut through the middle of this highly active industrial area. Abutting the eastern edge of this residential band is another Industrial Buffer zone which provides protection from an expansive IG2 U/85 zone. To the north and west of the subject site is zoned General Industrial 2. The uses in the vicinity are typical for industrial areas, industrial and office uses with some light manufacturing and wholesale sales supported with small retail, eating and drinking establishments.

East Marginal Way South and Corson Avenue South are primary arterial corridors moving traffic effectively north and south along the eastside of the Duwamish River to the interstate system. East Marginal Way South is a major carrier of vehicle activity in the area. The site and adjacent



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, 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 such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

### Short-term Impacts

Construction activities 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, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

*Traffic* - Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during earth moving activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The excavation for surface detention and general grading will require the removal of material from site if it is deemed unsuitable and can be expected to generate truck trips to and from the site. Excess cut material of approximately 4,200 cubic yards will be reused for sculpting site contours. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, no adverse impacts to existing traffic is anticipated be introduced to the surrounding street system, which will well under capacity to handles additional activity related to new construction.

It is expected that material will be removed from the site in preparation for new buildings and sculpted landscaped areas. During excavation single-loaded trucks will hold approximately 10 cubic yards of material. Whatever the total amount of truck loads to and from the site, the existing rights-of-way, East Marginal Ways South and Corson Avenue South is expected to handle the extra loads. Therefore, no unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

*Noise* - Most of the initial construction activity including demolition, excavation, foundation work, and framing will require loud equipment and will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on the nearby residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675

B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts. Pursuant to this policy, and because there are residences in the vicinity, the applicant will be required to limit construction hours. Demolition and construction activities taking place within an enclosed structure, which meet the standards of the Noise Ordinance, are allowed. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Air and Environmental Health - Given the age of the existing structures on the site, it may contain asbestos, which could be released into the air during demolition. The Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections 25.05.675 A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit, if necessary. So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

#### Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Archaeology - The SEPA Overview Policy (SMC 25.05.665) and the SEPA Historic Preservation Policy (SMC 25.05.675 H) allows the reviewing agency to mitigate impacts associated with a potentially significant archaeological site. Maps on file at DCLU indicate that the subject site is within 200 feet of the U.S. Government Meander Line. Since the applicant is proposing to excavate and remove unstable soil during construction, pursuant to SEPA and Director's Rule 2-98, conditioning will be required to mitigate adverse impacts to any inadvertently discovered archaeologically significant resource.

Traffic and Transportation - The availability and proximity of transit is adequate. The amount of traffic expected to be generated by the proposed replacement of existing structures is not expected to generate significant additional vehicle trips and therefore, no SEPA mitigation is warranted for traffic impacts.

Parking - The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity is limited due to abutting streets with restricted parking, East Marginal Way South and Corson Avenue South, which do not allow on-street parking. Off-site Parking can be found during the daytime with limited availability during evening hours east of Corson Avenue South, however it is anticipated that all parking needs will be met on campus. Without taking advantage of the 15% parking reduction for Bus Stops within 800 feet, the required parking is 156 spaces. The applicant is proposing 198 surface parking stalls buffered around landscaped berms to soften visual impacts upon residential uses to the east. During peak campus population hours where faculty and staff will reach 82 employees and students will reach a count of 464, when factoring in the ratios which meets code requirements it is expected to accommodate parking demand most of the day. On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking that might be generated from the proposed institutional use, if any actually occurs. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

### **CONCLUSION - SEPA**

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

### **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).

