



November 4, 2022

Jenn Kester, Planning Manager
Department of Community and Economic Development
4800 South 188th Street
SeaTac, WA 98188-8605

Project: Bridge Point Seatac 300, AHBL No. 2200531.10/.30
Subject: Request for Rezone, SEPA, Lot Line Adjustment/ Lot Consolidation and Site Plan Review

Civil Engineers

Structural Engineers

Dear Jenn:

Landscape Architects

Thank you for your assistance as we have worked through the application requirements for the Bridge Point Seatac 300 Site project. This letter amends our initial application cover letter dated March 10, 2021 to update the project details that have changed. The application was for a Rezone, SEPA Environmental Review, Lot Line Adjustment/ Lot Consolidation, and Site Plan Review. Concurrently, a ROW vacation and Lot Line Adjustment plans were submitted. This letter will provide an updated project description and a response to the criteria for approval.

Community Planners

Land Surveyors

Project Description

Neighbors

The development site includes 28 tax parcels and is approximately +/-17.3 acres. The largest parcel of the site was developed with a school building (former Maywood Elementary School, since demolished), parking lots, and athletic fields (still remaining), and is located at 1410 S 200th Street. Six of the parcels were developed with single family homes which have since been demolished. The northern portion of the site is forested.

Bridge Development plans to redevelop the site with two buildings, associated loading/truck yards, parking, and landscaping for a speculative industrial-type use. While the tenant(s) are not identified at this time, industry norms assume that 90%-95% of the buildings will be a warehouse and 5%-10% will be for the associated office space.

The buildings are proposed to be one-story Type III-B construction that are approximately 169,612 SF with a 1,670 SF canopy (Building A) and 133,819 SF with a 1,670 SF canopy (Building B). Both buildings will be 42 feet tall and oriented east-west. Interior racking and mezzanines will be provided to meet tenant requirements.

Due to existing topography, each building will be accessed separately and will be separated by a retaining wall. Access to Building A will be provided by two driveways off South 200th Street. Access to Building B will be provided by two driveways off Des Moines Memorial Drive. Each building will have its own 180-foot deep truck yard. Building A will have 27 dock-high doors. A minimum 26' wide fire truck access roadway is provided around each building. Each building is proposed to have landscaped parking areas.

Parking is provided for each building at a ratio of 1 space per 250 SF of office use and 1 space per 3,500 SF of warehouse use. Parking calculations were made under the assumption that

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each building will be 5% office and 95% warehouse. Building A provides 88 spaces (81 required) and Building B provides 80 spaces (64 required).

The application includes an application for a Lot Line Adjustment to consolidate the 28 tax parcels into a total of two parcels. Site topography requires fill/cut retaining walls along several of the project boundaries. A retaining wall will also separate the two proposed parcels.

Covenants, Uses and Maintenance Provisions

Bridge Development Partners intends to utilize their internal property and asset management team to manage the property for the life of ownership. Bridge prides itself on maintaining top of the market, Class A industrial buildings and will apply those management principals to this project. Maintenance contracts are put in place with local contractors to ensure all aspects of the property including but not limited to landscape, asphalt, and general cleaning are constantly maintained. Long term maintenance items such as the roof and mechanical systems will be inspected on an annual or bi-annual basis as required. A CC&R may be established based on the end user's requirements and the tenant mix of the park

Rezone

The project includes 28 tax parcels, most of which are zoned Industrial, which allows for the proposed use. Two parcels, however, are designated UL 7,200 (see Figure 1, below) and are proposed to be rezoned to Industrial to match the adjacent zoning and implement the Comprehensive plan land use designation. The following provides a response to the Rezone criteria for approval.

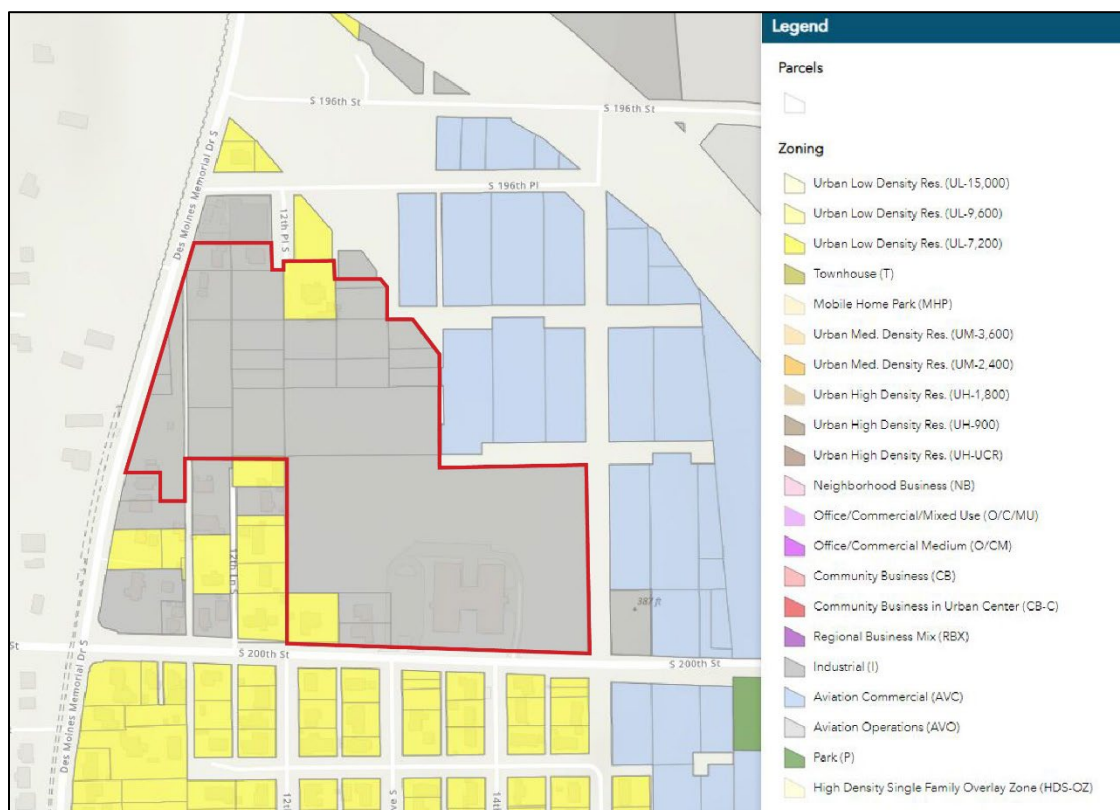


Figure 1: Project Site Current Zoning

SMC 15.115.050 provides the required findings that must be considered to approve a rezone:

Response: The proposal conforms with the Comprehensive Plan policies and land use map. As depicted on Figure 2, the Comprehensive Plan Land Use Map designates the entire development site, including the two parcels to be rezoned, as Industrial. Adjacent land use designations include Industrial to the north and west, Airport to the north and east, and Residential Low Density across S 200th St to the south.

Policy 2.1F Amend the Zoning Map to achieve the vision illustrated on the City's Land Use Plan Map in accordance with the adopted criteria below

Policy 2.5A Concentrate manufacturing, industrial, and warehouse/ distribution uses in specific and appropriate locations to provide services and protect existing residential and other commercial areas.





B2. The requested reclassification is in the public interest;

Response: The requested reclassification implements the comprehensive plan designation for the two parcels creating consistency between the City's regulating documents. The public interest is served by implementing the comprehensive plan for the City which was crafted with public input, and aids in the City growing in accordance with its envisioned direction.

B3. The requested reclassification is not hazardous or will not have adverse impacts on adjacent properties.

Response: The requested rezone is mostly adjacent to other Industrial-zoned properties, which ensures compatibility and like uses being clustered together. Where property boundaries abut residentially zoned parcels, City of SeaTac design and development code requires landscaping buffers be provided to mitigate impacts to the adjacent properties. During the development review process the proposal will be evaluated so that there are no significant impacts on adjacent properties and that the proposal is in compliance with the City's design and development standards. The requested reclassification is not expected to cause any hazardous conditions to the area.

B4. The requested reclassification does not pose undue burdens on public facilities; and

Response: The two parcels requested to be rezoned to Industrial are part of a development comprised of 28 parcels total; the other 26 of those parcels are already zoned Industrial. The two parcels for which the rezone is requested represent a small fraction of the overall development. Additionally, the parcels have already been contemplated and planned for Industrial development by the land use designation in the Comprehensive Plan. The City plans for the provision of public facilities in accordance with its established levels of service to property as envisioned in the Comprehensive Plan. Therefore, the rezone is not anticipated to pose any undue burdens on the public facilities.

Evaluation of impacts to public facilities are included in the TENW Transportation Impact Analysis, civil utilities plans, and SEPA checklist. The development proposal will pay City impact fees and connection charges as required.

B5. The requested reclassification has, or will potentially have, an adequate link to a High-Capacity Transit Mode.

Response: The Angle Lake Station Area Boundary, as mapped by the City of SeaTac, is 0.5 miles west along S 200th Street from the project site, providing easy access to the Light Rail station. Comprehensive Plan mapping indicates the Future SR 509 right of way will be extended adjacent to the northeast of the site.



Thank you for your time and consideration of the applications. If you have any questions, please call me at (253) 383-2422.

Sincerely,

Lisa Klein, AICP
Associate Principal

LK/ea

c: Kyle Siekawitch - Bridge Development
Errol Ramierz & Nadia Azarova - Nelson
Bart Brynestad - AHBL

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