



### **Zone Reclassification (Rezone) Staff Report**

**File Number(s):** REZ21-0001

**Project Name:** Bridge Point SeaTac 300 (also known as Maywood Industrial Development)

**Project Summary:** Redevelopment of twenty-eight parcels totaling approximately 17.38 acres including former school site, athletic field, single-family residences, and vacant lots into an industrial development on two parcels, with two buildings totaling approximately 310,000 sq. ft. of industrial space, 168 parking stalls, with other associated on-site and off-site improvements. Two parcels (7686202000 and 7686200295) are proposed to be rezoned from UL-7,200 to Industrial zoning as part of this project.

**Project Location: Address:** 1410 South 200<sup>th</sup> Street **Parcel Numbers:** 0522049023, 3917400030, 3917400040, 7686200245, 7686200250, 7686200295, 7686200360, 7686200400, 7686200420, 7686200680, 7686200690, 7686200700, 7686200705, 7686200740, 7686200755, 7686200800, 7686200815, 7686200860, 7686200870, 7686200880, 7686200890, 7686200920, 7686200960, 7686201040, 7686202000, 7686201920, 7686201930, 7686200345

**Applicant and Property Owner:** Bridge Development Partners, LLC; 10655 NE 4<sup>th</sup> Street, Suite 500; Bellevue, Washington 98004; Representative: Kyle Siekawitch; (425) 749-4325; ksiekawitch@bridgeindustrial.com

**Agent/Contact:** Lisa Klein, AHBL; 2215 N 30<sup>th</sup> St, Tacoma, WA 98403; 253-651-7907

#### **I. Background**

##### **A. Proposal**

The applicant proposes to redevelop the 17.38-acre site with two buildings, associated loading/truck yards, parking, and landscaping for a speculative industrial-type use. Tenants have not been identified yet, but the applicant assumes that 90%-95% of each building will be warehouse use and 5%-10% will be for the associated office space.

The buildings will be one-story, approximately 42 feet tall. Building A, to the south, is approximately 171,282 square feet and Building B, to the north, is approximately 135,489 square feet. Each building will be accessed from separate sites and the sites will be separated by a retaining wall. Access to Building A will be provided by two driveways off South 200<sup>th</sup> Street. Access to Building B will be provided by two driveways off Des Moines Memorial Drive. Each building will have landscaped parking areas, with 88 parking spaces provided for Building A and 80 parking spaces for Building B (Exhibits 2a, 2b and 3).

The applicant filed for a zone reclassification application since two of the parcels included in the proposal are zoned UL-7,200. They are proposing to rezone those two parcels to Industrial consistent with the Comprehensive Plan land use designation and to match the zoning of the rest of the parcels in the development area. Due to the zone reclassification application, the city does not require the separate submittal of a preliminary site plan review application and instead reviews the development proposal for compliance with the zoning code as part of the zone reclassification application (Exhibit 5c). The applicant also submitted a lot line adjustment application to

consolidate the 28 tax parcels into two parcels for each site. A decision lot line adjustment application will be made after the decision on rezone application.

Finally, the public hearing notice included Parcel 3917400040 as part of the proposed rezone. It has since been determined that a noncontiguous portion of that parcel is zoned UL-7,200, however the applicant does not own that portion of the parcel and is it not part of the project boundaries. As such, this parcel does not require a rezone. In addition, the public hearing notice included Parcel 7686200230 in the project location. The applicant has since determined that they do not own that parcel and it is not part of the project boundary.

## **B. Site and Neighborhood**

### **1. Site Description**

The development site includes 28 tax parcels and is approximately 17.38 acres northwest of the intersection of South 200th Street and Des Moines Memorial Drive. It has access along both streets (Exhibit 10). The largest parcel of the site was developed with the former Maywood Elementary School site, for which the school building has been demolished. Six of the parcels were developed with single family homes which have also been demolished. The northern portion of the site is forested. The site is generally flat, with some slopes up to 34% along the east side of the site. No known wetlands or streams exist on or near the development site.

### **2. Land Use**

The land use for the site and adjacent properties are as follows:

- a. Site: Former school site, Athletic field, Single-family residences, and Vacant lots.
- b. North: Industrial Uses, Vacant land; WSDOT land for SR 509 Phase II
- c. South: S. 200<sup>th</sup> Street, Single-Family Residences,
- d. East: Vacant Port of Seattle Property; WSDOT land for SR 509 Phase II
- e. West: Des Moines Memorial Drive, Single-Family Residences, Vacant Land

### **3. Zoning (Exhibit 5a)**

- a. Site: I (Industrial) and UL-7,200 (Urban Low Density)
- b. North: I (Industrial) and UL-7,200 (Urban Low Density)
- c. South: I (Industrial) and UL-7,200 (Urban Low Density)
- d. East: AVC (Aviation Commercial) and unzoned WSDOT land for SR 509 Phase II
- e. West: City of Des Moines, RS-7,200 (Residential: Single Family 7,200)

### **4. Comprehensive Plan Designations (Exhibit 5b)**

- a. Site: I (Industrial)
- b. North: I (Industrial)
- c. South: I (Industrial) and RL (Residential Low Density)
- d. East: AP (Airport) and undesignated WSDOT land for SR 509 Phase II
- e. West: City of Des Moines, SF Single Family

### **5. Utilities, Services**

The utilities and services for the site are as follows:

- a. Water District: Highline Water District
- b. Sewer District: Midway Sewer District
- c. School District: Highline School District
- d. Fire District: Puget Sound Regional Fire Authority

## **C. Project Timeline**

- 1. Pre-application Meeting: December 1, 2020
- 2. REZ Application (Exhibit 2a) submitted: March 11, 2021
- 3. Determination of Completeness (DOC) (Exhibit 4) issued: March 31, 2021
- 4. Notice of Application (NOA) (Exhibit 8a) issued: April 8, 2021

5. Revised Notice of Application (NOA) (Exhibit 8b) issued: August 10, 2021
6. MDNS determination (Exhibit 7) issued: August 22, 2022
7. Notice of Public Hearing (Exhibit 8c) issued: November 2, 2022

#### **D. SEPA Review**

The City issued a Determination of Mitigated Nonsignificance (MDNS) on August 22, 2022. The comment period for the SEPA action ended on September 5, 2022. The administrative appeal period ended on September 15, 2022 and no appeals were filed. The MDNS included the following conditions to mitigate impacts:

1. The applicant shall be responsible for providing coring of the section of South 200<sup>th</sup> Street along their project frontage to determine if current road conditions meet Principal Arterial construction standards. If findings of these coring activities identify that Principal Arterial construction standards are deficient in this road section, the applicant shall be responsible for reconstruction of the section of South 200<sup>th</sup> Street along the project frontage. The applicant shall coordinate with the City's Public Works Department to conduct coring activities to best practice standards. Coring activities shall be completed prior to the issuance of a ROW permit for work that involves striping or structural changes to South 200<sup>th</sup> Street.. If coring analysis demonstrates requirements for reconstruction of South 200<sup>th</sup> Street, this shall be permitted and completed prior to the issuance of certificate of occupancy for any buildings on the northern or southern sites.
2. Prior to the issuance of certificate of occupancy for any building utilizing vehicular access points, truck access drives along Des Moines Memorial Drive and South 200<sup>th</sup> Street shall be striped for pedestrian crossing to support safe pedestrian crossings on access widths that exceed the standard maximum access with allowed within the 2016 King County Road Design and Construction Standards. Striping of these sections will be reviewed with right-of-way permits required for the project.
3. To accommodate a southbound left turn pocket for truck traffic entering the northern portion of the project site to minimize queuing and disruptions of vehicles along Des Moines Memorial Drive, the applicant shall provide striping for the new lane orientation, which shall be reviewed with the right-of-way permit for the project. This shall be completed prior to the issuance of certificate of occupancy for the building on the northern site.
4. Passenger vehicles entering the northern site shall exclusively use the northern access point. This shall be signed accordingly prior to the issuance of certificate of occupancy for the proposed structure on the northern site.
5. The eastern access point into the southern site shall be designated for entry only and the western access point into the southern site shall be designated for exit only, for any non-emergency vehicles. Both shall be signed and demarcated on paved surfaces accordingly prior to the issuance of certificate of occupancy for the proposed structure on the southern site.
6. The proposed buildings on the site shall select neutral colors in building design that will limit the visual impact on the surrounding area. Color selection for the building design shall be reviewed through the building permits for the proposed buildings. All design features to satisfy this condition shall be installed or painted prior to the issuance of certificate of occupancy for the individual building.

## **II. Staff Findings**

### **A. Compliance with Zoning Standards**

As part of the rezone review, City staff analyzed the proposal for compliance with the applicable development standards of the zoning code, assuming the rezone of the two parcels to Industrial were approved and the entire site is zoned is Industrial. In addition, the analysis below assumes

consolidation of the 28 parcels into two parcels and as such, staff recommends a condition of approval that the lot line adjustment be recorded prior to the issuance of building permits for the proposed buildings. As the tables below illustrate, the proposal complies with the applicable zoning code regulations.

Dimensional Standards (SMC 15.400.200 for Industrial Zoning)

Standard	Requirement	Proposal	Complies?
Lot area, minimum	N/A		
Development site area, minimum	N/A		
<b>Setbacks</b>			
Front, minimum	10 feet	Lot 1 (northern site): greater than 62' feet Lot 2 (southern site): greater than 40 feet	Yes, both lots
Front, maximum	N/A		
Rear, minimum	5 feet	Lot 1: greater than 48' feet Lot 2: greater than 60' feet	Yes, both lots
Side, minimum	5 feet	Lot 1: greater than 40' feet Lot 2: greater than 70' feet	Yes, both lots
Building lot coverage, maximum	85%	Lot 1: 37% Lot 2: 40%	Yes, both lots
Impervious Surface, maximum	N/A		
Lot width, minimum	N/A		
Structure height, minimum	N/A		
Structure height, maximum	75 feet	Lot 1: 42 feet Lot 2: 42 feet	Yes

Landscaping Standards (SMC.15.445.210 for Distribution Center/Warehouse Use)

Standard	Requirement	Proposal	Complies?
Street frontage	10 feet, Type II	10 feet, Type II	Yes
Building façade	5 feet, Type V	5 feet, Type V	Yes
Side/rear yards	5 feet, Type II	5 feet, Type II	Yes
Side/rear yards for non-compatible uses, SMC 15.445.240(A)	10 feet, Type I	10 feet, Type I	Yes
Parking lot, SMC 15.445.250	5 feet of Type IV parking lot landscaping. At least one landscape island is required for every 7 parking spaces. 10% of interior parking area in landscaping.	5 feet of Type IV parking lot landscaping. At least one landscape island is required for every 7 parking spaces. 11-15% of interior parking area in landscaping.	Yes

Parking Standards (SMC 15.455 for Distribution Center/Warehouse Use)

Standard	Requirement	Proposal	Complies?
Off-street parking spaces, minimum	1 per 250 sf of office, plus 1 per 3,500 sf of storage areas Building A: 81 Building B: 64	Building A: 88 Building B: 80	Yes
Off-street parking spaces, maximum	N/A		
Parking space dimension	8.5 feet by 18 feet	8.5 feet by 18 feet	Yes

**B. Compliance with Engineering Standards**

The Engineering Review Division provided its review, findings, and conclusions on compliance with the city's engineering standards in a memo dated August 18, 2022 (Exhibit 9). In summary, City of SeaTac Engineering Review Division is recommending preliminary conceptual approval of the project subject to the conditions of approval contained in the memo and included in this staff report.

**C. Zone Reclassification (Rezone) Criteria**

Decision criteria for Zone Reclassifications (Rezoning) are found under SMC 15.115.050(B). The purpose of a rezoning is to provide a change of zoning to allow a new or different land use which conforms with the City Comprehensive Plan. A rezoning may be approved when there has been a change in conditions, and/or is necessary to implement the Comprehensive Plan (SMC 15.115.050(A)). The Applicant's and Staff's responses to the rezoning criteria are provided below. Additional applicant information and response can be found in their project description and criteria response letter (Exhibit 2b).

1. The proposal conforms with the Comprehensive Plan policies and land use map;
  - a. *Applicant Comment:* The proposal conforms with the Comprehensive Plan policies and land use map. 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 200<sup>th</sup> St to the south.  
The proposed rezone of the two parcels from UL 7,200 to Industrial is consistent with provisions of the Comprehensive Plan and will implement the Comprehensive Plan designation of Industrial. The following lists the relevant goals and policies:  
  

*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

*Goal 2.5* Provide an appropriate level of manufacturing, industrial, and warehouse/distribution land uses within the City.

*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.

*Policy 8.4E* Encourage a job mix that improves the City's economic strength and stability, prioritizes living wage jobs, and increases the tax base.
  - b. *Staff Findings:* The two parcels zoned UL-7,200 and requested to be rezoned to Industrial (7686202000 and 7686200295) are classified as Industrial in on the Comprehensive Land Use Map. A rezone to Industrial and the proposed warehouse development is consistent with the Comprehensive Plan.
2. The requested reclassification is in the public interest;
  - a. *Applicant Comment:* 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.
  - b. *Staff Findings:* Staff concurs that the requested zone reclassification will create consistency between the Comprehensive Plan and development regulations and is therefore, in the public interest. Furthermore, the proposed uses of warehouse and associated professional offices are permitted in Industrial Zoning (SMC 15.205.040).
3. The requested reclassification is not hazardous or will not have adverse impacts on adjacent properties;
  - a. *Applicant Comment:* 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.
  - b. *Staff Findings:* As part of zone reclassification review process, staff has considered the applicable development regulations and environmental impacts for the proposed warehouse development. Based on that review, the requested reclassification will not be hazardous or

will not have adverse impacts on adjacent properties provided the recommended conditions in this staff report and the mitigation measures required by the MDNS are met.

4. The requested reclassification does not pose undue burdens on public facilities; and
  - a. *Applicant Comment:* 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.
  - b. *Staff Findings:* Adequate public facilities and services are available to the site. Water utilities are provided by the Highline District, sewer utilities are provided by the Midway District, and emergency services are provided by the Puget Sound Regional Fire Authority. The Engineering Review Division of the Public Works Department has reviewed the proposed zone reclassification and development for impacts to transportation services and the city's stormwater utility. They are recommending preliminary conceptual approval of the project subject to the conditions of approval contained in this staff report. Furthermore, through SEPA review, staff has determined that there are no adverse impacts to public facilities, provided the mitigation measures in the MDNS are met.
5. For sites located within the designated urban center, the requested reclassification has, or will potentially have, an adequate link to a high-capacity transit mode.
  - a. *Applicant Comment:* 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.
  - b. *Staff Findings:* The subject parcels are not located within the Urban Center (Exhibit 5a) and therefore this criterion is not applicable.

#### **D. Public Comments**

1. Notice of Application (NOA): Public comments were received from the following individuals/organizations on the NOA:
  - a. The Department of Ecology recommended that the City of SeaTac include conditions of approval for soil sampling and cleanup related to the Tacoma Smelter Plume. (Exhibit 6a)  
*Staff response:* The City notified the Applicant of the concerns related to the Tacoma Smelter Plume.
  - b. The Department of Archaeology & Historic Preservation recommended that the school building proposed for demolition be recorded and evaluated for eligibility for listing in the National Register of Historic Places. (Exhibit 6b)  
*Staff response:* On February 16, 2022, the school building was significantly damaged by a fire and a building permit was issued for its demolition on April 29, 2022.
  - c. Curt Russell, resident, provided an email expressing concerns with development and traffic. (Exhibit 6c)

*Staff response:* The mitigation measures in the MDNS and proposed conditions of approval for frontage improvement are intended to mitigate the development and its traffic generation.

- d. John Whitney, neighborhood resident, provided an email stating the development does not fit the character of the neighborhood and he was not in favor of the rezone (Exhibit 6d)

*Staff response:* The MDNS contained a mitigation measure to paint the buildings on the site neutral colors to limit the visual impact on the surrounding area.

2. Notice of Public Hearing: Public comments were received from the following individuals/organizations on the public hearing notice:

- a. James Payne, neighborhood resident, provided an email to be included in the public comments for the public hearing. He requests that the perimeter landscaping include tall, building obscuring trees. (Exhibit 6e)

*Staff response:* Per SMC 15.445.110(A), Type I Landscaping areas are for full screening of a development. As shown in the Landscaping Requirements table in Section II, 10-feet of Type I landscaping is required along the project perimeter adjacent to residential zoning (SMC 15.445.240(A)). Residential zoning abuts the southern development site along the west boundary and in the middle of the north boundary of the northern site.

### **III. Staff Conclusions and Recommendations**

- A. Staff concludes that the proposed zone reclassification and development proposal complies with the applicable development standards and criteria for approval if the conditions below are met.

- B. Staff recommends approval of the zone reclassification subject to the following conditions:

#### **Planning Division**

1. Site and building development shall substantially conform to the site plan set (Exhibit 3).
2. Further review of landscaping details (e.g. species, location, number, size, spacing, legend, notes) and irrigation will be required at time of building permit; only the landscaping widths and types were reviewed with this zone reclassification.
3. A landscaping maintenance bond will be required before the issuance of a certificate of occupancy, per SMC 15.445.160.
4. The mitigations measures contained in the MDNS shall be met.

#### **Engineering Review Division**

5. Frontage Improvements on Des Moines Memorial Drive: The developer shall construct street frontage improvements consisting of an 8' sidewalk and a 6' landscaping strip, 5' bike lane, and lighting fixture per the city standard. This includes pedestrian crossing and full build out of the center turn lane, in accordance with the system plans in Chapter 4 of the Transportation Master Plan and the submitted plan set.
6. Frontage Improvements on S. 200<sup>th</sup> Street: The developer shall construct street frontage improvements consisting of an 8' sidewalk, a 5' landscaping strip, 5' bike lane, and lighting fixture per the city standard. This includes pedestrian crossing and full build out of the center turn lane in accordance with the system plans in Chapter 4 of the Transportation Master Plan and the submitted plan set.
7. Traffic Impact Fees: According to SMC 11.15.040, Traffic Impact Fees will be applied to the project at the BLD permit issuance.
8. The developer shall submit an STE, BLD, and ROW Permit Application to comply with 2016 King County Surface Water Design Manual, 2016 King County Road Design and Construction Standards, the City of SeaTac Addendum to King County Surface Water Design Manual and the City Municipal Code. It permits should include:
  - a. Technical Information Report

- b. Traffic Impact Analysis (updated for final unit counts and including appendices with Synchro information, particularly for the accesses)
  - c. Geotechnical Information Report
  - d. Bond Quantity Worksheet (For On-Site & Right-Of-Way Work)
  - e. Recorded Documents (i.e., Easements, Utility Availability, Access, ROW Dedication documentation, etc.)
  - f. Declaration of Covenant for all Stormwater Facilities
  - g. Frontage improvements as described above
  - h. Traffic Control Plans to meet the minimum requirements of the Manual on Uniform Traffic Control Devices, the latest edition.
9. The developer shall submit a Right-Of-Way Permit Application complying with the 2016 edition of the King County Road Design and Construction Standards for all work performed within the City's Right-of-Way.
  10. The developer may be required to submit a Haul Permit per SMC 11.10.080.D and RCW 70.105.010, and RCW 43.200.015 prior to site grading activities.

#### **IV. Appeals**

The hearing examiner's decision on rezones initiated by property owners are given the effect of an administrative decision that is appealable to the City Council (SMC 1.20.080). The process for an appeal to City Council are contained in SMC 1.20.160 through SMC 1.20.200.

**Prepared by:** Jenn Kester, *Planning Manager*

**Prepared on:** 11/08/2022

#### **Exhibit List**

1. Staff Report, dated November 9, 2022
2. Application Materials
  - a. Zone Reclassification (Rezone) Application, submitted March 11, 2021
  - b. Applicant's Project Description and Response to Criteria of Approval, dated November 4, 2022
3. Site plan set, submitted May 31, 2022
4. Determination of Complete Application, dated March 31, 2021
5. Zoning/Comprehensive Plan Information
  - a. Zoning Map
  - b. Comprehensive Plan Land Use Map
  - c. Policy CED-503, effective March 23, 2018
6. Public Comments
  - a. Department of Ecology, letter dated May 13, 2021
  - b. Department of Archaeology and Historic Preservation, letter dated May 5, 2021
  - c. Curtis Russell, email received April 22, 2021
  - d. John Whitney, email received April 16, 2021
  - e. James Payne, email received October 13, 2022
7. Mitigated Determination of Nonsignificance (MDNS) packet, issued August 22, 2022
8. Certification of Public Notices
  - a. Notice of Application, issued April 8, 2021
  - b. Revised Notice of Application, issued August 10, 2021
  - c. Public Hearing Notice, issued November 2, 2021
9. Public Works Memorandum, dated August 18, 2022
10. Project Vicinity Map