



## Mitigated Determination of Nonsignificance (MDNS)

SEPA File Number: LU16-0092 DCT Blair Logistics Center  
SDEV16-0028 Rough Grading and Preload for DCT Blair Logistics Center

**To:** All Departments and Agencies with Jurisdiction

**Subject:** Mitigated Determination of Nonsignificance

In accordance with *Washington Administrative Code (WAC) 197-11-350*, a copy of the Mitigated Determination of Nonsignificance (MDNS) for the project described below is transmitted.

**Applicant:** Ben Brodsky  
DCT Industrial  
701 Fifth Avenue, Suite 2830  
Seattle, WA 98104

Contact: Jason Hubbell  
Barghausen Consulting Engineers, Inc.  
18215 - 72nd Avenue South  
Kent, WA 98032

**Proposal:** The applicant proposes to construct approximately 1.2 million square feet of office/warehouse and industrial space on a 52.9-acre property zoned "PMI" Port Maritime Industrial. The proposal includes parking for 720 cars and up to 350,000 cubic yards of grade and fill to prepare the site for development.

**Location:** 3320 Lincoln Avenue, Parcel Nos 0321355005 and 0321355006

**Lead Agency:** City of Tacoma

**City Contact:** Shirley Schultz  
Principal Planner  
Planning and Development Services  
747 Market Street, Room 345  
Tacoma, WA 98402  
253-591-5121 | shirley.schultz@cityoftacoma.org

The Responsible Official for the City of Tacoma hereby makes the following findings and conclusions based upon a review of the environmental checklist and attachments, other information on file with the City of Tacoma, and the policies, plans, and regulations designated by the City of Tacoma as a basis for the exercise of substantive authority under the *Washington State Environmental Policy Act (SEPA)* pursuant to RCW 43.21C.

## **Findings of Fact:**

### **General:**

1. The applicant proposes to construct approximately 1,165,390 square feet of office/warehouse and industrial space within three buildings on a 52.9-acre property zoned "PMI" Port Maritime Industrial. The proposal includes parking for 720 cars and up to 350,000 cubic yards of grade and fill to prepare the site for development. The site contains existing buildings, pavement and utilities. All existing structures, pavement and surface improvements will be removed for redevelopment of the site. Existing underground utilities will either be removed or left in place, sealed/filled with control density fill and abandoned. New improvements will include new building construction, paved parking and truck maneuvering areas, landscaping, storm water quality treatment system and stormwater conveyance to existing systems that discharge to Blair and Hylebos Waterway, water and sanitary sewer extensions, franchise utility improvements. Traffic mitigation measures for Taylor Way and Lincoln Avenue are anticipated.

An environmental review is required for the proposal in accordance with the SEPA, RCW 43.21C, *Washington Administrative Code (WAC)* 197-11, and *Tacoma Municipal Code (TMC)* 13.12 Environmental Code. The 12,000 square foot threshold for a commercial or industrial building is being exceeded, as is the threshold for number of parking stalls and fill/grade activity.

### **Earth:**

2. The project proposes to comply with all regulations including the *International Building Code (IBC)* Appendix J (Grading) as adopted and amended by the City of Tacoma, as well as *TMC* Chapter 13.06 Zoning and Chapter 13.11 Critical Areas Ordinance.
3. A geotechnical assessment, prepared by Earth Solutions and dated April 28, 2016, was submitted to and reviewed by Planning and Development Services (PDS) in association with this project. Portions of the site are subject to liquefaction due to soil types and shallow groundwater. However, construction of the project is feasible with appropriate pre-load and with conventional foundations. The results of the review confirmed the absence of any other geologically hazardous areas on the project site as defined and regulated by *TMC* Chapter 13.11 Critical Areas Ordinance.
4. Soil contamination issues associated with the Asarco Plume are addressed in the Environmental Health subsection of this document.

### **Air:**

5. Watering of exposed soil during construction to suppress dust will ensure that no impacts to ambient air quality will result from the project.

### **Water:**

6. The project will meet all requirements of the current and any future revisions to the Stormwater Management Manual, the Critical Areas Ordinance and other City regulatory requirements related to stormwater.
7. Wetland buffers have been identified on the project site pursuant to *TMC* 13.11 Critical Areas Ordinance. However, these wetlands will be filled (with appropriate offsite mitigation) under a separate proposal and environmental review; the buffers will cease to exist. No work will occur in the buffers on the site until the wetlands have been filled.
8. The project will meet all flood hazard and coastal high hazard area requirements of *TMC* 13.11.600, 13.11.610 and 13.11.620 and Sections 2.12.040 and 2.12.050.

9. Small portions of the site are located within a flood hazard area as regulated by *TMC* 13.11.600, 13.11.610 and 13.11.620 and Sections 2.12.040 and 2.12.050. These areas were in place due to prior uses at the site. The project will meet all flood hazard and coastal high hazard area requirements of the *TMC*.

**Plants:**

10. The proposed project will meet *TMC* 13.06.502 Landscaping/Buffering Standards for the “PMI” district.

**Aesthetics:**

11. The proposed project will meet *TMC* 13.06.501 Building Design Standards and *TMC* 13.06.502 Landscaping/Buffering Standards.

**Animals:**

12. No state or federal candidate, threatened or endangered plant or animal species, or habitat has been identified on the project site.

**Energy and Natural Resources:**

13. The proposed project will comply with the City’s Energy Code.

**Environmental Health:**

14. According to the Department of Ecology (Ecology) Facility/Site Atlas, the site is located within the Tacoma Smelter Plume with an arsenic concentration range of “Non-Detect to 20.0 ppm”. Due to the facility atlas indicating that arsenic concentration is below the Model Toxics Control Act standards, no further review of the site relative to Asarco contamination is required at this time.
15. The site has been used as a chemical production facility (Reichhold Chemicals). Remedial actions at the site as required were initiated in 2010. While the cleanup has been completed and there are no further actions necessary at the site, the remaining areas of dioxin contamination in shallow soils. These soils will be graded and capped, or disposed of in an approved off-site facility.
16. All requirements of the Tacoma-Pierce County Health Department (TPCHD) and Ecology will be met.

**Noise:**

17. All *WAC* noise levels shall be met.
18. Activities at the site shall comply with all applicable provisions of *TMC* 8.122 Noise Enforcement.

**Land Use:**

19. The project is a permitted use within the “PMI” Port Maritime Industrial District and will not require a discretionary land use permit.
20. The Comprehensive Plan designation for the site is Heavy Industrial.

**Housing:**

21. The project is not in or near a residential area. No adverse impacts to housing will result from the proposal.

**Recreation:**

22. The project will not be developed on property designated as open space or public recreation area. No adverse impacts to recreation will result from the proposal.

**Historical and cultural preservation:**

23. The project is not located within or adjacent to any property listed on the Tacoma, Washington State or National Registers of Historic Places, and is not within proximity to any known archaeological site or archaeological site that is inventoried by the State of Washington Department of Archaeology and Historic Preservation.

However, the site is located within the Usual and Accustomed area of the Puyallup Tribe of Indians. A Cultural Resources Assessment report, prepared by AMEC, Inc. in 2009 for a prior development at the site was submitted to and reviewed by PDS with the opportunity for consultation from the Puyallup Tribe of Indians. The report confirms that the project will have no known effect on cultural resources.

While it is unlikely that historic or archaeological resources will be encountered, historic sites may be exposed when the project is undertaken. Should there be unanticipated discovery of an archaeological find during construction the Unanticipated Discovery Plan shall be implemented immediately. Further, additional review of impacts to cultural resources may be required for projects under the jurisdiction of federal agencies under Section 106 of the National Historic Preservation Act (36 CFR 800).

**Transportation:**

24. The project will comply with *TMC* 13.06.510 Off-street parking and storage areas.

25. A traffic impact analysis for the project was prepared by Traffic Engineering Northwest and dated August 22, 2016. The TIA has been submitted to, reviewed, and approved by the Engineering Division. See Attachment "A" for comments.

26. The development proposal analyzed in the TIA indicates that the trips generated by trucks/heavy vehicles will create adverse impacts to the operating capacity of Taylor Way and Lincoln Avenue. In addition, the trips contribute to the traffic demands at the intersection of Pacific Highway and E 54<sup>th</sup> in Fife.

27. The *Comprehensive Plan* contains the following policies pertaining to traffic and circulation:

- POLICY UF-10.16 Develop, manage and maintain a safe, efficient and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts and the regional transportation system.
- POLICY UF-10.17 Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems.
- POLICY UF-10.18 Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.
- POLICY T-6.5 Industrial Access Recognizing the importance of the Port and other industrial uses to Tacoma's economic well-being, provide infrastructure and access to commercial, manufacturing and industrial centers.

**Public Services/Public Utilities:**

28. Project concurrency certification or an appropriate mitigation will be completed at the building permit review stage.

29. The project will comply with emergency vehicle circulation requirements.
30. Fire protection must be provided in accordance with the requirements of *TMC* 3.02 Fire Code.

### **CONCLUSION OF THE RESPONSIBLE OFFICIAL:**

Existing regulations contained within the *TMC* address many of the potential environmental impacts associated with this project. These are noted on the environmental checklist for the project and in the MDNS. Potential environmental impacts identified during the project review that are not fully addressed by these or other existing regulations may be subject to mitigation through the adoption of additional conditions based upon the project's consistency with applicable policy guidance set forth in the City's *Comprehensive Plan*. Based upon the policies set forth in the Findings of Fact Numbers 24-27 above, additional mitigating measures are necessary to address potential impacts associated with the proposal.

### **Mitigation Measures:**

The following mitigation measures are required by the City and outside regulatory agencies to address and mitigate for the potential impact created by the proposed project:

1. The land use scenario analyzed in the Transportation Impact Study generates trips by trucks/heavy vehicles which create significant relative impact to the operating capacity of the Taylor Way roadway (from Lincoln Avenue to SR 509) and Lincoln Avenue roadway (from Taylor Way to Alexander Avenue). A pavement structural analysis indicates a necessary pavement design (i.e., Structural Number) and/or additional pavement material/thickness that would be needed to support the forecasted traffic demands with the site-generated traffic. To mitigate the impact of the site's generated traffic, the applicant shall choose one of the following measures:
  - a. Implement the prescribed pavement section/structure (as identified in the appendix of the Transportation Impact Study), which has associated pavement design structural numbers ranging from about 6.7 to 7.8 depending on the roadway segment, through the reconstruction of Taylor Way from Lincoln Avenue to SR 509 and Lincoln Avenue from Taylor Way to Alexander Avenue; or
  - b. Enter into an agreement to provide funds in the amount of \$156,500 (for Taylor Way portion) and \$27,200 (for Lincoln Avenue portion), as derived from the relative cost increase in paving material thickness (which ranges from 0.75 inches to 1.00 inches of asphalt depending on the roadway segment), as a funding component of a future City-led roadway project(s) to improve the ability of the pavement on Taylor Way and Lincoln Avenue to support the anticipated traffic loading contributed by the site. In the event that the City of Tacoma requires the applicant to provide a pavement overlay on Lincoln Avenue as part of the site development's frontage improvements, the cost of the overlay shall be credited against the \$27,200 improvement of the pavement conditions on Lincoln Avenue. Should the City-led improvements on Taylor Way be conducted through the formation of a Local Improvement District, the funds specific to Taylor Way will be credited toward an LID contribution.
2. The extent of the site-generated trips includes contributions to traffic demands at the City of Fife intersection of Pacific Highway E and 54th Avenue E. Consistent with City of Fife requirements, a pro-rata share was calculated in the Traffic Impact Study for the interim improvement of dual westbound left-turn lanes at Pacific Hwy E/54th Ave E. Based on the ratio of PM peak hour project trips to total trips, and project costs, the pro-rata share of the westbound dual-left turn lanes at Pacific Hwy E/54th Ave E for DCT Blair Logistics Center

would be \$13,726.28 (\$530,000 cost X 116 DCT project trips / 4,479 total entering vehicles) to be conveyed by the applicant to the City of Fife per their requirements.

**Issuance of MDNS:**

This MDNS is issued under *WAC 197-11-350 (2)*. The City of Tacoma will not act on this proposal for 15 days from the date of issue. Comments must be submitted by closing of the comment deadline. The Responsible Official will reconsider the MDNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the MDNS. If the MDNS is retained, it will be final after the expiration of the comment deadline. No permits may be issued, and the applicant shall not begin work, until the comment deadline has expired and any other necessary permits are issued.

Additionally, the City of Tacoma has determined that this project does not have a probable significant adverse impact on the environment. The proposal will have no significant adverse environmental impacts to fish and wildlife, water, noise, transportation, air quality, environmental health, public services and utilities, or land and shoreline use. An environmental impact statement (EIS) is not required under *RCW 43.21C.030(2)*. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

There is no administrative appeal opportunity for this Determination. Appeals may be filed at the Superior Court of the State of Washington for Pierce County within 21 days after the building permit is issued. Appeals to the Superior Court shall be taken in accordance with procedures and limitations set forth in *RCW 43.21C.075*. A copy of the appeal shall be filed with Community and Economic Development – Building and Land Use Services, and with the City Attorney’s Office, 747 Market Street, Tacoma, WA 98402.

Responsible Official: Peter Huffman

Position/Title:  Director, Planning and Development Services

Signature: \_\_\_\_\_

SEPA Officer Signature:  \_\_\_\_\_

Last Day to Comment: September 20, 2016

**NOTE:** The issuance of this *SEPA* Determination does not constitute final project approval. The applicant must comply with all other applicable requirements of the City of Tacoma Departments and other agencies with jurisdiction prior to receiving construction permits.

- cc: Applicant
- Northeast Tacoma Neighborhood Council, Chairperson
- Puyallup Tribe of Indians, 3009 Portland Avenue, Tacoma, WA 98404, Bill Sullivan,
- Peter Mill, Jeffrey Thomas, Carol Ann Hawks, Cynthia Lyman
- Jason Jordan
- Christine Wolfe
- City of Fife

cc via email:

Washington Department of Ecology, [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)

Tacoma-Pierce County Health Department, SEPA, [SEPA@tpchd.org](mailto:SEPA@tpchd.org)

Planning and Development Services, Reuben McKnight, Peter Huffman, Ian Munce

Washington State Office of Archaeology & Historic Preservation, Gretchen Kaehler,  
[gretchen.kaehler@dahp.wa.gov](mailto:gretchen.kaehler@dahp.wa.gov)

Pierce Transit - Bus Stop Program, Tina Vaslet, [tvaset@piercetransit.org](mailto:tvaset@piercetransit.org)

Pierce County Assessor Treasurer, Darci Brandvold, [dbrandv@co.pierce.wa.us](mailto:dbrandv@co.pierce.wa.us)