



2401 South 35th Street
Tacoma, Washington 98409-7460

MITIGATED DETERMINATION OF NONSIGNIFICANCE

Environmental Application No. 792021
Parcel Nos.: 7470023329 and 7470021282

Action: Pierce County Council approval of an Ordinance related to financing for a new General Services Building, approving the issuance of bonds by PCA (a Washington nonprofit corporation) for such purposes, approving a plan for development and financing for PCA properties, and providing for other related matters; and approval and issuance by the City of Tacoma of a Site Development and Building Permit for a new Pierce County General Services Building.

Proposal: Construction of an approximate 334,000 square foot General Services building that will include the following Pierce County departments or offices: Assessor/Treasurer, Auditor, Board of Equalization, Budget & Finance, Communications, Community Connections, County Council, County Executive, Economic Development, Facilities Management, Government Relations, Human Resources, Information Technology, Planning and Land Services, Public Works and Utilities, Risk Management, and Tacoma Pierce County Health. Customer service counters will be provided on the first two floors. County Council chambers will be located on the first floor to be accessible to the public; and there will be approximately 2,600 square feet of space made available for accessory and incidental commercial uses on Pacific Avenue. Approximately 1,200 Pierce County employees will be located in the facility. The project will meet all requirements of the City of Tacoma Municipal Code and any other applicable standards established by the city, such as the City of Tacoma Stormwater Management Manual, Side Sewer and Sanitary Sewer Availability Manual, and the Public Works Design Manual and the City Building Code.

The proposal was modified from the original description to include the following measures:

- 1,100 parking spaces for employees, visitors, and County fleet vehicles.
- The County Commuter Trip Reduction (CTR) program shall be updated and specifically address the new building including options for shuttle service, car sharing, and telecommuting.
- A bond will be provided to the City of Tacoma by the proponent to address future parking and traffic calming measures to include but not be limited to residential parking signage, a neighborhood parking program, speed bumps, or residential intersection improvements.
- The existing, mid-block crosswalk south of the intersection of South Division Lane and Pacific Avenue will be improved and will meet the City of Tacoma standards.
- There will be no access from the project site to South D Street.



- Seventy-five long-term bicycle parking spaces for employee use, and 8 short-term bicycle spaces for public use, will be provided.
- Ten to 20 motorcycle spaces will be provided onsite.
- A minimum of 21 dedicated handicap (ADA) parking spaces will be provided.
- During construction the contractor shall comply with all Tacoma Municipal Codes related to hours of operation. Those hours of operation are: Monday through Friday, 7:00 a.m. to 9:00 p.m. Working hours on Saturday and Sunday (if needed) will be 9:00 a.m. to 9:00 p.m.

Location: 3580 Pacific Avenue, and 3561 Pacific Avenue, Tacoma, WA.

Proponent: Wright Runstad & Company

Conclusions of Responsible Official:

The Responsible Official concludes that a Mitigated Determination of Nonsignificance (MDNS) may be issued for this proposal. This is based upon review of the environmental checklist and attachments, other information on file with Pierce County, and City of Tacoma and Pierce County regulations governing the project. The MDNS is supported by plans, policies, and regulations adopted by Pierce County for the exercise of substantive authority under SEPA. The following are the County adopted policies which support the MDNS.

1. Recognize that the mitigation of development impacts is the shared responsibility of the public and private sectors. The County requires that developers of land along identified transportation corridors contribute their fair share towards transportation improvements necessitated by their development(s). Impact mitigation efforts may include:
 - Requiring that developers assist the county and other jurisdictions in the provision of additional transportation facilities and services needed to serve new developments in proportion to the impacts and needs generated by their projects. (Section 19A.80.100.Q.2, Title 19A – Comprehensive Plan)
2. Determine the adequacy of transportation facilities taking into account existing development, approved but unbuilt development and proposed development through utilization of capacity-to-demand (LOS), availability of capacity including phased capacity, and/or coordination of appropriate standards of design across jurisdictional lines. (Section 19A.80.050.B.5, Title 19A – Comprehensive Plan)
3. Address concurrency by providing transportation facilities needed to accommodate new development within six years of development approval, limiting new development to a level that can be accommodated by existing facilities and facilities planned for completion over the next six years, and encouraging new and existing developments to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management. (Section 19A.80.050.B.9, Title 19A – Comprehensive Plan)
4. Concurrent with development shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. (RCW 36.70A.070(6)(e)) (1994 Pierce County Comprehensive Plan, pg. VII-13)

5. Maintain the Level of Service (LOS) standard for the public facilities identified in the Capital Facilities Element. (Section 19A.30.180.C.1, Title 19A – Comprehensive Plan)
6. Ensure adequate transportation facilities for all transportation modes, including trucks and passenger vehicles, transit, localized rail service, air and ferry service, and nonmotorized modes of travel. (Section 19A.80.100.A, Title 19A – Comprehensive Plan)
7. Work to secure adequate long-term funding sources for transportation through a variety of methods, including:
 - Sharing costs with private developers who want to accelerate construction of particular transportation improvements or for additional transportation facilities and services needed to serve new development, in proportion to the impact and needs generated by individual projects. (Section 19A.80.100.P.6, Title 19A – Comprehensive Plan)
8. Both existing and future development shall pay for the costs of needed capital improvements.
 - a. Future development shall pay its fair share of the capital improvements needed to address the impact of such development, and may pay a portion of the cost of the replacement of obsolete or worn out facilities. Upon completion of construction, “future” development becomes “existing” development, and shall contribute to paying the costs of the replacement of obsolete or worn out facilities as described in Policy CFP 2.2.1.a (PCC 19A.100.020 B.1.a). (Section 19A.100.020.B.2.a, Title 19A – Comprehensive Plan)
 - b. Future development’s payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, capacity fees, dedications of land, provision of public facilities, public or private partnerships and future payments of user fees, charges for services, special assessment, and taxes. Future development shall not pay impact fees for the portion of any public facility that reduces or eliminates existing deficiencies. (Section 19A.100.020.B.2.b, Title 19A – Comprehensive Plan).
9. Mixed Use Districts should meet performance standards established for efficiency, functionality, and aesthetics. (Section 19A.30.040, Comprehensive Plan.)
10. Residential Districts should meet performance standards established for efficiency, functionality, aesthetics and livability. (Section 19A.30.050, Comprehensive Plan.)
11. Provide incentives for pedestrian friendly developments, i.e., sidewalks, and walkways. (Section 19A.30.040, Comprehensive Plan.)
12. Design or improve commercial sites to facilitate circulation by pedestrians, bicyclists, transit, and other alternative transportation modes. (Section 19A.30.137, Comprehensive Plan.)
13. Meet the needs of bicyclists, pedestrians and equestrians traveling on roads in the County and encourage the provision of non-motorized facilities, including sidewalks, where it is appropriate to provide safe and convenient access between properties and facilities. (Section 19A.80.070, Comprehensive Plan.)

14. Promote improved transit accessibility features such as bus turnouts, pedestrian access to bus stops and bus shelters. (Section 19A.80.080, Comprehensive Plan.)
15. Provide efficient government facilities and services. (Section 19A.30.010 of the Comprehensive Plan.)
16. Public and community facilities will be located in consideration of the following criteria: Public facilities should be designed around the service delivery standards with service levels appropriate to the people using each facility; and Public facilities should be located on sites which are economical to develop and reasonably level. (Section 19A.30.180 of the Comprehensive Plan.)
17. Incorporate the preservation of sites and structures of historic, cultural, and archaeological significance as a part of the aesthetic and environmental consideration in site design and subdivision plan reviews. (Section 19A.60.200 A.2, Title 19A – Comprehensive Plan)

MITIGATION: The Responsible Official has determined that the proposal does not have a probable significant impact on the environment, and an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c), only if the following conditions are met. This decision was made after review of a completed environmental checklist, other information on file with Pierce County, and existing regulations. This information is available to the public on request. The Building Permit will be conditioned with these mitigation measures, which shall be implemented by the applicant.

1. All traffic mitigation shall be completed and fully operational prior to occupancy of any buildings associated with the project, unless otherwise agreed upon by the City of Tacoma and Pierce County. Determination of completion of required mitigation measures will be made by the City of Tacoma with the cooperation of the County Engineer.
2. The Final Traffic Impact Study shall be completed to determine necessary and appropriate mitigation to the satisfaction of both the County Engineer and the City of Tacoma, prior to issuance of any site development permits or the Building Permit. The Building Permit shall be conditioned to include compliance with all mitigation measures identified.
3. There shall be no direct vehicular access from the project site to South D Street. The existing access at South D Street and South 36th Street shall be removed and rebuilt as curb, gutter and sidewalk.
4. The developer shall install a fully actuated traffic signal on Pacific Avenue as identified in the Final Traffic Impact Study. The signal design, construction, and inspection shall be in accordance with requirements determined by the City of Tacoma.
5. The developer shall install signage on the west side of South D Street, the south side of South 37th St. and the north side of South Division Lane that restricts parking to local residents only. The signage language, standards, and locations will be in accordance with requirements determined by the City of Tacoma.

6. The developer shall work with the City of Tacoma and Washington State Department of Transportation (WSDOT) to replace the light bulbs at the intersection of SR7 and South 38th Street with brighter, higher intensity LED or equivalent lighting.
7. The developer shall work with WSDOT to install signage on the SR7 eastbound and westbound off ramps to notify drivers that they are approaching pedestrian crossings at the intersections with South 38th Street. The signage shall be approved and permitted by WSDOT.
8. Building access (which can be limited to employees only) shall be provided on Pacific Avenue and shall be located as close as possible to the pedestrian crossing provided for the parking on the east side of Pacific Ave.
9. Any pedestrian crossings on Pacific Avenue, other than those constructed as part of the signalized intersection, shall be improved by the developer to address pedestrian safety. Said improvements shall be determined by the Final Traffic Impact Study and may include but are not limited to: Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacons, pedestrian refuge island, pedestrian actuated stop light, and related luminaires/lighting. The design, construction, and inspection of the improvements shall be in accordance with requirements determined by the City of Tacoma.
10. The fleet vehicle parking compound shall be screened, preferably with a combination of fencing, excluding razor wire, and landscaping. At a minimum the fencing shall be solid board construction or chain link that includes slats so that the vehicles are not visible from the existing neighborhoods or from any public street.
11. The developer shall relocate the bus stops currently located at the northwest and southeast corners of Pacific Avenue and South Division Lane as determined by Pierce Transit.
12. The developer shall provide shelters for the bus stops at the locations as specified by Pierce Transit.
13. An interior or exterior interpretive display shall be provided to acknowledge the design of the Puget Sound Hospital and/or architectural firm of Hill and Mock. This project shall include at least one of the following display options: plaque, marker, photographs, plan drawings, or the building contextual information.

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2). No action on this proposal will occur for 14 days from the date of issue. Comments on this determination must be submitted to Pierce County, the lead agency, by close of business on the comment deadline date. 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.

Responsible Official: Dennis Hanberg
Position/Title: Director of Planning and Land Services
Address: 2401 S. 35th St., Suite 2, Tacoma, WA 98409

Staff Contact: Melanie Halsan, Project Coordinator, Phone (253) 798-2759

Date of Issue: January 26, 2015

Comment Deadline: February 9, 2015

Appeal Deadline: February 23, 2015


Dennis Hanberg, Responsible Official

NOTE: Pursuant to RCW 43.21C.075, Section 18D.10.080 of Title 18D, Pierce County Development Regulations-Environmental and Chapter 1.22 of Title 1, General Provisions, decisions of the Responsible Official may be appealed. Appeals are filed with appropriate fees and Notice of Appeal at the Planning and Land Services Department, located at the Development Center in the Public Services Building, 2401 S. 35th St., Suite 2, Tacoma, WA 98409. You should be prepared to make specific factual objections. Appeals must be filed within 14 days of the expiration of the comment deadline.

NOTE: The issuance of this Mitigated Determination of Nonsignificance does not constitute project approval. The applicant must comply with all other applicable requirements of the City of Tacoma, county, federal, and state agencies, prior to receiving construction permits.

MH:sl
1General Services Bldg MDNS.docx