



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
Diane Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3005893
Applicant Name: Seattle School District Number One
Address of Proposal: 8825 Rainier Avenue S (South Shore & South Lake Schools)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 2-story, 32,000 sq. ft. public high school and a 2 to 3 story, 133,000 sq. ft. public elementary and middle school including a 8,825 sq.ft. gymnasium (South Shore) in an environmentally critical area. Additional surface parking for 49 vehicles to be provided for a total of 215 spaces. Project includes 12,500 cu. yds. of grading. 78,550 sq. ft. of the existing structure to be demolished. Project also includes new 1 acre public plaza. Existing community center (Rainier Beach) to remain.

The following approvals are required:

SEPA – for conditioning only. SMC 25.05

Development Standard Departure for Public Schools. SMC 23.79

1. To allow less than the required quantity of on-site parking.
2. To allow continued on-street bus loading and unloading.
3. To allow greater than allowed building height

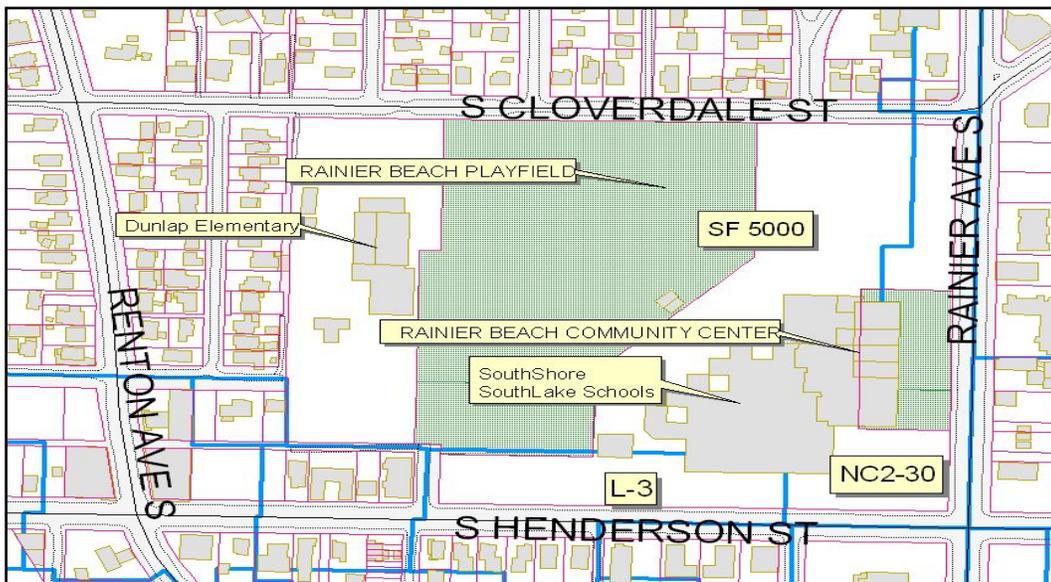
SEPA DETERMINATION: [] Exempt [X] DNS¹ [] MDNS [] EIS
[] DNS with conditions
[] DNS involving non-exempt grading, or demolition, or
another agency with jurisdiction.

¹Environmental documents and determination of non-significance prepared by Seattle School District number one. DNS issued on December 19, 2006

BACKGROUND DATA

Site and Vicinity Description

The school site is located in the Rainier Beach neighborhood bounded by streets on three sides; Rainier Avenue South on the east, South Cloverdale Street on the north; South Henderson Street on the south. The school district property abuts the Rainier Beach Community Center and the Rainier Beach Playfield. The school district property and the Department of Parks and Recreation property are co-mingled so that the entire site is perceived to be one large site. Additionally, Dunlap Elementary School abuts the Rainier Beach Playfield on the west side. A map and breakdown of the site areas are provided in below;



	Lot Area in Acres
South Shore & South Lake School	11.07
Rainier Beach Community Center	1.37
Rainier Beach Playfield	10.47
Dunlap Elementary School	4.9
TOTAL	27.81

The site is zoned Single Family 5000, multifamily residential Lowrise 3 and Neighborhood Commercial 2 with a 30 foot height limit. Most of the property is zoned SF5000 as shown on the map above. The site provides somewhat of a transition from the more intense commercial character to the south and the more residential character to the north (west of Rainier Avenue South).

Proposal Description

The Seattle School District proposes to construct new facilities for South Lake High School and The New School, which are currently both housed at the South Shore School site located at 8825 Rainier Avenue S in the Rainier Beach Neighborhood. The existing building on the site is co-owned by the District and the Seattle Department of Parks and Recreation, and also houses the Rainier Beach Community Center. Most of the District-owned portion of the building would be

demolished and a new building constructed at that location to house an elementary / middle school. The Community Center portion of the building which is separated from the school building by a firewall will remain. In addition, a new building would be constructed on the north portion of the school property to house South Lake High School.

The existing New School is an elementary school for Kindergarten through Grade 3. Attendance in 2005-2006 was approximately 202 students with 41 teachers and staff. The existing South Lake High School serves students who have had a disrupted educational career. The 2005-2006 enrollments for Grades 9 through 12 were approximately 142 students, with 13 teachers and staff. However, enrollment at the school varies throughout the year, with a maximum of 175 students during the peak period in the spring.

The District is proposing to demolish a portion of the existing building (approximately 78,550 square feet) and replace it with two separate buildings to house the elementary / middle school and the South Lake High School. Portable classroom buildings on the southwest side of the campus would also be demolished.

A new 133,000-square foot addition would be constructed at the approximate location of the existing building to house the elementary / middle school, known as South Shore. The proposed South Shore school building would be attached to the existing community center building. The building would house general classrooms and special classrooms for special education, science, technology, music, visual arts, and theatrical arts. The proposed elementary / middle school building would be designed to house 750 to 1,000 students and approximately 85 staff. The building would also include physical education facilities, including a gymnasium with seating for approximately 900; a library; a center area for student and community gathering; administrative space; and a child care facility. The building would house a food service area, including a "pre-bulk" kitchen for minimal preparation and warming food, which would be prepared at the Stanford Center.

A drop-off loop for loading and unloading students would be provided on the school property with access from S. Henderson Street. Existing parking on the southwest portion of the property would remain and an additional 35 parking spaces would be provided in front of the school, along S. Henderson Street.

A proposed 32,000 square foot building would be constructed on the northeast side of the school property to house the South Lake High School. The proposed building would be located in an area currently occupied by an asphalt play area. It would house approximately 200 students in Grades 9-12 and 18 Staff, and would include general purpose classrooms; special classrooms for science, visual arts, and special education; a child care center for up to 15 children; a library/reading area; career center; and administrative areas. A proposed parking lot with 24 spaces would be constructed southwest of the new building.

In addition to the proposed buildings, the project would result in several improvements to exterior areas. A Public Plaza would be constructed on the southeast corner of the property as a Seattle Parks project. Outdoor plazas would also be constructed near the entry to the new South Lake High School building. As part of the project, the Seattle Department of Transportation

(SDOT) is requiring sidewalk improvements along Rainier Avenue South and S. Henderson Street. Table 1 below provides a breakdown of the proposed project (from Amended SEPA Environmental Checklist, page 5)

Table 1. South Shore Schools Redevelopment Project – Site and Land Use Summary

Type of Use	Existing ¹	Proposed	Net Change
Building and Parking Lot Size			
New School @ South Shore / South Shore School	163,667 sf ²	133,000 sf	See footnote 3
South Lake High School	Included above	32,000 sf	See footnote 3
Off-street parking on School Property	113 spaces ⁴	166 spaces	+53 spaces
Off-street parking on Parks Property	53 spaces	49 spaces	-4 spaces
Total Parking	166 spaces	215 spaces	+49 spaces
Enrollment			
New School @ South Shore / South Shore School	202 students ⁵	1,000 students	+798 students
South Lake High School	142 to 175 students ⁵	200 students	+25 students
Total Enrollment	344 to 377 students	1,200 students	+823 to 856 students

Sources: King County Assessor Website Parcel Viewer, April 2006; Heffron Transportation, Inc.

1. The two schools now share one building; the total building square footage is reported as having 163,667 sf. Note that county records are not specific for what is included in this parcel. The actual occupied area of the building is likely less than the total building size.
2. This is the amount of institutional space listed by the King County Assessor for the site.
3. The reconstructed school buildings are anticipated to be similar in size to the existing school buildings that currently occupy the site.
4. These include 12 unmarked parallel spaces along the west drive aisle serving the southwestern parking lot.
5. Existing enrollment based on the published enrollment for each school in October 2005.

Public Comments

One public comment was received during the comment period which ended on December 13, 2006. The comment asked that the proposed plaza provide more landscape as compared to hardscape. It also asked that the project contribute towards the goal of sustainable or green development.

Develop Standard Departure Committee Meeting

A public meeting of the Development Standard Departure Advisory Committee (“Committee”) was held on August 15, 2006 to consider development standard departures for the proposed schools in order to: 1) allow continued on-street bus loading and unloading; 2) authorize greater than allowed building height, and 3) allow less than required quantity of parking. The Department of Neighborhoods prepared a report to document public testimony and make recommendations to DPD for modifications to land use code development standards. For further detail, the report is available at DPD in the Master Use Permit file for this project.

ANALYSIS - Development Standard Departure

The Development Standard Departure process is being conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-.012. Pursuant to these provisions an Advisory

Committee was convened, public comment received, and a written recommendation to the Director of DPD made. This analysis and decision is made pursuant to the requirements of SMC section 23.79.010 that the Director determine the amount of departure to be allowed as well as mitigation measures to be imposed. Criteria set forth in the applicable code sections are to be used for both the Committee's recommendation and the Director's decision.

Section SMC 23.79.008 states that departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 of the Seattle Municipal Code, to ensure that the proposed facility is compatible with the character and use of its surroundings. In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

- A. Relationship to Surrounding Areas:** The advisory committee shall evaluate the acceptable or necessary level of departure according to:
- 1) Appropriateness in relation to the character and scale of the surrounding area;
 - 2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
 - 3) Location and design of structures to reduce the appearance of bulk;
 - 4) Impacts on traffic, noise, circulation and parking in the area; and
 - 5) Impacts on housing and open space.

More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

- B. Need for Departure:** The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Departure Requests

Bus loading and unloading; The Seattle School District has proposed to continue loading and unloading buses along South Henderson Street, and to establish a new small bus pull-out along South Cloverdale Street associated with the New South Lake High School.

Buses presently load and unload along South Henderson Street. At this time the buses use the curb lane without benefit of a pull out. This is possible in part because the street is four lanes wide (two used for parking). The proposal is to continue parking in the approximate areas where the buses currently load and unload and provide new formal bus pull out lanes along the north side of Henderson from approximately 375 feet west of the intersection of Rainier Avenue South and South Henderson Street west approximately 600 feet to approximately to the west end of the existing tennis courts at 46th Avenue South. A small bus pull out lane would also be established on the south side of South Cloverdale Street approximately 100 feet west of the intersection of South Cloverdale Street and Rainier Avenue South. This pull out would likely be only about

140 feet in total length and would accommodate small buses and vans associated with special needs populations anticipated to attend the new South Lake High School.

A. Relationship to Surrounding Areas:

1. Appropriateness in relationship to the character and scale of the surrounding area

On-street bus loading and unloading occurs on the north side of South Henderson Street and on the south side of South Cloverdale Street currently. South Henderson Street has been improved with curb setbacks and bulbs in connection with improvements made for Sound Transit. Surrounding property on the south side of South Henderson is zoned NC2-40 and Lowrise 3 and developed with a bank near the corner and 1 to 3 story multifamily housing on the remainder of the block. South Henderson is a wide right of way (80 feet) and is designated a principal arterial.

2. Presence of edges, significant setbacks, major arterial streets, topographic breaks, and similar features which provide a transition in scale.

Since this request is for bus loading and unloading only and does not involve the development of any structures for this use, this criterion does not directly apply.

3. Location and design of structure to reduce the appearance of bulk

Since this request is for bus loading and unloading only and does not involve the development of any structures for this use, this criterion does not apply.

4. Impacts on traffic, noise, circulation and parking in the area

Existing enrollment at the schools is less than the student capacity of the school which is 1200 students. Proposed enrollment is expected to eventually match the existing capacity of 1200 students.

Space for up to 12 buses exists on South Henderson Street; however, driveway sightline requirements may reduce the bus loading area available. Since the South Shore School could serve grades Pre-K through 8, the bus arrival at the site is expected to be staggered. The District expects that only up to seven (7) buses would serve the site at any one time. The proposed bus-loading area may displace or overlap the two existing Metro Transit stops along the site frontage. This could also reduce the amount of space available for school-bus loading. Therefore, the District will be required to work with Metro to coordinate locations and operational requirements for its bus stops along the site frontage.

Further discussion of the traffic impacts are discussed under the SEPA analysis and mitigations imposed under SEPA authority.

5. Impacts on housing and open space

There would be no impact of granting this departure request on open space. Denying the departure could result in reductions to on-site open space for buses.

B. Need for Departure

A bus load and unload area is required to continue to meet the needs of the district and students. Designing bus load and unload area on-site would likely compromise the program needs because of the large amount of space required. Decreasing parking and/or open space is not desirable but would likely be the result of placing the bus load and unload area on site.

Quantity of Parking; the district is seeking to reduce the off-street parking quantity by up to 60 spaces; the actual departure needed is 30 spaces. The Code required amount of off-street parking for the schools is 214 spaces, and the project will provide 184 spaces according to plans date stamped February 22, 2007. The proposal also shows 47 spaces on Department of Parks and Recreation property to be used by the Community Center of which 43 would continue to be restricted, as they are currently, as two-hour parking, staff parking and disabled parking.

A. Relationship to Surrounding Areas:

1. *Appropriateness in relationship to the character and scale of the surrounding area*

The new parking is located on portions of the site that will not impact surrounding areas.

2. *Presence of edges, significant setbacks, major arterial streets, topographic breaks, and similar features which provide a transition in scale.*

All the proposed parking is surface parking and does not involve the construction of buildings.

3. *Location and design of structure to reduce the appearance of bulk*

This is not applicable.

4. *Impacts on traffic, noise, circulation and parking in the area*

This is discussed in detail under the SEPA analysis in this document.

5. *Impacts on housing and open space*

The departure does not have any impact on housing or open space. If the departure were to be denied then there would be a reduction in open space.

B. Need for Departure

The departure balances the need for open space and the cost of parking with the need for parking. The demand for parking is expected to be met on-site and on the surrounding streets as discussed under the SEPA analysis.

Structure Height: The School District is requesting a departure from the maximum height specifically for the construction of a small portion of the South Shore Pre-K to 8 School. The proposal is to construct the South Shore School approximately on the site of the current school. While most of the building would be two stories, that portion that

would accommodate the 8th Grade, located to the extreme southeast of the school, would be three stories. This small portion would require a departure for increased height. The three story portion of the building would be 56.5 feet above the existing grade.

A. Relationship to Surrounding Areas:

1. *Appropriateness in relationship to the character and scale of the surrounding area*

The portion of the school exceeding the height limit is setback from South Henderson Street approximately 90 feet and 250 feet from Rainier Avenue South. This approximately 15,000 square foot portion of the school is a small percentage of the overall building mass.

2. *Presence of edges, significant setbacks, major arterial streets, topographic breaks, and similar features which provide a transition in scale.*

As stated above there is significant setback and South Henderson is a major arterial which is 80 feet wide.

3. *Location and design of structure to reduce the appearance of bulk*

Design details, colors, landscaping and finish materials will contribute towards mitigating the perception of height, bulk and scale in that these elements will break down the overall scale of the building.

4. *Impacts on traffic, noise, circulation and parking in the area*

The structure is not expected to impact traffic, noise, circulation and parking.

5. *Impacts on housing and open space*

The additional height contributes towards providing more open space in that a separate structure would reduce open space.

B. Need for Departure

The 3-story design will allow the physical separation of the 8th grade from the younger students and will reduce the building footprint thereby utilizing less land area.

Departure Committee Recommendation

The Development Standard Departure Committee voted unanimously to grant all the departure requests with no conditions.

DECISION – DEVELOPMENT STANDARD DEPARTURE

1) Allow continued on-street bus loading and unloading; 2) authorize greater than allowed building height, and 3) allow less than required quantity of parking. **Granted.**

ANALYSIS - SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by Seattle School District Number One. These include a December 2006 Amended SEPA Environmental Checklist and a September 2006 SEPA environmental checklist. Environmental information prepared previously and related to the proposal includes: Building Excellence Phase II Capital Improvement Program Final Supplemental Environmental Impact Statement dated September 1, 2000; Transportation and Parking Impact Analysis (Heffron Transportation, September 12, 2006); and Geotechnical reports (September 22, 2003 and May 27, 2005) by URS.

Seattle Municipal Code (SMC) section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority.

Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, traffic and parking study and geotechnical reports) and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts can be adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading, and Drainage Control Code (grading, site excavation, and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate short-term impacts to the environment and, with the exception of noise impacts, they will be sufficient without conditioning pursuant to SEPA policies. Further discussion of short-term noise, air quality, traffic and parking related impacts follows.

Noise

The project is expected to generate loud noise during demolition and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends. The surrounding properties are developed with single family and multifamily housing and will be impacted by construction noise.

The limitations stipulated in the Noise Ordinance are not sufficient to mitigate noise impacts; therefore, pursuant to SEPA authority, the applicant shall be required to limit periods of construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) to non-holiday weekdays between 7:00 AM to 6:00 PM, and on Saturday between the hours of 9:00 AM to 5:00 PM. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. Additionally DPD will evaluate other requests on a case by case basis to allow for unforeseen construction, safety, or street-use related situations that warrant work outside of the construction hours.

Specifically, the District has requested that on-site utility work be performed outside of these work hours to allow continued operation of the Rainier Beach Community Center. The area of work will likely take place on the southeast portion of the site away from residential uses; however, DPD must evaluate any requests relating to utility work on a case by case basis prior to start of work.

Construction Traffic and Parking

The applicant estimates that 21,500 cubic yards of material will be either removed from or imported to the site. Deliveries of other construction materials are also to be expected during the course of construction. Assuming an average of 18-cubic yards per truck and about a month for the demolition and earthwork efforts, this activity will generate approximately 300 truck loads per week. With five days per week and typical construction hours, this would equate to between 6 and 8 truckloads per hour (12 to 16 truck trips per hour with a truck in and out for each load).

The demand for parking by construction workers during construction could reduce the supply of parking in the vicinity for neighbors and for the Rainier Beach Community Center.

As a result of the truck trips and construction worker parking demands, a negative impact, will be generated. As recommended in the Transportation Impact Analysis prepared by Heffron, the following SEPA condition is required;

- Prepare a construction management plan (CMP) that addresses truck haul routes, construction and hauling schedules, and parking plans that minimize impacts to Community Center operations and nearby residential streets. The plan should identify and address temporary lane and sidewalk closures as well as bus-stop relocations, if any are required.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. The owner and/or responsible party (ies) are required to comply with the PSCAA rules pertaining to demolition of projects with or without asbestos. This will ensure proper handling and disposal of asbestos, as well as demolition of structures without asbestos. No further SEPA conditioning is necessary.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: increased traffic and increased parking demand; possible increase in light and glare; increased bulk and scale of the building; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased energy consumption; and decreased air quality. These long-term impacts are not considered significant because most impacts are minor in scope; however, parking and traffic impacts warrant further discussion.

Parking and Traffic

The district is seeking to reduce the off-street parking quantity by 30 spaces. The Code required amount of off-street parking for the schools is 214 spaces, and the project will provide 184 spaces according to plans date stamped February 22, 2007. The proposal also shows 47 spaces on Department of Parks and Recreation property to be used by the Community Center of which 43 would continue to be restricted as they are currently as two-hour parking, staff parking and disabled parking.

A Traffic and Parking Impact Analysis prepared by Heffron Transportation, Inc. dated September 12, 2006 and revised on January 25, 2007 was prepared. The analysis documents the existing conditions in the site vicinity, presents estimates of project-related changes to local traffic, and evaluates the anticipated impacts to the surrounding transportation system including transit, parking, and pedestrian facilities. It also includes analysis of parking, bus staging and drop-off/pick-up activities, and expected construction activities. The January revision corrected Table 8 in the analysis-there were no other revisions and this did not change the overall findings or conclusions.

As described in the parking study, a parking utilization study was performed on Tuesday, August 8, 2006 and Wednesday, August 9, 2006. The study measured parking during two time periods, weekday mornings between 9:00 and 10:00 AM and between 7:00 and 8:00 PM to determine existing on-street parking utilization. School was not in session during the study times.

The study area is defined to be 400 feet walking distance from the subject property edges. The project area is large so that the walking distance from door to door could be greater than 400 feet walking distance depending upon where one parked and their destination school.

The study found that the worst time period on the streets was between 7:00 and 8:00 PM, and the average existing utilization was 42 (%) percent. This means 42 (%) percent of the available legal on-street parking spaces were occupied. However, the morning time is expected to

generate the peak parking demand for the school which coincides with lower utilization rates on the street. The study found that between 9:00 and 10:00 AM that the average utilization was 26 (%) percent. Table B summarizes the utilization and estimated demand;

Table B				
Parking Utilization Survey – August 8 & 9, 2006				
Peak School Demand Weekday, 9:00 to 10:00 AM	Average Number of Vehicles Parked	On-Street Parking Supply	Average Utilization Rate	
	56	217	26%	
Estimated Parking Utilization				
South Lake High School & South Shore School	Average Number of Vehicles Parked	<u>On-Street</u> Parking Supply + <u>Off-Street</u> Parking Supply	No. of Vehicles Parked + Estimated Demand	Utilization Rate
South Shore as Pre K through 8	56	401 (217 + 184)	291 (56 + 235 ¹)	73 %
South Shore as Middle School Only	56	401 (217 + 184)	184 (56 + 128 ¹)	46 %
¹ source: Table 8 Estimated Combined Peak Parking Demand-Revised January, 25, 2007				

The City considers a utilization rate of 85(%) percent to be at capacity; therefore spillover parking from a project would not easily be accommodated on the streets. In this case, the utilization rate for the worst case estimate would be 73(%) percent which is below capacity. The worst case utilization represents an estimated rate if South Shore School is a pre-K through 8th grade. If South Shore School is a middle school only then the estimated utilization would be 46 (%) percent. In other words the range of utilization rates would be between 46 (%) percent and 73 (%) percent in the mornings on a typical weekday depending on the school program. Utilization rates in the evenings could be at capacity if a special event took place; however, large events are expected to happen infrequently throughout the school year.

The site vicinity is well served by King County’s Metro Transit bus service. Bus stops are located on both sides of Rainier Avenue S and S Henderson Street. Rainier Avenue S stops are served by Routes 7, 9 and 106. Buses for Routes 32-Express, 36, 42, 48 and 126 stop on S Henderson Street. There are two bus stops located adjacent to the site along S Henderson Street. One is located just west of the Rainier Avenue S intersection; the second is located west of the schools’ existing driveway. The easternmost stop has a shelter, the western stop does not. Both serve the same routes.

Beginning in 2009, the Link Light Rail system is projected to be operational. The system will include an at-grade station on Martin Luther King Jr. Way, just south of S Henderson Street. Once operational, bus service is expected to change to better coordinate with link light rail and overall transit in this area is expected to improve.

The proposed project would result in a net increase in overall traffic volumes generated at the site compared to existing conditions. However, the project is not expected to result in significant adverse impacts to traffic volumes or traffic operations at the nearby signalized intersections. The project would add traffic to site access driveways along Rainier Avenue S and S Henderson Street. These locations would continue to operate at acceptable levels of service with the project.

Historically, parent pick-up and drop-off at the site has been high. With a much larger school population, this activity could lead to noticeable congestion and delay at site access driveways, within parking lots, and at pick-up/drop-off areas. As a result, parking conditions on the site and along nearby roadways are expected to be congested during times just before and just after school start and dismissal times; therefore, the following conditions are imposed pursuant to SEPA authority;

- In the first year of operation and each September thereafter, review on-site parking, site access, pick-up/drop-off activities and bus loading operations and determine if changes are desired. Changes that could be considered include:
 - Notifying parents through school newsletters or other media about appropriate locations for student drop-off and pick-up. Parents should be reminded regularly not to park in bus loading areas or block crosswalks.
 - Using school staff or volunteers in the parking lots during arrival and dismissal times to assist children and parents with arrival and departure and to help reduce vehicular/pedestrian conflicts.
 - Providing alternate locations for drop-off and pick-up.
 - Converting on-site parking lots to one-way traffic flow.
 - Staggered school start and dismissal times to spread traffic and parking demand,
- Enter into an agreement with Seattle Parks and Recreation related to use of the Rainier Beach Community Center, shared parking, use of the drop off area in front of the center during school times, and scheduling and attendance for events in the assembly spaces (including the existing gymnasium in the community center and the proposed gymnasium in the school building).
- Work with Metro to coordinate locations and operational requirements for bus stops along the site frontage.
- Ensure that school-bus loading does not obstruct driver sight-lines for driveways along S Henderson Street, S Cloverdale Street, or at 46th Avenue S. This can be accomplished by either keeping parked buses a sufficient distance from the driveways and/or locating/designing the driveways to ensure adequate sightlines.

Other Impacts

Several adopted codes, ordinances, and agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these include the Puget Sound Clean Air Agency (increased airborne emissions), the Seattle Land Use Code (e.g. light and glare from new lighting of the parking, height, bulk and scale impacts), the Uniform Building Code (life-safety requirements) the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise, increased pedestrian traffic, increased demand on public services) are not sufficiently adverse to warrant further mitigation by conditions.

No SEPA conditioning of these long-term impacts of the proposed action is necessary.

CONDITIONS - SEPA

Prior To Construction Or Grading Permit Issuance

1. The responsible party shall submit a draft construction management plan (CMP) that addresses truck haul routes, construction and hauling schedules, and parking plans that minimize impacts to Community Center operations and nearby residential streets. The plan should identify and address temporary lane and sidewalk closures as well as bus-stop relocations, if any are required.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

2. The responsible party shall abide by the approved construction management plan approved by DPD.
3. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays¹ from 7am to 6pm and between 9 am and 5 pm on Saturday. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner (Jess Harris- (206)684-7744 or Bob McElhose - (206)386-9745) when necessitated by unforeseen construction, safety, street-use related situations, or for utility work related to the Rainier Beach Community Center. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

¹New Year's Day, Martin Luther King Junior's Birthday, President's Day, Memorial Day, July 4, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day.

Prior to Occupancy

4. Provide a copy of an agreement with Seattle Parks and Recreation related to use of the Rainier Beach Community Center, shared parking, use of the drop off area in front of the center during school times, and scheduling and attendance for events in the assembly spaces (including the existing gymnasium in the community center and the proposed gymnasium in the school building).
5. Provide documentation describing the results of coordination with Metro regarding the locations and operational requirements for bus stops along the site frontage.
6. Provide documentation that ensures that school-bus loading does not obstruct driver sight-lines for driveways along S Henderson Street, S Cloverdale Street, or at 46th Avenue S. This can be accomplished by either keeping parked buses a sufficient distance from the driveways and/or locating/designing the driveways to ensure adequate sightlines.
7. Provide appropriate procedures and mitigation that addresses the following conditions;

In the first year of operation and each September thereafter, review on-site parking, site access, pick-up/drop-off activities and bus loading operations and determine if changes are desired. Changes that could be considered include:

- a. Notifying parents through school newsletters or other media about appropriate locations for student drop-off and pick-up. Parents should be reminded regularly not to park in bus loading areas or block crosswalks.
- b. Using school staff or volunteers in the parking lots during arrival and dismissal times to assist children and parents with arrival and departure and to help reduce vehicular/pedestrian conflicts.
- c. Providing alternate locations for drop-off and pick-up.
- d. Converting on-site parking lots to one-way traffic flow.
- e. Staggered school start and dismissal times to spread traffic and parking demand.

Signature: _____ (signature on file)
Jess Harris, AICP, Senior Land Use Planner

Date: April 12, 2007

JH:bg

H:\DOC\Schools\3005893shore&laked.doc