

Proposal Description

The project proposal is to construct a two-story community center to serve the High Point community through "Neighborhood House" which is a non-profit organization established to help diverse communities of people with limited resources to attain their goals for self-sufficiency, financial independence and community building. The lower level consists of Head Start childcare classrooms, various Head Start support spaces, office, a multi-purpose room, restrooms, a mechanical room and storage areas. Public restrooms which serve the adjacent park will also be located on this level. The south end of the lower floor will be used as a childcare center for 40 children. The upper level will contain a teen center, a family center, a large classroom, offices, restrooms, and storage rooms. Parking for 34 vehicles will be provided at grade.

Public Comment

No comment letters were received during the official public comment period, which ended December 26, 2007.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist dated October 31, 2007. This information, along with the experience of the lead agency in similar situations, forms the basis for this analysis and decision. No long-term impacts are anticipated from this proposal. Short-term impacts are discussed below.

The SEPA Overview Policy (SMC 25.05.665.D) states "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Ordinance (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way,); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of identified adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, additional parking demand generated by construction personnel and equipment, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulate during construction; potential soil erosion during grading, excavation and general site work; increased run-off; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and 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 Section 25.05.794). Although not significant, these impacts are adverse.

Because the site is currently vacant and the entire area is being redeveloped, construction noise will not be adverse enough to warrant mitigation. The proximity of residential uses is such that the limitations of the Noise Ordinance would be adequate to mitigate potential noise impacts.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare; increased energy demand; increased ambient noise associated with increased human activity and vehicular movement.

The project is not expected to generate adverse traffic impacts or generate adverse parking impacts in that the project is to be served very well by transit, caters to the local neighborhood and provides bicycle parking. Although parking demand could be increased by the project, it appears that sufficient on-street parking capacity is available in the site vicinity. Therefore, pursuant to SEPA authority, no mitigation is necessary for traffic and parking impacts.

Impacts such as increased bulk and scale, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

Prior to Issuance

1. Submit a copy of the recorded Lot Boundary Adjustment #3008325.
2. Make all corrections per Zoning Correction Notice dated January 10, 2008.

City Council imposed conditions for Design Review and SEPA mitigation which apply to all developments in the High Point Project. They are as follows:

Prior to Issuance of any Construction Permits

3. Include the Construction Mitigation Plan (CMP) as required by the SEPA conditions of Seattle City Council #305400 and MUP # 2105600. The non-appealable remaining applicable conditions read as follows:

“Provide a Construction Mitigation Plan (CMP) to DPD at the time of building permit for related construction permits. The plan will consist of items listed under subparts a-k below. The CMP must be approved by DPD in consultation with Seattle Department of Transportation prior to commencement of any demolition, grading or construction activity. The CMP shall be one comprehensive document that can be easily referenced and maintained throughout the construction process by contractors and subcontractors, and available to the public at the project site.

- a. A detailed description of the demolition and construction phasing/schedule.*
- b. SHA shall coordinate with the Police and Fire Departments in identifying methods to prevent arson or other criminal activity during the period between vacation of the units and actual demolition of the units.*
- c. Demonstration of compliance with federal, state and regional regulations to ensure that impacts are adequately addressed by such regulations or permits, and how such measures can be achieved. Permits from the following agencies must be provided: state Department of Ecology; PSCAA; and a NPDES permit from the appropriate agency.*
- d. An air quality mitigation plan to mitigate impacts from fugitive dust, and consisting of the following:*
 - Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.*
 - Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.*
 - Covering all trucks, transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.*
 - Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.*
 - Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.*
 - Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times and to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.*
 - Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.*

- *Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.*
- e. *A noise mitigation plan to mitigate impacts from noise to contain the following:*
- *The applicant will be required to limit periods of construction to between the hours of 7:00 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
 - *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
 - *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, (utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*
 - *The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.*
 - *The mailing list for the newsletter shall include all addresses within 300 feet of the site and affected City departments, including DPD, Department of Transportation, Police Department, Fire Department, and Neighborhoods, as well as community members and organizations who ask to be notified of construction activities. The meeting time and place shall be well-publicized, using at a minimum the same mailing list as above, giving at least 14 days notice of the meeting.*
 - *The approved plan shall be available at the site for the duration of construction.*
- f. *A stormwater Pollution Prevention Plan to mitigate water quality impacts.*
- g. *A Temporary Erosion and Sediment Control Plan to mitigate water quality, including all tree protection measures detailed as conditions in the approved Subdivision (DPD 2202170).*
- h. *A Spill Prevention Control and Countermeasures Plan to mitigate water quality impacts.*
- i. *Transportation Construction Mitigation Plan to mitigate traffic and parking impacts consisting of the following:*
- *Identification of temporary street closures;*

- *Identification of detour routing to ensure adequate accessibility to remaining older housing units and new constructed units within High Point, including any potential impacts on existing residential units on adjacent streets not subject to this redevelopment;*
 - *Identification of staging areas and haul routes. Hauling between 4:00 p.m. and 6:00 p.m. shall be minimized.*
 - *Identification of parking locations for construction workers. Construction workers shall park on-site or off-site in designated remote parking lots. Provide shuttle buses for construction workers between the job site and any remote parking sites.*
- j. *An appropriate mitigation must be determined and provided in a construction rodent impact mitigation plan (CRIMP) and provided to DPD.*
- k. *A Tree Preservation Plan which can be fulfilled through the tree plan required by Hearing Examiner decision MUP-02-051(SD) shall be developed in conjunction with the Temporary Erosion and Sedimentation Control Plan.*

Signature: (signature on file)

Marti Stave, Land Use Planner
Department of Planning and Development

Date: January 21, 2008