



City of Seattle

**Department of Planning and Development**  
D. M. Sugimura, Director

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

**Application Number:** 3010917  
**Applicant Name:** Studio Meng Strazzara for Boys and Girls Club of Ballard  
**Address of Proposal:** 1767 NW 64<sup>th</sup> Street

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 5,400 sq. ft. addition to an existing community center (Boys and Girls Club of Ballard). Parking provided for 18 vehicles is provided on site. Project includes grading for 352 cubic yards of material.

The following approval is required:

**SEPA - Environmental Determination** (SMC Chapter 25.05).

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

**BACKGROUND DATA**

**SITE AND PROJECT DESCRIPTION**

Site and Vicinity Description

The Ballard location of the Boys and Girls Club of King County (“The Club”) was constructed in 1951, reputedly in response to teen violence involving as many as 100 teens which broke out in January of 1943 near the intersection of N. 85<sup>th</sup> St. and Greenwood Ave. N. It became the first of many locations for such programs in the State of Washington. Located on 20<sup>th</sup> Ave. N.W. between N.W. 63<sup>rd</sup> and N.W. 64<sup>th</sup>, the site contains baseball field, a small parking area and a two story classroom building attached to a single court gymnasium.

The surrounding area is zoned LDT (Lowrise Duplex/Triplex) and a mix of small houses and small to medium sized multi-family buildings. Parking on both sides of the two east/west streets along the proposal site narrow the vehicular path so that cars moving in opposite directions cannot pass each other without one of them pulling into an open space along a curb. Along the west side of the site, 20<sup>th</sup> Ave. N.W. is wide enough for two lanes of arterial traffic and two parking lanes. No traffic lights control adjacent intersections.

The club runs before and after school programs for approximately 180 elementary and middle school aged children. In addition to this "child care" program there are sports programs in the evenings and weekends making use of the gym and ball field. There are also sports camps held during the summer and other school break periods.

### Proposal

Proposed is a 5,090 sq. ft. two story addition to the existing 12,936 sq. ft. two story facility. The additional areas would consist of a fitness room and three classrooms. The new structure would be in the area of the current parking lot. The new parking lot would be constructed to the south of the addition in an area currently occupied by outdoor play structures. Access to the on-site parking would be moved from N.W. 64<sup>th</sup> St. to N.W. 63<sup>rd</sup> St. A new outdoor play area would be located on the north side of the proposed addition, between it and N.W. 63<sup>rd</sup> St. On-site parking for 18 vehicles is proposed. The baseball field on the east portion of the site would remain essentially in the same location while being reconfigured to at 170 x 170 foot square from a slightly larger size with distances along the foul lines of approximately 185 and 175 feet.

### Public Comment

A written comment letter in support of the proposal was received during the comment period which ended on February 24, 2010.

### **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated February 1, 2010 and annotated by the Department. This information in the checklist, supplemental information provided by the applicant (plans, photographs, traffic and parking narrative) and the experience of the Department with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

"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 some limitations).

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is found below.

### Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from 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 during construction.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulate site excavation and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right of way, and regulates obstruction of sidewalks. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with traffic and with noise warrant further discussion.

### Traffic

Some construction related traffic is expected to be generated by the proposed project. Excavation will be limited to that required to construct foundations at grade. Construction materials are expected to be delivered as required for the proposed 5,090 sq. ft., wood frame construction building. Some additional truck traffic would be expected during the paving of the reconfigured parking area on the site. This level of construction traffic is comparable to what would be expected for construction of a new single family residence or duplex in the LDT zone. While traffic in the immediate area is heavy at times, especially during AM and PM peak periods, it continues to flow adequately. It is not expected that construction traffic generated by this proposal would negatively affect traffic on nearby streets in an appreciable way.

Street closures adjacent to the site could cause interruptions of vehicle trips of nearby residents. Any street closures would require permits from the Seattle Department of Transportation (SDOT) and it is expected that they would be granted in a way which insured the availability of alternative routes for and provided advance notice for effected individuals.

No SEPA Policy based conditioning of construction traffic impacts appears warranted.

### Noise

The initial construction activity including demolition, excavation, foundation work, and framing will require loud equipment and will have adverse impacts on nearby residences. The impacts upon residential uses would be especially adverse in the early morning, in the evening and on weekends. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on the nearby uses.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts. Pursuant to this policy, and because there are residences in the vicinity, the proposal will be conditioned to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. on non-holiday weekdays. 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, such as installation of landscaping, after approval from DPD.

### Long-term Impacts

Long-term impacts are also anticipated from the proposal and include: increased ambient noise due to increased human activity; increased demand on public services and utilities; increased height, bulk and scale; increased light and glare; increased demand for parking; increased vehicle trips and increased energy consumption. Most impacts are minor in scope and do not require mitigation.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code which requires provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding. The Seattle Energy Code will require conservation measures such as insulation and energy efficient windows. The Seattle Building Code provides for life safety issues in general. The Land Use Code controls building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts.

Traffic and parking impacts require further discussion.

### Parking & Traffic

Parking and traffic impacts are disclosed in documents in the application file. The SEPA Checklist provides limited information. Additional information is found on a document from Mark Hendricks, Executive Director of the Ballard Boys and Girls Club, describing in detail existing and expected traffic levels and parking demand.

Currently there are 18 parking spaces on the proposal site and 180 children in the before and after school programs. In addition, 41 stalls in the Ballard Baptist Church parking lot across 18<sup>th</sup> Ave. N.W. is available whenever there are no church services in progress. Church services occur primarily on Sunday mornings.

Attendance is highest in the afterschool program. The traffic and parking document states the following. "Primary demand for parking during the morning and afternoon hours is short term for parents to drop off and pick up children, year round. These drop offs and pickups average approximately three to five minutes to sign children in/out and gather their belongings. The typical hours for drop off are 7am to 8:15am (approximately 30 cars) and for pick up, 5pm to 6:30pm (approximately 60 cars). Children are brought to the facility in club owned vans in the afternoon and after school, therefore there is a greater number of pickup vehicles in the afternoon than drop offs in the morning." On weekend days and weekday evenings sporting events draw approximately 25 cars per game, with a total of 125 cars coming and going over a four hour period of time.

Currently, there is a staff of 20 persons, 90% of which are Seattle Pacific Students who carpool and use transit to a high degree. The club has 12 vans which are expected to be parked on the site and used for afternoon pickups at area schools.

The proposed addition would provide space to expand the before and after school program by 50 children and would be expected to add 17 vehicles to the 5:00 pm to 6:30 pm evening pick up period; or .2 per minute on average. Overall the amount of cars coming to the site for pick up in the PM peak 90 minutes would be expected to increase to .86 per minute from .67 per minute.

The relocated parking lot will allow maneuvering on site so vehicles can head both in and out of the lot greatly increasing traffic flow efficiency. Currently, cars which head into the onsite lot must back out and onto the adjacent street.

The proposed expansion of the Ballard Boys and Girls Club would be expected to add a minor amount of vehicle traffic and on-street parking demand to the immediately surrounding area. Traffic flow in and out of the site should improve due to improved vehicle maneuvering area allowing cars to head in and out rather than backing in one direction. This should also improve traffic flow past the drive way into the site.

Parking for the additional 17 vehicles expected to arrive over a 90 minute period, each staying three to five minutes, is expected to be accommodated on site, in the Ballard Baptist Church parking lot and on nearby streets.

SEPA policy based conditioning of traffic and parking impacts is not warranted.

