



City of Seattle

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**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:** 3010980  
**Applicant Name:** Eric Nothdurft for Lakeside School  
**Address of Proposal:** 14050 1<sup>st</sup> Avenue NE

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow an expansion of an existing institution (Lakeside School) in an environmentally critical area. Project includes seven portable classroom/office buildings (totaling 12,000 square feet) to temporarily relocate students and staff for eleven months during the renovation of Bliss Hall. No change in parking.

The following approvals are required:

**Administrative Conditional Use** – to allow the expansion of a private school  
(SMC 23.44.022)

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

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

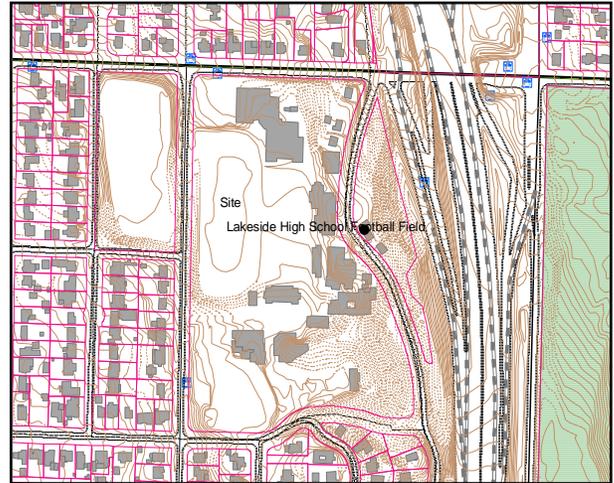
DNS with conditions

DNS involving non-exempt grading, or demolition,  
or involving another agency with jurisdiction.

## **BACKGROUND DATA**

### Site Description

Lakeside School is a private high school established in 1930 on a campus of nearly 20 acres in a Single Family 7200 (SF 7200) zone in northeast Seattle. The site is bounded by 1<sup>st</sup> Avenue NE on the west, 4<sup>th</sup> Avenue NE on the east, NE 145<sup>th</sup> Street on the north and NE 140<sup>th</sup> Street to the south. Portions of the high school campus are mapped as environmentally critical areas due to slopes exceeding 40 percent. The original brick buildings still stand around a large quad and the playing field is rimmed by tall conifers and flowering shrubs in a quiet, residential neighborhood. The school has approximately 450 students and 130 faculty and staff. It offers a high school program. The school operates generally between the hours of 8:00 a.m. and 5:00 p.m. with occasional evening events and activities.



Area Map for Lakeside School

### Area Development

Development consists primarily of single family residences in the large SF 7200 zone to the west and south. The Interstate 5 freeway is located to the east of the campus.

### Proposal Description

Land Use Application to allow the expansion of an existing institution (Lakeside School) in an environmentally critical area. The project includes seven portable classroom/office buildings (totaling 12,000 square feet) to temporarily relocate students and staff for eleven months during the renovation of Bliss Hall. The portable Bliss Hall is not listed as a landmark building. No change in the number of parking spaces is proposed.

Bliss Hall was originally constructed in 1930 and has undergone several renovations over the years. In 1998 improvements were made on the fourth floor including seismic upgrades, sprinklers, and a new HVAC system. The proposed work includes completing the seismic upgrades (adding new concrete shear walls from foundations to the fourth floor), accessibility improvements, automatic sprinklers, new restrooms, a new heating system and improved ventilation, and architectural reconfiguration of spaces. Due to the scope of this work, this project will be considered a substantial alteration.

### Public Comments

Two comment letters supporting the project were received during the comment period which ended February 14, 2010.

**ANALYSIS - ADMINISTRATIVE CONDITIONAL USE (SMC 23.44.022)**

The Land Use Code allows the expansion of existing institutions into residential zones through the administrative conditional use process. This proposal is a private school allowed in a single family zone only through administrative conditional use approval. The Director's decision has the authority to approve, condition or deny a conditional use application. This decision shall be based on whether the proposed use will be materially detrimental to the public welfare or injurious to property. The applicable criteria used for evaluating and or conditioning the applicants' proposal are discussed below.

D. General Provisions

*New or expanding institutions in single family zones shall meet the development standards for uses permitted outright in Section 23.44.008 through 23.44.016 unless modified elsewhere in this subsection or in a Major Institution Master Plan.*

According to the plans submitted with the application, the proposal meets the applicable development standards enunciated in Section 23.44.008 through 23.44.016.

E. Dispersion

*The lot line of any proposed new or expanding institution, other than child care centers locating in legally established institutions, shall be located six hundred feet (600') or more from any lot line of any other institution in a residential zone, with certain exceptions.*

At this location there are no other institutions in single family zoned properties within 600 feet of the project site.

F. Demolition of Residential Structures

*No residential structure shall be demolished nor shall its use be changed to provide for parking.*

No demolition of residential structures is proposed for parking; therefore, this criterion is not applicable.

G. Reuse of Existing Structures

*Existing structures may be converted to institution use if the yard requirements for institutions are met.*

The proposal is the temporary placement of portables on the school campus to relocate the students and staff during restoration of Bliss Hall. Therefore, no existing structures will be converted to institution use.

H. Noise and Odors

*For the purpose of reducing potential noise and odor impacts, the Director shall consider the location on the lot of the proposed institution, on-site parking, outdoor recreational area, trash and refuse storage areas, ventilating mechanisms, sport facilities, and other noise generating and odor-generating equipment, fixtures or facilities. The institution shall be designed and operated in compliance with the Noise Ordinance, Chapter 25.08.*

The proposed institutional expansion, the placement of portables for the temporary relocation of students and staff during construction, is not expected to generate any noticeable increased noise and odors. None of the activities proposed as part of the typical use of the site will exceed the maximum permissible sound levels as established and modified in the SMC Chapter 25.08. No additional parking is required nor will any be provided.

I. Landscaping

*Landscaping shall be required to integrate the institution with adjacent areas, reduce the potential for erosion or extensive stormwater runoff, screen parking from adjacent residentially zoned lots or streets or to reduce the appearance of bulk of the institution.*

The portables are small one story structures and are estimated to be located on the campus from May 2010 through March 2011, so temporary landscaping to soften their appearance would not be useful. The school campus is heavily landscaped with mature trees, plants, and lawn. The proposed addition is well within the large, landscaped site and no additional landscaping is necessary for mitigation purposes.

J. Light and Glare

*Exterior lighting shall be shielded or directed away from adjacent residentially zoned lots.*

All exterior lighting will direct light downward or back to the building surfaces to minimize light and glare on neighboring properties.

K. Bulk and Siting

1. *Lot Area. If the proposed site is more than one (1) acre in size, the Director may require the following and similar development standards:*
  - a. *For lots with unusual configuration or uneven boundaries, the proposed principal structures be located so that changes in potential and existing development patterns on the block or blocks within which the institution is located are kept to a minimum.*

There will be no changes in potential or existing development patterns on the block as a result of this proposal. The many acre Lakeside School Campus is composed of an entire contiguous, rectangular block and no conditioning as to the location of the proposed portables is necessary in response to the site configuration.

- b. For lots with large street frontage in relationship to their size, the proposed institution reflect design and architectural features associated with adjacent residentially zoned block faces in order to provide continuity of the block front and to integrate the proposed structures with residential structures and uses in the immediate area.*

The portables will be located in the central portion of the campus away from neighboring residential uses. The proposal will not affect the existing setbacks along the long street frontages which currently exist and are well suited to help integrate the institution into the neighborhood context. The portables are temporary structures which will be removed toward the end of the year. Therefore, reflecting the architectural features associated with the residentially zoned block faces is not as important due to the temporary nature of the portables.

- 2. Yards. Yards of institutions shall be as required for uses permitted outright in Section 23.44.008, provided that no such structure other than freestanding walls fences, bulkheads or similar structures shall be closer than ten feet (10') to the side lot line. The Director may permit yards less than ten feet (10') but not less than five feet (5') after finding that the reduced setback will not significantly increase impacts, including but not limited to noise, odor and comparative scale, to adjacent lots zoned residential and there will be a demonstrable public benefit.*

The proposed structure fits within setback and other development standards of the single family zone.

- 3. Height Limit. A religious symbol and that portion of the roof supporting it, including but not limited to a belfry or spire, may be extended an additional twenty-five feet (25') above the height limit.*

This provision is not applicable.

- 4. Facade Scale. If any facade of a new or expanding institution exceeds thirty feet (30') in length, the Director may require that facades adjacent to the street or a residentially zoned lot be developed with design features intended to minimize the appearance of the bulk. Design features which may be required include, but are not limited to, modulation, architectural features, landscaping or increased yards.*

The proposed portables are each less than 30 feet in length and temporary in nature, so no mitigation is required.

L. Parking and Loading Berth Requirements

*SMC 23.44.022.L provides that the Director may modify the parking and loading requirements of Section 23.54.15, required parking, and the requirements of Section 23.44.016, parking location and access, on a case by case basis using the information contained in the transportation plan prepared pursuant to Subsection M of this section. The modification shall be based on adopted City Policies and shall:*

- i. Provide a demonstrable public benefit such as, but not limited to, reduction of traffic on residential streets, preservation of residential structures, and reduction of noise, odor, light and glare; and*

No parking or loading berth modifications are requested.

- ii. Not cause undue traffic through residential streets nor create a serious safety hazard.*

The proposed addition is not expected to have any effect on traffic and parking amounts or impacts in the area because the number of students or staff traveling to the campus will not change during the temporary relocation of classrooms and offices.

M. Transportation Plan

*A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of the structure area and/or required to provide twenty (20) or more spaces.*

The proposal does not trigger a requirement for a transportation plan.

**DECISION - ADMINISTRATIVE CONDITIONAL USE**

The conditional use application is **APPROVED WITH CONDITIONS** as indicated at the end of this document.

**ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated January 27, 2010). The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element 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 such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

### Short - Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code.

The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT), and no further SEPA conditioning is needed.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC).

There are no unusual circumstances which warrant additional mitigation, per the SEPA Overview Policy.

### Long - Term Impacts

Long-term or use-related impacts are also anticipated from the proposal: surface water runoff from impervious surfaces; site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical and will in part be mitigated by the City’s adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

### Drainage

Water runoff on site will be generated through stormwater or through controlled irrigation (the existing system is in place). During construction, stormwater runoff will still be allowed to flow through the site as it presently does, however, inlets to storm drainage systems will be improved and protected from silt contamination, and open work areas will be monitored for and protected against erosion. No additional mitigation measures will be required pursuant to SEPA.

Plants and Animals

Songbirds, hawks, robins, blue jays and crows have been observed on the site. No threatened or endangered species are known to exist on the site. No significant adverse impacts to plants or animals are anticipated to result from this project.

Traffic and Transportation

Nearby intersections operate at acceptable levels and traffic is within the capacity of the streets in the immediate area. No additional traffic will be generated by staff or students from the portables. No SEPA mitigation of traffic impacts is warranted.

Parking

On street parking is available on 1st Avenue NE. None of the existing spaces would be eliminated. Parking is available across 1<sup>st</sup> Avenue NE in the parking lot for the sports field and on the main campus. Demand for parking will increase for construction workers during construction. However, the temporary increase in parking demand does not warrant SEPA mitigation. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Summary

In conclusion, several adverse effects on the environment are anticipated but considered nonsignificant. No mitigation is warranted.

**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 – ADMINISTRATIVE CONDITIONAL USE**

Prior to Building Permit Final

1. The portables shall be removed from the Lakeside School campus by March 2011 or completion of the renovation of Bliss Hall with a certificate of occupancy from DPD, whichever occurs first.

