



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Number: 3011407

Applicant Name: Robert Evans, Heery International (for Seattle Public Schools)

Address of Proposal: 8402 30th AVE SW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow the demolition of a public school building (Denny Middle School) and three portables (totaling 79,292 square feet), and construction of a 210 square foot accessory storage shed. Project includes 60,725 cubic yards of grading to expand a public school sport complex consisting of a softball field, open grass area, playground and six (6) tennis courts. Project will include tree removal and planting, and additional landscaping. Determination of Non-Significance dated May 14, 2008 and Addendum to Revised Environmental Checklist dated August 2, 2010 prepared by the Seattle School District.*

The following approval is required:

SEPA - to impose conditions Chapter 25.05 Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

*The application has been revised. The total cubic yards of grading have been reduced to 19,525 cubic yards of cut and 17,130 cubic yards of fill. The size of the storage shed has increased from 200 to 210 square feet.

BACKGROUND DATA

Site Location: The Denny Middle School structures proposed to be demolished are located at the southeast corner of SW Thistle Street and 30th Avenue SW. The area of demolition is part of a larger Seattle Public Schools' site, which includes a large sports complex south of SW Thistle Street, West of 26th Avenue SW, north of SW Trenton Street and east of 30th Avenue SW/29th Avenue SW.

Zoning: The site is zoned Single Family 7200.

Environmental Critical Area: A portion of the site between the proposed tennis courts and the existing parking lot is mapped as steep slope. An ECA exemption was granted in July 2010 allowing development of the steep slope. It was determined that the proposed development is located where existing development is located.

Parcel Size: The entire site (not including the Community Center owned by the Parks District) is approximately 30 acres.

Existing Use: The existing use is a Public School Site. The Denny Middle School is located in the northwest corner of the site. Parking, basketball court, baseball fields, soccer fields and football field with bleachers are located on the remainder of the site, south and southwest of the school.

Public Comment: The public comment period ended October 6, 2010 after a 14-day extension. One comment letter was received.

SEPA ANALYSIS

Environmental impacts of the proposal have been analyzed in environmental documents prepared by Seattle Public Schools. The initial disclosure of the potential impacts from this project was made in the Denny Middle School/Chief Sealth High School SEPA Checklist dated May 14, 2008 and subsequent Addendum to this checklist dated August 2, 2010.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under 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 and the experience of this agency with review of similar projects form the basis of this analysis and conditioning.

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 appropriate.

Short-term Impacts

The following temporary impacts have been identified in the Seattle Public Schools' environmental documents: exhaust emissions from construction vehicles and equipment; increase in fugitive dust during demolition and earthwork; erosion from clearing activities; impacts to existing vegetation and removal of trees; truck trips associated with demolition and earthwork; and asbestos abatement debris. These impacts are adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates new development and land-disturbing activities and requires best management practices be used to accomplish the following: control of erosion and the transport of sediment from the site by mulching, matting and/or the use of silt fences; permanent stabilization of exposed soils that are not being actively worked by the installation of permanent vegetative cover and/or installation of slope protective materials; and, the control of the introduction of contaminants and pollutants, and reduction and treatment of contaminants in City systems by the regular cleaning of catch basins, gravel truck loading and heavy equipment areas, sweeping, and maintaining erosion control protective features. A drainage control plan and grading plan, prepared by a licensed civil engineer in accordance with standards adopted by the Director of Construction and Land Use, are required with submittal of the building permit(s). The ECA Ordinance requires that all disturbed areas on the site, including developmental coverage and construction activity areas, be managed in a manner sufficient to control drainage and prevent erosion during construction, and revegetated to promote drainage control and prevent erosion after construction. In addition, compliance with PSCAA, which regulate demolition and construction-related emissions; the Building Code which regulates construction measures in general; and the Noise Ordinance which regulates construction noise, will, with the exception of construction impacts and tree removal, be sufficient without conditioning pursuant to SEPA policies. Conditioning of the short-term construction and tree removal related impacts are warranted under SEPA Policy B, Construction Impacts; and, SEPA Policy N Plants and Animals (SMC23.05.675).

Construction Impacts

The demolition will result in an 11,600 cubic yards of building demolition debris removed from the site. Most of the debris will be removed using 100-yard containers, requiring about 112 truck loads. Hazardous debris will be hauled off site separately for a total of 122 truck trips. Approximately 41,165 cubic yards of material will be moved on the site from stripping,

excavation and fill totaling about 2,286 truck trips. Trucks are expected to arrive at the Denny site from the southeast using Trenton Street and 29th Avenue SW. Exiting trucks are expected to exit the Denny site on to SW Thistle Street and head east back to Delridge Way. It is anticipated that there will be approximately 300 truck loads per week. Work will last approximately 8 weeks. Heffron Transportation concludes that truck trips will not result in a significant adverse impact to traffic operations or capacity. Mitigation has been identified by Seattle Public Schools which states:

Prepare construction management plan (CMP) to identify site access measures, truck haul routes, construction and hauling schedules that minimize impacts to local residential areas. The plan should identify and address temporary lane and sidewalk closures as well as bus-stop relocations, if required.

The August 2010 Addendum provides additional elements of the CMP to include:

- Specifications for truck wash-out areas at all site exits; and
- Schedule for regular street cleaning along truck routes.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Thus, pursuant to the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), the project approval will be conditioned upon Seattle Public Schools submitting a Construction Management Plan to be reviewed by DPD and approved by Seattle Department of Transportation prior to issuance of a permit to allow grading or demolition at the site.

Plants and Animals

Sixty-two trees have been identified on site. Seven of the trees have been identified as exceptional per Director's Rule 16-2008. A Tree Protection Plan has been provided as part of the application. Twenty-five trees on site will remain, including all but one of the exceptional trees. A madrone tree (#18) will be removed with construction of the tennis courts. The City Arborist concluded that even if the tree was to be retained it most likely would not survive the impact associated with the demolition of the school structure. To mitigate removal of this tree 12 additional madrone trees will be planted on site. A second exceptional madrone tree (#46) will be preserved on site.

Submitted plans include a Tree Plan and Tree Schedule. The demolition plan identifies all trees to be preserved and removed on site. The Demolition Plan includes a note under Tree Removal that states, "**A certified arborist must be present at the site during tree removal activities.**"

Therefore no further mitigation is required.

Long Term Impacts

Long-term or use-related impacts were anticipated, with removal of existing parking at the sports complex with the addition of twelve tennis courts (six relocated from the Sealth HS site).

However changes to the scope of the original project, only six tennis courts will be added to replace the six lost at Sealth, have eliminated the need to remove existing parking. Therefore no mitigation is warranted.

SEPA CONDITIONS

Condition of Approval Prior to Building Permit Issuance

1. Seattle Public Schools shall submit a Construction Management Plan to be reviewed by DPD and approved by Seattle Department of Transportation prior to issuance of a permit to allow grading or demolition at the site.

Signature: _____ (signature on file) _____ Date: February 10, 2011
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development

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