



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**

Project Number: 3011988

Applicant: Sam Miller, LMN Architects, for Seattle Preparatory School

Address of Proposal: 2555 Boyer Avenue East

SUMMARY OF PROPOSAL

Land Use Application to allow the expansion of an existing institution (Seattle Preparatory School). Project includes parking for nine (9) school buses with new access off Boyer Avenue East and parking for two school buses with access off Delmar Drive East, in an environmentally critical area. Project includes fenced practice areas and 3,900 cubic yards of grading.

The following approvals are required:

Administrative Conditional Use – to allow expansion of a private school (SMC23.44.022)

SEPA Environmental Threshold 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.

SITE AND VICINITY

Site Location: The project proposal is located within Seattle Prep's institutional boundary in the lower campus. The project site is located west of Boyer Avenue East, south of 520 and east of Delmar Drive E and E Interlaken BLVD.

Zoning: Single Family 5000.

Environmentally Critical Areas: The site is mapped as Potential Slide Area along the southeastern property line between Boyer Avenue East and Delmar Drive East. The western portion of the site along Delmar Drive East is mapped as Steep Slope. An ECA exemption was granted to allow some development within steep slope areas of the site since it was determined that these areas were previously developed. A Geotechnical report has been submitted which infers that the proposed development will not result in adverse impacts on this site and adjacent property Steep slope areas, and limits of construction have been delineated on the site plan.

Parcel Size: Approximately 1.67 acres (lower campus area).

Existing Use: Private School (institution). The lower campus area consists of accessory structures and athletic training facilities. Two undeveloped parking areas are located on the property adjacent to Delmar Drive East.

Public Comment: The public comment period ended on April 6, 2011. No written public comments were received.

PROPOSAL

The proposal is to relocate current bus parking from the upper campus surface parking lot to the lower campus, and redevelop the current athletic facilities on the lower campus. The project includes expansion and improvement of an existing dirt parking area at the southwest corner of the lower campus adjacent to Delmar Drive East. Approximately six trees will be removed to allow for two school buses to park parallel to Delmar Drive East. Landscaping will be installed along the north, south and east sides of the parking area – the entire area will be fenced.

A new driveway will be constructed providing access from Boyer Avenue East to a new parking area for 11 school buses. The existing athletic facility will be replaced with a bull pen, batting and tee cages, and shot put pen. These new parking and athletic facilities will be located within the existing cleared area internal to the lot. The proposal also includes a new stormwater detention system, stormwater conveyance system, and the installation of electrical and water service. There are no buildings included in this proposal. New lighting will be installed along the north perimeter of the driveway and within the new parking area. Lights will be 16-18 feet above finished grade and shielded and directed away from adjacent residential uses.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE (SMC 23.44.022)

The Land Use Code allows the expansion of existing institutions in residential zones through the administrative conditional use process. This proposal is for an expansion of an existing private school, which is allowed in a single family zone through administrative conditional use approval. The DPD Director 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.

The plans submitted have been reviewed and approved for compliance with development standards detailed 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.

The existing institutional boundaries are not expanding with this proposal; therefore, this criterion is not applicable.

F. Demolition of Residential Structures

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

Demolition of residential structures is not proposed; 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 does not include the conversion of existing structures to institution use; therefore, this criterion is not applicable.

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.

Currently buses are located in the upper campus parking lot. Buses will be relocated to the lower campus. Noise and odors from bus engines starting up and idling should not increase with the proposal but will be relocated to another part of campus. Setbacks, existing vegetation and topography will mitigate noise and odor from nearby residences. The proposed athletic facilities will be located in the same area as existing athletic facilities.

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.

Clearing will occur along the northern property boundary for construction of the new access driveway. This portion of the property is adjacent to SR 520. Although some clearing will be required to construct the parking lot and athletic facilities the majority of the new development will be located in the portion of the lot already developed. Cleared areas will be revegetated. Trees and vegetation will be retained along the southern portion of the property and along the western portion of the property except for existing areas cleared for parking adjacent to Delmar Drive East.

Six trees will be removed at the north end of the current parking area located at the southwest corner of the lower campus. The perimeter of the parking area, except adjacent to Delmar Drive East, will be landscaped with trees and shrubs. The remainder of property adjacent to Delmar Drive East will remain undisturbed.

J. Light and Glare

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

Five new light poles will be installed along the north edge of the new access road and the western boundary of the new parking lot. Within the parking lot two light poles will be installed. Additionally, two light poles will be installed in the parking lot located along Delmar Drive East. High efficiency, low-wattage metal halide lamps with electronic ballasts in highly efficient full cutoff luminaries are proposed. Illumination levels will be reduced in parking areas four to six hours after dusk. Light poles will be approximately 16-18 feet above finished grade.

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.*

No principal structure will be developed as part of this proposal.

- 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.*

Existing vegetation, topography and setbacks from property lines will screen the new parking area and athletic facilities from Boyer Avenue East and Delmar Drive East. Parking located along Delmar Drive East will be located in the same location as existing parking. For security reasons the parking lot will be fenced. The remainder of the street front along Delmar Drive East will remain without improvements. Since the remainder of the street frontage will remain undeveloped and current vegetation retained, no further design or architectural features will be required for the portion of the proposal adjacent to Delmar Drive East.

2. *Yards. Yards of institutions shall be as required for uses permitted outright in Section 23.44.014, 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. If the Director finds that a reduced setback will not significantly increase project impacts, including but not limited to noise, odor and the scale of the structure in relation to nearby buildings, the sideyard setback may be reduced to five feet.*

The proposed additions comply with yard requirements for institutions; no reduction in yards is proposed.

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 as no religious symbols are proposed.

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.

No facades are proposed.

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.

No parking or loading berth modifications are requested.

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.

A transportation plan is not required because the proposal is not for a new institution and the expansion does not include any structure area larger than 4,000 square feet. A Transportation Plan was implemented as part of the approval for Master Use Permit 9501724 and is still applicable to the institution.

The general provisions for conditional uses in single family zones requires that there be a finding of whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity. The bus drop-off and pick-up zone for students will remain, however the point of ingress and egress of buses will be modified. Blanchet has provided a revised bus route to accommodate the new access points. The current streets used for buses will be maintained. To ensure that traffic flow is not impacted, buses will only be able to turn right when exiting the parking areas. On return trips buses will enter the parking area with right turns only. This will reduce disruption of traffic flow along both Boyer Avenue East and Delmar Drive East. The conditional use permit will be conditioned to require right-turn only signs be installed at the exit drives of both parking areas.

Short-term impacts from construction activities will not be materially detrimental to the public welfare or injurious to the property in the zone or vicinity due to the relatively short duration. Truck trips are anticipated with clearing and grading on site. To ensure that residential roadways are not impacted in the area a truck trip plan will be required. This plan will be submitted and approved by SDOT prior to issuance of a building permit for any work on site. The Seattle Noise ordinance will mitigate construction noise on site and no further mitigation is required under the ACU.

Given compliance with the conditions stated at the end of the decision, DPD concludes that it is highly unlikely that the proposed project would be materially detrimental in these regards.

DECISION - ADMINISTRATIVE CONDITIONAL USE

The Director has determined that the *use* as proposed will not be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located. The conditional use application is **Conditionally Granted**.

ANALYSIS - SEPA

Due to mapped environmentally critical areas on site, Steep Slope and Potential Slide Area, the application is subject to SEPA review. SMC 25.05.908 provides that the scope of environmental review of projects within critical areas shall be limited to: 1) documenting whether the proposal is consistent with the City's Environmentally Critical areas (ECA) regulations in SMC 25.09; and 2) evaluating potentially significant impacts on the critical area resources not adequately addressed in the ECA regulations. This review included identifying if any mitigation measures are needed in order to achieve consistency with SEPA and other applicable environmental laws.

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by the applicant on March 8, 2011. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans, including site survey, and any additional information in the file, including the February 9, 2011 GeoEngineers report; and, reviewed the proposal for compliance with ECA regulations. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. Codes and development regulations applicable to this proposed project, including the Environmentally Critical Areas Ordinance, Tree Protection Ordinance, Seattle Building Code, Stormwater Code, and Grading Code will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The SEPA Overview Policy (SMC 25.05.665 D) 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).

