



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: 3013033

Applicant Name: John N. Pasco for
James S. Demetre and John Sweeney

Address of Proposal: 1415 NW 52nd Street

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of a 19,169 square foot warehouse containing light manufacturing to an 18,559 square foot fine arts vocational school (Seattle Gymnastics Academy). Surface parking for 28 vehicles will be located off-site (south of the adjacent alley).

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05 SMC.

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

This 28,218.07 square foot site is located in a General Industrial 2 U/85' (IG2 U/85') zone in the Ballard Interbay-Northend Manufacturing Area and a frequent transit service corridor. The site is developed with an existing 19,169 square foot one story light manufacturing and warehouse building. The site has 193.5 feet of street frontage along the south side of NW 52nd Street between 14th and 15th Avenues NW.

Area Development

Development in the vicinity consists primarily of a mixture of commercial and industrial uses with a few single and multifamily residential structures. Fifteenth Avenue NW is an arterial which carries a large volume of traffic through the Ballard neighborhood.

Proposal Description

The applicants propose to change the use of the existing light manufacturing warehouse space to a fine arts/vocational school use for the Seattle Gymnastics Academy. The project includes interior alterations and parking for 28 vehicles to be provided on adjacent parcels with access from NW 51st Street. The facility will be open and operational from 9:00 AM to 9:00 PM Monday through Saturday. Regular classes will be held Monday through Friday and on Saturdays both classes and private parties could occur. One staff member is on-site taking care of administrative needs during all open hours and six instructors are on-site to provide one instructor for each class. The facility can accommodate up to six classes held at one time. Classes are scheduled for 45 minutes with 15 minutes between class starts. Each class is anticipated to have six students. Up to 100 percent of students are assumed to be dropped off and picked-up at the site in a vehicle by a parent or guardian. It is assumed that 85 percent of staff/instructors will drive to the facility with 15 percent either carpooling or taking other modes such as transit. It is estimated there will be 1.25 students in each vehicle accounting for siblings and other carpooling of students. Seventy percent of the students will be dropped off while 30 percent of parents stay and watch.

Public Comment

No comment letters were received during the current public comment period which ended March 14, 2012.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated December 22, 2012) and annotated by the Land Use Planner. 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, erosion, 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. 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, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Seattle Department of Transportation, and no further SEPA conditioning would be 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). No unusual circumstances exist which warrant additional mitigation, per the SEPA Overview Policy.

Greenhouse gas emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the 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 of a mixed-use structure 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 additional site coverage by 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.

Greenhouse gas emissions

Operation activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Drainage

Rain water on roofs and on the driveways will be the major source of water runoff on the site. The rain water on the roofs will be collected in gutters and connected to the storm drainage system. No drainage will be directed to the adjoining streets. Verification of an appropriate stormwater control system and its proposed location of connection to the public system will be required to be shown on the construction plans. No additional mitigation measures will be required pursuant to SEPA.

Traffic and Transportation

A trip generation analysis was provided for this application. The analysis shows that the proposed weekday PM peak hour trip generation for the project site was developed based on the assumptions described in the project description above accounting for vehicle trips associated with staff and students traveling to and from the facility. The trip generation was developed assuming six classes of six students begin and end during the weekday PM peak hour. No staff turnover is anticipated during this time period and all vehicle trips are anticipated to be associated with parents dropping off and picking up students. It is anticipated that the proposed facility will generate 100 vehicle trips during the weekday PM peak hour of adjacent street traffic. This includes 50 inbound trips and 50 outbound trips during the hour and accounts for both vehicles that park and stay for the entire class period as well as vehicles that drop off students at the start of class and return to pick them up at the end of class. Staff and instructors are anticipated to arrive and depart outside of the PM peak hour based on the program schedule.

Based on the facility providing 45 classes per day (based on the current schedule of the Salmon Bay gymnasium) and 18 staff throughout the day, this result in 760 daily trips to and from the facility. The site has ready vehicle access to three arterials, (15th Avenue NW, Leary Avenue NW and NW Market Street) and availability and proximity of transit along 15th Avenue NW. The volume of traffic along NW 52nd Street is moderate and nearby intersections operates at acceptable levels. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area. Therefore, no SEPA mitigation of traffic impacts is warranted.

Parking

The applicant submitted a parking analysis for this project. The site plan includes 28 parking spaces provided in an on-site lot next to the main entry on NW 51st Street. This parking lot will be used by staff and instructors and parents picking up and dropping off students. The analysis shows that the parking demand is anticipated to be below the proposed supply for the scenario with six simultaneously occurring classes with staggered start times and enrollment of six students per class. There is anticipated to be a total parking demand of 26 vehicles for staff, instructors, and vehicles picking up and dropping off students.

This would be met by the proposed parking supply for 28 spaces. The analysis shows that if class start/end times are not staggered, it is anticipated that the demand will exceed the on-site parking lot capacity. In addition, if the number of students enrolled in each class or the number of classes held concurrently are more than what was assumed, more parking demand will be generated which will also lead to a deficiency in the on-site supply. Under these scenarios, it is likely that the on-site lot would accommodate the parking demand during the class but there would be short period around the dismissal of class and picking up of student where there will be a shortage of on-site parking spaces. If this occurs it is likely that vehicles picking up student will parking in on-street spaces if available or queue within the parking aisle.

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. The 28 parking spaces provided on-site in the parking garage would exceed the code requirement and are expected to accommodate the parking demand generated by the project. Therefore, a SEPA condition will be imposed to provide a minimum of 26 parking spaces in the parking lot across the alley and described in the signed lease agreement submitted with the MUP application. The leased parking must be in compliance with the requirements of SMC 23.54.025 "Offsite Covenant".

SUMMARY

In conclusion, several adverse effects on the environment are anticipated resulting from the proposals which are nonsignificant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the 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 with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030 (2) (C).

SEPA CONDITIONS

Permanent for the Life of the Project

The owner(s) and/or responsible party(s) shall:

1. Parking for a minimum of 26 vehicles shall be provided in the parking lot described in the signed lease agreement submitted with the Master Use Permit application. The leased parking must be in compliance with the requirements of SMC 23.54.025 "Offsite Covenant".

Signature: _____ (signature on file) Date: May 31, 2012
Malli Anderson, Land Use Planner
Department of Planning and Development

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