



City of Seattle
Edward B. Murray, Mayor

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: 3015719
Applicant Name: Mark Gifford of NAC Architecture
Address of Proposal: 1701 20th Avenue South

SUMMARY OF PROPOSAL

Land Use Application to allow a three-story, 45,900 sq. ft. private school (Hamlin Robinson School).

The following approval is required:

SEPA Environmental Threshold Determination (Seattle Municipal Code (SMC) 25.05)

DPD 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

Zoning: Commercial 1 (C1-40), and North Rainier Hub Residential Urban Village

Subject Site Size: 39,400 square feet (sq. ft.)

Existing Uses: Vacant

Environmental Critical Areas: Steep Slope, Liquefaction Prone Area

Site Location

The 39,400 square foot site is a 200 feet wide by 200 feet deep rectangular lot 100 feet west of the intersection of South Massachusetts Street and Rainier Avenue South. The site slopes approximately 12 feet from the southwest to northeast. Adjacent development consists of

existing single-story commercial structures, and existing one- and two-story single- and multiple-family residential structures.

Project Proposal

The applicant proposes a new three-story 45,900 square foot institutional structure with ten on-site vehicular parking spaces. An outdoor courtyard/play area is proposed at the southwest corner of the site, and is approximately nine feet below the right-of-way grade. The area is bounded by a retaining wall and polycarbonate protection screen. Landscaping is proposed along the perimeter of the site, with street trees along each right-of-way. The structure is proposed to be constructed of cement fiber panels and siding, aluminum doors and windows, and fiberglass grating sunshades.

Public Comment

No comments were received by the city regarding this project.

ANALYSIS – SEPA (WAC 97-11 and SMC 25.05)

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), Washington Administrative Code (WAC) 197-11, and the Seattle SEPA Ordinance (SMC 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The Department of Planning and Development (DPD) has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans, traffic analysis, geotechnical report, and any additional information in the file and any pertinent comments which may have been received regarding this proposed action. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

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, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The *SEPA 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 (SMC 25.05.665).

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the *Stormwater Code* (SMC 22.800-808), the *Grading Code* (SMC 22.170), the *Street Use Ordinance* (SMC Title 15), the *Seattle Building Code*, and the *Noise Control Ordinance* (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; the manufacture of the construction materials themselves which result in increases in carbon dioxide and other greenhouse gas emissions that adversely impact air quality and contribute to climate change and global warming; increased traffic and parking demand from construction personnel traveling to and from the work site;

consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Traffic and Parking

Technical information regarding traffic and parking impacts has been included in a Traffic Impact Analysis (TIA) prepared by Heffron Transportation, Inc., dated April 7, 2014. The TIA (Heffron, 2014) documents the existing conditions of the subject site vicinity, estimates short-term projected project related traffic, and evaluates anticipated impacts to the surrounding transportation system. Impacts may result from construction trips to and from the site, parking for construction staff, or lane closures. The TIA (Heffron, 2014) recommends the development of a construction management plan (CMP) to address the short-term traffic and pedestrian impacts during school construction. The CMP shall define items such as truck routes, lane closures, walkway closures, parking disruptions, parking locations for construction staff, and measures to keep adjacent streets clean at truck exit points. Conditioning or mitigation is warranted pursuant to the *SEPA Overview Policy* (SMC 25.05.665) and specific environmental policies of SMC 23.05.675.B. and 23.05.675.M. A condition is included in this decision.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of this proposal, and may include: increased ambient noise due to increased human activity; increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increase traffic can also contribute to an increase in carbon dioxide and other greenhouse gas emissions that adversely impact air quality and contribute to climate change and global warming; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment. A discussion of traffic and parking impacts is warranted.

Traffic and Parking

Technical information regarding traffic and parking impacts have been included in a TIA (Heffron, 2014) prepared by Heffron Transportation, Inc., dated April 7, 2014. At its proposed enrollment, the private school is projected to generate 740 trips per day, with 292 trips in the morning peak hour, and 216 trips in the afternoon peak hour. The TIA (Heffron, 2014) finds that the overall levels of service is not anticipated to change as the area intersections have sufficient operational capacity to accommodate the additional traffic; however, due to an increase in traffic during the peak arrival and departure times, potential queuing issues may result. To mitigate, the TIA (Heffron, 2014) recommends the implementation of a Transportation Management Plan (TMP). Also recommended is the development of a communication plan to inform nearby residents of planned school events and the vehicular circulation routes. Conditioning or mitigation is warranted pursuant to the *SEPA Overview Policy* (SMC 25.05.665) and specific environmental policies of SMC 23.05.675.M. and 23.05.675.R. Conditions are included in this decision.

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.

- 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 43.21.030.2.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.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under Revised Code of Washington (RCW) 43.21C.030.22.c. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the *Optional DNS Process* in WAC 197-11-355 and *Early Review DNS Process* in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – SEPA

Prior to issuance of a building permit:

1. Submit a Construction Management Plan (CMP) that addresses traffic and pedestrian control during construction. The CMP shall define truck routes, lane closures, walkway closures, parking disruptions, and measures to keep adjacent streets clean at truck exit points.

For the life of the project:

2. Prior to the beginning of the first school year, the applicant shall develop a Transportation Plan. The plan shall define routes for vehicles arriving to and departing from the site to South Rainier Street during peak morning arrival (7:45AM to 8:45AM) and afternoon dismissal (2:30PM to 3:30PM) periods. The plan shall be provided to guardians and parents of all new and existing students each year, and shall be clearly displayed on the school's website.
3. Develop a communication plan to inform all neighbors (within 300-feet of the subject site) of the events each year. The communication plan shall be updated annually or as events are scheduled, and shall include dates, times, estimates of attendance, and parking guidelines for attendants. The communication plan shall also be provided to guardians and parents of all new and existing students each year, and shall be clearly displayed on the school's website.

Signature: (signature on file) Date: May 23, 2014
Carly Guillory, Land Use Planner
Department of Planning and Development