



Department of Executive Services  
**Facilities Management Division**  
King County  
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Seattle, WA 98116  
<http://www.kingcounty.gov/operations/FacilitiesManagement.aspx/>

## Mitigated Determination of Non-Significance (MDNS)

### **Name of Proposal:** King County Children and Family Justice Center Project

**Description of Proposal:** The proposed *King County Children and Family Justice Center Project* includes phased development to replace the existing Youth Services Center Facility with a new juvenile courthouse, detention facility, and structured parking garage. The three existing buildings onsite (Alder Wing, Alder Tower, and Youth Detention Center) would be demolished as part of the project.

The proposed *Children and Family Justice Center* includes both project and non-project actions.

Features of the proposed project actions include the following:

The proposed project involves a two-phased development to replace the existing Youth Services Center Facility with the *Children and Family Justice Center*. Phase I of the proposed project includes demolition of the existing Youth Services Center Facility, comprised of three buildings totaling 214,800 square feet, construction of a new juvenile courthouse totaling approximately 137,000 square feet, construction of a new detention facility totaling 98,000 sq. ft., and construction of a structured parking garage totaling 145,000 square feet, with an estimated 440 parking spaces. If approved, Phase II of the proposed project would involve construction of an addition to the juvenile courthouse totaling approximately 83,000 square feet, construction of an addition to the detention facility totaling 19,000 sq. ft., and construction of an addition to the structured parking garage totaling 66,000 square feet, with an estimated 200 parking spaces.

- In total, approximately 1.6 acres of community open area would be provided on-site that may include: lawn, trees, public art and benches for use by facility users and the community.
- A short plat subdivision will be processed as part of Phase I to create a single parcel upon which the *Children and Family Justice Center* will be located. Three additional parcels will be created as a result of the short plat. However, these resulting parcels are not associated with this proposal. There are no specific plans, nor a schedule for disposition of these remaining parcels.

Features of the proposed non-project actions include the following:

- The proposal also includes proposed zoning amendments to permit construction of the project based on King County program, operational and public safety needs.

It is anticipated that demolition would begin in 2015 and the first phase of the project would become operational by 2019 (courthouse and detention is expected to become operational in

2018, garage in 2019). Preliminary plans indicate that the subsequent phase of development could be operational by 2032, if future funding and approvals are obtained. The analysis contained in the SEPA Environmental Checklist for this project addresses both phases of construction, through full build-out in order to present a worst-case analysis of the full development potential.

**Location of Proposal:** The project site is located at the King County Youth Services Center in the City of Seattle’s Central Area neighborhood, within the 12<sup>th</sup> Avenue Urban Center Village. The site is bounded by 12<sup>th</sup> Avenue on the west, E. Remington Court on the north, 14<sup>th</sup> Avenue on the east, and E. Spruce Street on the south.

**Proponent and Lead Agency:** King County Department of Executive Services, Facilities Management Division.

The Lead Agency for this proposal has determined that the proposal will not have more than a moderate adverse environmental impact on the environment. To ensure that the impacts of the proposal fall short of the threshold level of environmental significance, mitigation measures are identified. The recommended mitigation measures are described in **Table 1** below. The Lead Agency also determined that an environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of the completed Environmental Checklist and supporting information on-file with the Lead Agency. This information is available to the public on request.

**Table 1: Mitigation Measures Required and Procedure for Mitigations Enforcement**

<b>Source of Impact</b>	<b>Impacted Area</b>	<b>Mitigation Plan Required</b>	<b>Procedure to be Followed</b>
Erosion	On-site and in the area surrounding the site	- Comprehensive Drainage Control Plan - Geotechnical Design Study	-City of Seattle Master Use Permit to be obtained. -City of Seattle Building Permit to be obtained. -City of Seattle Grading Permit to be obtained.
Emissions from Construction Vehicles	On-site and area surrounding the site	Contractors and subcontractors would utilize well-maintained construction equipment to reduce on-site and localized air quality emissions. Idling of construction-related trucks for prolonged periods of time would be avoided.	-City of Seattle Master Use Permit to be obtained. -City of Seattle Building Permit to be obtained. -City of Seattle Grading Permit to be obtained.
Demolition – Air Quality Emissions	On-site and area surrounding the site	Debris and exposed areas would be sprinkled, as necessary, to control dust; quarry spall areas would be provided on-site prior to vehicles exiting the site; and truck loads and routes would be monitored to minimize dust-related impacts.	-City of Seattle Master Use Permit to be obtained. -City of Seattle Building Permit to be obtained. -City of Seattle Grading Permit to be obtained.

Source of Impact	Impacted Area	Mitigation Plan Required	Procedure to be Followed
Demolition	On-site and area surrounding the site	Hazardous substances, such as asbestos, lead-based paint, PCBs and mercury may be present in the buildings, which would be removed. Prior to demolition, asbestos, lead-based paint and other similar hazardous materials that may be encountered during demolition would be removed by a qualified abatement contractor in accordance with State and Federal guidelines.	-PSCAA Asbestos/Demolition Notification
Groundwater and/or soil contamination	On-site and area surrounding site	Where practicable, contaminated soil will be excavated and removed from the site and taken to an appropriately permitted disposal or treatment facility. New buildings would be designed and constructed to incorporate protective measures to prevent the potential for vapors associated with groundwater contaminants from migrating into building interior spaces.	-Compliance with Washington State Department of Ecology and City of Seattle requirements
Construction dewatering of contaminated groundwater	On-site	Any groundwater removed for construction dewatering will be stored and treated onsite to remove contaminants and will only be discharged to the sewer system in accordance with approved discharge permits.	-Compliance with Washington State Department of Ecology and City of Seattle requirements
Construction	On-site and in the area surrounding the site	Trucking movements to and from the site would be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.	-Truck routing plan would be executed with the City of Seattle
Greenhouse Gas Emissions/Energy Use	On-site and in the area surrounding the site	The proposed development would employ measures to reduce energy consumption including: energy-saving lighting, high efficiency heating and air conditioning units, high efficiency water heaters, and variable frequency drives on fans in the parking garage. All mechanical systems would be designed to comply with applicable City of Seattle and Washington State Energy Code requirements. The proposed project would be built to achieve a LEED Gold certification.	-Compliance with City of Seattle and Washington State Energy Code requirements. -LEED Gold Certification to be obtained.
Surface Water Runoff	On-site and in the area surrounding the site	The proposed project would comply with applicable requirements relating to surface water runoff control and water quality including the City's Drainage Control Ordinance. The proposed project would also require City approval of a Comprehensive Drainage Control Plan (including Construction Best Management Practices, Erosion and Sediment Control approvals) as part of the building permit	-City of Seattle Master Use Permit to be obtained -City of Seattle Building Permit to be obtained -Compliance with the County's Municipal NPDES permit

		<p>process. Temporary and permanent storm water control systems for the development would be designed and constructed in accordance with the City of Seattle's Storm Water Code. This code sets minimum requirements for flow control and storm water treatment facilities, as well as minimum requirements for all discharges, which are designed to reduce the introduction of pollutants into storm water runoff as close to the source as possible. The site is also covered by the County's Municipal NPDES permit, which addresses NPDES compliance during construction.</p>	
Removal of On-site Trees and/or Vegetation	On-site	<p>All tree removal would comply with the City of Seattle's tree protection regulations, which are contained in the Seattle Municipal Code, Chapter 25.05 and 25.11, and within Director's Rule 16-2008. The Director's Rule clarifies the definition of Exceptional Trees and clarifies SEPA policies relative to a determination of value for outstanding trees.</p>	<p>-City of Seattle Master Use Permit to be obtained -City of Seattle Building Permit to be obtained</p>
Construction Noise as a result of on-site demolition and construction activities	Area surrounding the site	<p>The project would comply with provisions of the City of Seattle's Noise Code; specifically: construction hours would be limited to weekdays (non-holiday) from 7 AM to 7 PM and Saturdays and Sundays and legal holidays from 9 AM to 7 PM. If extended construction hours became necessary, King County would need to seek approval from the City of Seattle Department of Planning and Development in advance.</p>	<p>-City of Seattle Master Use Permit to be obtained -City of Seattle Building Permit to be obtained</p>
Operational Noise from increased traffic due and noise from building heating, ventilation and air conditioning (HVAC) units	Area surrounding the site	<p>The project would comply with provisions of the City of Seattle's Noise Code. Operational noise impacts of the completed project could be reduced by shielding HVAC units.</p>	<p>-City of Seattle Master Use Permit to be obtained -City of Seattle Building Permit to be obtained</p>
Trip Generation – Phase I of the proposed project is forecast to generate a net increase of 250 trips per day. Combined Phases I and II	Area surrounding the site	<p>Potential impacts of the project and Land Use Code text amendments will be mitigated below the threshold level of significance by specific transportation improvements and actions as follows:</p> <p>The proposed project would provide frontage improvements that meet the City of Seattle's current standards for curbs,</p>	<p>-City of Seattle Master Use Permit to be obtained -City of Seattle Building Permit to be obtained</p>

<p>are forecast to generate a net increase of 1,140 trips per day. Peak volumes would be expected to occur during typical morning and evening commuter peak hours.</p>		<p>gutters, sidewalks, illumination, and landscaping.</p> <p>Prior to commencing construction of Phase I, King County and/or its prime contractor(s) would prepare a Construction Management Plan. This plan would document the following:</p> <ul style="list-style-type: none"> <li>• Truck haul routes to and from the site.</li> <li>• Peak hour restrictions for construction truck traffic and how those restrictions would be communicated and enforced.</li> <li>• Truck staging areas (e.g., locations where empty or full dump trucks would wait or stage prior to loading or unloading.)</li> <li>• Construction employee parking areas.</li> <li>• Road or lane closures that may be needed during utility construction or relocation, roadway construction, or building construction. If any arterial street is affected by a partial or full closure, the contractor should also prepare a Maintenance of Traffic Plan detailing temporary traffic control, channelization, and signage measures.</li> <li>• Sidewalk and/or bus stop closures and relocations.</li> <li>• Mechanism for notifying community if road or lane closures, sidewalk and/or bus stop closures and relocations would be required.</li> </ul> <p>Other elements or details may be required in the <i>Construction Management Plan</i> to satisfy street use permit requirements of the City of Seattle. King County and the contractor would incorporate other City requirements into an overall plan, if applicable.</p> <p>Due to the anticipated loss of on-site parking during construction, aggressive parking management measures could be implemented to address the shortfall in supply for both employees and visitors. There are three potential ways to mitigate the loss of on-site parking during construction.</p> <ul style="list-style-type: none"> <li>• Locate additional supply – Lease off-street parking elsewhere and provide shuttles for employees between the site and that off-site parking.</li> <li>• Reduce parking demand through management measures – Extensive parking and transportation</li> </ul>	
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		<p>management measures could be implemented for employees and visitors such as: shuttle services from major transit hubs and remote parking areas; charging for parking on site; additional incentives for employees to use transit, vanpools, carpools, and/or non-automobile modes; or other measures.</p> <ul style="list-style-type: none"> <li>• Reduce demand by temporarily relocating functions – Some functions and activities could be relocated another location that has adequate parking.</li> </ul> <p>A Transportation Management Plan (TMP) may be required by the City of Seattle as a condition of approval of the Master Use Permit (MUP), particularly for Phase 2, consistent with the City of Seattle DPD Director's Rule 10-2012. TMPs are intended to reduce employee commute trips. City of Seattle transportation review staff indicated that a goal in the range of 60% SOV could be established as a starting point for the site given its current rate of 76% and considering the experience and effectiveness of other institutions in the site vicinity. It is likely that future goals would be lower.</p>	
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This Mitigated Determination of Non-Significance is issued under WAC 197-11-350 Sections (1) and (7); the Lead Agency will not act on this proposal for fourteen (14) days from the date below.

**Responsible Official**

Kathy Brown

**Position/Title:**

Division Director of the Facilities Management Division of the King County Department of Executive Services

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DATE: 12/6/2013

SIGNATURE: 

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**This material is available in alternate formats upon request to Jim Burt.**