



Community Development Department
Planning, Building, Historic Preservation
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MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Lead Agency: City of Cheney

Staff Planner Brett Lucas, 498-9221, blucas@cityofcheney.org

Application #: LUA2018-002 (Cheney High School Expansion)

Proponent: Jeff McClure
Cheney Public Schools
12414 Andrus Rd
Cheney, WA 99004
Phone: 509-559-4942
Email: jmcclure@cheneyisd.org

Location: 460 N 6th Street

County Parcel #: Parcel #13123.0013 which is approximately 25.25 acres and Parcel # 13123.0040 which is approximately 2.7 acres.

Proposal: The project will involve specific site preparation and building construction work to construct an addition of approximately 75,000 SF. The addition will include classrooms to serve core subjects, science, arts, athletic and CTE curriculum, enlarged student commons, administration offices and other necessary support spaces for storage, restrooms and building systems (i.e. IT, HVAC,) The additions are anticipated to occur adjacent to the south and northwest portions of the existing school.

Reconfiguration and expansion of the parking and student loading (bus and parent vehicles) areas at Cheney High School and the adjacent Betz Elementary School are planned as part of this project. The existing Cheney High School currently encompasses 177,000 SF and serves students in grades 9 through 12. The original school opened in 1963, expanded and modernized in 1993. The immediate school site is an approximately 25.3-acre parcel owned by Cheney School District. Other adjacent parcels, owned by Cheney School District, provide field space for athletic competition, practice and physical education uses.

DETERMINATION

The lead agency for this proposal has determined that it would not have a probable significant adverse impact on the environment if the following mitigation measures are followed. An Environmental Impact Statement (EIS) is **not** required under RCW 43.21C. 030 (2)(c). This decision was made after review of a completed environmental checklist, site plan, and other information on file with the lead agency. This information is available to the public on request.

This Mitigated Determination of Non-Significance (MDNS) is issued under WAC 197-11-350 (4). The lead agency will not act on this proposal for a least 14 days from the date issued (below). Comments regarding this DNS and attached documents, submitted from outside jurisdictions, must be submitted within fourteen (14) days from the date shown below.

RESPONSIBLE OFFICIAL: Chris Grover, Mayor, 509-498-9202

DATE ISSUED: January 18, 2018 **SIGNATURE** _____

ANALYSIS

1. *Earth*

The Geotechnical Engineering Evaluation (12/22/2017), completed by GeoEngineers for this project and its findings and recommendations, are herein incorporated as part of this document. The evaluation included the drilling of 22 borings ranging from 3.5 to 20 feet below ground surface, and sampling, from which lab testing was conducted, to determine design and specifications for foundations, site work, and other design considerations. The report opined “the proposed additions and associated site improvements may be designed and constructed general as described in the “Introduction” section of this report, provided the recommendations discussed in this report are implemented”. The High School campus and building overlie two different geologic conditions: flood gravels consisting of predominately sand and gravel; and loess typically consisting of fine grained silt and clay.

According to the geotechnical report, the site soils are highly variable and composed of fill, glacial flood deposits and sandy clay/clayey sand. These soils are generally suitable for building, but depending upon actual location has low permeability, low to moderate strength, moderate compressibility, moderate to high susceptibility to changes in moisture content. Borings also encountered sands and gravels which have moderate to high strength, low to moderate compressibility, high permeability, and low susceptibility to changes in moisture content. Perched groundwater was encountered between 4.5 and 14 feet at borings B-6, B-9, B-14, B-15, B-17 and B-19 and likely varies seasonally.

It is not expected that substantial quantities of soil will be removed or hauled into the site, although the geotechnical recommends removing uncontrolled fill and replacing with structural fill prior to construction of the addition. Approximately 300,000 SF of the site will likely be disturbed by grading, excavation, parking and landscape areas modification to accommodate the addition and parking improvements. At this point, it anticipated the suitable excavated soils will be redistributed across the site and not exported from the site. A construction haul route will be prepared for City review.

To mitigate potential issues regarding fill going off-site, a fill route plan will be required as part of a grading plan/permit (**Mitigation Measure 1**).

2. *Air*

SCAPCA dust control regulations would be followed during site preparation, construction of the new addition, selective demolition of existing building components and final site improvements. The District conducted a pre-design asbestos/lead paint survey. No asbestos containing material (ACM) was detected where selective demolition is to occur. The District has retained a third party environmental firm that has the capability to provide HAZMAT testing, design specifications and construction observation/verification services. Typical pollution sources include selective demolition, site grading, use of diesel and gasoline-powered equipment, application of coatings and asphalt patching and repair. The above activities would create short term odors.

Dust control measures will be in place during construction and operation. Per Spokane Clean Air Regulation 6.05, it shall be unlawful for any person to cause or allow the discharge of particulates in sufficient numbers to unreasonably cause annoyance to any other person when deposited upon the real property of others. To mitigate potential air pollution issues, measures must be required (**Mitigation Measure 2**).

3. *Water*

Snowmelt and rainfall are presently absorbed over most of the site and do not flow into other waters. Runoff from impervious surfaces including rooftops, parking lots, driveways and sidewalks either runs to adjacent grass turf areas, or to drywells. Runoff from impervious play areas also migrates to grass turf areas.

The project will add new rooftop area, new/improved parking lots, driveway areas, sidewalks, and hard surface utility and play areas that will generate stormwater. On-site stormwater collection and disposal will be managed by private storm piping, catch basins, clean- outs, manholes, and grassed infiltration swales. The project civil engineers will design the management system to handle the stormwater runoff, peak rate and volume, in accordance with the Spokane Regional Stormwater Manual, within the constraints of the site soil conditions and depth. The Geotechnical Engineering Report (12/22/2017) concludes that “the sand and gravel unit encountered below the silty sand and gravel units is suitable for infiltration of stormwater via drywells. Swales and ponds might viable for stormwater infiltration at reduced rates.

4. *Plants*

The existing grass and domestic landscaping within the addition footprint and construction zone will be graded and replaced by buildings, parking, walkways and play areas. New landscaping and grass turf areas will be planted at the areas disturbed by the project.

5. *Animals*

There is no knowledge of threatened or endangered animals being on or near the site. There is no knowledge of the site being part of a migration route.

6. *Energy and Natural Resources*

The project will adhere to Washington State Building Energy Codes.

7. *Environmental Health*

The site is the existing Cheney High School and Betz Elementary School campuses. 6th Street, an arterial, bounds the site to the east and Cheney High School fields and grounds abut the campus to the north. Residential neighborhoods are located south and west of the campus. Thus, noise sources include vehicular traffic along 6th Street, typical neighborhood sounds, and sounds from adjacent play fields. The football field and running track at the high school generates noise during high school athletic events during the school year.

8. *Land and Shoreline Use*

Zoning is Single Family Residential (R-1). The Cities Land Use Plan designation is Institutional.

9. *Housing*

None proposed or displaced.

10. *Aesthetics*

The City of Cheney has no policy regarding aesthetics. 52 feet. The predominant exterior materials are integral colored concrete masonry units (CMU), complimenting metal panels, glazing, roofing materials.

11. *Light and Glare*

N/A. Cutoff fixtures will be required.

12. *Recreation*

Site contains pre-existing play structures, playfields, and other recreational opportunities available to the community.

13. *Historic and Cultural Preservation*

None known. **(Mitigation Measure 3).**

14. *Transportation*

6th Street and 8th Street. The 6th Street access points will utilize existing road approaches for cars and buses. Access to the new staff parking/controlled access afterhours extracurricular parking off of 8th Street will utilize a new road approach point.

The nearest public transit stop (Spokane Transit Authority (STA)) is approximately 200 feet from the school located on 6th Street.

The completed project is expected to have approximately 450 parking for students, staff and visitors. The project includes to the north and west of the site includes a joint/shared staff parking lot and a single bus lane at the high school that serves both Betz Elementary School and Cheney High School faculty/staff and after hours public parking.

The CHS project concept above will increase the public parking immediately adjacent to Betz Elementary by freeing up existing staff parking at Betz to the south of the school which will be changed to public parking. Nineteen additional short term visitor parking spaces will be added to existing Betz Elementary bus loop which will be the new parent drop off loop. The existing Betz Elementary bus loop will be reconfigured during Cheney High School project.

2,740 trips total per day. AM peak volume will occur between 7 and 9 AM. PM peak volume will occur outside of PM peak commute times. See the attached Trip Generation Growth Estimate, dated October 2017, from the District’s Traffic Engineering Consultant firm: Morrison -Maierle

15. *Public Services*

Minimal increase in public services is expected.

16. *Utilities*

Electricity, natural gas, water, refuse service, telephone service, and sanitary sewer are already available at this site. No new utilities will be brought to the site.

MITIGATION

1. The applicant shall provide a plan/haul route showing where fill materials will be going off-site. This can be part of the grading/building permit process.
2. If necessary, water sprays are required to control dust emissions during construction.
3. The following note shall be placed on the building permit: **If any cultural resources are discovered in the course of undertaking the development activity, the Washington State Department of Archaeology and Historic Preservation in Olympia and City of Cheney Community Development Department shall be notified. Failure to comply with these State requirements may constitute a Class C felony, punishable by imprisonment and/or fines (<http://www.dahp.wa.gov/>).**

EXHIBITS (not attached unless indicated)

- A. Vicinity Map/Site Plan (attached)
- B. Environmental Checklist (attached)

