



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: 3015479
Applicant Name: Susan Fore, Mahlum Architects for Seattle Public Schools
Address of Proposal: 1330 North 90th Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 2-story 90,763 sq. ft. structure (elementary school building) and a 3-story 139,372 sq. ft. structure (middle school building) and to demolish 102,916 sq. ft. building (Wilson Middle School). Surface parking for 198 vehicles to be provided. Project also includes 36,126 cubic yards of grading, and removal of one exceptional tree. Determination of Non-Significance is being prepared by Seattle Public Schools.*

The following approvals are required:

Establishment of Development Standard Departure For Public Schools- Chapter 23.79 Seattle Municipal Code to approve or condition the following departures:

1. To exceed maximum height limits for portions of the elementary school and the middle school (SMC 23.51B.002 D).
2. To allow a reduction in on-site parking (SMC 23.51B.002 G).
3. To allow on-street bus load and unload (SMC 23.51B.002 I).
4. To allow externally illuminated signs and one reader board sign (SMC 23.55.020 D7 and SMC 23.55.022 D9).

Environmentally Critical Areas (ECA) Exception - Chapter 25.09.300 A.2 Seattle Municipal Code to allow construction of a public school development which would disturb a riparian management area.

SEPA – For conditioning only - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [X] EIS*

[] DNS with conditions

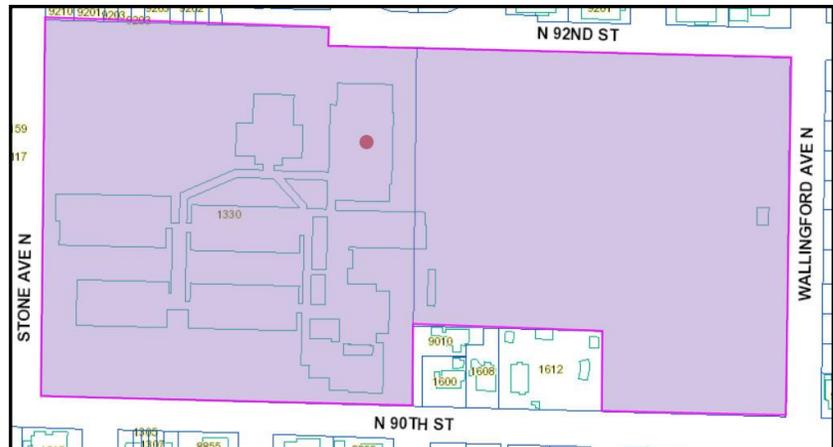
[] DNS involving non-exempt grading or demolition, or another agency with jurisdiction.

*SEPA Addendum to BEX IV Revised Final Programmatic EIS Proposed New Wilson Pacific Elementary and Middle Schools Project. Seattle Public Schools has prepared an addendum to the BEX IV Revised Final Programmatic EIS. It adds information to the EIS relating to the proposed Wilson Pacific Schools Project. The information set forth in the addendum does not substantially change the analysis of significant impacts and alternatives in the BEX IV Revised Final Programmatic EIS (SPS, 2012).

BACKGROUND

Site and Location

The Wilson Pacific Creek Elementary Schools project is located at 1330 North 90th Street, in north Seattle. The project site is bounded by N 92nd Street on the north, Stone Avenue N on the west, N 90th Street on the south, and Wallingford Avenue N on the east. The site is approximately 10 acres. Mapped environmentally critical areas (ECA) on the site include steep slope and riparian corridor areas.



Zoning

The proposal site is located in both a Single Family zone (SF 7200) on the east half of the site and multifamily Lowrise 2 (LR2) zone on the west half of the site. The surrounding zoning is SF 7200 and multifamily Lowrise 2 (LR2). The Lowrise zone gives way to Commercial zones one half block to the west along Aurora Avenue N.

Proposal Information

Seattle Public Schools (SPS) proposes to demolish, the existing Wilson Pacific School buildings and replace them with two school buildings, a new elementary and a new middle school in order to accommodate expected enrollment increases.

One would house a 660-student capacity elementary school and the other would accommodate a 1,000 student capacity building for 850-middle school students and 150 Licton Springs Program (formerly the combined Pinehurst K-8/Heritage Program) students. The two schools will operate separately. The project includes construction of an approximately 90,750 square-foot, 2-story elementary school with 26 classrooms, 8 specialty computer rooms, a library, art and music rooms, a cafeteria, and a gymnasium. The middle school will comprise approximately 139,400 square feet and will include 44 classrooms, a library, 2 computer labs, a cafeteria, a fitness room, and a gymnasium.

Information on the project proposal is available in the electronic file for this project at <http://www.seattle.gov/dpd/> under the project number 3015479 and at the 20th floor Seattle Municipal Tower.

Previous SEPA Related Actions

Prior to application for a Master Use Permit, the District exercised its prerogative to act as lead agency. A Determination of Non-Significance (DNS) was issued by Seattle Public Schools on June 10, 2014. An appeal was registered. The DNS was recommended to be affirmed by the Hearing Examiner Pro Tem. The Seattle School District submitted their MUP application to DPD for review. For the purposes of this permit application, exercise of substantive SEPA authority by DPD is limited to conditioning only for impacts previously identified by Seattle Public Schools. Conditioning pursuant to this authority will rely on the threshold DNS issued by the District and on environmental documents prepared by the District.

Public Comments

Comment letters were received during the official public comment period. Letters can be viewed in the public electronic file at the following link <http://www.seattle.gov/dpd/> under the project number, MUP project 3015479 and at the 20th floor Seattle Municipal Tower.

Development Standard Departures

The Seattle School District submitted a request for departures from certain Seattle Municipal Code Development Standards for the proposed new elementary school. The Department of Neighborhoods (DON) is charged with administering the School Departure process per SMC 23.79.004. DON formed the required Advisory Committee of eight voting members with a City non-voting Chair. The final Development Standard Departure_Report is available in the public electronic file at the following link <http://www.seattle.gov/dpd/> under the project number and at the 20th floor Seattle Municipal Tower.

ANALYSIS – Development Standard Departures for Public Schools

The Development Standard Departure process is conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-.012. An Advisory Committee convened, public comment was received, and a written recommendation to the Director of DPD was prepared. The Director prepares an analysis and decision per SMC section 23.79.010. The Director will determine the amount of departure to be allowed as well as mitigation measures to be imposed. The Director’s decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting(s) and other comments from the public. If the Director modifies the recommendations of the Advisory Committee, the reasons for the modification shall be put forth in writing.

In reviewing the departure request, Section 23.79.008 directs the Advisory Committee to “gather and evaluate public comment”, and to “recommend maximum departures which may be allowed for each development standard from which a departure has been requested”. It states, “Departures shall be evaluated for consistency with the objectives and intent of the City’s Land Use Code....., to ensure that the proposed facility is compatible with the character and use of its surroundings”. The Advisory Committee is directed to consider and balance the interrelationships among the following factors in SMC 23.79.008 C 1:

- a. *Relationship to Surrounding Areas: The advisory committee shall evaluate the acceptable or necessary level of departure according to:*
 1. *Appropriateness in relation to the character and scale of the surrounding area;*
 2. *Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;*
 3. *Location and design of structures to reduce the appearance of bulk;*
 4. *Impacts on traffic, noise, circulation and parking in the area; and*
 5. *Impacts on housing and open space.*

More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

- b. *Need for Departure: The physical requirements of the specific proposal and the project’s relationship to educational needs shall be balanced with the level of impacts on the*

surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Departure Request and Advisory Committee Recommendation

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.006E, SMC 23.79 and SMC 23.45.504 A. The Land Use Code requires that the Department of Neighborhoods convene an Advisory Committee (Development Standard Advisory Committee) when the School District proposes a departure from the development standards identified under the code (SMC 23.79).

The purposes of the Development Standard Departure Advisory Committee are: 1) to gather public comment and evaluate the proposed departures for consistency with the objectives and intent of the City's land use policies to ensure that the proposed facility is compatible with the character and use of its surroundings; and 2) to develop a report and recommendation to the City of Seattle Department of Planning and Development (DPD) from the Department of Neighborhoods (DON).

Following completion of the Committee Report and its transmittal to the City's Department of Planning and Development, that department will produce a formal report and determination. The Director of the Department of Planning and Development will determine the amount of departure from established development standards which may be allowed, as well as identify all mitigating measures which may be required. This decision is appealable.

In November 2013, the Department of Neighborhoods sent notices to residents within 600 feet of the proposed new schools and to a list of individuals and organizations that had shown interest in other community issues in the vicinity of Wilson Pacific School requesting self-nominations for membership on the Development Standard Departure Advisory Committee, and the Committee was formed. The Committee is composed of eight voting members with a City non-voting Chair.

In order to accommodate the educational program for this program, the District requested the following departures from the Seattle Municipal code:

Departure #1 -Greater than Allowed Building Height (SMC 23.51B.002 D) – The zoning code restricts the height of development on the site to 35-feet plus an additional 15-feet for a pitched roof, if pitched at a rate of not less than 4:12. The District requested a departure to allow the Elementary School to exceed this standard to a total height of 39 feet or 4 feet above the maximum allowed, and to allow the Middle School to exceed the standard to 58 feet or about 23 feet above the maximum allowed.

Departure #2 - Less than Required Off-street Parking (SMC 23.51B.002 H) – When a school is rebuilt the code required that the District provide parking as directed by the code which in this case would require 201 spaces for the Middle School and 141 spaces for the Elementary School for a total of 342 spaces. The District requested a departure to allow 198 spaces on the total site or 144 fewer spaces than the total required.

Departure #3 - Continued On-street Bus Loading and Unloading (SMC 23.51B.002 I) – The zoning code directs that when a new school is built or an existing school expanded that bus loading and unloading occur on site and not on the street. Section 23.51B.002 I 1 allows use of yards and setbacks for this purpose and Section I 3 stipulates that departures from the requirements and standards for bus and truck loading and unloading areas and berths may be

granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 only when departure would contribute to reduced demolition of residential structures. In many cases the District loads and unloads its buses on the street adjacent to the School. The District requested a departure to load and unload school buses along both Wallingford and Stone Avenues North.

Departure #4 - Illumination of Signage (SMC 23.55.020 D7 and SMC 23.55.022 D9) - The Land Use Code currently prohibits illuminating signs at elementary or secondary schools from an exterior light source. The District requested relief from this requirement in order to place signs and illuminate them with directional lighting. For the Middle School, the District requested both external illumination and reader-board capability.

The Advisory Committee was convened at a well-attended public meeting held March 18, 2014 at North Seattle Community College. Public testimony and comment dominated the meeting. Commenter's insights mostly focused on: 1) designs presented were substantially changed from those available at prior public meetings held by Seattle Public Schools (SPS) at the Wilson Pacific site; 2) the local neighborhood was not well informed concerning the school design; 3) the School Board decision to build two schools with a combined enrollment of 1,660 students was too large for the existing site; 4) the programs located at the school (heavily oriented to a magnet Advance Placement Program) did not serve the local neighborhood needs; and 5) the departures should be denied. Few commenters spoke in favor of the proposal.

Following the meeting the Seattle School District requested a delay of the process to allow it to further engage the neighborhood in discussions. The District hosted a second community-wide meeting on May 13, 2014 at the Wilson Pacific Building to present the project to the wider neighborhood, but after the design specs had already been approved by the SPS School Board. Following that open public meeting the departure process was re-started with a meeting held on May 28, 2014. This meeting was advertised and formatted similarly to the first meeting. Comments at this meeting were similar to those received at the previous meeting with additional focus on the lack of adequate site access and issues related to the Native American cultural heritage of the site and building.

Application of Review Criteria to Requested Departures and Committee Recommendations

Given the Seattle School District's current proposal, the Advisory Committee was asked to consider departures from Land Use Code development standards in order to facilitate the construction of the Elementary and Middle Schools at the Wilson Pacific site. The Advisory Committee is charged to review departure requests against the criteria in 23.79.008 C1a, 1 through 5.

SMC 23.79.008 C 1a.

Relationship to Surrounding Areas: The advisory committee shall evaluate the acceptable or necessary level of departure according to:

- 1. Appropriateness in relation to the character and scale of the surrounding area;*
- 2. Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;*
- 3. Location and design of structures to reduce the appearance of bulk;*
- 4. Impacts on traffic, noise, circulation and parking in the area; and*
- 5. Impacts on housing and open space.*

Departure #1 -Greater than Allowed Building Height (SMC 23.51B.002 D)

The District requested a departure to allow the Elementary School to exceed this standard to a total height of 39 feet or four (4) feet above the maximum allowed, and to allow the Middle School to exceed the standard to 58 feet or 23 feet above the maximum allowed.

The height departure request for the elementary school appeared to be relatively minor and related mostly to enclosing the mechanical equipment located on the roof. This equipment would be allowed and no height departure required if the mechanical equipment was not enclosed. In evaluating this departure, the Committee noted the large building setbacks from the street and the large topography changes on the site as helpful conditions in mitigating additional height. Little concern was raised about this proposal.

Concern about the height departure request for the middle school was more significant. The school would extend above the allowed height and would be clearly and visibly greater than the current development. The enclosed mechanical equipment would further extend above the building. Public testimony observed that this height would block some views for neighbors to the north and west. The Committee carefully considered neighborhood concerns. The Committee noted that as with the elementary school, site topography, building setbacks, and building design mitigate the impacts. The large setback and adjacency to nearly similar-height multi-family buildings appears to lessen the impact.

After consideration of the above, the Committee recommends that the departure to allow greater than allowed height for both the proposed elementary and middle schools be approved as requested by the Seattle School District without modifications and without conditions.

Departure #2 - Less than Required Off-street Parking (SMC 23.51B.002 H)

Under the Seattle Municipal Code the District is required to accommodate all required parking on site whenever a new school is built or existing school expanded or substantially renovated. The code in this case would require 201 spaces for the middle and 141 spaces for the Elementary schools for a total of 342 spaces. The District requested a departure to allow 198 spaces on site or 144 fewer spaces than required.

Committee members were concerned with request for the large amount of parking relief and strongly considered either denying in total or recommending additional parking with the total number still below code requirements. Both the public and Committee members noted that parking can spill over onto adjacent streets. Many noted that both schools on the site would be wholly or partially devoted to the District's Advanced Placement Program (APP). This would be a magnet program pulling students from beyond the neighborhood. Parent and volunteer involvement, and other added staff might result in higher parking demand than at other neighborhood-serving schools. The Committee was concerned that associated traffic impacts might be considerable.

The District provided the Committee information in response to the concerns raised. It was noted that almost all other elementary and middle schools in the north end of Seattle currently provide considerably less parking. Even with the departures, Wilson Pacific would surpass all but Lincoln High School (currently used for the APP programs) in parking departure. Parking utilization surveys, from the Transportation Impact Analysis submitted with this application, indicate that considerable on-street parking is available in the study area.

SPS suggests that accommodating the required parking amount would severely impact the amount of open space available on site for play fields, building setbacks, landscaping and passive

play areas. The District noted that open space is already below the amount recommended by educational standards. Committee members considered too little open space unacceptable. Similarly, providing the required parking while retaining the open space might so constrain the site that purchase of adjacent property either to the west of Pilings Pond or along North 90th Street might be required to accommodate the combination of require on-site parking and bus loading and unloading. The district provided some preliminary and alternative re-striping and re-configuration plans that might slightly increase the number of parking spaces that could be accommodated within sites allocated to parking in the proposed site plan. The Committee was intrigued by this option and advises incorporation of this or a similar, denser parking configuration to the extent possible.

In consideration of the above, the Committee recommends that a departure to allow less than required on-site parking (a minimum of 198 stalls to be provided) be approved on condition that:

- a) In order to improve safety, a loop arrangement (in and out) is utilized for ingress and egress from all three lots along 90th Avenue North.
- b) The special education bus loading and unloading zones, located in both the southeast and southwest lots along North 90th Street, are striped to allow use as parking for events and for student drop off when not used for special education buses and that any spaces added from this condition be in addition to the minimum 198 spaces that would be authorized if the departure is granted.
- c) That the Seattle School District formally request, and fully participate in, a joint City/District study to develop plans and measures to discourage traffic generated by the project from using residential, non-arterial streets, by considering traffic calming devices such as speed bumps, traffic circles, etc.
- d) That signs be installed directing users from the elementary school lot and middle school lots, located at the intersections of N 90th Street and Stone Avenue North and North 90th Street and Wallingford Avenue North, to the larger Central lot.
- e) That the lots provided be approximately the size shown in the departure request presented to the Committee, and that to the extent possible, the District incorporate a denser parking configuration either as shown or similar to that shown to the Committee at its meeting, and that any spaces derived from this reconfiguration be in addition to the minimum 198 spaces that would be authorized if the departure was granted without conditions.

Departure #3 - On-street Bus Loading and Unloading (SMC 23.51B.002 I)

The Land Use Code requires that bus loading and unloading occur on site and not on the street. Section 23.51B I (1) allows yards and setbacks to be used and 23.51B I (3) stipulates that departures from the requirements and standards for bus and truck loading and unloading areas and berths may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 only when departure would contribute to reduced demolition of residential structures.

The Seattle School District requested that bus loading and unloading occur along both Stone Avenue North and Wallingford Avenue North. The Committee struggled with this departure request. Members noted that programs at the school may cause many buses to access the site. In addition, the area arterials are often backed up at key intersections and at 90th Avenue North in particular. Members noted that regardless of whether the buses were on or off site, the increased number of buses would further burden the already stressed arterial system in the neighborhood and lead to pedestrian/bicycle/vehicle conflicts.

However, as with the departure for parking, the Committee balanced the effects of allowing on-street bus loading and unloading against the need to preserve critical school open space. The

District indicated that accommodating bus loading and unloading on-site would be the biggest factor leading to loss of open space. The District noted that open space is already below the amount recommended in educational standards. Committee members considered too little school open space unacceptable. Similarly, providing on-site bus loading and unloading while retaining the open space might so constrain the site that purchase of adjacent property either to the west of Pilings Pond or along North 90th Street might be required to accommodate the combination of require on-site parking and bus loading and unloading.

In consideration of the above, the Committee recommends that the departure for on-street bus loading and unloading be approved on condition that:

- a) If technically feasible, the street configuration of Wallingford Avenue North be designed to provide bus loading and unloading pull-outs within the right of way for bus loading associated with the Elementary School.
- b) A traffic access plan be developed for the site including: identification of bus routes that avoid any left turns, and other measures to reduce the impacts of both bus loading and unloading and parent pick-up and drop-off.
- c) To help avoid bicycle and pedestrian conflicts, a pedestrian and bicycle pathway connecting Stone Avenue N to N 92nd Street at Ashworth Avenue, be developed utilizing the School District property north of the proposed new middle school.

Departure #4 - Illumination of Signage (SMC 23.55.020 D7 and SMC 23.55.022 D9)

The Code currently prohibits illumination of signs at the schools from an exterior light source. The District requested relief from this requirement for both the elementary and middle schools. For the elementary school the District requested that the sign be externally illuminated. For the middle School the District requested both external illumination and reader-board capability. The District committed to limits on hours of operations. The committee studied the graphic documents and asked questions of the architect to understand the nature of the departure requests. The Committee considered these requests reasonable and therefore recommends that the departure for external illumination of the signs at both the elementary and middle schools and reader-board capability at the middle school be approved on condition that for the reader-board sign its hours of operation be restricted to no later than 10 PM during the school year only.

The Advisory Committee is further charged to review departure requests against the criteria in 23.79.008 C(1)b.

- b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures may be allowed for special facilities, such as a gymnasium, which are unique and/or integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.*

The Seattle Municipal Code generally envisions granting departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in the proposed buildings. In the case of the Wilson Pacific Schools, the Seattle School District stated the location of two schools and the concomitant educational outdoor open space standards present significant challenges and that without granting the departures for greater height, less parking and on-street bus loading and unloading those standards could not be met. Some combination of greater heights, reduction in on site non-educational activities (parking and bus loading) would be necessary. Without some departures, the alternatives would be either:

1) further reductions in critical open play space, 2) expansion of the site through either street vacations or the purchase of adjacent property, or 3) major reductions in the proposed size and educational program of the schools.

The Committee struggled with this issue. Many in the neighborhood clearly questioned/opposed the decision of the Seattle School Board to locate two separate schools on this site. Some Committee members concurred with this position. However, it was noted that the authority of the Committee was limited to consideration of the departures for the proposed programs and not reconsideration of the original School District decisions concerning their overall facilities plans.

After considering the overall design and program requirements, the Committee generally determined that in the event that the proposed educational programs were located on this site some departures would likely be needed. This decision was not an open endorsement of the two-school program decisions, but instead a recognition that this decision lies with other jurisdictions.

Director's Analysis

The Director's decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting and other comments from the public. Section 23.79.008 C states:

- a. *Relationship to Surrounding Areas: The advisory committee shall evaluate the acceptable or necessary level of departure according to:*
 1. *Appropriateness in relation to the character and scale of the surrounding area.*
 2. *Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.*
 3. *Location and design of structures to reduce the appearance of bulk.*
 4. *Impacts on traffic, noise, circulation and parking in the area; and*
 5. *Impacts on housing and open space.*

The roll of the Director is described in SMC 23.79.010. The Director shall determine the amount of departure from established development standards that may be allowed or required, as well as mitigating measures that may be required.

Departure #1 is a School District request to allow greater than allowed building height for portions of both buildings. The District requested a departure to allow the Elementary School to exceed this standard to a total height of 39 feet or 4 feet above the maximum allowed, and to allow the Middle School to exceed the standard to 58 feet or about 23 feet above the maximum allowed. Documents showing details of the height departure requests are in documents file in the city electronic file for this project.

The area of requested height departure is on the roof top of the elementary school where mechanical equipment is located. The Committee considered the height departure request for the elementary school and determined that it appeared to be relatively minor and related mostly to enclosing the mechanical equipment located on the roof. In evaluating this departure, the Committee noted the setbacks from the street and zoning set back from the streets were major mitigating circumstances. The departure is appropriate in relation to the character and scale of the surrounding area in that the setback is approximately 42 feet back from the property line and the building is set approximately 11 feet below the level of the street. The building setback, an arterial street and landscaping will all mitigate the additional bulk of the requested height. The departure has neither impact on traffic, noise and circulation nor impacts on housing and open space.

The area of requested height departure is on the roof top of the middle school where mechanical equipment is located and a third floor of classroom space. The Committee considered the height departure request for the middle school and determined that it appeared to be relatively minor and related mostly to enclosing the mechanical equipment located on the roof and providing important classroom space on the building footprint rather than expanding into setbacks and playfield space. The setback from the street is approximately 43 feet according to project documents. The building is approximately 12 feet below the level of (the unopened) North 92nd Street right of way and slightly lower than the Stone Avenue North right of way. The departure request is appropriate in relation to the character and scale of the surrounding area. The building setback, the location on an arterial street and landscaping will help mitigate the additional bulk of the requested height. The departure has neither impact on traffic, noise and circulation nor impacts on housing and open space.

The Committee recommends that the departure to allow greater than allowed height be approved as requested by the Seattle School District without modifications and without conditions. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director grants the departure request.

Departure #2, to allow less than required off-street parking (SMC 23.51B.002 H) was considered by the committee. When a school is rebuilt the code required that the District provide parking as directed by the code which in this case would require 201 spaces for the Middle School and 141 spaces for the Elementary School for a total of 342 spaces. The District requested a departure to allow 198 spaces on the total site or 144 fewer spaces than the total required. The Land Use Code development standard for parking calculations uses a formula based on square footage of assembly space to capture large events at institutions. Thus the requirement is much higher than parking needed for school staff, volunteers and visitors. The Advisory Committee recommends to the Director that the departure for fewer parking spaces be allowed because the departure is acceptable in relation to the surrounding area and meets the applicable review criteria.

The Committee recommends that a departure to allow less than required on-site parking be approved with the following conditions.

- a) In order to improve safety, a loop arrangement (in and out) is utilized for ingress and egress from all three lots along 90th Avenue North.

The Director accepts the recommendation. The traffic flow can be included in the project Transportation Management Plan that the District will submit as part of the SEPA mitigation.

- b) The special education bus loading and unloading zones located in both the southeast and southwest lots along North 90th Street are striped to allow use as parking for events and for student drop off when not used for special education buses and that any spaces added from this condition be in addition to the minimum 198 spaces that would be authorized if the departure is granted.

The Director accepts the recommendation. The parking areas can be included in the project Transportation Management Plan that the District will submit as part of the SEPA mitigation.

- c) That the Seattle School District formally request, and fully participate in, a joint City/District study to develop plans and measures to discourage traffic generated by the project from using residential, non-arterial streets, by considering speed control devices such as speed bumps, traffic circles, etc.

The Director accepts the recommendation. Traffic mitigation can be included in the project Transportation Management Plan that the District will submit as part of the SEPA mitigation.

- d) That signs be installed directing users from the elementary school lot and middle school lots, located at the intersections of N 90th Street and Stone Avenue North and North 90th Street and Wallingford Avenue North, to the larger Central lot.

The Director accepts the recommendation. Traffic flow directions can be included in the project Transportation Management Plan that the District will submit as part of the SEPA mitigation.

- e) That the parking lots provided be approximately the size shown in the departure request presented to the Committee, and that to the extent possible, the District incorporate a denser parking configuration either as shown or similar to that shown to the Committee at its meeting, and that any new parking spaces derived from this reconfiguration be in addition to the minimum 198 spaces that would be authorized if the departure was granted without conditions.

The Director accepts the recommendation.

The Director notes that there will be impacts of traffic, noise, circulation and parking in the area due to increased parking on surface streets, but the impact will be partially mitigated by elements of the Transportation Management Plan and other mitigation measures. Impacts on housing and open space will be minimal. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director conditionally grants the departure request.

Departure #3 to allow on-street bus loading and unloading (SMC 23.51B.002 I) was recommended to be approved by the committee. The Land Use Code requires that bus loading and unloading occur on site and not on the street. Section 23.51B I (1) allows use of yards and setbacks for this purpose and Section I (3) stipulates that departures from the requirements and standards for bus and truck loading and unloading areas and berths may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 only when departure would contribute to reduced demolition of residential structures. In many cases the District loads and unloads its buses on the street adjacent to the School. Buses loading will be at the school curbs twice a day, at the beginning and end of the school day, during the scholastic year excluding school holidays. The District requested a departure to load and unload school buses along both Wallingford and Stone Avenues North. The Committee considered alternative site designs provided by the applicant with bus loading on site and was able to see the different site configurations and implications. The Committee concluded that the Seattle School District was able to generally justify the departure for continued on-street bus loading due to the desire of both the District and neighborhood to retain as much open play space as possible and accommodate other educational uses on site. The Committee considered the departure request against the criteria and found that the on street bus loading and unloading is acceptable in relation to the surrounding area. Removing loading and unloading from either street would reduce impacts on adjacent homes, and utilize the natural buffer/edge provided by Wallingford and Stone Avenues North.

The Director notes that on-street bus load and unload will allow the school to maintain open space for students and outdoor study areas. There will be impacts of traffic, noise, circulation and parking in the area due to bus load and unload on surface streets, but the impact will be partially mitigated by elements of the Transportation Management Plan proposed by the applicant. There are no implications to the appearance of bulk with this departure request. Housing in the area

would be affected by buses traveling along the streets whether the loading is on site or off site. School open space for playfields, landscaping and passive open space will be preserved with off-site bus loading. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director conditionally grants the departure request.

Departure #4 is a request to allow illuminated exterior signs at both schools and to allow a reader-board sign at the middle school. The Director finds that the request is appropriate in relation to the scale and character of the surrounding area. In order to mitigate possible light and glare impacts there are topographic breaks and significant building setbacks. The request does not impact the bulk of the structures, traffic, noise, circulation and parking. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director conditionally grants the departure request.

b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departure may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

The Committee discussed the overall need for departures (SMC 23.79.008C1b) as part of their deliberations. The Seattle Municipal Code generally envisions granting departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in the proposed buildings. Some neighbors clearly questioned and opposed the decision of the District to locate two schools on this site. Some Committee members concurred with this position. However, it was noted that the authority of the Committee was limited to consideration of the departures for the proposed programs and not reconsideration of the original School District decisions concerning facilities plans. After considering the overall design and program requirements, the Committee generally determined that in the event that the proposed educational programs were located on this site some departures would likely be needed. This decision was not an open endorsement of the two-school program decisions, but instead a recognition that this decision lies with other jurisdictions. The Committee recommended that given the Seattle School District's current proposal for two buildings on the site, that some departures from the provisions of the underlying zoning would be needed in order to facilitate construction.

The physical requirements of the Wilson Pacific proposal and the project's educational needs create reasonable need for development standard departures. Height, parking amount, bus load and unload, and signage departure requests are balanced with the level of impacts. Most impacts will be mitigated through the Transportation Management Plan. The Director's analysis balances departure requests through criteria based on the relationship to surrounding areas with need for development standards departures and finds that the departure recommendations of the Advisory Committee should be accepted with some conditions. See the conditions at the end of this document.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The school development standard departures are **CONDITIONALLY GRANTED**.

Environmental Critical Area Exception

The Director may modify an environmental critical area development standard per SMC 25.09.300 A 2 *Environmentally critical area exception*, when an applicant demonstrates to the Director's satisfaction that if development in an environmentally critical area of buffer is necessary to accommodate a public facility or public utility, the public facility or public utility may be permitted according to criteria. The Project proponent must show that: a) no reasonable alternative will accommodate the facility or utility, as demonstrated by analysis; and b) the facility is located, designed and constructed to avoid adverse impacts, minimize adverse impacts, and mitigate to the maximum extent feasible.

The applicant proposes to disturb area within a Riparian Management Area (RMA) for the Wilson Pacific Schools' educational programming, improved landscaping and stormwater management. The applicant has requested that the Director modify an ECA development standard to allow for enhanced vegetation, a modular block retaining wall, concrete walk, asphalt track, and grass field with perimeter drainage for the Wilson Pacific Middle and Elementary Schools.

SMC 25.09.020 5a defines the riparian management area (RMA) as the area within one hundred feet (100') from the top of each bank of the watercourse. There is some latitude under SMC 25.09.200 A 3 (e) to exceed the 35% maximum development in the outer 50 feet of the riparian management area. However, there is no allowance, in the riparian corridor development standards, for development in the inner 50 feet of the riparian management area, other than with an ECA exemption or exception.

Seattle Public Schools has submitted an application for a riparian management area (RMA) exception per SMC 25.09.300 in order to better meet public school program requirements.

ANALYSIS - ENVIRONMENTALLY CRITICAL AREAS EXCEPTION

The following criteria serve as analysis of the Seattle Public Schools proposal to disturb land within the riparian management area (RMA) located on the Wilson Pacific School site per 25.09.300 *Environmentally critical area exception*.

SMC 25.09.300 A1: *An applicant for a City permit to develop real property that is located in an environmentally critical area or buffer may apply to the Director for an exception to modify environmentally critical area development standards, provided that an exception cannot be applied for to allow development or to obtain development credit under subsection 25.09.240E or to relocate lot lines under section 23.28.030. An applicant seeking relief under this Section 25.09.300 shall demonstrate that no other applicable administrative remedies in chapter 25.09 or Title 23 will provide sufficient relief.*

Per section 25.09.240E (Short subdivisions and subdivisions): Seattle Public Schools is not applying for a subdivision for this project. Per section 23.28.030 (Lot Boundary Adjustments; Criteria for Approval): Seattle Public Schools is not applying for a lot boundary adjustment for this project. Seattle Public Schools and their consultant have reviewed the requirements of SMC 25.09 and Title 23 and believe there are no other administrative remedies that would provide sufficient relief. The applicant has submitted a review of administrative remedies. The Director finds that no administrative remedies are sufficient to provide relief as outlined in SMC 23.09.045 D-J. The proposed work, which would permanently encroach within and alter the RMA, is not a response to an immediate threat to public health, safety or welfare; is not a maintenance, repair or renovation project; does not include rebuilding or replacing structures that were destroyed by an act of nature; nor does the project include activities listed in section H, I or J.

SMC 25.09.300 A2: *Public projects. If development in an environmentally critical area or buffer is necessary to accommodate a public facility or public utility, the public facility or public utility may be permitted according to the following criteria in lieu of subsection 25.09.300 C and 25.09.300 D:*

- a. No reasonable alternative location will accommodate the facility or utility, as demonstrated by an analysis of appropriate alternative location(s) by the applicant or the Director;*

The Wilson Pacific School Project is part of the Building Excellence Phase IV capital improvement program. The BEX IV levy funds projects to meet educational program needs. There are no provisions in the BEX IV program for purchasing new property for existing school programs. The Wilson Pacific schools project is limited to the current site. In order to accommodate all required program needs the project has been designed to maximize the property. The program includes two schools, play areas, historic references, parking, athletic fields, and service needs. The applicant has reduced some program needs and applied for departures to help the proposal find the best fit on the existing property. The applicant has studied possible reconfiguration of the school’s program needs and has shown on-site reconfigurations. No additional property will be purchased to expand the site. The Director finds that no reasonable alternative location will accommodate the facility.

- b. The facility or utility is located, design, and constructed: 1) To avoid adverse impacts to the extent feasible by not taking all or part of an action; 2) to minimize adverse impacts; and 3) to mitigate impacts to critical area disturbance to the maximum extent feasible;*

The submitted application includes steps to meet criteria (b). The facility is designed to locate buildings away from the riparian management area. The area of encroachment is minimized and includes enhanced vegetation, a modular block retaining wall, concrete walk, asphalt track, and grass field with perimeter drainage. Vegetation that does not need to be disturbed will be left in place. New site walls will be kept to a minimum and soil health will be improved by new landscape treatments. The entire project has been designed to improve water quality on site and off site in conjunction with Seattle Public Utilities on neighborhood drainage improvements. Best management practices will help water quality at the site.

| | Area (sf) | Exiting Development (sf / %) | Proposed Development (sf / %) | Change in development |
|----------------------------|------------------|-------------------------------------|--------------------------------------|------------------------------|
| Inner RMA, 0'-50' | 8,600 | 3,200 / 37% | 3,200 / 37% | 0 |
| Outer RMA, 50'-100' | 23,000 | 17,000 / 74% | 20,000 / 87% | 3,000 / 13 % |
| Total | 31,600 | 20,200 / 64% | 23,200 / 73% | 3,000 / 9% |

- c. All requirement to subsections 25.09.300 A1, 25.09.300 B, 25.09.300 E, and 25.09.300 F apply; and*

SMC 25.09.300 B1: *An applicant requesting modification shall provide the Director with the following information:*

- a. Documentation showing that no other applicant administrative remedy in Title 25.09 or Title 23 will provide sufficient relief;*
- b. Technical studies and other data that describe the possible injurious effects of the proposed development on occupiers of the land, on other properties, on public resources, and on the environment. Possible injurious effects must be described even*

when the injurious effect will become significant only in combination with similar effects from other developments;

- c. Technical studies and other data by qualified persons showing that the proposed development will protect the occupiers of the land, other properties, public resources, and the environment to the same extent as the development standards that are proposed to be modified and explaining how this will occur;*

The applicant has provided the Director with information to show that no other administrative remedies will provide sufficient relief.

A Technical Memorandum was submitted to characterize the existing conditions of the RMA and to analyze the impacts of the proposed development (ESA 2015). No injurious effects of the proposal were identified.

The Technical Memorandum study shows how the proposed development will protect the land, other properties, public resources and the environment to a greater extent than the development standards. The proposal will increase and enhance the amount of vegetated area on the site and upgrade the stormwater system to prevent contaminated runoff from entering the riparian corridor.

- d. Plans showing what can be developed in compliance with all environmentally critical area development standards and standards in [Title 23](#), including the yard and setback standards for front and rear yards;*

The Director has received plans that show reduced program to avoid the RMA. Recreation and physical fitness have been identified as key components of the educational program of all middle and elementary schools. In order to provide those components, it is educationally necessary to have adequately sized athletic fields. The District has adopted educational specifications for playfield size which equate to 294,000 sq. ft., or 6.75 acres, for this project. Even under the current proposal, the athletic fields at Wilson Pacific fall short of this standard. If the exception is denied, the already undersized playfields would be reduced, from 173,000 sq. ft. (4 acres) per the current site plan, to 140,000 sq. ft. (3.2 acres).

| SPS specifications | Current | Code compliant |
|---------------------------|-----------------|-----------------------|
| 294,000 sq. ft., | 173,000 sq. ft. | 140,000 sq. ft. |
| 6.75 acres | 4 acres | 3.2 acres |

This reduction in size, while not large in area, impacts the type and number of fields that can be provided. The reduction in area eliminates a baseball field from the program and reduces the number of soccer fields from two to one on the site. Fewer and undersized fields beyond the current program would further cut and reduce the educational program for the children at the Wilson Pacific Elementary and Middle Schools. Reducing available playfields impacts north end middle and high schools that use them as practice fields and Seattle Parks which uses them as community playfields.

- e. An explanation with supporting evidence of how and why compliance with all environmentally critical areas development standards as shown on the plans required in subsection (d) would not permit any reasonable use of the property, including, but not limited to, submission of the following evidence: (1)The date the applicant purchased the property or obtained the right to develop or use it; (2)The price the applicant paid for the rights described in subsection (1); and*

(3)Restrictions or conditions on use or development in existence when the applicant acquired the rights described in subsection (1).

The Director has received an explanation and supporting evidence of how and why compliance with ECA development standards would not permit any reasonable use of the property. The project property was annexed by Seattle Public Schools from the Shoreline School District July 1, 1954 (purchase price is unknown) and has been in use as a school facility by Seattle Public Schools since that time. There were no environmentally critical areas regulations in effect at the time the property was developed, or at the time the property was annexed by Seattle Public Schools. Additionally, the reduction in field size, configuration, and availability would not permit reasonable use of the property for a middle school and elementary school.

Summary

SPS has demonstrated that no reasonable alternative location will accommodate the facility and has demonstrated that the facility is designed, and will be constructed, to avoid adverse impacts, to minimize adverse impacts, and proposes to mitigate impacts to the maximum extent feasible per SMC 23.09.300. The project will minimize the amount of impervious surfaces and maximize the amount of new vegetation planted within and adjacent to the RMA. The additional vegetation along the project boundary would enhance the function of the RMA and provide additional protection to Pillings Pond and Licton Springs Creek. In consideration of the size and location of the site; the extent and location of the RMA on the site; the conclusions of the technical report; required conditions of approval which mitigate stormwater runoff and erosion before and after construction; and to the extent that the existing development standards limit development of the site, the Director agrees that there is no reasonable alternative. The Director grants the Environmentally Critical Exception.

DECISION - ENVIRONMENTALLY CRITICAL AREAS EXCEPTION

The exception is **GRANTED**.

ANALYSIS – SEPA

The proposal's environmental impacts have been analyzed in environmental documents prepared by the lead agency Seattle School District; a SEPA Checklist addendum dated March 7, 2014 and updated June 4, 2014.

Seattle Municipal Code (SMC) Section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, and must be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions, if necessary. Disclosure of the potential impacts from this proposal was made in the environmental document listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, construction requirements, arborist reports and renderings) and the experience of this agency with review of similar proposals form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements 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 certain limitations/circumstances, (SMC 25.05.665.D.1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

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), and Puget Sound Clean Air Agency regulations.

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 site work and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; 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.

Air Quality

Emissions to the air could result from some construction activities, including tree removal, grading, and vehicle operation. Construction activities and resulting emissions is expected to be minor. Demolition, grading and construction activities each may create adverse air quality impacts in the surrounding area. The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. During grading and excavation City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded, uncovered trucks which minimize the amount of spilled material and dust from the truck bed in route to or from a site. The Stormwater Code (SMC 22.800-808) and the Grading Code (SMC 22.170) regulate on-site grading activities and require that soil erosion control techniques be initiated for the duration of the work. The contractor chosen for the proposed project would be required to comply with Puget Sound Clean Air Agency (PSCAA) regulations. Regulations that apply to the proposed project include Regulation I, Section 9.11 prohibiting the emission of air contaminants that would or could be injurious to human health, plant or animal life, or property; and Regulation I, Section 9.15 prohibiting the emission of fugitive dust, unless reasonable precautions are employed to minimize the emissions. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), no additional mitigation is warranted.

Construction Noise

There will be excavation required to prepare the site and foundations. Additionally, as development proceeds, noise associated with building could adversely affect the surrounding residential uses. The limitations of the Noise Ordinance are found to be adequate to mitigate potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), no mitigation is warranted.

Construction Vehicles

According to information provided by Seattle Public Schools, construction vehicles will be active on site. Impacts include truck traffic to remove excavated material from the site and to import fill and construction materials to the site. The expected volume of truck traffic may be noticeable to nearby residents, but the environmental documents state that significant impacts are not anticipated. The vehicles are expected to minimally impact the surrounding area as materials are delivered and construction workers arrive and depart. Site preparation will include site disturbance and construction. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with site preparation will be of short duration and mitigated in part by enforcement of SMC 11.62. No additional conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Construction Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities. Construction workers can be expected to arrive in early morning hours and to leave in the mid-afternoon. Surrounding residents generate their peak need for on-street parking in the evening and overnight hours when construction workers can be expected to have departed. Some construction personnel parking will be provided on site and additional off-site. Construction parking impacts will be minimal and therefore additional SEPA mitigation of parking impacts during construction is unwarranted. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

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).

Earth

The project will require construction permits. The existing Codes (The City of Seattle Stormwater Code, SMC 22.800 and the City of Seattle Grading Code SMC 22.170) provide authority to require appropriate mitigation for this project. No impacts have been identified and no conditioning is warranted. Surface water controls (i.e. temporary interceptor swales, check dams, silt fences, etc.) will be constructed simultaneously with clearing and grading for project development. Surface water and erosion control measures will be relocated or new measures will be installed so as site conditions change, erosion control measures remain in accordance with City of Seattle Best Management Practices (BMP) requirements during the construction period.

SPS has proposed mitigation to address short term impacts as described above. The measures outlined in their environmental documents adequately address impacts. No further conditioning of the short term impact elements of the project is warranted pursuant to SEPA policies.

Long Term Impacts

Long term or use-related impacts are anticipated as a result of this proposal, including increased surface water runoff due to greater site coverage by impervious surfaces; loss of plant and animal habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Greenhouse gas emissions

Operational 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).

Plants

Trees and site plants will be removed during construction. The new school development is proposing extensive landscaping including tree replacement. More information can be found in the new school development project documents number 3015479. SPS will follow standard best practices to preserve other plants and trees during construction that are scheduled for retention. One exceptional tree is proposed to be removed, a large Lombardy poplar. The tree is causing damage to the sidewalk. Poplars are prohibited street trees and its proximity to the sidewalk would probably cause further sidewalk damage. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Historic Preservation

Wilson Pacific Middle School was nominated by Seattle Public Schools and designated a Seattle Landmark by the Landmarks Preservation Board. A Controls and Incentives agreement was signed by SPS and the City Historic Preservation Officer. The Landmark Preservation Board approved the Controls and Incentive Agreement as provided for in SMC 25.12.510. SPS proposed two project mitigation items; (1) An Honor Circle and (2) interpretive displays. The mitigation items will be an integral aspect of the project design. Wilson Pacific features eight exterior Native American murals painted by Andrew Morrison. A Memorandum of Agreement between the artist and SPS is in place to retain and maintain the murals onsite. Impacts to the site and building and mitigation to address them are addressed. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

There is evidence of native America occupation and land use at nearby Licton Springs and to the south near Green Lake. According to the Washington State Department of Archaeology and Historic Preservation (DAHP), Statewide Predictive Model used to assess the risk of encountering precontact archaeological resources, the project location is classified as Moderate Risk and High Risk. According to DAHP there are no recorded archaeological sites or cemeteries within or adjacent to the project site. No cultural resource surveys have been conducted within or adjacent to the project site. SPS will prepare an inadvertent discovery plan that will be implemented during construction. The plan will include pre-construction briefings of contractor staff and on-call response. In the event that cultural resources are inadvertently discovered during the project, construction would be temporarily halted in the immediate

vicinity. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Earth

The site has steep slopes along the eastern boundary and in the northwest corner of the site. Both of the steep slope areas are retained by walls constructed when the site was previously developed. The project has received an ECA (steep slope) exemption. A geotechnical investigation was performed at the project site by Associated Earth Sciences, Inc. (AESI) in November 2013 to provide design recommendations for construction of the Wilson Pacific Schools project. No additional mitigation is necessary or warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Air

Upon completion of the building construction, air quality in the vicinity of the site is anticipated to somewhat degrade due to the increase in the number of students and traffic in the area but not significantly. No mitigation is necessary or warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Water

Licton Springs Creek is a piped stream that flows from Licton Springs Park through the central portion of the school site. The stream is contained in a 48 inch pipe. A small length of the stream remains open to the surface on an adjoining residential property. A portion of the stream is diverted into a pond. No portion of the stream or pond is on school property. There is a designated riparian management area (RMA) which extends onto school property. New site retaining walls will be placed within the riparian management area. The retaining wall heights are proposed to vary from two and one half feet to seven feet. Proposed vegetation will be appropriate for the management area and will be approved in DPD review. The applicant has requested an ECA exception to disturb more than 35% of the outer 50 feet for program needs and revegetation. No further mitigation is necessary or warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Noise

After construction is complete, noise levels would increase over current conditions with more students on site and more car trips for drop-off and pick-up. Noise levels are not expected to exceed codes allowed in residential areas. No further mitigation is necessary or warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Light and Glare

Exterior lighting will be added and will be designed to minimize light spill and glare. New modern fixtures are designed and installed to reduce spillover and glare. It is anticipated that both exterior and interior lighting would be on timers so that the site would be mostly dark at night. The athletic fields are not proposed to be lit. No further mitigation is necessary or warranted.

Traffic and Transportation

Traffic conditions and impacts from the new construction are described in the SEPA documents. The checklist refers to the Traffic Impact Analysis prepared for this project. Specific measures to reduce impacts include a Transportation Management Plan to educate parents and students on circulation and drop off measures, work with SDOT and working with the Seattle School Safety Committee and other procedures outlined in the project SEPA documents. Recommendations of the Traffic Impact Analysis are described as mitigating measures in the environmental

documents and the School District has committed to enacting the mitigation measures described therein. Further conditioning is warranted in order to capture the breadth of recommended measures to reduce the traffic and parking impacts associated with the proposal pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665). See conditioning at the end of this document.

DECISION – SEPA FOR CONDITIONING

The environmental checklist, Master Use Permit plans submitted on the project, public comment and responses to requests for information, and other submitted documents comprise DPD's record. Pursuant to SMC 25.05.600.D 1, DPD relies on the environmental documents and technical reports prepared by the Seattle School District in their role as lead agency. DPD has determined that the DNS issued and utilized for the environmental analysis of the Wilson Pacific Schools and mitigation proposed in the SEPA checklist is adequate with conditioning.

CONDITIONS – SEPA

For the life of the project

1. Implement the recommendations on pages 35 and 36 of the Transportation Technical Report Appendix C, Traffic Impact Analysis prepared for this project by Heffron Transportation Inc. March 5, 2014.

CONDITIONS –PUBLIC SCHOOL DEVELOPMENT STANDARD DEPARTURES

For the life of the project

2. In consultation with SDOT one way parking lot traffic flow is specified for ingress and egress from all three lots along 90th Avenue North.
3. The special education bus loading and unloading zones located in both the southeast and southwest lots along North 90th Street are striped to allow use as parking for events and for parent drop when not used for special education buses and that any spaces added from this condition be in addition to the minimum 198 spaces that would be authorized if the departure is granted.
4. That the Seattle School District formally request, and if done fully participate in, a joint City/District study to develop plans and programs to discourage traffic associated with use of the Wilson Pacific Parking lots, and parent drop-off and pick up, from using residential non-arterial street, with specific considerations of speed control devices, speed bumps, traffic circles, etc.
5. Install signs directing users from the elementary school lot and middle school lots located at the intersections of N 90th Street and Stone Avenue North and North 90th Street and Wallingford Avenue North to the larger Central lot.
6. Parking lots provided should be approximately the size shown the departure request presented to the Committee, and that to the extent possible, the District incorporate a denser parking configuration either as shown or similar to that show to the Committee at its meeting, and that any spaces derived from this reconfiguration be in addition to the minimum 198 spaces that would be authorized if the departure was granted without conditions.
7. Seattle School District will develop and enact measures suggested on page 35 and 36 of the Transportation Technical Report prepared for this proposal by Heffron Transportation, Inc. dated March 5, 2015.

8. If approved by SDOT, the street configuration of Wallingford Avenue North should be designed to provide bus loading and unloading pull-outs within the right of way for bus loading associated with the Elementary School.
9. A traffic access plan be developed, as part of the Traffic Management Plan suggested in the Heffron report, for the site including: identification of bus routes that avoid any left turns, and other measures to reduce the impacts of both bus loading and unloading and parent pick-up and drop-off.
10. To avoid bicycle and pedestrian conflicts, a pedestrian and bicycle pathway connecting Stone Avenue N to N 92nd Street at Ashworth Avenue, must be developed utilizing the School District property north of the proposed new middle school.
11. The Middle School reader-board sign hours of operation are limited to the school year until 10 p.m.

Prior to building permit final / certificate of occupancy

12. Install signs directing users from the elementary school lot and middle school lots located at the intersections of N 90th Street and Stone Avenue North and North 90th Street and Wallingford Avenue North to the larger Central lot.
13. Parking lots provided should be approximately the size shown the departure request presented to the Committee, and that to the extent possible, the District incorporate a denser parking configuration either as shown or similar to that show to the Committee at its meeting, and that any spaces derived from this reconfiguration be in addition to the minimum 198 spaces that would be authorized if the departure was granted without conditions.

CONDITIONS - ENVIRONMENTALLY CRITICAL AREAS EXCEPTION

None.

Signature: (signature on file) Date: February 12, 2015
Holly J. Godard,
Senior Land Use Planner
Department of Planning and Development

HJG:rgc
K:\Decisions-Signed\3015479.docx

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.