



**City of Seattle**  
Edward B. Murray, Mayor

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**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:** 3015982  
**Applicant Name:** Steven Lee for Studio Meng Strazzara, for Seattle Public Schools  
**Address of Proposal:** 6500 Sunnyside Ave N

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a one-story, 7,200 sq. ft. addition (kitchen, cafeteria, classroom) to an existing 34,287 sq. ft. institution in an environmentally critical area (Green Lake Elementary School), remove two portable classrooms and install a 890 sq. ft. portable classroom. Project includes 900 cu. yds. of grading (500 cut, 400 fill). Environmental documents were prepared by Seattle Public Schools.\*

The following approval is required:

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

**SEPA DETERMINATION:**       Exempt    DNS    MDNS    EIS\*  
  
    DNS with conditions  
  
    DNS involving non-exempt grading or demolition, or  
   another agency with jurisdiction.

\*Environmental documents prepared by Seattle Public Schools Green Lake Elementary School Lunch Room Addition, SEPA Addendum to Building Excellence Phase IV Capital Improvement Program Programmatic EIS (SPS, 2012).

## BACKGROUND

### Site Location

Green Lake Elementary School is located in the Green Lake neighborhood, one block east of Green Lake. Although the site has served as a school since 1891-1892, the current school building was built in 1969-1970. The school building is on a 3.33 acres site with frontage on Woodlawn Avenue NE to the north, Sunnyside Avenue North to the west, NE 65th Street to the south and 1st Avenue NE to the east.

### Zoning

The proposal is located in two Single Family zones (SF 5000) and (SF 7200). Surrounding zoning is SF 5000 and multifamily, lowrise residential commercial (LR3 RC) to the north across Woodlawn Ave N.

### Proposal Information

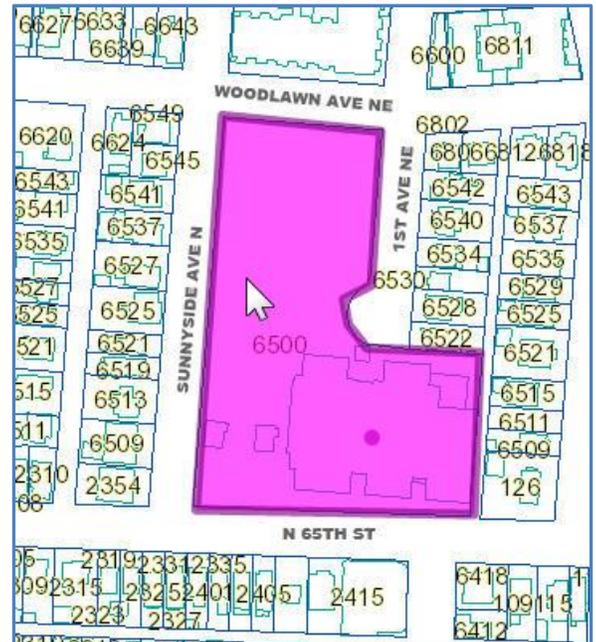
Seattle Public Schools propose to build a one-story, 7,200 square foot addition which will provide a lunch room, kitchen, and space for other multi-purpose uses. Two existing portable classrooms will be removed and one new modular classroom will be installed. An increase in student enrollment is not anticipated.

### 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 March 17, 2014. No appeal was registered. On October 15, 2013 the District submitted their MUP application (project number #3015982) to DPD for review. For the purposes of this permit application, exercise of substantive SEPA authority by the DPD is limited to conditioning only. 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 which ended on November 27, 2013. They can be viewed in the public electronic file at the following link <http://www.seattle.gov/dpd/> under the project number.



## ANALYSIS – SEPA

The proposal's environmental impacts have been analyzed in environmental documents prepared by the Seattle School District. Documents include a SEPA Checklist dated February, 2014 and a Determination of Non-Significance issued by Seattle School District dated March 10, 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 documents listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, geotechnical report, transportation and parking report, 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). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

### Short Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; 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*

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. 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. Construction activities will include several measures to minimize impacts to air quality: 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.

All construction areas inactive for more than seven days during the dry season (April 1st to October 31st) or two days during the wet season (November 1st to March 31st) are required to be covered.

The School district has outlined mitigation measures to reduce and/or control impacts to air which include:

- Watering the temporary dirt driveway and construction surfaces to control dust, the use of temporary ground covers, sprinkling the project site with approved dust palliatives, or use of temporary stabilization practices upon completion of grading.
- Wheel-cleaning stations will be provided to ensure construction vehicle wheels and undercarriages do not carry excess dirt from the site onto adjacent roadways.
- Streets will be regularly cleaned to ensure excess dust and debris is not transported from the construction-site onto adjacent roads.
- Construction activities will be planned to minimize exposing areas of earth for extended periods.
- The contractor will be required to comply with the Puget Sound Clean Air Agency's (PSCAA) Regulation I, Section 9.15 requiring reasonable precautions to avoid dust emissions and Regulation I, Section 9.11 requiring the best available measures to control emissions of odor-bearing contaminants. The contractor will be required to comply with recommendations in the Washington Associated General Contractor brochure "Guide to Handling Fugitive Dust from Construction Projects." No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

*Construction Noise*

There will be excavation required to prepare the building site and foundation. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses. The limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy

(SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted, see SEPA conditions at the end of this document.

### Construction Vehicles

According to information provided by the Seattle Public Schools, construction vehicles will not be parked in traffic lanes. Walkways leading past the site will remain clear of construction vehicles and debris and will remain open. Flaggers will be provided as required. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### Grading/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 contractor will submit a written earthwork plan to the Project Engineer for approval prior to commencing with any mass excavation or filling. The earthwork plan will also include:

- Sequencing of the earthwork and grading activities;
- Proposed equipment to be utilized;
- Surface water diversion and control (description of how existing catch basins at the project site would remain intact measures used to protect them from sediment during construction);
- Proposed protection methods for excavated stockpiled fill materials and trenches;
- Soil drying procedures; and
- Any other information pertinent to the manner in which the earthwork and grading will be performed.

The contractor will obtain the City of Seattle's Department of Planning and Development (DPD) approval that erosion control measures are in place and functioning and will maintain erosion control measures as earthwork and utility construction commences in accordance with City of Seattle standards, as part of building permit review. No further 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. During construction, with the limited supply of on-street parking in the area, parking for construction workers will be restricted. To minimize conflicts during drop off and pick up time periods, Seattle Public Schools is requiring that no contractor parking will be allowed within a one-block radius of the school. Contractors will have access to a portion of the lower level paved playground for staging. There will be a security fence separating the playground and the contractor area for safety. The contractor will be required to shuttle workers onto the site from off-site locations. Construction parking impacts will be minimized and therefore 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).

### Construction Traffic

Site preparation will include site disturbance and construction of the new building. 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. Findings in the SEPA checklist prepared for this project note that truck traffic associated with construction (including earthwork) will likely be noticeable, but would not result in significant impacts to traffic operations. Construction load/unload will be scheduled during non-peak periods when bus load/unload areas are available. Construction vehicle traffic to and from the site will be minimized during peak traffic hours. 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 grading/excavation and 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, and that no specific conditioning is warranted in this regard. 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. Except for noise conditioning listed at the end of this document, 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 also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand for public services and utilities; 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

The removal of the existing portable classrooms and construction of the new building will require removal of the two small birch trees located between the existing modular classrooms. The landscape plan includes two areas of native demonstration plantings adjacent to the new building, a rain garden, an irrigated green roof, and two "green walls" that will contain vines. The majority of these features will be planted with a blend of native and low-water use plant species. The two paper birch trees that will be removed could be relocated either here in the new demonstration area or elsewhere on the school grounds. SPS will follow standard best practices for preservation of all other vegetation and trees during construction that are scheduled for retention, including retaining a certified arborist to advise during site disturbance activities. No additional conditioning is warranted. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### Historic Preservation

Green Lake Elementary School was designed by Manson Bennett and built in 1970. It meets the minimum age for consideration as a Seattle Landmark (Seattle Municipal Code 25.12.350). Green Lake Elementary opened in 1970 (Thompson and Marr, 2002). It was built adjacent to the preexisting 1902 wood-frame school that was later demolished in 1986. Based on current plans, the proposed School Lunch Room Addition would be built on the location of the former 1902 wood-frame school. Aside from Green Lake Elementary School, there are no other recorded cultural resources listed on or determined eligible for listing on the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or the Seattle Landmarks register within or adjacent to the project site. No cultural resource surveys have been conducted within or adjacent to the project site.

In June 2013, SPS nominated the School for review by the Seattle Landmarks Preservation Board (LPB). The LPB reviewed the nomination on August 21, 2013 and determined the school did not meet necessary Landmark criteria (Gordon, 2013). No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### Earth

A small arc of steep slopes is located mid-site at the base of the 1<sup>st</sup> Ave NE cul de sac. It is mapped as an environmentally critical area (steep slope). A geotechnical investigation was performed at the project site by Otto Rosenau & Associates, Inc. October 30, 2013. The study included geotechnical engineering recommendations for use in the foundation design of the proposed school building. These recommendations have been incorporated into the plans for the Green Lake Elementary School Addition. Initial review has been approved in DPD's ECA review of the project. Temporary erosion and sedimentation control BMPs and construction water treatment measures will be installed to minimize erosion and to treat storm water runoff during construction. No further mitigation is necessary or warranted.

### Air

Upon completion of the building construction, air quality in the vicinity of the site is anticipated to remain the same. Construction air quality is discussed above. No further mitigation is necessary or warranted.

### Noise

The site will continue to serve the same numbers of students and employees. Long term daily use noise levels are not expected to substantially increase therefore no mitigation is warranted.

### Light and Glare

Exterior lighting will be added for the lunch room addition and will be designed to minimize light spill and glare. New modern fixtures are designed and installed to reduce spillover and glare. The lunch room will increase ambient light at the site, but it is not expected that this will cause safety hazards or will interfere with views. No further mitigation is necessary or warranted.

### Traffic and Transportation

The school site is bounded by North 65th Street on the south, Sunnyside Avenue North on the west, Woodlawn Avenue North on the north and 1<sup>st</sup> Avenue NE on the east.

**North 65th Street** is a two-lane minor arterial street that provides east-west access between East Green Lake Way North and NE Ravenna Boulevard. Near the school site, North 65th Street has curbs, gutters and sidewalks on both sides. As a minor arterial street, the speed limit is 30 mph. Parallel parking is allowed on both sides of the street near the school. Parking limits along the north side of the road include a bus zone prohibiting parking between 8 a.m. and 4 p.m., a three minute loading/unloading parking space between 4 a.m. and 8 p.m. (M-F), and a disabled parking space. Parking limits along the south side of the road include a restricted parking zone (RPZ), a 30 minute loading/unloading parking space between 6 and 9 a.m. and between 3 and 6 p.m. There are two marked and signed school crossings: 1) immediately east of the intersection with Sunnyside Avenue North and 2) immediately east of the intersection with 1st Avenue NE.

**Sunnyside Avenue North** is a two-way, one-lane local access street that provides north access between North 65th Street and East Green Lake Way North (Sunnyside Avenue North, north of Woodlawn Avenue North, is a one-way heading north). Near the school site, Sunnyside Avenue North has curbs, gutters and sidewalks on both sides. As a residential access street, the speed limit is 25 mph. Its approaches to North 65th Street and Woodlawn Avenue North are stop-sign controlled. Parallel parking is allowed on both sides of the street near the school. Parking restrictions include a bus zone on the east side of the street that prohibits parking between 8 a.m. and 4 p.m.

**Woodlawn Avenue North** is a two-lane collector arterial street that provides east-west access adjacent to the school site that curves south to North 65th Street and north to NE Ravenna Boulevard. Near the school site, Woodlawn Avenue North has curbs, gutters and sidewalks on both sides. As a minor arterial street, the speed limit is 30 mph. Near the school, parking is mostly restricted by King County Metro bus zones on both sides of the street and a 30-minute load/unload zone on the north side of the street. One marked and signed school crossing is located immediately east of the intersection with Sunnyside Avenue North.

**1st Avenue NE** is a two-lane local access street that dead-ends in a cul-de-sac at the school site, providing north-south access to East Green Lake Way North. Near the school site, 1st Avenue NE has curbs, gutters and sidewalks on both sides. As a residential access street, the speed limit is 25 mph. Its intersection with Woodlawn Avenue North is uncontrolled. Parallel parking is allowed on both sides of the street near the school. The school site has direct pedestrian access from North 65th Street, Sunnyside Avenue North, and 1st Avenue NE. There is no vehicular access to the site except for service loading/unloading at 1st Avenue NE. School buses load and unload students from on-street loading areas on North 65<sup>th</sup> Street and Sunnyside Avenue North. There are no formal parent drop-off/ pick-up areas although parents are encouraged to use Sunnyside Avenue North, north of the bus zone. Parents with disabled children may use the disabled parking space to the east of the bus zone on North 65<sup>th</sup> Avenue. The proposed project would not change access to the site or bus and parent pick-up and drop-off locations.

Bus service in the area is provided by King County Metro.

The completed project will continue to have two parking spaces. These are the same parking spaces that are located just south of the 1st Avenue NE cul-de-sac and are designated for maintenance and district vehicles only. On-street parking is generally limited on the streets adjacent to the school site, with parking restrictions present on all streets except 1st Avenue NE. Based on several field observations conducted early morning (8:45-9:45 a.m.), early afternoon (2:50-3:15 p.m.), and early evening (6:30-7:30 p.m.) in September, much of the on-street parking capacity near the school is used. Demand in the morning showed a total of 47 vehicles parked on roadways adjacent to the school (6 on North 65th Street, 18 on Sunnyside Avenue North, and 23 on 1st Avenue NE). Demand during the afternoon showed a total of 58 vehicles parked on roadways adjacent to the school (9 on North 65th Street, 26 on Sunnyside Avenue North, and 23 on 1<sup>st</sup> Avenue NE). Demand during the evening showed a total of 41 vehicles parked on roadways adjacent to the school (3 on North 65th Street, 19 on Sunnyside Avenue North, and 19 on 1st Avenue NE). The estimated on street parking capacity of these block faces is about 80 spaces total on the four roadways including both sides of the street during the daytime (including loading/unloading parking spaces). The existing daytime on street parking utilization observed was about 59-73%.

No improvements to existing roads or driveways are proposed. The sidewalk on Sunnyside Avenue North adjacent to the new addition will be reconstructed. Since student enrollment is not anticipated to increase as part of the proposed addition, no additional vehicular trips are expected, and therefore, no traffic impact analysis was prepared. No Mitigation measures are necessary.

**DECISION - SEPA**

The application is **CONDITIONALLY GRANTED**

**CONDITIONS – SEPA**

*During Demolition and Construction*

1. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 7pm. Interior work that involves noisy construction equipment, including electrical compressors, may be allowed on Saturdays between 9am and 7pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the undersigned Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: \_\_\_\_\_ (signature on file) Date: April 24, 2014  
Holly J. Godard , Land Use Planner  
Department of Planning and Development

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