



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: 3017525
Applicant Name: Brad Tong, SOJ for Seattle Public Schools
Address of Proposal: 13018 20th Avenue NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new 1 & 2-story, 89,000 square foot educational institution for public school with daycare center (Olympic Hills Elementary School). Project includes landscaping and other site improvements. Existing 34,650 square foot structure, portables and paved areas to be demolished. Parking for 81 vehicles will be provided on the site. Environmental Impact Statement prepared by Seattle Public Schools (Seattle Public Schools Building Excellence Phase IV Capital Improvement Program EIS*).

The following approvals are required:

Development Standard Departure - Chapter 23.79 Seattle Municipal Code to approve or condition the following departures:

1. To allow height to exceed code required for a portion of the school in a single-family zone (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).

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.

*SEPA Addendum to BEX IV Revised Final Programmatic EIS Proposed Olympic Hills Elementary School 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 Olympic Hills Elementary School 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

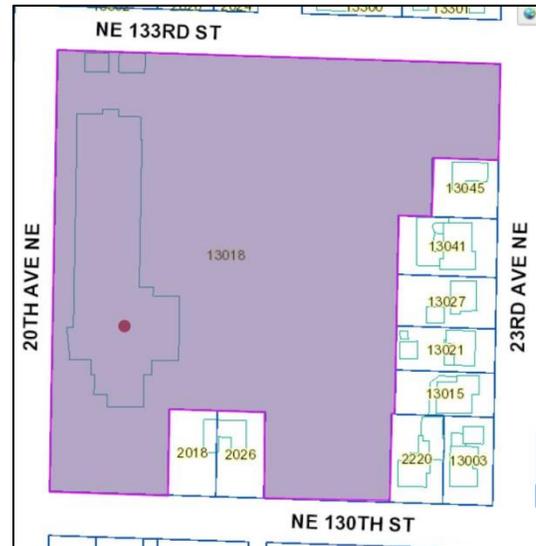
Olympic Hills Elementary School is located at 13018 20th Avenue NE. The project site is bounded by NE 133rd Street on the north, 20th Avenue NE on the west, NE 130th Street on the south, and 23rd Avenue NE on the east. The site is approximately 6.5 acres. There are no mapped environmentally critical areas (ECA) on the site.

Zoning

The proposal is located in a Single Family zone (SF 7200). Surrounding zoning is Single Family SF 7200.

Proposal Information

Seattle Public Schools (SPS) proposes to construct a multi-story 89,000 square foot new elementary school with associated parking and outdoor play fields. Information on the project proposal is available in the electronic file at <http://www.seattle.gov/dpd/>.



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 December 18, 2014. An appeal was registered. On March 11, 2015 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 3017525.

Development Standard Departure

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.

ANALYSIS – Development Standard Departure 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

On June 19, 2014 the Seattle School District submitted a request for departures from certain Seattle Municipal Code Development Standards to accommodate the construction of a new Olympic Hills School at 13018 20th Avenue Northeast in Seattle, Washington. The School is proposed to be approximately 89,000 gross square feet and will serve approximately 660 elementary school students. The existing site is approximately 6.5 acres.

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The 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. These standards are referred to as the “zoning code”.

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 from the Department of Neighborhoods.

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 extent 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.

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 requesting self-nominations for membership on the Development Standard Departure Advisory Committee. The Committee was formed and is composed of eight voting members with a City non-voting Chair.

In order to accommodate the educational program for this project, 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 40 feet for mechanical and elevator penthouses above the maximum.

Departure #2 - Less than Required Off-street Parking (SMC 23.51B.002 H) – When a school is rebuilt the code requires that the District provide parking which in this case would require 136 spaces. The District requested a departure to allow 82 parking spaces on site.

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, bus loading and unloading must occur on site and not on the street. Section 23.51B.002 I (1) allows load and unload in yards and setbacks 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 a 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 continue load and unload school buses along 20th Avenue NE.

The Development Standard Departure Advisory Committee was convened in a public meeting held December 8, 2014 at Olympic Hills Elementary School.

Public testimony and comment dominated the meeting. Commenters mostly expressed concerns that: 1) the District proposal to build a new 660 student school on the site was too large and would bring more cars and buses into the neighborhood; and 2) that there was insufficient mitigation in the form of street and sidewalk improvements. Other speakers commented that either retention of the existing building including its renovation and incorporation into the new design or its demolition and shifting the new building to the east would be preferable.

An additional meeting was held on January 14, 2015. Comments at these meetings were similar to those received at the previous meetings. At the meeting the Committee made recommendations to the Director. The Committee recommended that the School District had demonstrated need for development standard departures and that departure details should be

considered (Recommendation #1). The Committee recommended to allow the over height mechanical screening on a portion of the building without modifications and without conditions (Recommendation #2). The Committee recommended to allow and suggested conditions that apply to a departure request for less than required on-site parking (Recommendation #3), a recommendation for further reduced parking on site (Recommendation #4), and finally a recommendation to allow for continued on-street bus loading and unloading (Recommendation #5).

The conditions noted in the Advisory Committee recommendations are intended to mitigate the impacts of the District's Proposal. The recommendation and suggested conditions the Advisory Committee suggested are listed below:

Recommendation #1 – Given the Seattle School District's current proposal and the constrained site, the District has demonstrated clear need for relief from selected provisions of the underlying zoning and that; therefore, some departures are justified.

Recommendation #2 – That the departure to allow greater than allowed height be approved as requested by the Seattle School District without modifications and without conditions.

Recommendation #3 – That the departure for less than required onsite parking (135 required, 82 to be provided) be approved, subject to the conditions 1, 2, and 3 identified below:

1. That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. date December 18, 2014 contained in Section 4 (pages 30 and 31) of that report be a required condition of the implementation of this plan and become a condition attached to the Master Use Permit;
2. That no fewer than 50 Bicycle parking spaces be provided or more as future demand analysis indicate be provided; and
3. That access to the hard-surface plan [play] area shown below [located in the interior of the site] be designed to allow access to its use for overflow parking for large events.

Recommendation #4 – That an additional Departure for a further reduction in on-site parking be approved (135 required, 64 provided) subject to the following additional conditions:

1. Increase from 10 to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in the school loading dock, and
2. Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.

Recommendation #5 – That a departure for continued on-street bus loading and unloading be approved subject to the following conditions:

1. That the findings and Recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014 and contained in Section 4 pages 30 and 31 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Mater User Permit;

2. That the Seattle Safe Routes to Schools Committee be expanded to include at least two representatives from the Olympic Hills Neighborhood to evaluate safety surrounding the school, identify action to improve pedestrian safety in the broader neighborhood and seek funding to implements identified improvements ; and
3. Provide a continuous concrete sidewalk with curbs and gutters on the north side of NE 130th Street from 20th to 23rd Avenues NE. This would include improvements in front of four lots not owned by the Seattle School District.

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.*

Departure #1 is a School District request to allow greater than allowed building height for a portion of the building. With this departure the Elementary School would exceed the development standard (SMC 23.51B.002 D) resulting in total height of 40 feet or 5 feet above the maximum allowed to accommodate screened mechanical penthouses. The building itself is proposed to be at or below the 35 foot height limit.

The area of requested height departure is on the roof top of the building 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. 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 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. The building setback and landscaping mitigate the additional bulk of the screen 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 requires that the project provide parking as directed by code development standards, which in this case is 136 spaces. The project proposal is for 82 on-site parking spaces. Both the public and committee members noted that parking can

spill over onto adjacent streets. However, the committee noted that it was obvious that accommodating the 136 spaces required by code would be difficult on this constrained site. The advisory committee recommends to the Director that the departure for fewer parking spaces be allowed with conditions because the departure is acceptable in relation to the surrounding area.

The committee has determined that the departure for reduced parking meets the appropriateness of character and scale of the surrounding area criteria. Street edges exist and the location and design of structures and much-valued open space is appropriate with the reduced quantity of parking. Proposed on-site parking would be located adjacent to the rear lot lines of neighboring homes along the east property line. The Committee noted that this condition was not ideal even with the proposed landscaping. Therefore the Committee recommended the following:

Recommendation #3 – That the departure for less than required on-site parking (135 required, 82 to be provided) be approved, subject to the conditions 1, 2, and 3 identified below:

1. That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. date December 18, 2014 contained in Section 4 (pages 30 and 31) of that report be a required condition of the implementation of this plan and become a condition attached to the Master Use Permit;
2. That no fewer than 50 Bicycle parking spaces be provided or more as future demand analysis indicate be provided; and
3. That access to the hard-surface plan [play] area shown below [located in the interior of the site] be designed to allow access to its use for overflow parking for large events.

The Committee noted that the District's transportation consultant had offered a series of suggested conditions to mitigate for providing less than required parking. After reviewing the Heffron suggested conditions, members concluded that they would be effective. 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. There will be some impacts on neighboring residences. Impacts of providing the full code required parking on site; however, would impact open space and recreational opportunities. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director conditionally grants the departure request.

However, committee members were still concerned with parking impacts to residences that border the parking area. Parking is proposed to be located adjacent to the rear lot lines of the single family homes along the east side of the project property. The committee decided that a further reduction in on-site parking might be desirable if the impacts on adjacent homes could be reduced. In considering this idea the Committee evaluated the on-street parking utilization calculations provided by the District. The Heffron Parking Demand Survey Results from April 2014 were considered by the Committee. This information led the Committee to conclude that there was significant available on-street parking to justify both granting the requested departure and recommending further reduced parking in exchange for increased landscaping to create a larger buffer between parking and the backyards of neighboring residences. The Committee also discussed the traffic flow from the parking area to the one-way exit loop and asked the District to

reconfigure the turning pattern to exit the parking area to a better design. The Committee recommended the following:

Recommendation #4 – That an additional Departure for a further reduction in on-site parking be approved (135 required, 64 provided) subject to the following additional conditions:

1. Increase from 10 to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in the school loading dock, and
2. Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.

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. Residences directly affected by parked cars at the rear of their property will receive additional landscape buffer, via Recommendation #4, and attached conditions, to help block automobile lights and noise and impacts on housing.

Considering the majority recommendation from the Advisory Committee and public comments the Director conditionally grants and further conditions the departure request with Recommendation #4 and its two conditions. Committee conditions are included at the end of this document.

Departure #3 – To Allow Continued On-street bus loading and unloading.

Departure #3 to allow on-street bus loading and unloading (SMC 23.51B.002 I) was recommended to be approved by the committee. The zoning code directs that bus loading and unloading occur on site and not on the street. In many cases the District loads and unloads its busses on the street adjacent to a School. The District is proposing that on-street bus loading and unloading be allowed to continue at its current location on 20th Avenue NE.

There was discussion of the impact of on-street bus-loading. 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 applicant supplied plans showing alternative locations of bus load and unload areas on site. The Director notes that on-street bus load and unload will allow the school to maintain more 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 proposed transportation management plan and other suggested mitigation measures. Housing in the area would be affected by buses traveling along the streets whether the loading is on site or off site. Buses loading will be at the school curb twice a day, at the beginning and end of the school day, during the scholastic year excluding school holidays. 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. The Committee recommends that the District expand the length of the street improvements along the north side of NE 130th Street to complete a continuous concrete sidewalk along the south margin of the site. This area is adjacent to single family homes, and would connect school district street use improvements on either side of the homes.

Considering the criteria, the majority recommendation from the Advisory Committee and public comments, the Director conditionally grants the departure request. Committee conditions and the Director's discussion are included at the end of this document. Recommendation #5 is the following:

Recommendation #5 – That a departure for continued on-street bus loading and unloading be approved subject to the following conditions:

1. That the findings and Recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014 and contained in Section 4 pages 30 and 31 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Mater User Permit;
 2. That the Seattle Safe Routes to Schools Committee be expanded to include at least two representatives from the Olympic Hills Neighborhood to evaluate safety surrounding the school, identify action to improve pedestrian safety in the broader neighborhood and seek funding to implements identified improvements ; and
 3. Provide a continuous concrete sidewalk with curbs and gutters on the north side of NE 130th Street from 20th to 23rd Avenues NE. This would include improvements in front of four lots not owned by the Seattle School District.
- 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. In this case, the Seattle School District stated that both the construction of the new school and the 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 and that therefore 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 further reductions in critical open play space, or reductions in the proposed size of and educational program provided at the school.

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. The Committee recommended that given the Seattle School District's current proposal that some departures from the provisions of the underlying zoning would be needed in order to facilitate the construction of the new elementary school. 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 decision at the end of this document.

DECISION-DEVELOPMENT STANDARD DEPARTURES

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

ANALYSIS – SEPA

The proposal's environmental impacts have been analyzed in environmental documents prepared by the Seattle School District; a SEPA Checklist dated December 18, 2014 and an addendum dated April 14, 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 reviews 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 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. 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. 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 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 proposed development is proposing extensive landscaping including tree replacement. More information can be found in the new school development project documents number 3017525. SPS will follow standard best practices to preserve other plants and trees during construction that are scheduled for retention. No exceptional trees are proposed to be removed. No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Historic Preservation

On October 16, 2013, the City of Seattle Landmarks Preservation Board reviewed the existing Olympic Hills Elementary School building in order to determine whether the building should be nominated as a City Landmark. Upon review of the Landmark Nomination Report and the building, the Board voted 6-1 that the existing building should not be nominated for Landmark status.

According to the Washington State Department of Archaeology and Historic Preservation (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. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Earth

The site has no steep slopes nor is it adjacent to any steep slopes. A geotechnical investigation was performed at the project site by Associated Earth Sciences, Inc. (AESI) in January 2013 to provide design recommendations for construction of the new school. No 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 vehicular 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).

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. Minor noise levels would be higher and for a longer duration. Noise levels are not expected to exceed codes allowed in residential areas. The District has committed to staggered start and stop times if two schools are operated at the site to mitigate noise impacts. 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 for this project. Specific measures to reduce impacts include a construction management plan created by the contractor, a Transportation and 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 Analysis are described as mitigating measures in the environmental documents and the School District has committed to enacting the mitigation measures described therein. No additional mitigation is necessary or warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

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 Olympic Hills School and mitigation proposed in the SEPA checklist is adequate. The SEPA conditions listed below are imposed based on Master Use Permit (MUP) plans as well as on all environmental documentation submitted to date.

CONDITIONS – SEPA

None.

DECISION-DEVELOPMENT STANDARD DEPARTURES

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

CONDITIONS -DEVELOPMENT STANDARD DEPARTURES

For the life of the project

1. That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. date December 18, 2014 contained in Section 4 (pages 30 and 31) of that report be a required condition of the implementation of this plan and become a condition attached to the Master Use Permit;
2. That no fewer than 50 Bicycle parking spaces be provided or more as future demand analysis indicate be provided; and
3. That access to the hard-surface plan [play] area shown below [located in the interior of the site] be designed to allow access to its use for overflow parking for large events.

4. Reduce on-site parking to 64 parking spaces. (Advisory Committee Recommendation #4)
5. Increase from 10 feet to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in the school loading dock.
6. Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.
7. That the findings and Recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014 and contained in Section 4 pages 30 and 31 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Mater User Permit.
8. That the Seattle Safe Routes to Schools Committee be expanded to include at least two representatives from the Olympic Hills Neighborhood to evaluate safety surrounding the school, to identify actions to improve pedestrian safety in the broader neighborhood and to seek funding to implement identified improvements.
9. Provide a continuous concrete sidewalk with curbs and gutters on the north side of NE 130th Street from 20th to 23rd Avenues NE if SDOT agrees. This would include improvements in front of four lots not owned by the Seattle School District.

Signature: Betty Galarosa for Date: May 28, 2015
Holly J. Godard,
Senior Land Use Planner
Department of Planning and Development

HJG:bg

Godard/3017525 Olympic Hills DECISION.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.