



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

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**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2302435

Applicant Name: Bob Wicklein for Seattle Country Day School

Address of Proposal: 2619 4th Avenue North

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of two new 2-3 story academic buildings, parking areas, playfields, and a new access driveway to the school, as well as renovation of existing structures. The project will be constructed in two phases, with four to five years between phases.

The proposed project will expand the facilities from approximately 43,000 square feet of classroom and administrative space to 65,000 square feet (56,258 sq.ft. net) at the end of Phase I and 78,250 square feet (69,555 sq.ft. net) at the end of Phase 2. In addition, a 10,000 square foot, single story parking garage will be constructed in Phase 2 beneath one of the buildings. A total net increase of 25 on-site parking spaces is proposed (54 spaces with Phase 1 and 61 spaces in Phase 2¹). Five to six single-family homes owned by the school would be demolished.

The following Master Use Permit components are required:

Variance - to allow structures to exceed lot coverage in a single family zone pursuant to Seattle Municipal Code (SMC) 23.44.010C

Conditional Use Permit - to allow an addition to an existing institution in a SF 5000 zone pursuant to SMC 23.44.022

Conditional Use Permit – to allow expansion of a private school not meeting development standard in a multi-family zone pursuant to SMC 23.45.122

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION

Exempt DNS MDNS EIS²

DNS with conditions.

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

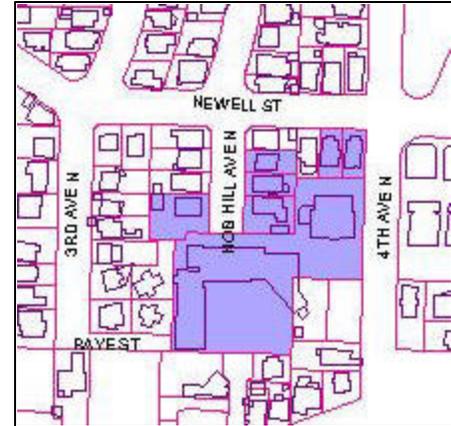
¹ Based on revised plans date stamped August 8, 2005.

² Draft and Final EISs completed by Seattle’s Department of Planning and Development

BACKGROUND DATA

Existing Conditions

The Seattle Country Day School (SCDS) site is located on approximately 105,393 square feet (2.42 acres) on the north-facing slope of Queen Anne Hill. The school-owned property is bounded by 4th Avenue North on the east, Newell Street on the north, and private, residential property on the west and south. Nob Hill Avenue North dead ends at the original 1928 building on the SCDS campus. Seattle Country Day School is a private school for grades kindergarten through eighth (K-8). The current school enrollment is 308 students with 56 full and part time faculty and staff³. Existing buildings on the properties owned by the school include⁴:



- The original two-story building constructed in 1928 with a 1982 two-story classroom and library addition. The building includes 22,274 square feet of space and houses 12 classrooms for grades K-3, administrative offices, a lunchroom, and the library.
- A gymnasium built in 1953, with a two-story classroom annex. The building is 7,802 square feet in area and houses two classrooms for second grade and the gymnasium.
- A 3-story middle school building constructed in 1982, with a 1994 addition. This 12,956 square foot building houses 13 classrooms for grades 4 through 8.
- Six houses on the block, owned by the school, that are residential rentals or vacant.

The majority of site is located in a Single-Family 5000 (SF 5000) residential zone. The northeast corner of the property is located in a Multi-family Lowrise 1 (L-1) zone. Single family residences are located to the north, south and west of the site with multi-family residences to the east across 4th Avenue North.

	Square Feet (Sq.Ft.)	Percentage (%) of Site
Total lot area	105,393	100%
Single-family (SF 5000) area	79,865	76%
Multi-family Lowrise 1 (L-1) area	25,528	24%

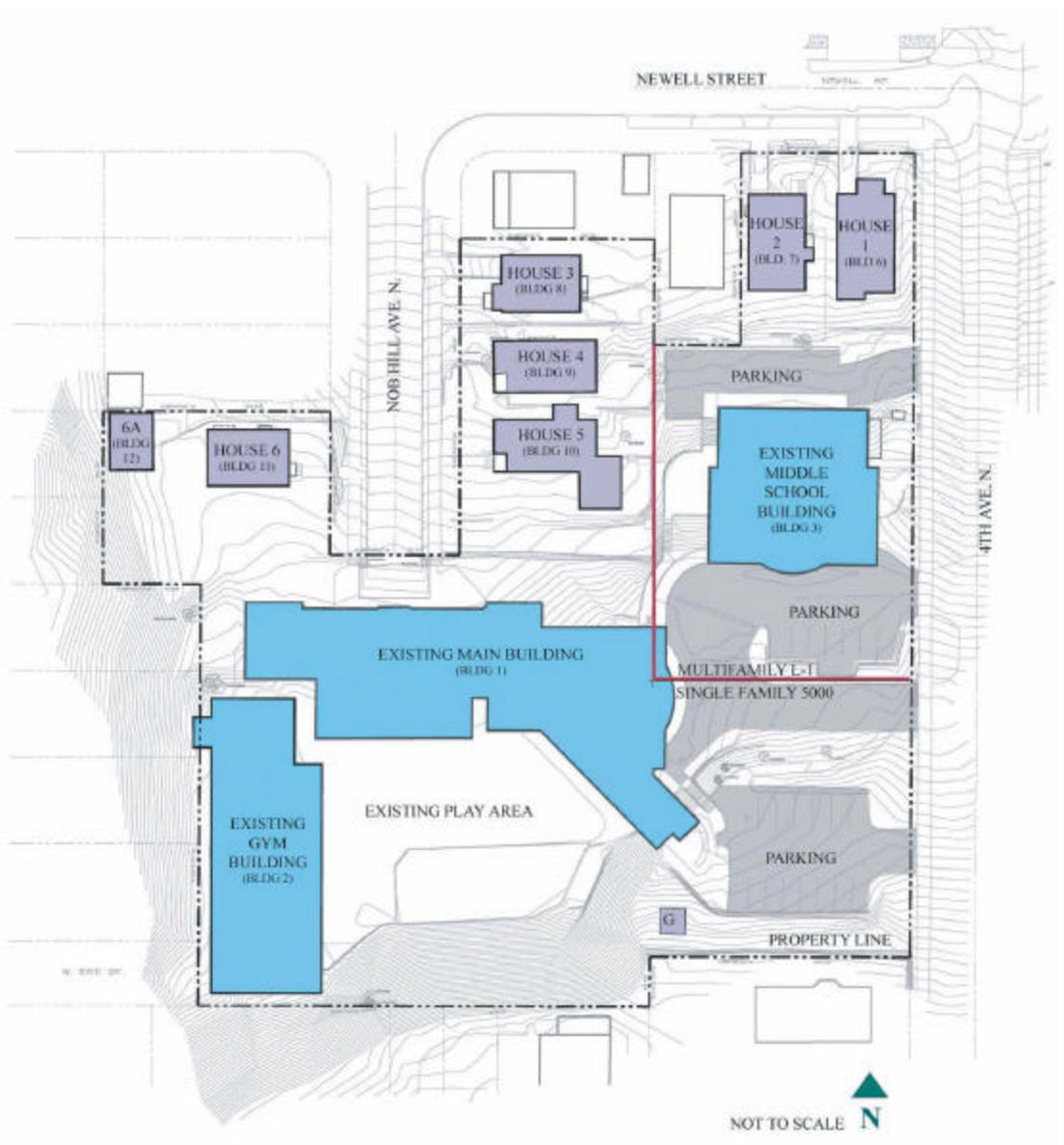
There are currently 35 parking spaces on the site in three surface lots. The existing area for student pick-up and drop-off is located in the parking lot adjacent to 4th Avenue North at the school's main entrance. This area can accommodate approximately seven vehicles at one time.

³ There is an on-going reorganization of the middle school enrollment that could add up to 20 students and 5 faculty or staff with or without the project.

⁴ The six lots with the single family houses will become a part of the institutional site and will redefine the boundaries as shown on the illustration above.

The school is located on a moderate to steep hill that slopes down to the north toward the Lake Washington Ship Canal. The steep slope has been modified by the roadways, houses, and school buildings that have been constructed on it. Documented steep slopes (slopes greater of 40 percent or greater) are located at the southern and western portions of project site. A northeastern portion of the school property, currently occupied by single family residences, is designated as a potential slide area on the City's Environmentally Critical Areas map.

Existing Site Layout (Figure 2-1a, FEIS, June 2005)



Proposal

The proposal is for a total of two new school buildings with below grade parking for 29 vehicles, surface parking for 32 vehicles, and an access driveway with student drop-off and pick-up space. Space would be provided for the school bus and trash and recycling bins. One existing single family residence would be converted to school administrative use. Five single family residences would be

demolished. The project is proposed to be constructed in two phases with four to five years between the phases.

The following provides square footage information for this project:

Existing School Buildings	43,032 Sq. Ft.
Demolished Single Family Houses	7,500 Sq. Ft. (approximate)
Demolished School Buildings	12,956 Sq. Ft.
New School Building Phase 1	20,726 Sq. Ft.
New School Building Phase 2	26,253 (plus a 9,648 Sq. Ft. underground Parking Garage)

Phase 1

Phase 1 of the project includes a new 2-3-story middle school building (Building 4) on the southeast corner of the property, a new access driveway from 4th Avenue North to provide automobile pick-up and drop-off and access to parking, and renovation of existing facilities. The new building would include 11 classrooms for Grades 6-8, a multi-purpose room, and a storage area. Renovation of existing facilities would include converting two classrooms in the gymnasium building (building 2) to a fitness room and renovating rooms in the existing middle school (building 3) to provide seven classrooms for Grades 4-5, and administrative offices. Five single family structures owned by the school would be demolished to make room for parking and the access driveway. Three are in the Single-Family 5000 (SF 5000) zone and two of the houses to be demolished are in the Multi-family Lowrise 1 (L-1) zone.

Vehicular access to the access driveway and drop-off and pick-up area would be via 4th Avenue North through a new 22-foot wide curbcut. Access to the new parking lot on the northeast corner of the property would be from 4th Avenue North through a new 12-foot curbcut. The existing curbcut located along 4th Avenue North currently providing access to the existing parking lot (16 spaces) in the southeast corner of the property would be removed, and this parking lot would be redeveloped with the building described above. Two new curbcuts would be made on Nob Hill Avenue North for the access driveway and the parking lot.

The existing fifteen (15) space parking lot south of the middle school building would be reduced in area and would accommodate four (4) vehicles. A new parking lot would be constructed on the property west of Nob Hill Ave N.; an existing single family house (#6) would be demolished in order to provide an additional seventeen (17) parking spaces.

The new access driveway would extend to a new turnaround at the end of Nob Hill Avenue North. Two single family houses (#4 and 5) would be demolished in order to accommodate the new access drive. Eighteen (18) parking spaces would be provided in the area; 4 spaces currently are located in this area. Passenger vehicles would access the drop-off/pick-up area through the new driveway from 4th Avenue North. Vehicles would travel west to the turnaround at the end of Nob Hill Avenue North and turn east to the drop-off/pick-up area in front of the school building. The drop-off/pick-up area would have queuing space for approximately 29 vehicles. The drop-off/pick-up area would also be used by charter buses that would enter the driveway from Nob Hill Avenue North and exit to 4th Avenue North.

The project would include street improvements to 4th Avenue North. A new sidewalk and curb and gutter would be installed on 4th Avenue North for the length of the school site per Seattle Department

of Transportation (SDOT) requirements. New stormwater detention facilities will be installed as required by SDOT.

A new playfield would be located south of the access drive and east of the Nob Hill Avenue turnaround. No lighting is proposed for the playfield.

The following table lists the existing and proposed lot coverage for Phase 1 of the project:

EXISTING lot coverage (not including the single family structures)	
Building 1 (Main)	22,274 Sq. Ft.
Building 2 (Gymnasium)	7,802 Sq. Ft.
Building 3 (Existing Middle School)	12,956 Sq. Ft.
SUBTOTAL	43,032 Sq. Ft.
Phase 1 PROPOSED lot coverage	
Building 4 (New Middle School)	20,726 Sq. Ft.
Building 8 (Administration in Single Family House #3)	1,650 Sq. Ft.
SUBTOTAL	22,376 Sq. Ft.
TOTAL	64,952 Sq. Ft.

Phase 2

In Phase 2, the existing middle school building, which would be renovated in Phase 1 to provide seven (7) classroom for Grades 4-5 and administrative offices, would be demolished and a new 2-3 story classroom and administrative building would be constructed in its place to house thirteen (13) classrooms for Grades 4-5, plus new administrative offices. Common hallways would be provided to connect the existing main building with the new classroom and administration building.

In addition, a 29-car parking garage and utility areas would be constructed under the building, increasing on-site parking to 60 spaces, with an additional space for the school bus. The parking lot constructed west of the Nob Hill Avenue North turnaround for Phase 1 would be removed because additional parking would be provided under the new classroom building. The area would be converted to a playfield to replace the playfield located south of the access drive in Phase 1. No lighting is proposed for the playfield.

The following table lists Phase 1 proposed lot coverage (minus the older middle school structure) and the lot coverage after completion of Phase 2 of the project:

Phase 1 PROPOSED (minus the older Middle School)	
Building 1 (Main)	22,274 Sq. Ft.
Building 2 (Gymnasium)	7,346 Sq. Ft.
Building 4 (New Middle School)	20,726 Sq. Ft.
Building 8 (Administration in Single Family House)	1,650 Sq. Ft.
SUBTOTAL	51,996 Sq. Ft.
Phase 2 PROPOSED	
Building 5 (New Classroom and Administration)	26,253 Sq. Ft.
SUBTOTAL	26,253 Sq. Ft.
TOTAL	78,249 Sq. Ft.

Land Use Approvals Required

The proposal requires the following land use approvals: a variance to lot coverage for those portions of the building in the single-family zone that are proposed in Phase 2, a conditional use approval for a private school within a single-family zone, a conditional use approval for a private school not meeting development standards in a multi-family zone and a SEPA - Environmental Review for expanding a private school by more than 4,000 square feet of gross floor area.

Public Comment

Many public comments have been received on the proposal. All of the comments received are available as part of the MUP application file maintained by DPD. Written comments were submitted during the public scoping period on the EIS which was held from September 25 to November 11, 2003 and at the public scoping meeting on October 15, 2003. These comments focused on existing traffic and parking problems and how they would be exacerbated by the project, the design and scale of the project, demolition of single family structures, incompatibility of the expansion with a single family neighborhood, concerns about steep slopes and additional impervious surfaces, construction impacts, and air quality.

A public comment period was held on the Draft EIS between July 12 and August 26, 2004. DPD received 206 written comments on the Draft EIS and approximately 60 people provided oral comments at the public hearing on August 17, 2004. All of the written comments are included in the Final EIS and the public hearing comments are summarized in that document. Major comments on the Draft EIS included the following:

- Building size is higher than for other schools.
- No justification for expansion.
- An enrollment cap should be imposed on the school.
- Viable alternatives, such as an alternative with reduced environmental impacts, were not evaluated.
- School should pursue other alternatives such as relocating, busing students, a remote drop-off/pick-up area, and locating the middle school at another site.
- A decision on the scope of the EIS was made prior to the end of the scoping comment period and did not consider public input.
- The EIS did not evaluate the school's past violation of permit conditions.
- Single family homes should be retained.
- The drop-off/pick-up area should be entirely on school property rather than using Nob Hill Avenue North.
- Concerns with the coning plan proposed for Nob Hill Avenue North during drop-off and pick-up periods.
- Impacts of new access drive to adjacent residences was not adequately considered.
- Bulk and scale of buildings would be a significant impact to single family residences.
- Air quality impacts to residences of relocating the drop-off/pick-up area.
- Traffic and parking impacts were not adequately considered.
- Traffic impact discussion did not adequately consider impacts of special events.
- Charter bus drop-off and pick-up causes traffic problems.
- Proposed traffic mitigation is not adequate.
- Dewatering could cause damage to the school and adjacent properties.

- Concerns about construction on steep slopes.
- Construction could damage neighboring roadways and sewer and water lines.
- Concerns about the suitability of 4th Avenue North for construction traffic.
- Who would be liable for damage to roadways or utilities?
- Expanded institutional buildings would be inappropriate in a residential neighborhood.
- Concerns that the project could cause a change in zoning away from single family.
- Cumulative impacts, including the Fremont Bridge construction, were not adequately considered.
- Concern about the length of the construction periods for the two project phases.

A public meeting to gather comments on the Administrative Conditional Use and Variance components of the project was held on October 27, 2004. Public comments presented at that meeting were similar to the comments presented at the Draft EIS public hearing.

SINGLE FAMILY ZONING: ANALYSIS – ADMINISTRATIVE CONDITIONAL USE (SMC 23.44.022)

The Land Use Code specifies that new or expanding institutions, such as private schools in single family zones meet the development standards for uses permitted outright in SMC Sections 23.44.008 through 23.44.016 unless modified by SMC 23.44.022, Administrative Conditional Uses. The applicable criteria under SMC 23.44.022 are discussed below.

SMC 23.44.018 – General Provisions

The general provisions require that a use must be specifically identified as one which may be authorized as a conditional use in a single family zone, and must meet the development standards for uses permitted outright in single family zones, unless otherwise specified. This section also provides the code authority to approve, condition or deny a proposed use based on a determination of whether the proposed use meets the criteria for establishing a specific conditional use and whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located. Public welfare will be discussed at the end of the administrative conditional use analysis.

E. Dispersion

There are no institutions within 600 feet of Seattle Country Day School; therefore, the proposal is consistent with dispersion criteria.

F. Demolition of Residential Structures *No residential structure shall be demolished nor shall its use be changed to provide for parking. This prohibition may be waived if the demolition or change of use proposed is necessary to meet the parking requirements of this Land Use Code and if alternative locations would have greater noise, odor, light and glare or traffic impacts on surrounding property in residential use. If the demolition or change of use is proposed for required parking, the Director may consider waiver of parking requirements in order to preserve the residential structure and/or use. The waiver may include, but is not limited to, a reduction in the number of required parking spaces and a waiver of parking development standards such as location or screening.*

As proposed, the project would require the demolition of five residential houses and the conversion of one residential house to school administrative use. Three of the homes proposed to be demolished are located in the SF 5000 zone and two are located in the L-1 zone. The site of the residential homes located in the L-1 zone would be used for parking. The following discussion focuses on the residential homes in the SF 5000 zone.

Three residential homes in the SF 5000 zone would be demolished. These sites would be used for a combination of surface parking, vehicular access for the new access drive, playfield, landscaping, and in Phase 2 portions of a new classroom and administrative building over a parking garage. In addition, a single family home would be converted from residential to school administrative use.

The overall school plan locates the new classroom buildings on the south and east portion of the property to minimize the impacts of institutional use on the single family neighborhood. Locating the classroom buildings on the north or west would cause height, bulk and scale, and shadow impacts to adjacent residences. The school also considered an alternative that would retain the residential structures and use them for classrooms or administrative purposes; however the classrooms option causes security issues with students moving between houses and buildings, and does not meet the school's goal of making the campus more accessible to students, faculty and staff. Retention of all of the residential structures restricts the amount of on-site parking available, and would not accommodate the proposed access driveway through the site.

The surface parking proposed to occupy the site of the residential structures is intended to replace the surface parking that will be lost with the construction of the new middle school in Phase 1 and to meet code requirements for parking. The school currently has 35 on-site parking spaces and on-street parking is limited in the neighborhood and needed by residents. The proposal would provide 54 on-site parking spaces in Phase 1 and 61 in Phase 2. However in order to preserve housing the Director may wave or modify parking requirements (see SMC 23.44.022 L). Thus the proposed parking on the site of house #6 (building #11) and the detached garage #6A (building #12) becomes non-required parking and the demolition becomes unnecessary and is therefore not allowed.

G. Reuse of Existing Structures

As noted in F above, the school considered the reuse of house #3 (building #8) the existing structures for classroom or administrative purposes. However, the school did not consider the mitigating values of retaining house #6 (building 11) with detached garage #6A (building 12). The use of the houses could have other school purposes during Phase 1, such as administrative offices. See L below in the Single Family Zoning: Administrative Conditional Use (SMC 23.44.022)

H. Noise and Odors

Noise impacts associated with the proposal will be limited to noise associated with the relocated drop-off/pick-up area, new parking areas, and new playfields. The new drop-off/pick-up area will be in front of the school instead of along 4th Avenue North. Noise associated with drop-off and pick-up will be relocated. Residents near the new access drive, the new parking lot, and the Nob Hill Avenue North turnaround will be subject to additional noise sources. The noise will include the starting and idling of engines, opening and closing of vehicle doors, and other noises typical of parking lots. These activities

will largely occur internal to the SCDS Campus, where the student drop-off/pick-up will be located. The closest residential uses are eighty (80) feet to the west and thirty (30) feet north of this area. Thus, the noise impacts are not expected to exceed the maximum permissible sound levels established in the Noise Ordinance of the Seattle Municipal Code (SMC 25.08.525).

Residents near the proposed new playfield in Phase 2 will be subject to noise typically associated with outdoor playfields during school hours and during afternoon pick-up when students wait for their parents. These noises would include children talking and yelling. While there would be a slight noise increase during the weekday, the project is not expected to adversely impact neighbors or create more noise in the evening or weekends. The playfield would not be used for official games since the field is smaller than regulation and use will be restricted to daylight hours since no lighting would be installed. Noise levels are not expected to exceed the maximum permissible sound levels established in the Noise Ordinance of the Seattle Municipal Code (SMC 25.08.525). However, as conditioned below, this Phase 2 playfield will not be allowed in order to retain the existing single family residence.

No perceptible change in noise impacts is expected with the new classroom buildings. The new buildings are designed to rely on natural ventilation through windows and skylights. The existing ventilation mechanisms will not be changed significantly. There will be a minimal number of rooftop exhaust fans to ventilate restrooms and other locations.

Trash pick up for the school is currently scheduled for Saturday morning so as not to interfere with school activities and not to occur before 7 a.m. on weekdays. This schedule will be maintained. In Phase 1, the trash bins will be screened with fencing and plantings to reduce noise and in Phase 2; the bins will be located adjacent to the underground parking. The proposal is not expected to add noticeably to odors in the immediate surrounding area. No odors will be emitted by any of the buildings.

I. Landscaping

The proposed landscaping is described on the landscape plans (sheets L1.1, L1.2, and L2.1) submitted with the MUP application. Landscaping will include street plantings, including trees, shrubs, and groundcovers, along 4th Avenue North, Newell Street, and Nob Hill Avenue North. Trees and shrubs will be planted around parking areas and playfields and vines will be planted to soften the fencing around these areas. Trees, shrubs, groundcovers and other vegetation will be planted around the new buildings and along the access driveway. In addition, both of the new buildings will include green roofs.

J. Light and Glare

Lights are proposed for the parking lots, exterior walkways and stairs. The exterior lighting will be cut-off type and will be limited to those areas that require illumination at night for safety and security. All fixtures will include shielding to mitigate light and glare impacts on surrounding properties. Interior lighting will use automated controls to turn off building lights at 7:00 p.m. To ensure that light and glare impacts are mitigated, DPD shall require the applicant to submit light fixture designs before issuance of the construction permit. This will ensure that lights will be fully shielded and that appropriate light technology is used to prevent light spillover.

K. Bulk and Siting

For Phase 1, the front yard of the new middle school building along 4th Avenue North will be 19 feet, 10 inches, meeting the required front yard depth based on adjacent front yard depths of 18 feet 10 inches (SMC 23.44.014). The proposed project also meets the rear yard requirement of 25 feet.

The existing gymnasium does not meet the development standards and is non-conforming. However, since no changes are proposed to occur in that portion of the site, allows the non-conformity is allowed to continue. The height of all the proposed structures meets the provisions in SMC 23.44.012 for the SF 5000 zone and in SMC 23.45.009 for the L-1 zone.

If any façade exceeds 30 feet in length in the SF 5000 zone, code authority exists (SMC 23.44.022K) to require design features intended to minimize the appearance of bulk including, but not limited to, modulation, architectural features, landscaping or increased yards. The proposed Phase 1 building in the SF 5000 zone is planned to have a façade of 110 feet in length. The face has been designed with a combination of modulation, pitched roofs, varying finish materials, setbacks, and landscaping to mitigate the bulk and siting impacts.

The proposed building is located on the east side of the property along 4th Avenue North. Siting the building differently is restricted by the topography of the site, the need to provide parking and a drop-off/pick-up area on-site, and the proximity to single family residences. Locating the building on the north or west side of the property would site the bulk of the new building along the single family zone property lines and could create an appearance of bulk from those residences.

Mitigation for the proposed façade length and scale of the Phase 1 and Phase 2 buildings includes the following:

- Façades of varying scales and materials

Both Phase 1 and Phase 2 buildings will be built on a brick base, similar to the materials on the existing primary building. The upper area of the building would include flat roof blocks broken up with gabled roof forms to blend with the residential rooflines and to mark the transitions in building height as the buildings step down the hill. The buildings' exterior materials would include painted siding, metal panels, and aluminum framed windows. Portions of the roofs would be green roofs with the intent of appearing like typical flat garden roofs. Modulation is proposed. Trees and shrubs will be planted along the building façades to further break down the scale.

Both the Phase 1 and Phase 2 buildings meet development standards for height. Approval of the proposed building widths requires consideration of measures proposed to reduce apparent bulk. The buildings are designed to appear as a series of modulated sections. The minimum modulation depth of 22 feet is proposed for the Phase 1 building, and for the Phase 2 building a modulation of 15 feet is proposed. Full landscaping is proposed along the façades.

- Landscaping

The landscaping plans will be reviewed to ensure that the plant material used and the placement of plants contributes towards screening and softening the massing of the proposed façades. In addition, the landscaping concept will be designed to help blend the institution with the surrounding single family homes.

The proposal is an appropriate solution for siting the structures. Both the Phase 1 and Phase 2 buildings meet development standards for height and for yards and setbacks in their respective zones. The proposed Phase 1 building is 80 feet longer than the development standards for institutions in single family zones. The proposed Phase 2 building is 39 feet wider than the development standards for multifamily housing. Both buildings are designed to appear as a series of modulated sections. The Phase 1 building sections are modulated with a minimum modulation depth of 22 feet and the Phase 2 building has a minimum modulation depth of 15 feet. Full landscaping is proposed along the wider façades. The additional width will allow the school to achieve its program objectives without decreasing classrooms or on-site parking. The architectural and landscape features of the increased façade width (a façade of multiple sections, varied heights, varied materials, full landscaping) satisfy the mitigation elements needed to consider the increased width and will be a condition of this proposal.

L. *Parking* *This section also references the parking requirements set forth in SMC 23.54.015, and provides the director with authority to waive or modify parking requirements pursuant to SMC 23.44.022 in single-family zones and SMC 23.45.122 in multi-family zones.*

1. Quantity and Location of Off-street Parking.

a. Use of transportation modes such as public transit, vanpools, carpools and bicycles to reduce the use of single-occupancy vehicles shall be encouraged.

b. Parking and loading shall be required as provided in Section 23.54.015.

c. The Director may modify the parking and loading requirements of Section 23.54.015, Required parking, and the requirements of Section 23.44.016, Parking location and access, on a case-by-case basis using the information contained in the transportation plan prepared pursuant to subsection M of this section. The modification shall be based on adopted City policies and shall:

i. Provide a demonstrable public benefit such as, but not limited to, reduction of traffic on residential streets, preservation of residential structures, and reduction of noise, odor, light and glare; and

ii. Not cause undue traffic through residential streets nor create a serious safety hazard.

The applicant has proposed the demolition of house #6 and detached garage #6A (see the Existing Site Layout figure above, which is zoned SF 5000) as part of Phase 1 for the purpose of establishing a surface parking lot for 17 vehicles. This parking lot would be replaced by a playfield in Phase 2, and the parking would be relocated to the newly constructed underground garage. Of these 17 parking spaces, 17 are required.

Demolition of residential structures to provide for parking is generally prohibited. The Director has the authority to waive this prohibition for required parking, and may also reduce parking requirements to preserve residential structures or residential uses, per SMC 23.44.022.F. The Director may also waive parking requirements to provide a demonstrable public benefit such as,

but not limited to, preservation of residential structures and reduction of noise, odor light and glare, per SMC 23.44.022.L.

In order to minimize the impacts related to housing demolition and reduce project impacts to the adjacent single family neighbors, the Director will require that house #6 (building 11) and the detached garage #6A (building 12) be retained. This will reduce the proposed parking supply by seventeen (17) spaces during Phase 1; however, in Phase 2 these spaces would have been removed and replaced by parking in the underground garage. The school currently provides 35 spaces on campus, 32 of which are available for general faculty, staff and visitor parking. The proposed project as modified would increase general use on-site parking from 32 to 33 spaces in Phase 1, and to 57 spaces in Phase 2. In order to maximize the number of on-site parking spaces available, the surface parking on the eastern block front of Nob Hill Ave N will be permitted 2 parking spaces into the required front yards. Total parking supply also includes handicapped-accessible spaces and a space for a small school bus. The project will have the same parking supply at full build-out as originally proposed. Landscaping to reduce the impacts of light and glare from surface parking areas is described on the landscape plans sheets L1.1, L1.2, and L2.1 (See Conditions – Administrative Conditional Use at the end of this document).

Retaining the house and garage will reduce institutional impacts in the northwest corner of the site. Use of this area for parking would increase traffic on Nob Hill Avenue N, and would increase noise, light and glare in the vicinity of the parking lot. Use of this area as a playground, as proposed in Phase 2, would increase noise. Use of this area as either a parking lot or a playground could be materially detrimental to the public welfare in the vicinity.

Section M of Single Family Zone: Analysis – Administrative Conditional Use (SMC 23.44.022), below, contains further discussion of on-going parking impacts. Parking impacts related to construction are discussed in the SEPA analysis below, and mitigation of the construction-related impacts will be required under SEPA.

M. Transportation Plan. This section requires a transportation plan for all new institutions and those proposing expansions larger than 4,000 sq. ft. of structure area and those required to provide 20 or more additional parking spaces. Required elements of the Transportation Plan may include: 1) Traffic; 2) Parking; 3) Parking Overflow; 4) Safety; 5) Availability of Public or Private Mass Transportation Systems.

Seattle Country Day School submitted a transportation plan pursuant to SMC 23.44.022 M. The plan was prepared by Heffron Transportation, Inc., and dated June 29, 2004. Revisions to the transportation plan were included in the Final EIS for the project dated June 2005. Transportation and parking impacts identified in the transportation plan are discussed below, and grouped into three general categories: traffic operations, parking, and special events.

Traffic Operations

As is typical for most types of educational institutions, the primary periods of travel to and from the Seattle Country Day School campus differ somewhat from the typical morning and afternoon peak traffic periods. The busiest hour for Seattle Country Day School trips is the morning drop-off period, between 7:30 and 8:30 AM. The second busiest hour is the afternoon pick-up period, from 2:30 to 3:30 PM. This volume is slightly less than the morning drop-off period because some students stay for

after-school activities, and most faculty and staff don't leave until later in the day. During the afternoon peak traffic hour for surrounding streets (roughly 5:00 to 6:00 PM), the school generates substantially smaller volumes of traffic.

Estimates of existing trips for SCDS are based on an enrollment of 303 students. The school plans to increase enrollment to 328, and add 5 faculty/staff, independent of the proposed project. With this increase, the number of trips generated by the school in each of the above time periods would increase slightly. The following table summarizes estimates of the numbers of existing and projected trips:

	<u>AM Peak Hour Trips</u>	<u>School PM Peak Hour Trips</u>	<u>PM Peak Hour Trips</u>
Existing (303 students, 56 faculty/staff)	402	318	51
Future (328 students, 61 faculty/staff)	436	344	56

No increase in enrollment or staffing is anticipated with the SCDS expansion project; therefore, the future trip volumes reasonably represent the likely traffic volumes following the project.

As noted in the Environmental Impact Statement, traffic operations analysis indicates that the signalized intersection of Nickerson Street/3rd Avenue N/Florentia Street will operate at level of service (LOS) D during the AM peak hour and LOS C during the PM peak hour in 2006. In 2010, following construction of the project, these levels of service are forecast to remain essentially the same.

The all-way stop intersection of Queen Anne Drive/4th Avenue North/Raye Street is forecast to operate at LOS C in 2006 during both the AM and PM peak hours. In 2010, the levels of service are forecast to decline to LOS D for both peak hours, due to growth in background (non-project-related) traffic. However, the EIS notes that some of the approaches at this intersection may operate at LOS F, indicating that at those approaches, traffic volumes exceed the effective capacity. Additionally, the analysis may understate the overall intersection delay, due to the complexity of analyzing an intersection with seven approaches, hesitation involved in determining which vehicle should proceed, and a simplification of the intersection for modeling purposes, combining seven legs into four. Although the proposed project is not expected to increase delay at this intersection, trips currently generated by the school contribute to delay and congestion at this location.

Drop-off and Pick-up (existing)

The primary current traffic impact of existing school operations is queuing that occurs on 4th Ave N and Newell St during morning drop-off and afternoon pick-up. The EIS notes that approximately 55% of parents use the drop-off/pick-up loop (accessed from 4th Ave N) in the morning to drop off their children, while 45% park on local streets and walk their children to school. In the afternoon, roughly half of the parents use the loop and half park on streets and walk to pick up their children. Based on field observations by the EIS consultant, the maximum morning queue was observed to be 12 vehicles (7 on-site and 5 on 4th Ave N). The observed afternoon queue was considerably longer, reaching a maximum of 30 vehicles (seven on-site and 23 on 4th Ave N/Newell St). This on-street queuing, particularly in the afternoon, generates congestion along 4th and Newell. As previously noted, the school is expected to increase enrollment to 328 students, independent of the proposed project. This increased enrollment is anticipated to increase the afternoon queue by approximately 6-7 vehicles.

Drop-off and Pick-up (proposed)

The SCDS expansion project includes a new internal drop-off/pick-up queue, approximately 230' in length. This new drive aisle is expected to accommodate about 29 vehicles, 22 more than the existing drive. This likely would remove any morning queuing from 4th Avenue N, and substantially shorten the afternoon queue. Based on the estimate that the afternoon queue might increase to 37 vehicles with increasing enrollment, the peak queue on 4th Avenue N likely would be about 8 vehicles. It should be noted that, as the queue that spills back onto 4th Avenue N is eliminated through increased queue space on campus, some parents that currently park their vehicles to drop off or pick up their children may choose to wait in the queue. If this happens, the queue might be longer than indicated in the technical analysis, with a corresponding reduction in on-street parking (see parking analysis, below).

The new internal drive aisle includes a new curb cut onto Nob Hill Avenue N, and creation of a cul-de-sac on Nob Hill Avenue N south of Newell Street. During drop-off and pick-up periods, the school proposes to place cones on Nob Hill Avenue N slightly north of the new curb cut, to allow the queue entering from 4th Avenue N to utilize the end of Nob Hill Avenue N for queuing. No direct access onto or off of the school campus would be available from Nob Hill Avenue N during peak times. At other times, this driveway would be open to vehicular traffic, although the school has indicated its intention to prohibit evening and weekend access from the driveway through use of a locked gate. As access to the school will be prohibited from the Nob Hill Avenue N driveway during peak times, as well as evenings and weekends, use of this driveway is likely to generate little increased traffic on Nob Hill and adjacent streets.

Placement of cones on Nob Hill Avenue N or other barriers to restrict traffic flow will require a street use permit from the Seattle Department of Transportation (SDOT). As the coning of Nob Hill Avenue N and the use of the cul-de-sac for queuing of drop-off and pick-up vehicles is an important part of the proposed school traffic operation plans, this project shall be conditioned on receiving necessary permits from SDOT for the proposed right-of-way modifications, as well as providing video monitoring of the Nob Hill driveway.

Buses

The Nob Hill Avenue N driveway will allow rerouting of the school's charter bus operations. Currently, the bus typically stages in the eastbound travel lane on Newell Street or on Nob Hill Avenue N. Staging, loading and unloading in these locations causes congestion and may block travel on these streets. SCDS staff indicate that charter buses are used an average of once a week during the school year for special off-site events and field trips. With the Nob Hill driveway, buses likely will enter the campus from Nob Hill Avenue N, load or unload students, and exit the site onto 4th Avenue N. The charter bus is scheduled so as not to coincide with the morning drop-off or afternoon pick-up periods; therefore, the bus would not be impeded by peak hour traffic cones on Nob Hill Avenue N.

Parking

SCDS generates greater demand for parking than can be met through the existing on-campus parking supply. Two primary sources of parking demand impact the surrounding neighborhood by utilizing on-street parking during school days: parking generated by faculty, staff, and visitors, which is relatively constant throughout the day; and parking demand resulting from parents parking to drop off their

children in the morning and/or pick them up in the afternoon. The EIS for the project estimates current peak parking demand on an average weekday at 65 vehicles, including faculty, staff, and visitors. The school currently provides 32 general-use spaces on campus for faculty, staff and visitor parking, excluding two handicapped-accessible spaces and on space for a small school bus. At peak times other than drop-off and pick-up, therefore, about half the parking demand generated by the school seek parking off-site, primarily on local streets.

A parking utilization study of on-street spaces within a reasonable walking distance of the campus was conducted on two weekdays in March, 2003. At noon, the average utilization rate was 48%, indicating that surrounding streets generally had available parking spaces. Utilization at 3 PM was considerably higher, at 81%; this reflects the impact of school parents parking to pick up students. The traffic analysis noted that parking utilization on streets closest to campus was much higher and at times exceeded 100%, indicating illegal parking (for example, cars parked too close to driveways, fire hydrants, or intersections).

The planned school reorganization would increase on-street parking demand throughout the school day. An additional five faculty/staff vehicles likely would park on-street, increasing on-street utilization from 48% to 54%. If half of the additional parents park to pick up their children (similar to the current proportion), the average on-street parking utilization in the peak afternoon period would increase to about 93%.

The proposed project would increase general use on-site parking from 32 to 50 spaces in Phase 1, and to 57 spaces in Phase 2. As noted above, the Phase 1 parking supply would be 33 spaces without the northwest parking lot. The school's average daily peak parking demand is expected to be 70 vehicles in the future with the planned reorganization. With no expected increases in enrollment or faculty/staffing levels due to the proposed project, parking demand is not expected to increase following project construction. Spillover parking onto neighborhood streets is expected to decrease as on-site parking spaces increase, as illustrated in the following table:

	<u>Existing</u>	<u>Reorganization</u>	<u>Phase 1</u>	<u>Phase 1 w/out NW pkg lot</u>	<u>Phase 2</u>
General-use parking supply	32	32	50	33	57
Daytime parking demand (excluding drop-off/pick-up)	65	70	70	70	70
Spillover parking	33	38	20	37	13

Parent parking in the afternoon likely would not change, although, as noted above, the shifting of the drop-off queue, and the large majority of the pick-up queue, onto the SCDS campus may encourage some parents to shift from parking to using the queue as a means to drop off or pick up their children.

Special Events

SCDS hosts a variety of special events each year, with recent attendance ranging from about 12 to 400 persons. Roughly 14 evening or weekend special events are held each year that draw over 100 persons. These include graduation, a chess tournament, dances, and various open houses. One large special event (Grandparents' Day) occurs during the school day. These special events are estimated to

generate a peak parking demand of 60 to 200 vehicles, depending on the size of the event. Parking generated by these events likely utilizes most parking spaces near the school, and may also extend into surrounding neighborhoods. These events also generate traffic on nearby roadways, with the largest events producing roughly 400 additional trips (200 inbound and 200 outbound). These volumes are roughly the same as trip volumes currently generated in the AM peak hour by existing school operations. As special event trip volumes typically would be spread over more than one hour, they likely have smaller traffic impacts than typical morning school generated traffic.

According to SCDS staff, the frequency of special events without the project is not expected to increase. However, the size of events could increase proportionately to the increase in student population (about 8%) that is planned to occur with or without the proposal. This could lead to slight additional parking and traffic impacts.

The additional multi-purpose space in the development proposal is expected to increase the number of annual special events by about three. The space could hold as many as 120 persons, thereby increasing potential special event vehicle generation by about 60 vehicles. Some of the additional parking demand created by these vehicles would be captured on-site; approximately 1 additional vehicle would be able to park on-site in general-use stalls in Phase 1 (as conditioned by retaining house #6 and the detached garage #6A) and up to 25 additional vehicles in Phase 2. Further mitigation for traffic and parking associated with special events is presented below.

Public Welfare and Injury to Property in Vicinity

General provisions for conditional uses in single family zones (SMC 23.44.018) provide that a use may be approved, conditioned or denied based upon whether it meets the specific criteria set forth for the use and also “whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.”

This project review is an opportunity to examine the effects of student enrollment and staffing, traffic, and parking demand. The data collected and disclosed in the EIS and other project documentation are not an acceptance of the current condition; this analysis and our authority extends to and may be applied to mitigating the existing conditions as well as expected future conditions.

The proposed expansion of the existing Seattle Country Day School (SCDS) may be allowed through the administrative conditional use process in single family zones. This analysis and general project description, as discussed above, reveals that the proposal is not intended to increase student enrollment or staff employment. The proposal will provide additional off-street parking with Phase 2, thereby reducing the amount of spillover parking on-street. Vehicle traffic by the school is expected to stay at the current level (other than a slight increase due to the on-going reorganization) or reduce through project conditioning. The buildings will meet the height and setback requirements prescribed for the single family zones. Increased height, bulk and scale impacts on the surrounding properties, but will be sufficiently mitigated by the project design and conditions imposed through the ACU and SEPA (see below).

The proposal, as designed and conditioned, neither constitutes a material detriment nor is it injurious to property in the zone or vicinity.

DECISION - ADMINISTRATIVE CONDITIONAL USE (SMC 23.44.022)

The conditional use application is **APPROVED WITH CONDITIONS** as indicated at the end of this document.

MULTI FAMILY ZONING:

ANALYSIS – ADMINISTRATIVE CONDITIONAL USE (SMC 23.45.122)

Institutions other than public schools in lowrise zones which do not meet development standards established in Section 23.45.090 may be permitted as administrative conditional uses. Since this proposal does not meet all development standards it must be reviewed under SMC 23.45.122.

The Director may mitigate adverse negative impacts by imposing requirements and conditions deemed necessary. SMC 23.45.122 requires the Director to balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area. Applicable sections are discussed below.

- A. *Bulk and Siting. In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, the Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.*

In Phase 1, the school structures in the L-1 zone portion of the site will not undergo significant exterior changes. Two residential buildings are proposed to be demolished. The structure that is proposed in the L-1 portion of the site is part of Phase 2. The explanations provided below are for the new construction contemplated at the completion of Phase 2.

The Phase 2 building has a proposed façade width of 114 feet with modulation and a depth of 106 feet and 4 inches, which exceed the development standards established for multifamily structures. The development standard maximum allowable structure width with modulation or landscaping option is 75 feet and maximum depth of 78 feet, thus exceeding structure width by 39 feet and structure depth by 28 feet and 4 inches⁵.

For Phase 2 in the L-1 zone, the required setback along 4th Avenue North is 13 feet, 11 inches, based on the average for adjacent setback depths (SMC 23.45.096). The proposed building meets that setback. The proposed project also meets the rear setback requirement of 25 feet.

The proposed building is located on the east side of the property along 4th Avenue North. Siting the building differently is restricted by the topography of the site, the need to provide parking and a drop-off/pick-up area on-site, and the proximity to single family residences. Locating the building on the north or west side of the property would site the bulk of the new building along the single family zone property lines and could create an appearance of bulk from those residences.

⁵ Equal to 65% of the sites 120' of lot depth, SMC 23.45.094B.

Mitigation for the proposed façade length and scale of the Phase 1 and Phase 2 buildings are addressed in K above in the Single Family Zone: Analysis – Administrative Conditional Use (SMC 23.44.022)

B. *Dispersion Criteria. An institution which does not meet the dispersion criteria of Section 23.45.102 may be permitted by the Director upon determination that it would not substantially aggravate parking shortages, traffic safety hazards, and noise in the surrounding residential area.*

There are no institutions within 600 feet of Seattle Country Day School; therefore, the proposal is consistent with dispersion criteria.

C. *Noise. The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: landscaping, sound barriers or fences, mounding or berming, adjustments to yards or the location of refuse storage areas, or parking development standards, design modification and fixing of hours for use of areas.*

See H above in the Single Family Zone: Analysis – Administrative Conditional Use (SMC 23.44.022)

D. *Transportation Plan. This section requires a transportation plan for all new institutions and those proposing expansions larger than 4,000 sq. ft. of structure area and those required to provide 20 or more additional parking spaces. Required elements of the Transportation Plan may include: 1) Traffic; 2) Parking; 3) Parking Overflow; 4) Safety; 5) Availability of Public or Private Mass Transportation Systems.*

See M above in the Single Family Zone: Analysis – Administrative Conditional Use (SMC 23.44.022)

DECISION - ADMINISTRATIVE CONDITIONAL USE (SMC 23.45.122)

The conditional use application is **APPROVED WITH CONDITIONS** as indicated at the end of this document.

ANALYSIS – VARIANCE

Variances from the provisions or requirements of this Land Use Code shall be authorized only when all of the following facts and conditions are found to exist:

1. *Because of unusual conditions applicable to the subject property, including size, shape, topography, location or surroundings, which were not created by the owner or applicant, the strict application of this Land Use Code would deprive the property of rights and privileges enjoyed by other properties in the same zone or vicinity; and*

The applicant is requesting a variance to allow 36.4 % lot coverage, 35% is the maximum lot coverage allowed in a Single Family (SF 5000) zone. (No variance is required for lot coverage in the Multifamily L-1 zone.) Through the Administrative Conditional Use analysis, the Director is requiring that house #6 and the detached garage #6A be retained. Thus, the proposed required variance approval for 38% lot coverage as shown in Table 1. The variance would allow the school to expand its facilities as proposed

(see Table 1, below) and to retain an existing single family house to be used for administrative purposes⁶.

Table 1

	Lot area	Percentage	Lot Coverage	Difference
Zoned SF 5000 & L-1	105,393 sq.ft.			
Zoned SF 5000	79,865 sq.ft.	35% allowed	27,953 sq.ft.	
Zoned SF 5000	79,865 sq.ft.	36.4 % requested	29,071 sq.ft.	+1,118 sq.ft.
Zoned SF 5000	79,865 sq.ft.	38% as conditioned	30,403 sq.ft.	+2,450 sq.ft.

In addition to the construction of new buildings, the proposed project includes a new access drive, surface parking, and a playfield in the most accessible portions of the property where there is the least impact on the single family homes north and west of the site and for the facility to construct those features. The site is extremely constrained by existing buildings, the shape of the property, and an entire site that slopes down to the north, with steep slopes on the south and west portions of the site which are unique circumstances.

There are two possibilities for reducing lot coverage of the proposal. **One**, designated as Alternative 2 in the FEIS, would be to demolish the single family house #3 (building #8) that is proposed to be retained and used for school administrative purposes. The school proposes to retain the structure to serve as a buffer between the other school facilities and single family houses to the north. **The second**, is to reduce the size of the proposed buildings. The applicant’s design team considered reducing the building footprints to meet lot coverage requirements. In Phase 1 reducing the building footprint of the new middle school building would result in the loss of the equivalent of two to three classrooms as designed. If the lot coverage reduction were taken in Phase 2, there would be four fewer parking stalls in the below grade parking structure and the new building would not connect with the main school building. This would mean that there would be no accessibility by elevators to the lunchroom. The steep slopes on the site limit where parking, including underground parking, can be located and additional underground parking would be costly and could require additional dewatering.

Strict application of the Land Use Code would deprive the property of rights and privileges enjoyed by other schools (public and private) within the same zone. It should be noted that the Land Use Code recognizes the special program needs of public schools. Through a Development Standard Departure (SMC 23.79) process lot coverage could be increased up to 45% for buildings with more than one story and up to 55% for one story buildings.

In summary, the variance would allow the school to retain an existing single family structure to be used for administrative purposes. In addition, the retention of the houses provides a buffer between the more intense school facilities and the single family houses to the north and west. As noted above the subject property has unusual conditions which deprive the owner or applicant of rights and privileges enjoyed by other similar institutional owners in the same zone.

2. *The requested variance does not go beyond the minimum necessary to afford relief and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is located; and*

⁶ See Figure 2-1a, FEIS, house #3 (building #8) with foot print of approx. 1,100 sq. ft. of lot coverage.

The applicant has requested a variance to allow an additional 1.4% of lot coverage to construct two new private school buildings and retain a single family structure for administration use. Retention of house #6 and the detached garage #6A results in additional lot coverage. Granting this variance will not constitute a special privilege that is inconsistent with the limitations or opportunities that are permitted to public schools through the Development Standard Departures process (a discretionary review process with public participation not unlike a variance) potentially allowing lot coverage up to 45%. The resulting lot coverage would be 38 percent, the minimum necessary to afford relief while retaining the single family houses and avoiding a reduction in classrooms sizes as proposed, or a reduction in the size of the parking garage, thus reducing parking spaces proposed.

3. *The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zone or vicinity in which the subject property is located; and*

The proposal, which includes the additional lot coverage, requires a conditional use and SEPA review so that any adverse impacts will be mitigated so that they are not detrimental to the public welfare or injurious to other properties or improvements.

The additional lot coverage will result in the creation of additional impervious surface, thus impacting stormwater runoff. However, the stormwater regulations are expected to sufficiently mitigate drainage impacts so that they are not detrimental to the public welfare or injurious to property or improvements.

Granting of the variance will allow the school to retain two single family structures and the accessory garage. Conversion of the structure to school administrative use would change its use, but will not change the buildings architecturally. Retaining the buildings provides a buffer between the proposed school buildings and surrounding houses.

4. *The literal interpretation and strict application of the applicable provisions or requirements of this Land Use Code would cause undue hardship or practical difficulties; and*

Strict application of the Land Use Code would cause an undue hardship, by either forcing the removal of the existing residential structures or by requiring the school to reduce the size of its proposed facilities. As proposed, the residential structures (that can be used for administrative/school use) would function as a buffer between the proposed school facilities and adjacent houses. Reduction of the size of the proposed facilities would impact the school's ability to meet its educational goals. See F of Single Family Zone: Analysis – Administrative Conditional Use (SMC 23.44.022) below.

5. *The requested variance would be consistent with the spirit and purpose of the Land Use Code regulations for the area.*

The site is referred to by the local residents as the "Mayfair Neighborhood" (Seattle's Comprehensive Map locates the site within the Queen Anne Neighborhood) and there are no specific institutional policies or goals noted in Seattle's Comprehensive Plan for this area. The variance would be consistent with the purpose of the single family zone that allows institutions through the Administrative Conditional Use process and encourages the growth of institutions with controlled expansion of their boundaries. Retention of two of the existing four single family zoned residential structures is desirable and is consistent with the spirit and purpose of the Land Use Code. The proposal provides needed

functional space to the school while limiting height, bulk and scale of development. Development would stay within the property owned by the existing school.

DECISION- VARIANCE

The variance application is **APPROVED WITH CONDITIONS** as indicated at the end of this document.

ANALYSIS – SEPA

This analysis relies on the Draft and Final Environmental Impact Statement (EIS) issued by DPD in July 2004 and June 2005 respectively, as well as the technical environmental reports, comments and responses submitted with respect to those documents. This decision also makes reference to and incorporates the project plans dated stamped August 12, 2003 and August 9, 2005.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that a given impact is attributable to the proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element 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 *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation."* Under specific circumstances, mitigation may be required even when the Overview Policy is applicable per SMC 25.05.665.D.

ENVIRONMENTAL IMPACTS

The primary elements of the environment considered in the Draft and Final EIS included: Earth; Land Use; Aesthetics; Transportation; and Construction Impacts. Please refer to FEIS, Table 1-5 Section 1, Summary of Environmental Impacts and Mitigation Measures, on pages 1-12 through 1-17. Please refer to the FEIS, Chapters 3.0 Elements of the Environment, Three and Four, Pages 3-1 through 3-80 for a complete description of affected environments.

The information provided by the EIS, the applicant, the public comments received, and the experience of the lead agency with the review of similar proposals form the basis for review and conditioning of the proposal. The potential environmental impacts disclosed by the Draft and Final EIS are discussed below. Where appropriate, mitigation may be required pursuant to Seattle's SEPA Ordinance (SMC 25.05).

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.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right of way, and regulates obstruction of the sidewalk. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. The Environmentally Critical Areas Ordinance regulates development in all environmentally critical areas. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

It is anticipated that construction for this project will have two 14 month construction periods. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, noise, construction impact, and public services and utilities warrant further discussion.

Cumulative Effects

Other construction projects could exacerbate traffic congestion in the neighborhood near Seattle Country Day School. One such project is the Fremont Bridge reconstruction project, scheduled to begin in 2005 and which at times would occur concurrently with the SCDS construction. During construction, the bridge would be reduced to one lane in each direction, likely diverting vehicles to alternative routes. Some vehicles may travel through the area near Seattle Country Day School to avoid congestion around the south end of the Fremont Bridge.

The Seattle Department of Transportation (SDOT) is developing a neighborhood traffic management plan in conjunction with the Fremont Bridge project, which will identify a comprehensive list of roadway improvements to reduce cut-through traffic and travel speeds in the area. The study area for the plan is bounded by 3^d Avenue North, Nickerson Street, Aurora Avenue North, and Queen Anne Drive. Some measures recommended in this study may be implemented as mitigation for the Fremont Bridge construction project. Other measures could be part of a long-range plan that would be implemented over time as funding becomes available.

Based on the most recent information from SDOT, the component of bridge reconstruction with the greatest potential for cumulative impacts would occur between June 2006 and February 2007, when two bridge lanes and one sidewalk will be open. Additionally, weekend bridge closures that may occur between June 2006 and September 2007 could have a cumulative impact with school construction traffic.

Construction on Phase 1 of the Seattle Country Day School project is proposed to begin in June 2006 and be completed in August 2007. (See below for discussion of construction schedule.) Weekday school construction traffic would overlap with traffic diverted from the bridge between June 2006 and February 2007. To the extent weekend school construction is allowed, cumulative traffic impacts could occur on weekends between June 2006 and September 2007. The heaviest school construction truck traffic would occur during the summer of 2006, and would overlap with constrained capacity on the Fremont Bridge. Fremont Bridge construction is scheduled to be completed prior to the expected start of the school's Phase 2 project.

The Fremont Bridge project is developing a Construction Management Plan (CMP) to address traffic impacts. As the project moves forward, it is expected that this plan may change or evolve. Therefore, the school Construction Management Plan will be conditioned to incorporate relevant sections or mitigation from the current Bridge CMP, including any neighborhood traffic management elements to reduce cut-through traffic in the Mayfair Neighborhood.

Construction Schedule

It is anticipated that this project will have two 14-month construction periods. The schedule proposed by the school would begin Phase 1 construction in June 2006 and end construction in August 2007. Substantial earth moving, excavation and foundation work will occur at the beginning of Phase 1 (see discussion of short-term transportation impacts, below). It is reasonable that such work occur over the summer, as it is unlikely that such work could successfully occur when Seattle Country Day School is holding classes. However, additional construction activities are scheduled to occur during the 2006 – 2007 school year. As the construction activities are substantially greater than typically occur in a residential neighborhood, the schedule of activities should conform to some extent to the needs of the neighborhood. Residential neighborhoods in Seattle typically are more active in the summer, with more outdoor activity due to longer and warmer days and children out of school. Construction impacts from the school project likely will be felt most acutely by the neighbors during the summer. Therefore, the construction schedule is conditioned to stop construction activities by June 15, 2007, and not resume construction until September 1, 2007.

Construction activities for Phase 2 have not been identified with the same precision as Phase 1. It is anticipated that, as Phase 2 draws nearer, the school will identify a proposed schedule. For the reasons identified above, this schedule also will be limited to no more than one summer of construction activity (June 15 to September 1).

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant has been notified of these regulations in a letter from the PSCAA to the applicant. The applicant will perform an environmental site assessment to identify all hazardous materials requiring abatement and is required to obtain permits from PSCAA to ensure proper handling and disposal these materials. The permit standards and regulations administered by PSCAA will sufficiently mitigate any adverse impacts to air quality; therefore no further mitigation is required pursuant to SEPA 25.05.675A.

Building demolition, land clearing, earth moving, and excavation activities would generate dust during the two phases of construction. Approximately 6,500 cubic yards will be exported from the site during excavation for Phase 1 and 1,650 cubic yards for Phase 2. In addition, there will be deliveries of concrete and construction materials, as well as worker vehicles arriving and departing each day during the school year, and will be in addition to school trips generated by students and faculty arriving and departing school. The majority of the truck traffic for excavations and deliveries will occur during summer months when school is not in session. Some soil would be transported off-site for disposal, while other excavated soil would likely be re-used onsite. Dust could be generated by loose soil blowing out of haul truck beds. However, because loads would be covered or wetted down, no substantial impacts from blowing dust are expected to occur. Dust could also be generated on-site during excavation and earth-moving phases in excavation areas, vehicle access areas, and the construction staging areas. It is anticipated that the proposed access driveway and new drop-off/pick-up area will be completed during the first summer of construction, so it will be available for use during construction. With implementation of appropriate mitigation measures, however, impacts from drifting dust are not expected to be significant. Mitigation measures required to control construction-related air quality impacts will include:

- Control dust during construction activities by wetting exposed surfaces;
- Require contractor to maintain equipment and vehicles in good working order to minimize exhaust pollutants;
- Require contractor to shut off construction vehicle and equipment engines when not in use, and not allowing them to idle.

Noise Impacts

Please see Administrative Conditional Use Analysis, under SMC 23.44.022.H, above, for a description of nearby sensitive noise receptors. The protection levels of the Noise Ordinance (SMC 25.08) are considered inadequate for the potential noise impacts on the nearby sensitive receptors. The impacts upon residential uses could be especially adverse in the early morning, in the evening, and on weekends.

The applicant will be required to limit periods of construction to between the hours of 7:30 AM to 6:00 PM non-holiday weekdays and contingently on weekends to between the hours of 9:00 AM and 5:00 PM. Allowing weekend construction activity will be contingent on an approved mitigation program for the duration of construction. A mitigation program proposal must be submitted by the applicant or contractor and approved by DPD. The mitigation program will be required for weekend work; however, it is suggested that the program be implemented for weekday work also. The program elements must consist of the following:

- Construction activities which generate the loudest noise shall be performed during the weekday hours, only. Identification of the type of construction activity that will occur on weekends, between the hours of 9:00 AM to 5:00 PM, needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the weekend hours.
- Commitments and proposals to limit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise will be required.

- Creation of a procedure for hearing neighbor complaints and concerns (monthly meeting, door to door canvassing, etc.), providing affected neighbors with a construction schedule in advance of such work, and providing available project contact persons at the site and by phone during construction hours.
- The approved plan shall be available or posted at the site for the duration of construction.

DPD may disallow weekend construction if the mitigation program is not followed and/or public complaints warrant such prohibition.

Transportation Impacts

Construction activities are expected to impact the surrounding area during the two 14-month construction periods. Primary transportation-related construction impacts are expected to be volumes and routes of truck traffic and construction worker parking. In addition, sidewalk closures could adversely impact pedestrian activity adjacent to the site.

The greatest volumes of truck traffic will occur in Phase 1, with 545 solo dump truck trips expected during this phase. If these occur over a four-week period, approximately 27 truck loads would occur each day. Phase 2 is expected to require considerably less trucks: 140 total dump trucks, or 7 per day. Each truck load would generate two trips, one inbound and one outbound. If truck trips are evenly distributed over an eight-hour day, the excavation efforts would generate roughly seven truck trips/hour during Phase 1 and two trips/hour during Phase 2. Additionally, an estimated 100 to 150 trucks would be required to bring in asphalt and concrete during paving of the new parking lots and access drive; these would occur intermittently throughout the project.

The expected volumes of trucks to support construction activity are substantially higher than typical construction projects in a residential neighborhood, and could have significant adverse impacts. Therefore, trucks related to project construction activities must access the site only from 4th Avenue North south of the school campus. This route provides the most direct access to Aurora Avenue and Dexter Avenue, and limits the impacts of truck traffic in the residential neighborhood adjacent to the school. The expected volumes of truck traffic are not likely to noticeably degrade operations of study area intersections during off-peak hours and impacts during peak hours are expected to be quite low as construction traffic is typically reduced during those times. To ensure that truck traffic not contribute to peak afternoon traffic congestion, heavy trucks will not be permitted after 4 PM. However, it is likely that a police officer will be needed to direct truck traffic through the seven-way intersection at 4th Avenue N/Queen Anne Drive, particularly for loaded trucks entering the intersection from the north. This condition will be part of a Construction Transportation Management Plan that will be required to document truck traffic and other transportation-related construction impacts (see below). As part of this plan, the project will provide an assessment of pavement conditions on 4th Avenue N prior to the start of construction and following construction, to determine the impacts of the construction traffic on the roadway.

The presence of a temporary construction work force also could increase the demand for parking around the campus. Construction workers are expected to park on site during the summer, but would need to park off site when school is in session, or when construction activities restrict on-site worker parking. As many as 60 additional vehicles could be brought to the site at peak construction periods. These vehicles cannot be accommodated by the limited on-street parking available near SCDS.

Therefore, as part of the CMP the project will be required to provide off-site parking and, if necessary, shuttle the construction employees to and from the site. In addition, SCDS will secure off-site parking for faculty and staff during Phase 2 construction to replace on-site parking that will be temporarily unavailable and, if necessary, provide a shuttle between the off-site parking location and the school.

Because these construction activities are likely to generate adverse impacts, additional mitigation is warranted pursuant to SMC 25.05.675 B (Construction Impacts) and SMC 25.05.675 R (Traffic and Transportation). The applicant will be required to prepare a Construction Management Plan (CMP) to be reviewed and approved by DPD in consultation with the Seattle Department of Transportation (SDOT). The CMP will identify the approximate phases and duration of construction activity, and address the following items:

- identification of truck haul routes to and from the site;
- identification of hours of truck activity, with no heavy truck trips permitted after 4 PM;
- identification of temporary traffic control measures, including a police officer to control truck movements through the seven-leg intersection;
- identification of off-site parking locations for construction workers;
- identification of staging areas and areas designated for construction materials;
- assessment of pavement conditions on 4th Avenue N before and after construction, to be coordinated with SDOT.
- management of construction activities during student drop-off and pick-up times;
- identification of potential sidewalk closures and management of pedestrian routes;
- identification of potential street closures;
- incorporation of relevant sections or mitigation from current Fremont Bridge construction management plan, including neighborhood traffic management elements designed to reduce cut-through traffic.
- identification of off-site parking for school employees during Phase 2 construction.
- establishment of a construction-complaint hotline

The approved CMP must be followed at all times and be available to the contractors and subcontractors; therefore, it shall be posted at the site and be readily available in the contractors' and school offices.

Public Services and Utilities

As required by Seattle's Stormwater, Grading and Drainage Control Ordinance, a Comprehensive Drainage Control Plan, will be required as part of the Building Permit review. During construction, the project would be required to comply with erosion and run-off control best management practices consistent with Seattle's Stormwater, Grading, and Drainage Control Code (SMC 22.800-22.808) and associated Director's Rules.

Potential disruption of utility services and impacts to emergency response capabilities due to construction traffic would be temporary in nature, confined to periods of construction. The mitigation measures identified below would address temporary impacts associated with construction activities:

- Utility owners and operators, property owners, and building tenants affected by utility relocation or removal could be notified in advance and any potential disruption would be coordinated to address impact.
- New utility service systems could be installed and activated prior to removing existing systems.
- Emergency procedures could be developed for unanticipated utility disruption.
- Vehicular access to the surrounding area for emergency response services could be maintained by routing or detours established in a construction routing and parking plan.
- Vehicular access to the site for emergency response services could be maintained consistent with Seattle Fire Code requirements.
- Water capacity at hydrants serving the site could be provided consistent with Seattle Fire Code requirements.

These mitigation measures will be required as part of a construction mitigation plan, as a condition of approval of this permit.

These conditions to mitigate all construction-related impacts discussed above will be required under the SEPA Overview Policy (SMC 25.05.665) and SEPA Construction Impacts Policy (SMC 25.05.675.B).

Long-Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including; increased ambient noise due to increased human activity; increase impervious surfaces; increased height, bulk and scale on the site, increased demand for public services and utilities, increased energy consumption, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; the Seattle Building Code provides for life safety issues in general and provides prescriptive construction techniques and standards; and the Environmentally Critical Areas Ordinance, which regulates development in environmentally critical areas. The Land Use Code controls building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts.

Height, bulk and scale, light and glare, and parking and traffic impacts require further discussion.

Height, Bulk and Scale

The purpose of the City's adopted land use regulations generally provide for a smooth transition between industrial, commercial, and residential areas, to preserve the character of individual city neighborhoods and to reinforce natural topography by controlling the height, bulk and scale of development.

The proposed buildings meet the height standards. The proposed classroom buildings will maintain a 10-foot setback along 4th Avenue North. Trees, shrubs and groundcover will be planted along 4th

Avenue North and between the proposed structures and street property lines. The building design includes façades of varying scales and attractive finish materials. Bulk and siting is discussed in further detail through the Administrative Conditional Use analysis. No further SEPA mitigation is necessary.

Light and Glare

Exterior lighting will be provided for security and safety purposes. The lights will be shielded to eliminate light spillage onto adjacent properties. The planting of trees along the street property lines with the use of brick and painted metal on the façade will sufficiently mitigate reflection into the surrounding neighborhood. Specific conditions have been required under the Administrative Conditional Use to mitigate adverse light and glare impacts; therefore no further mitigation is warranted under SEPA.

Parking & Traffic

Parking and traffic impacts are discussed under the Administrative Conditional Use Analysis in this document. Specific conditions have been required under the Administrative Conditional Use to mitigate adverse traffic and parking impacts; therefore, no further mitigation is warranted under SEPA.

CONCLUSION - SEPA

The Draft and FEIS, Master Use Permit plans submitted on the project, and responses to requests for information all comprise DPD's record. Conditions imposed pursuant to SEPA assume installation of mitigating devices, landscaping and measures noted in the above analysis. Pursuant to SMC, DPD relies on the Draft and Final Environmental Impact Statements in conditioning project approval. The SEPA conditions are imposed based on Master Use Permit (MUP) plans date stamped August 21, 2003 and August 9, 2005, as well as on all environmental documentation submitted to date.

DECISION – SEPA

DPD has determined that the EIS issued and utilized for the environmental analysis of the Seattle Country Day School project and permitted herein, is adequate. Based upon the above analysis, the Director approves the application and has imposed mitigating conditions pursuant to SEPA and SMC Chapter 25.05 (Environmental Policies and Procedures).

CONDITIONS – ADMINISTRATIVE CONDITIONAL USE

Prior to issuance of the Master Use Permit

1. The Master Use Permit plans shall be revised to show the retention of house #3 (building #5), house #6 (building #12) and detached garage #6A (building # 12). The use of the houses shall be limited to administrative functions or to low noise level activities monitored and controlled by the school's facility and staff. The proposed 17 parking spaces shown on the western portion of Phase 1 shall be eliminated from the plans.
2. The Master Use Permit plans shall be revised to show that no retaining wall within a required yard or setback exceeds 6 feet in height unless permitted pursuant to SMC 23.44.014D.10 or 23.45.014G.4.

Prior to issuance of the construction permit.

3. The school shall obtain appropriate permits from Seattle Department of Transportation (SDOT) to allow the proposed coning plan.

Prior to Certificate of Occupancy and for the life of the project

4. Establish and maintain for the life of Seattle Country Day School a school Transportation Coordinator. The Coordinator shall disseminate transit and carpool information to parents, faculty, and staff to encourage ridesharing; manage traffic and parking for all SCDS special events; assist with annual monitoring of the vehicle trip cap; and provide academic year-round monitoring of drop-off and pick-up operations.
5. Distribute packets of traffic guidelines to all parents prior to the start of each school year. The packet will include instructions for dropping off and picking up children; a map and instructions directing drivers to use arterial rather than residential streets wherever possible; general instructions to park and drive appropriately in the neighborhood; a map showing where to park, with specific information regarding legal parking spaces and required clear distances from driveways, intersections, and other roadway features; directions to park so as to not impede the queue; and a form indicating agreement to abide by the guidelines, to be signed and returned to the school. Information to be included in the packet will be made available to a neighborhood transportation advisory committee or similar group, and other interested parties
6. Distribute packets of carpooling materials to all parents prior to the start of each school year. The packet will contain instructions to carpool whenever possible; forms to assist families in setting up or participating in a carpool; and a zip code list of SCDS families, including contact information. The school will also provide the name and phone number of the school Transportation Coordinator, who will assist interested families in forming carpools.
7. When interacting with prospective parents, inform visitors of appropriate access routes, direct them to appropriate parking, and encourage carpooling.
8. Provide free transit passes to all employees who commute by transit at least four days a week. Provide guaranteed on-campus parking spaces to employees who carpool at least four days a week (at least 2 SCDS employees/carpool).
9. School enrollment shall be reported to the City of Seattle Department of Planning and Development (DPD) no later than one week after the first day of the academic year. If the enrollment is no greater than 328 students, the school will be assumed to be under the vehicle trip cap of 1,014 daily vehicle trips.
10. If enrollment is greater than 328 students, the school shall complete the following actions by November 1st:
 - a. Perform a transportation survey, similar to the one performed for the EIS, to determine the school's current trip generation. Information would be collected on mode of travel of students, faculty, and staff, and the number of SCDS students/faculty/staff per vehicle.

- b. Arrange for a traffic consulting firm from the City's consultant roster or otherwise approved by DPD to perform additional analysis, including but not limited to a visual observation to corroborate the results of the transportation survey.
 - c. Compile both sources of information to determine the school's daily trip generation, include the results in the school's newsletter, and report the results to DPD.
 - d. If the compiled information indicates that the school daily trip generation does not exceed the vehicle trip cap, no further steps need to be taken.
11. If the compiled information indicates that the school daily trip generation exceeds the vehicle trip cap, then the school must implement measures by the end of December to reduce the school's daily trip generation to no more than 1,014 vehicle trips. These measures could include a busing program, increased carpooling, and/or off-site drop-off/pick-up locations with shuttles. By the end of January, the school shall perform another transportation survey and traffic consulting firm assessment (see 10a and 10b, above) to determine whether the measures implemented have resulted in a daily trip generation at or below the vehicle trip cap. The results shall be included in the school's newsletter and reported to DPD. If the compiled information indicates that the measures have resulted in a daily trip generation that does not exceed the vehicle trip cap, then those measures shall continue to be implemented for the rest of the school year, but no additional measures shall be necessary.
12. If the information compiled in January indicates that the daily trip generation exceeds the trip cap, and the enrollment for the next academic year is greater than 328, the school shall implement an off-site drop-off/pick-up location with shuttles or buses to the school campus throughout the entire next academic year in order to reduce the number of daily vehicle trips to no more than 1,014.
13. The school shall employ an off-duty police officer during the first term of the first school year following Phase 1 expansion to direct vehicles to appropriate site access and to monitor and enforce traffic and parking conditions. At the end of the first term, the officer shall submit a report to DPD documenting traffic and parking conditions around the school. The police officer also will be required for the first month of each subsequent fall semester to monitor and enforce traffic and parking conditions around the school.
14. The school shall install a video camera to monitor use of the new driveway on Nob Hill Avenue N. The video system shall document vehicular use of the driveway during hours of school operation and during special events, for the life of the project.
15. The school shall provide a Transportation Coordinator to facilitate on-site traffic flow by directing and monitoring vehicles during drop-off and pick-up periods throughout the school year.
16. The school shall distribute detailed traffic and parking guidelines to all parents and caregivers prior to the start of each school year (see 5, above).
17. The school shall meet at least once per term with campus neighbors to review traffic and parking issues and mitigation strategies.
18. For special events at Seattle Country Day School that would generate fewer parked vehicles at any one time than the available striped on-site general-use parking spaces (33 vehicles with Phase 1, 57

with Phase 2) combined with 15 on-street spaces (the number of public street parking spaces alongside the school’s property), no specific Special Event measures are required.

19. For special events that would generate more parked vehicles at any one time than available striped on-site general-use parking spaces (plus 15 on-street spaces), but would not produce on-street parking demand that would result in utilization levels above 85 percent of spaces within a 400’ walking distance of the school (measured from the perimeter of the school), the following will be required:

- a. At least one week prior to the event, the school will provide notification of the event by postcard or letter to all neighbors who reside within 400’ of the school. Notification shall include date, time, duration, and expected attendance of the event.
- b. The school will notify event attendees that parking is limited and carpooling is strongly encouraged.

19. For special events that would generate more parked vehicles at any one time than available striped on-site general-use parking spaces (plus 15 on-street spaces) and would produce on-street parking demand that would result in utilization levels above 85 percent of spaces within a 400’ walking distance of the school (measured from the perimeter of the school), Seattle Country Day School shall provide the two notification items listed in 18.a., increasing the distance of notification to all neighbors who reside within 600’ of the school, and will also implement one of the following measures:

- a. The school will stack parking on the school campus, in such locations as the asphalt playground, in the two parking lots, and along the private drive aisle (as permitted by fire code or other city regulations), by having one or more attendants direct vehicles, so as to accommodate the number of vehicles necessary to avoid exceeding the 85 percent of on-street parking spaces mentioned above, or
- b. If stacked parking is insufficient, or the school decides that implementing the following measures are more appropriate, the school shall:
 - 1. secure the appropriate number of off-site parking spaces sufficient to accommodate the number of expected vehicles;
 - 2. provide a sufficient number of shuttle buses to transport event attendees; and
 - 3. notify attendees at least one week prior to the event that parking near Seattle Country Day School will be restricted, specify the location of off-site parking, and describe the availability of shuttle buses.

CONDITIONS – VARIANCE

20. Lot coverage is allowed to be increased to 38% to retain house #3 (building 5) and house #6 (building 11) with detached garage #6A (building 12).

	Lot area	Percentage	Lot Coverage	Difference
Zoned SF 5000 and L-1	105,393 sq.ft.			
Zoned SF 5000	79,865 sq.ft.	35% allowed	27,953 sq.ft.	

Zoned SF 5000	79,865 sq.ft.	36.4 % requested	29,071 sq.ft.	+1,118 sq.ft.
	79,865 sq.ft.	38% as conditioned	30,349 sq.ft.	+2,396 sq.ft

CONDITIONS - SEPA

Prior to Issuance of Construction Permit

21. File a Notice of Intent to Demolish with PSCAA.
22. To mitigate light and glare impacts, submit for DPD review and approval a light fixture design to ensure that lights will be fully shielded and that appropriate light technology is used to prevent light spillover.
23. To further mitigate construction impacts, prepare a Construction Management Plan (CMP) to be reviewed and approved by DPD in consultation with Seattle Department of Transportation (SDOT). The CMP will identify the approximate phases and duration of construction activity, and address the following items:
 - identification of a demolition plan/schedule for the housing on Nob Hill Ave N;
 - identification of truck haul routes to and from the site;
 - identification of hours of truck activity, with no heavy truck trips permitted after 4 PM;
 - identification of temporary traffic control measures, including a police officer to control truck movements through the seven-leg intersection;
 - identification of off-site parking locations for construction workers;
 - identification of staging areas and areas designated for construction materials;
 - assessment of pavement conditions on 4th Avenue N before and after construction, to be coordinated with SDOT.
 - management of construction activities during student drop-off and pick-up times;
 - identification of potential sidewalk closures and management of pedestrian routes;
 - identification of potential street closures;
 - incorporation of relevant sections or mitigation from current Fremont Bridge construction management plan, including neighborhood traffic management elements designed to reduce cut-through traffic;
 - identification of off-site parking for school employees during Phase 2 construction;
 - establishment of a construction-complaint hotline.

Trucks related to project construction activities must access the site only from 4th Avenue North south of the school campus, except with the possible exception of the demolition of house #4 (building 9) and #5 (building 10).

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

24. The hours of construction activity shall be limited to non holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition may be modified to allow work of an emergency nature after approval from DPD.
25. Construction shall be limited to one summer (June 15 – September 1) for each construction phase. This condition may be modified by DPD to allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.
26. The approved CMP must be followed at all times and be available to the contractors and subcontractors; therefore, it shall be posted at the site and be readily available in the contractors' and school offices.

For the Life of the Project

27. The architecture and landscaping features proposed for the project (modulation, gabled roofs, and varied exterior materials) and as approved by DPD are a condition of this application.
28. Installed landscaping will be maintained as approved.

Signature: (signature on file) Date: September 1, 2005
Colin R. Vasquez, Senior Land Use Planner