



**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Project Number: 3035027-SD
Applicant Name: Mitch Kent for Seattle Public Schools
Address of Proposal: 5601 4th Avenue NW

SUMMARY OF PROPOSED ACTION

Public School Departure to allow an addition and remodel to an existing school (West Woodland Elementary). The addition will include 12 new classrooms, an expanded gymnasium, renovated commons, covered play area and associated support and infrastructure spaces. Project includes interior finish upgrades and improvements to technology and communication infrastructure for the existing building.

The following approvals are required:

Establishment of Development Standard Departure for Public Schools
(SMC Chapter 23.79) to approve or condition the following departures:

1. To allow greater than allowed building height. (SMC 23.51B.002 D1c)
2. To allow less than required building setback. (SMC 23.51B.002E3a)
3. To allow less than required parking. (SMC 23.54.015)
4. To allow unsecured bicycle parking. (SMC 23.54.015K2a)
5. To allow shared access to bicycle parking (SMC 23.54.015K2b)
6. To allow bicycle parking unprotected from the weather (SMC 23.54.015K2h)
7. To allow a changing image electronic sign. (SMC 23.55.020B)

SITE AND VICINITY

Site Zone: Single Family (SF 5000)

Nearby Zones: (North) Single Family (SF 5000)
(South) Single Family (SF 5000) and Residential Lowrise 1 (LR1-40 (M))
(East) Single Family (SF 5000)
(West) Single Family (SF 5000)

ECAs: No Environmentally Critical Areas (ECA) are mapped at the site.



Exhibit 1 Site Plan

Proposal Information

Seattle Public Schools (SPS) proposes to construct a 27,500 square foot addition to the existing West Woodland Elementary School. The proposed additions include the following: 12 classrooms (20,000 square feet), a gymnasium (5,000 square feet), and a covered play area (2,500 square feet), and reconfigured vehicle and bicycle parking. Project documents are available in the electronic file at <http://www.seattle.gov/SDCI/>.

Previous SEPA Related Actions

Prior to application for a Public School Departure Permit, the District exercised its prerogative to act as lead agency. A Determination of Non-Significance (DNS) was issued by Seattle Public Schools on December 4, 2019. An appeal was registered. On February 20, 2020, the DNS was recommended to be affirmed by the SPS Hearing Examiner with mitigation measures and accepted by the SPS SEPA official with mitigation measures.

Public Comment

SDCI did not receive public comments during the official public comment period.

Development Standard Departure

The Seattle School District submitted a request for several departures from certain Seattle Municipal Code Development Standards for the proposed elementary school additions. The Department of Neighborhoods (DON) is charged with administering the School Departure process per SMC 23.79. DON formed the required Advisory Committee of voting members with a City non-voting Chair. The final Development Standard Departure Report is available in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number.

ANALYSIS – Development Standard Departure for Public Schools

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

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

surroundings”. The Advisory Committee is directed to consider and balance the interrelationships among the following factors in SMC 23.79.008 C 1:

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

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

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

Departure Request and Advisory Committee Recommendation

The Seattle School District submitted a request for a departure from certain Seattle Municipal Code Development Standards to accommodate the construction of a new addition to West Woodland Elementary School.

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.017 and SMC 23.79. The code requires that the Department of Neighborhoods convene an Advisory Committee (Development Standard Advisory Committee) when the School District proposes a departure from the development standards identified under the code.

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

Following completion of the Advisory Committee Report and its transmittal to the City’s Department of Construction and Inspections, SDCI, will publish the Director’s decision. The Director of the Department of Construction and Inspections (SCDI) will determine the extent of departure from established development standards which may be allowed, as well as identify all mitigating measures which may be required. This decision is appealable to the City hearing examiner.

The Department of Neighborhoods sent notices to residents within 600 feet of the proposed new school and to a list of individuals and organizations that had shown interest in other community

issues in the vicinity requesting self-nominations for membership on the Development Standard Departure Advisory Committee. The Committee was formed and composed of eight voting members with a City staff non-voting Chairperson.

In order to accommodate the educational program for this project, the District requested the following departure from the Seattle Municipal Code:

In order to accommodate the educational program for this project, the District requested the following departures from the development standards found in SMC 23.51B.002.

Departure #1 – Greater than Allowed Building Height

Existing Standard: SMC 23.51B.002.D.1.c

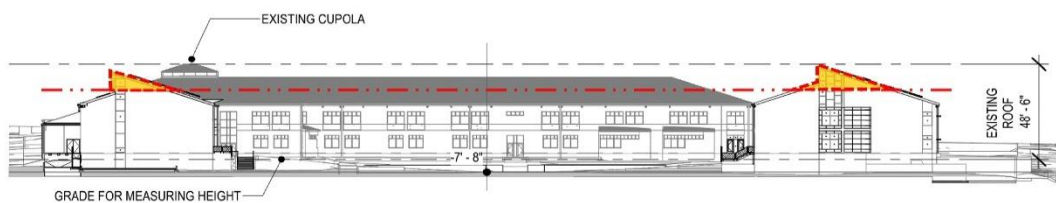
For additions to existing public schools on existing public school sites, the maximum height permitted is the height of the existing school or 35 feet plus 15 feet for a pitched roof (total 50 feet), whichever is greater....No portion of a shed roof is permitted to extend beyond the 35 foot limit under this provision.

DEPARTURE No.1: BUILDING HEIGHT

SMC 23.51B.002.D.1.C



BUILDING HEIGHT - EAST ELEVATION



BUILDING HEIGHT - WEST ELEVATION

Exhibit 2 Proposed Height

Departure Requested: 13 feet 6 inches above the height limit.

Departure #2 – Less than Required Building Setback

Existing Standard: SMC 23.51B.002.E.3.a – Table C

New public school construction on existing public school sites across a street or alley from lots in residential zones shall provide either the setback of the previous structure on the site or minimum setbacks according to the height of the school and the designation of the facing residential zone as shown in Table C for 23.51B.002, whichever is less: Greater than 20 up to 35: SF/LR1 = 10 ft

Departure Requested: zero (0) foot setback over the entire length of the north façade.

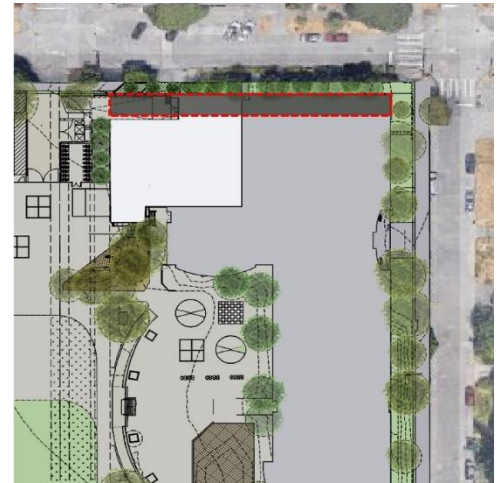


Exhibit 3 Proposed Building Setback

Departure #3 – Less than Required Off-street Parking

Existing Standard: SMC 23.54.015 (Table C – Row N)

1 space for each 80 square feet of all auditoria or public assembly rooms, or 1 space for every 8 fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public-school site.

Per footnote 7: When an existing public school on an existing public-school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Table C for 23.54.015 for the increase in floor area or increase in number of seats only.

Departure Requested: to allow for 68 parking spaces less than the code required parking to be provided on-site. [78 required stalls – 10 proposed stalls = 68 stall departure requested]



Exhibit 4 Proposed On-Site Parking

Departure #4 – Secured Bicycle Parking

Existing Standard: SMC 23.54.015.K.2.a

Provide secure locations and arrangements of long-term bicycle parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking should be installed in a manner that avoids creating conflicts with automobile accesses and driveways.

Departure Requested: 36 long-term bicycle parking spots unsecured.



Exhibit 5 Proposed Bicycle Parking

Departure #5 – Access to Bicycle Parking

Existing Standard: SMC 23.54.015.K.2.b

Provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points.

Departure Requested: shared access (with vehicles and pedestrians) to (36) secured long-term bicycle parking spots.

Departure #6 – Unprotected Bicycle Parking

Existing Standard: SMC 23.54.015.K.2.h

Provide full weather protection for all required long-term bicycle parking.

Departure Requested: 36 long-term bicycle parking spots to be unprotected from weather.

Departure #7 – Message Board

Existing Standard: SMC 23.55.020.B

- B. No flashing, changing image or message board signs shall be permitted.
- D. The following signs are permitted in all single family zones:
 - 7. For elementary or secondary schools, one electric or nonilluminated double-faced identifying sign, not to exceed 30 square feet of area per sign face on each street frontage, provided that the signs shall be located and landscaped so that light and glare impacts on surrounding properties are reduced, and so that any illumination is controlled by a timer set to turn off by 10 p.m.

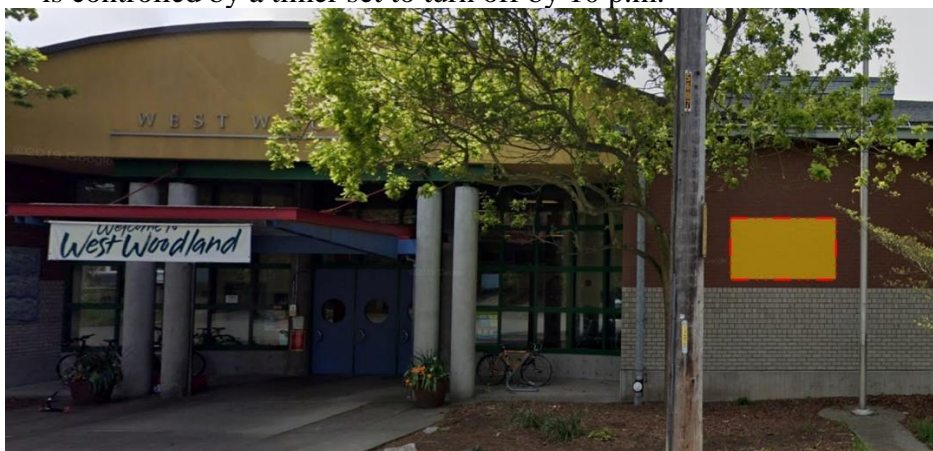


Exhibit 6 Proposed Message Board Location

Departure Requested: To install an, electronic, changing image message board.

Committee Review and Recommendations Process & Public Meeting

The Committee was convened in one public meeting on January 6, 2020, approximately 19 people signed in, 6 of whom provided public comment, at West Woodland Elementary School. The common theme raised in public comment were the parking and traffic impacts on the

neighborhood; however, many attendees expressed confidence that this could be resolved with continued intervention from the school and improvements made by SDOT. There were also concerns with students being able to climb on to the roof of the school, and an interest in seeing this project address that problem.

Review Criteria

Section 23.79 of the Code directs the Committee to evaluate the requested departures for consistency with the general objectives and intent of the Code, and to balance the interrelationships among the following factors:

- a. Relationship to Surrounding Areas:
 - (1) Appropriateness in relation to the character and scale of the surrounding area
 - (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
 - (3) Location and design of structures to reduce the appearance of bulk;
 - (4) Impacts on traffic, noise, circulation and parking in the area; and
 - (5) Impacts on housing and open space.
- b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departure may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process; whereas, a lesser or no departure may be granted for a facility which can be accommodated within the established development standards.

Application of Review Criteria to Requested Departures and Committee Recommendations

The Seattle Municipal Code intent is to grant departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in single family zoned neighborhoods. The Seattle School District has demonstrated that it cannot accommodate the program necessary for this area without granting departures for: 1) height, 2) setback, 3) parking, 4) secure bicycle parking, 5) access to bicycle parking, 6) unprotected bicycle parking, and 7) a double-sided, electronic, changing image message board.

Need for Departures

The Committee recognized the need for the requested departures. There was significant discussion about the large number of students who walk or bicycle to school and the lack of separation of vehicles and bicycles/pedestrians on the north side of the property. Ultimately, the Committee agreed the placement and improved facilities were a necessary improvement but emphasized the need for ongoing enforcement of parking restrictions and communication by the school to ensure the safety of students.

DEPARTURE #1 – GREATER THAN ALLOWED BUILDING HEIGHT

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about the school's increased height having an impact on its relationship to the surrounding neighborhood.

- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about the school's increased height having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about the school's increased height having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did not have concerns about the school's increased height having an impact on traffic, circulation and parking in the neighborhood.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about the school's increased height having an impact on housing and open space.

The additional height requested by SPS was met with little concern due to the current height of the school already exceeding what is being proposed and the additional height would increase daylight coming into the new spaces, making for a more conducive learning environment. After consideration of the above, the Committee recommends:

Recommendation 1 – That the departure to allow greater than allowed building height be GRANTED as requested by Seattle Public Schools without modifications.

DEPARTURE #2 – LESS THAN REQUIRED BUILDING SETBACK

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about the school's less than required building setback having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about the school's less than required building setback having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about the school's less than required building setback having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did have concerns about the school's less than required building setback having an impact on traffic, circulation and parking in the neighborhood.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about the school's less than required building setback having an impact on housing and open space.

The Committee believed the request to be reasonable and in agreement that the use of brick along the wall to be consistent with the existing school to be a natural choice.

After consideration of the above, the Committee recommends:

Recommendation 2 – That the departure to allow less than allowed building setback be GRANTED as requested by Seattle Public Schools without modifications.

DEPARTURE #3 – LESS THAN REQUIRED OFF-STREET PARKING

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about less than required off-street parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about less than required off-street parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about less than required off-street parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did have concerns about less than required off-street parking having an impact on traffic, circulation and parking the neighborhood. The Committee recommended a condition as noted below.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about less than required off-street parking having an impact on housing and open space.

The Committee deliberated about how the north end parking lot can be used in a way that limits conflicts with pedestrians and bicyclists. The current onsite parking in this location is intended to be used only for staff, but parents use it for drop off/pick up. The new configuration is less accommodating for drop off/pick up, which will serve to somewhat deter that use. The Committee felt that the staff only use could be reinforced with more signage and enforcement by school staff during school hours.

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to allow less than required off-street parking be GRANTED as requested by the Seattle Public Schools with the following condition:

- a. **Seattle Public Schools shall provide increased supervision and signage to enforce the staff-only use of the north parking lot during school hours.**

DEPARTURE #4 – SECURED BICYCLE PARKING

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about not providing secure bicycle parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about not providing secure bicycle parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about not providing secure bicycle parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did not have concerns about not providing secure bicycle parking having an impact on traffic, circulation and parking the neighborhood.

- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about not providing secure bicycle parking having an impact on housing and open space.

The Committee heard and discussed concerns of bicycle vandalism and theft during the school day due to the proximity to the street with only a fence to secure the bikes. The Committee felt the site constraints and cost to provide secure bicycle parking were prohibitive.

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure to not provide secure bicycle parking be GRANTED as requested by the Seattle Public Schools without modifications.

DEPARTURE #5 – ACCESS TO BICYCLE PARKING

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about access to bicycle parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about access to bicycle parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about access to bicycle parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did have concerns about access to bicycle parking having an impact on traffic, circulation and parking the neighborhood, which were addressed in the recommended conditions.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about access to bicycle parking having an impact on housing and open space.

The Committee was concerned with the possible conflicts between bicycles, pedestrians, and vehicles due to the proposed shared access. The Committee heard from neighbors that safety in the neighborhood is a challenge due to parents parking in front of driveways and speeding. The Committee acknowledged that the school has made a good effort in communicating traffic and parking expectations to parents. The Committee felt safety expectations could be reinforced during high traffic times. They also suggested giving neighbors a phone number and/or email to report unsafe behavior.

After consideration of the above, the Committee recommends:

Recommendation 5 – That the departure to allow shared access to bicycle parking be GRANTED as requested by the Seattle Public Schools with the following conditions:

- 1) **Update the school traffic management plan (TMP) to include:**
 - a. **Expanded means of communication with school families and the neighborhood regarding parking courtesy and protocols in the neighborhood. This could include expanded website information, flyers to take home, and additional reminders at meetings.**

- b. SPS to request via Seattle School Safety Committee that SDOT review and, if approved, install speed humps on surrounding local access streets including 4th Avenue NW.**
- c. Provide staff or adult volunteer oversight/monitoring of the access to the lot where pedestrian and bicycle paths cross for 20 minutes before and after school.**

DEPARTURE #6 – UNPROTECTED BICYCLE PARKING

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did not have concerns about unprotected bicycle parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about unprotected bicycle parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about unprotected bicycle parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did not have concerns about unprotected bicycle parking having an impact on traffic, circulation and parking the neighborhood.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about unprotected bicycle parking having an impact on housing and open space.

The Committee accepted the site limitations which made it unworkable to cover the bicycle parking. The greatest concern is that additional bicycle parking be provided to meet the school's demand.

After consideration of the above, the Committee recommends:

Recommendation 6 – That the departure to allow unprotected bicycle parking be GRANTED as requested by the Seattle Public Schools without modification.

DEPARTURE #7 – MESSAGE BOARD

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the Committee, and they did have concerns about a message board having an impact on the surrounding area. The Committee discussed a variety of mitigation measures for the sign design and use and recommended conditions listed below.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the Committee, and they did not have concerns about a message board having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the Committee, and they did not have concerns about a message board having an impact on the appearance of bulk.

- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the Committee, and they did not have concerns about a message board having an impact on traffic, circulation and parking the neighborhood.
- 5) **Impacts on housing and open space** were considered by the Committee, and they did not have concerns about a message board having an impact on housing and open space.

The Committee saw a need for a message board in front of the school to share a message in multiple languages on one sign and share messages in the event of an emergency. The Committee noted that the neighborhood could be impacted by light and glare from the sign, and proposed mitigation measures to address impacts.

After consideration of the above, the Committee recommends:

Recommendation 7 – That the departure to allow an electronic message board be GRANTED as requested by the Seattle Public Schools without modification and with the following conditions:

- a. The sign must use a monochromatic color scheme
- b. The sign can use only minimal animation
- c. The images on the sign must be non-flashing
- d. Time of use is restricted to 7:00 a.m. - 7:00 p.m.
- e. Encourage school to use the sign only when necessary
- f. Encourage the District to find the least-obtrusive sign that matches the character of the building.

Director's Analysis

The Director's decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C1, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting, and other comments from the public.

Section 23.79.008 C1 criteria are the following:

a. Relationship to Surrounding Areas: The Advisory Committee shall evaluate the acceptable or necessary level of departure according to:

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

b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departure may be allowed for special facilities, such as a gymnasium, which are unique and/or an integral and necessary part of the educational process.

Departure #1 – To allow greater than allowed building height. (SMC 23.51B.002 D1c)

Departure #1 For additions to existing public schools on existing public school sites, the maximum height permitted is the height of the existing school or 35 feet plus 15 feet for a pitched roof (total 50 feet), whichever is greater. The District requested a departure to allow 13 feet 6 inches above the height limit.

The additional height requested by SPS was met with little concern due to the current height of the school already exceeding what is being proposed and the additional height would increase daylight coming into the new spaces, making for a more conducive learning environment. After consideration the Committee recommended approval of the departure without modifications or conditions.

The departure is appropriate in relation to the character and scale of the surrounding area. A transition in scale is achieved in part by the topography of the surrounding area, existing rights of way and the nature of the existing large school building. The over height areas will increase the appearance of bulk but is commensurate with the overall scale of the additions.

The Director finds that the height departure will not exacerbate existing traffic, noise, circulation or housing in the area. The additional height allows more light into the learning spaces. The areas of additional height are somewhat interior to the site and not at the edge of the school or near property lines. The proposed extra height does not exceed the height of the existing school cupola.

Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request.

Departure #2 – To allow less than the required 10 feet building setback. (SMC 23.51B.002 E 4)

Departure #2 is a School District request to allow less than the required building setback. The zoning code requires a building setback of 10 feet. The District requested a departure to allow zero (0) foot setback over the entire length of the north façade.

After consideration, the Committee unanimously recommended that the departure to allow less than required setbacks be granted as requested by the Seattle Public Schools without modifications and without conditions.

In evaluating this departure request, the Director has reviewed the District required school program, public comment, the proposed site plan, and location of the programmatic elements such as circulation, shared learning areas, and classroom spaces. Single family zoning with lot coverage restrictions, setback regulations, and 30-foot height limitations dominate the neighboring area. The School addition must serve the population of students and staff. The Director recognizes that a public school cannot approximate the scale and bulk of a single-family home in the area, but will continue to be recognizable, in bulk and scale, as a significant public institution in the neighborhood.

As much as possible the proposal aims at reducing the appearance of bulk by providing landscaping along the edge of the building in the public right of way. Several trees are proposed to be removed for construction. New trees will be planted after construction. Architectural

elements and materials are proposed to help the building addition blend with the character and scale of the existing school.

The departure neither impacts traffic, noise and circulation nor impacts housing. Open space at the site will not be impacted by a reduced setback and will be partially mitigated by new landscaping.

No minority report was filed from the Public School Advisory Committee. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request of reduced building setback with no conditions.

Departure #3 – To allow less than required parking. (SMC 23.54.015)

Departure #3 is a School District request to allow less than the Code required parking. The zoning code requires 78 parking stalls. The school district requested a departure to allow for 68 parking spaces fewer than the code required parking. 10 parking stalls are proposed.

After consideration, the Committee unanimously recommended that the departure to allow less than required parking be granted as requested by the Seattle Public Schools with a condition.

In evaluating this departure request, the Director has reviewed the District required school program, public comment, the proposed site plan, and location of the programmatic elements such as circulation, shared learning areas, outdoor play area and classroom spaces. Committee discussion was supportive of the parking areas as proposed and suggested school officials educate staff for optimal use of the parking areas, discouraging parent use and signage to remind users of students using the same driveway access. The Committee noted that staff arrival and departure is at different times than student arrival and departure and considered the parking a positive element in the overall design.

There is existing parking at this location and access point. The departure will not exacerbate existing traffic, noise, circulation or housing in the area. Open space at the site will be impacted by the additional parking since some of the play area will be dedicated to parking.

No minority report was filed from the Public School Advisory Committee. A site plan with a configuration showing the full required parking was briefly discussed. Parking for 78 parking stalls would consume most of the outdoor open space and play area. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request with the following suggested condition:

1. Provide increased supervision and signage to enforce the staff-only use of the north parking lot during school hours.

Departure #4 – To allow unsecured bicycle parking. (SMC 23.54.015K2a)

Departure #4 is a School District request to allow unsecured bicycle parking. The zoning code requires bicycle parking to be in a secure area such as a locked, gated enclosure. The District requested a departure to allow bicycle parking without security measures.

After consideration, the Committee unanimously recommended that the departure be granted as requested by the Seattle Public Schools without modifications and without conditions.

The departure will not impact the character and scale of the surrounding area, presence of edges, or exacerbate existing traffic, noise, circulation or housing in the area. The departure does not have impacts on housing. By not building a fenced bicycle parking area the departure contributes to less bulk on the site. Open space is retained with the departure. SPS has a lot of students who ride their bikes to school. The development standard was developed for multifamily and commercial uses where commuter bicycles and residential bicycles are stored. The standard is an attempt to encourage bicycling. SPS does not recommend the enclosures because their bicycling students are more able to come and go with ease, not require keys or storage rooms etc. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request with no conditions.

Departure #5 – To allow shared access to bicycle parking (SMC 23.54.015K2b)

Departure #5 is a School District departure request to allow shared access (vehicle and bicycle) to the bicycle parking. The land use code requires separated access for bicycles and vehicles.

The DON report notes that the Committee heard from neighbors that safety in the neighborhood is a challenge due to parents parking in front of driveways and speeding. The Committee acknowledged that the school has made a good effort in communicating traffic and parking expectations to parents. The Committee felt safety expectations could be reinforced during high traffic times. They also suggested giving neighbors a phone number and/or email to report unsafe behavior.

After consideration, the Committee unanimously recommended that the departure be granted as requested by the Seattle Public Schools with conditions.

The departure will not exacerbate existing traffic, noise, circulation or housing in the area. The shared access will be used by staff who park on site and by student bicyclists. Staff arrive before the student bicyclists and will leave after the student bicyclists. The shared access should work well with the staggered arrival and departure times. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request with the following suggested conditions:

Update the school transportation plan to include:

1. Expanded means of communication with school families and the neighborhood regarding parking courtesy and protocols in the neighborhood. This could include expanded website information, flyers to take home, and additional reminders at meetings.
2. SPS to request via Seattle School Safety Committee that SDOT review and, if approved, install speed humps on surrounding local access streets including 4th Avenue NW.
3. Provide staff or adult volunteer oversight/monitoring of the access to the lot where pedestrian and bicycle paths cross for 20 minutes before and after school.

Departure #6 – To allow bicycle parking unprotected from the weather (SMC 23.54.015K2h)

Departure #6 is a School District request to allow bicycle parking without weather protection. The land use Code requires weather protection for bicycle parking.

The DON report notes that the Committee considered the weather protection development standard and understood the School District constraints to provided covered parking for all the student and staff bicycles.

After consideration, the Committee unanimously recommended that the departure be granted as requested by Seattle Public Schools with no conditions.

The departure will not impact the character and scale of the surrounding area, presence of edges, or exacerbate existing traffic, noise, circulation or housing in the area. The departure does not have impacts on housing. By not building a large covered bicycle parking area the departure contributes to less bulk on the site. Open space is retained with the departure. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request with no suggest conditions.

Departure #7 – To allow a one-sided changing image electronic message board. (SMC 23.55.020B)

Departure #7 is a School District request to allow a changing image electronic message board in the single-family zone. Changing image message board are not allowed in single family zones.

The Committee considered the changing image development standard and understood the School District desire to add a way to communicate to the community and school students and staff. The Committee was favorable to the benefits of a sign or message board to post in multiple languages, provide a means of information for those who do not have internet or mobile devices, and to be used in emergencies for neighborhood communication.

After consideration, the Committee unanimously recommended that the departure be granted as requested by Seattle Public Schools with conditions.

The departure will not impact the character and scale of the surrounding area, presence of edges, or exacerbate existing traffic, noise, circulation or housing in the area. The departure does not have impacts on housing. The departure request does not impact the appearance of bulk or open space at the site. The Director omits the recommended condition to use the message board only when necessary confident that the time of use restriction noted below and other conditions are adequate to regulate the board. Considering the criteria, the recommendations from the Advisory Committee, and public comments, the Director grants the departure request with the suggest conditions as follows:

1. The message board must use a monochromatic color scheme.
2. The message board can use minimal changes.
3. The images on the message board must be not be flashing, scrolling, tumbling or use other moving graphics.
4. Time of use is restricted to 7:00 a.m. to 7:00 p.m.
5. Install the least-obtrusive message board that matches the character of the building.

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

The Committee discussed the overall need for departures (SMC 23.79.008C1b) as part of its deliberations. The Seattle Municipal Code provides for granting departures from the requirements of the Municipal Code to accommodate educational needs of programs to be located in proposed buildings. In this case, the Seattle School District stated that both the need for the additions and the need to meet educational standards present site planning challenges. SPS notes that without departures for reduced development standards the educational program could not be met. Without the departures, reasonable alternatives could be reductions in important open play space.

The Director balances departure requests through criteria based on the relationship to surrounding areas with need for development standards departures to meet educational program requirements including gymnasium updates and finds that there is a need for the departure requests 1-7 and that they are in balance with the level of impacts on the surrounding area.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The school development standard departures 1-7 are **GRANTED with conditions.**

CONDITIONS –SCHOOL DEVELOPMENT STANDARD DEPARTURES

For the life of the project

1. Provide increased supervision and signage to enforce the staff-only use of the north parking lot during school hours.

Update the school transportation plan to include:

2. Expanded means of communication with school families and the neighborhood regarding parking courtesy and protocols in the neighborhood. This could include expanded website information, flyers to take home, and additional reminders at meetings.
3. SPS to request via Seattle School Safety Committee that SDOT review and, if approved, install speed humps on surrounding local access streets including 4th Avenue NW.
4. Provide staff or adult volunteer oversight/monitoring of the access to the lot where pedestrian and bicycle paths cross for 20 minutes before and after school.

Message board conditions:

5. The message board must use a monochromatic color scheme.
6. The message board can use minimal changing images but not change more frequently than every 30 seconds.
7. The images on the message board must not be flashing, scrolling, tumbling or use other moving graphics.

8. Time of use is restricted to 7:00 a.m. to 7:00 p.m.
9. Install the least-obtrusive message board that matches the character of the building.

Seattle Public Schools Conditions from the District Hearing Examiner (Included here for reference. Seattle Public Schools will enforce.)

Seattle Public Schools will:

1. Provide written notice of the project mailed to all adjoining residents within 500 feet at least 14 days in advance of construction work. The notice shall contain a complaint number as well as a contact number for more detailed information. The notice shall state that more detailed information on the dates and location of project work can be obtained by calling the contact number.
2. Use only ambient-sensing broadband back-up alarms and minimize backing during construction.
3. Limit engine idling during construction to five minutes or less.
4. Update the school's transportation management plan to include notification to residences within the parking study area of upcoming school events that would likely increase street parking occupancy to more than 70 percent.
5. Shut off electric signs every day at 9 p.m. or any earlier time set by the departures committee. No flashing imagery is allowed.

Holly J. Godard, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: March 26, 2020

HJG:rgc
3035027-SD.docx

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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