

SCHOOL DEVELOPMENT STANDARD DEPARTMENT ADVISORY COMMITTEE

WEBSTER SCHOOL DESIGN DEPARTMENT RECOMMENDATIONS

Project #3025876

JUNE 8, 2018

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.17 and 23.79) (the “Code”). The intent and purpose of this report is to document public testimony and make recommendations to the City for modifications to development standards in order to facilitate modernization of the existing building and addition of a gymnasium and covered play area at Webster School located at 3014 NW 67th St.



Image Source TCF Architecture

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Attachment 1: Meeting #1 Minutes, March 19, 2018

Attachment 2: Meeting #2 Minutes, April 30, 2018

Webster School

Design Departure Advisory Committee Report and Recommendations

1. Background

1.1 Project Description

On August 31, 2017, the Seattle Public Schools submitted a request for departures from five (5) Seattle Municipal Code (SMC) Development Standards to accommodate the modernization of the existing building and addition of a gymnasium and covered play area at Webster School located at 3014 NW 67th St.

Seattle Public Schools (SPS) is proposing:

- Modernization and reconfiguration to provide classroom space for up to 450 students;
- Demolition of existing playcourt and some interior structures;
- Seismic improvements to the original unreinforced masonry 1908 building;
- An addition of 7,700 square feet on the west side of the property housing a new gymnasium and covered play area;
- Structural, mechanical, electrical, data/telecom, modernization/upgrades; and
- Life safety and sustainability upgrades.

The purpose of the project is to address current and projected enrollment growth in the District. The new Webster School would have a maximum capacity of 450 students.

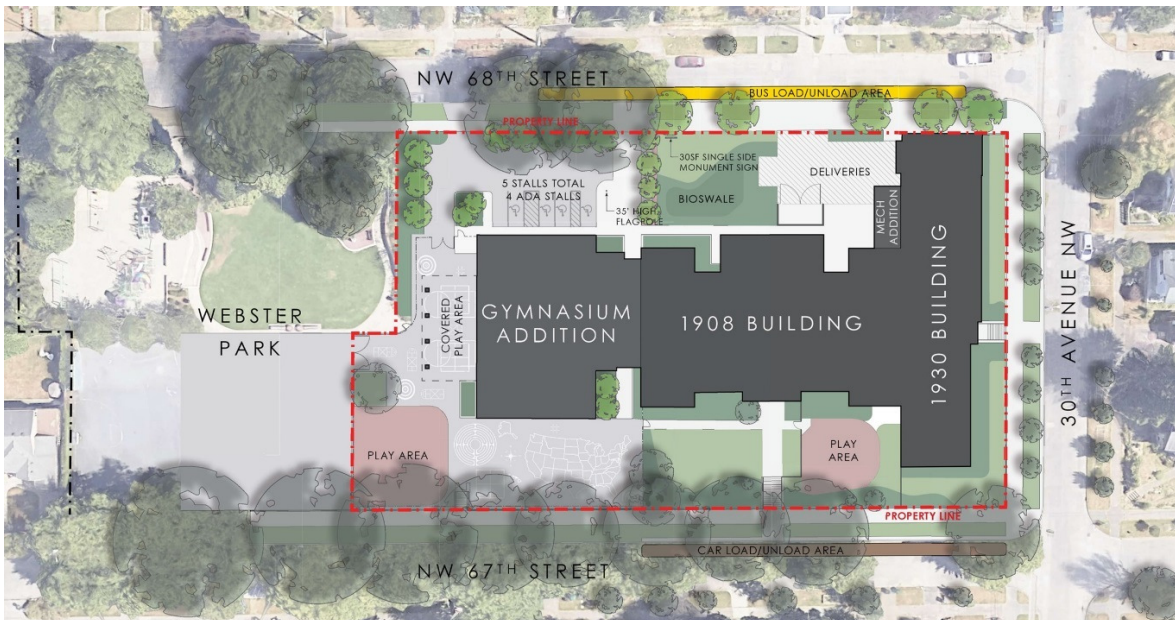


Exhibit 1 Proposed Site Plan

1.2 Neighborhood Characteristics

The proposed project is located at 3014 NW 67th Street, Seattle, WA, 98117. The project site is bounded by 68th Street to the north, 30th Avenue to the east, 67th Street to the south, and Webster Park/32nd Avenue to the west. Across the street to the north, east, and south of the property are single family residences. Webster Park is located on the same block directly west of the school and was originally play area for Webster School.

Webster Park came into existence at the instigation of the Ballard community, was built on a portion of the site of the former Webster Elementary School. The park was built in 1997 after community members and a grassroots organization took up the cause of promoting increased open space in the Ballard area. This neighborhood park offers a playground for kids, complete with slides and climbing features. This park also has basketball courts, a small, attractive lawn area, and numerous trees. The play equipment was replaced in 2017.

The site is listed as Parcel Number 369390-1110, and is located in the SW quarter of Section 2, Township 25, Range 3. The 1.55 acre site is made up of 14 lots and has the following legal description: Lots 4, 5, and 6 in Block 27, and all of Blocks 28, 29, and 30 of Jennings's Ballard Addition, according to the Plat thereof recorded in Volume 6 of Plats, page 10 in King County, Washington.



Exhibit 2 Existing Site Plan

1.3 Requests for Departure and Committee Formation

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The Code requires that the Department of Neighborhoods (DON) convene a Development Standard Advisory Committee (hereinafter as the Committee) when the School District proposes a departure from the development standards identified under the Code. These standards are popularly referred to as the “zoning code.”

The purpose of the Committee is 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 Seattle Department of Construction and Inspections (SDCI) from DON. (SMC 23.79.008)

Following completion of the Committee Report and its transmittal to SDCI, the Director of SDCI will issue a formal report and decision. The Director of SDCI will consider the recommendations of the Committee and 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. The Director’s decision is appealable.

On September 12, 2017, DON sent notices to residents within 600 feet of the Webster School requesting self-nominations for membership on the Committee. 18 community members applied, and on January 12, 2018 the Committee was formed. The Committee is composed of eight voting members and two alternates, a representative from SDCI and a City non-voting Chair.

The Committee was appointed as follows:

Thomas Haff	Person residing within 600’
Dan Vos	Person owning property or a business within 600’
Dan Allison	Representative of the general neighborhood
Tad Anderson	Representative of the general neighborhood
Jocelyn Bauer	At large to represent citywide education issues
Mike Helmick	Representative of the Webster PTSA
Alison Kartiganer	Representative of the Webster PTSA
Connie Myers	Representative of the Seattle School District
Darcy Fulcher	Alternate
Kevin Philbin	Alternate

Holly Godard
(Ex-officio)

Seattle Department of Construction and Inspections
(SDCI)

Maureen Sheehan
(Ex-officio)

Department of Neighborhoods (DON)

2. Departures

2.1 Specific District Requests

In order to accommodate the educational program for this project, the District requested the following departures from provisions of the SMC 23.79.008 C1a.

Departure #1 – Greater than Allowed Lot Coverage

Existing Standard:

SMC 23.51b.002 C.2.a - Lot Coverage For Public Schools In Single Family Zones

For additions to existing public schools on existing public school sites the maximum lot coverage permitted is 35 percent of the lot area if any structure or portion of a structure has more than onestory.

SMC 23.51b.002 C.4 - Departures from lot coverage limits may be granted for up to 45 percent for structures of more than one story per chapter 23.79. Lot coverage restrictions may be waived by the Director as a Type 1 decision when waiver would contribute to reduced demolition of residential structures.

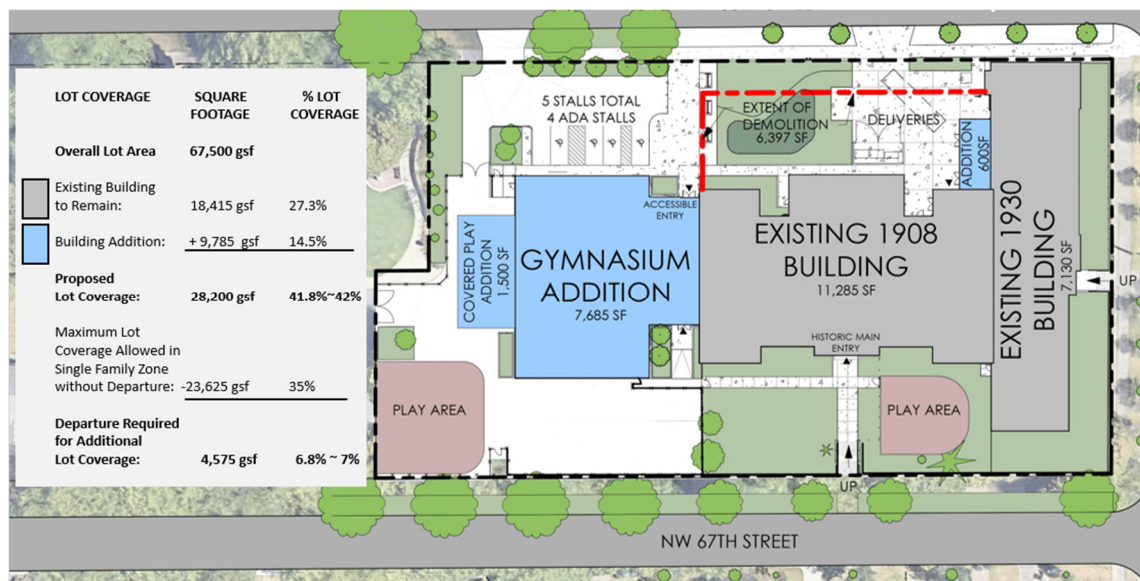


Exhibit 3 Proposed Lot Coverage

Departure Requested: 7% additional lot coverage.

Departure #2 – Greater than Allowed Building Height

Existing Standards:

SMC 23.51B.002.D.1.c - Building Height For Public Schools In Single Family Zones

For additions to existing public schools on existing public school sites, the maximum height permitted is height of the existing school or 35 feet plus 15 feet for a pitched roof at a minimum of 4:12, whichever is greater. The existing roof is not pitched, but the limits create a perimeter of allowable area that the majority of the equipment fits within.

SMC 23.51B.002.D.4 - Height limits may be waived by the Director as a Type 1 decision when the waiver would contribute to reduced demolition of residential structures. Seattle Energy Code improvements to Webster include rooftop mechanical equipment and access to the equipment via rooftop elevator. Placing the mechanical equipment on the ground would increase lot coverage. Elevator penthouse is the highest part of the proposed departure for building height.

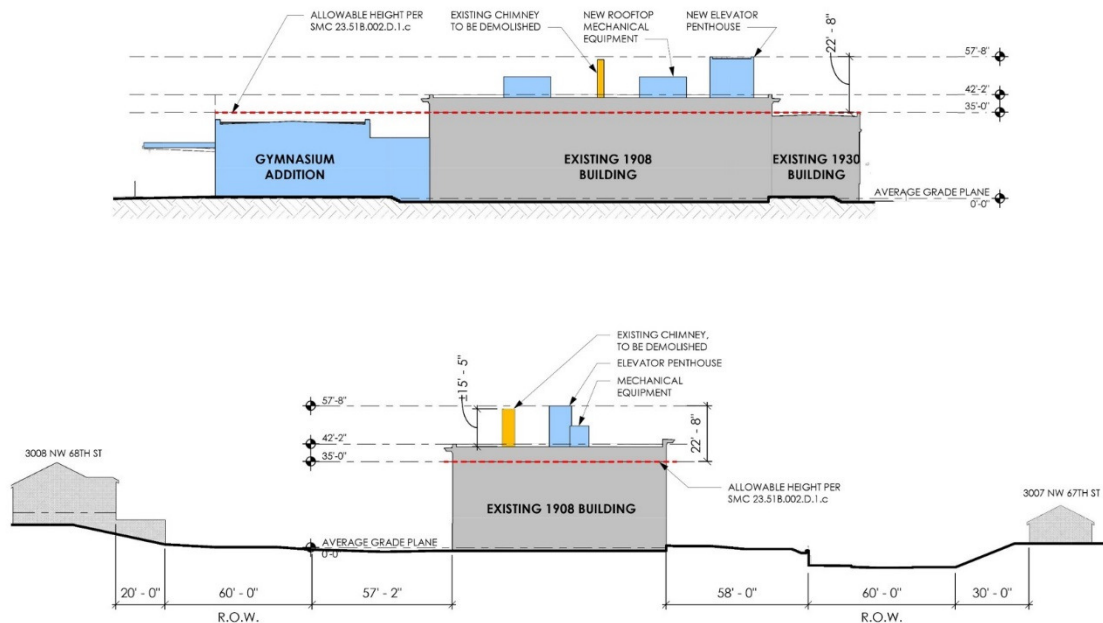


Exhibit 4 Proposed Height

Departure Requested: 23 ft. above the 35 ft. height limit.

Departure #3 – Less than Required Setback (Noise)

Existing Standard: 23.51B.002 E.1.c - Setbacks For Public Schools In A Single Family Zone

Setback requirements for operable windows in a gymnasium, play equipment or other similar items are to be located at least 30 feet from any single-family zoned residential lot. The Covered Play area which is similar is adjacent to Webster Park, a single family zoned lot. The best available location of the Covered Play is close to the park, reducing the 30' setback to 13'-9.

Free standing playground equipment will also be located directly adjacent to the park at the southwest corner of the site for 0' setback.

Exhibit 5 Proposed Setback



Exhibit 6 Proposed Setback - Fence

Departure Requested: Setback of 0 feet.

Departure #4 – Off-site Bus Loading & Unloading on NW 68th Street

Existing Standard: SMC 23.51B.002.I.4 - BUS AND TRUCK LOADING AND UNLOADING

When a public school is remodeled or rebuilt at the same site, an existing on-street bus loading area is allowed if the following conditions are met:

1. The school site is not proposed to be expanded;
2. The student capacity of the school is not being expanded by more than 25 percent; and
3. The location of the current on-street bus loading remains the same.

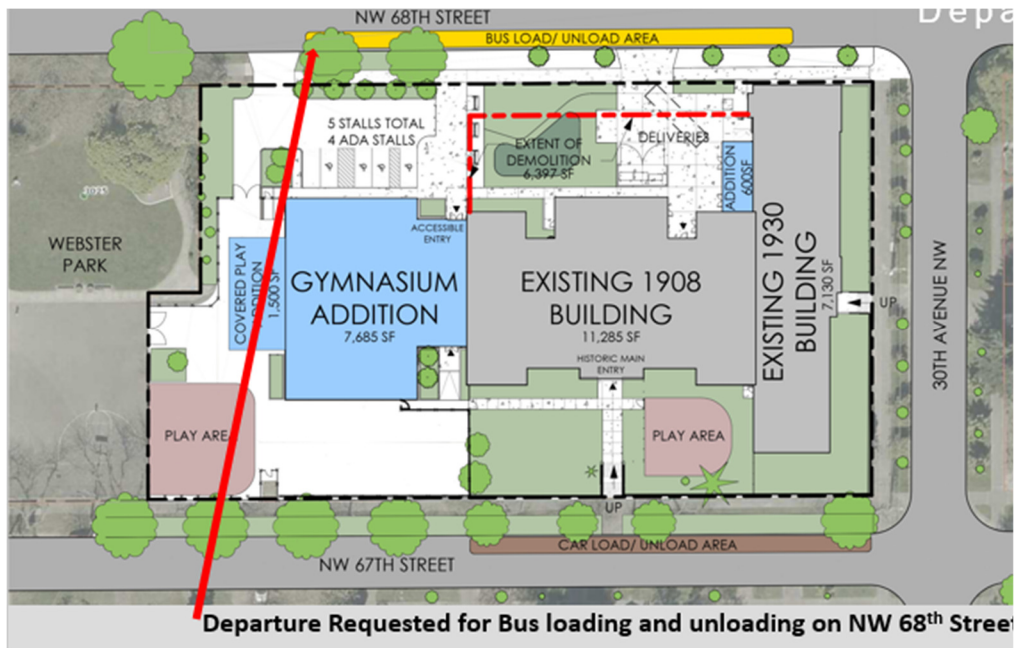


Exhibit 7 Location of Off-site Bus Loading & Unloading on NW 68th Street

Departure Requested: To locate on-street bus loading on NW 68th Street.

Departure #5 – Less than Required On-site Parking

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

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.

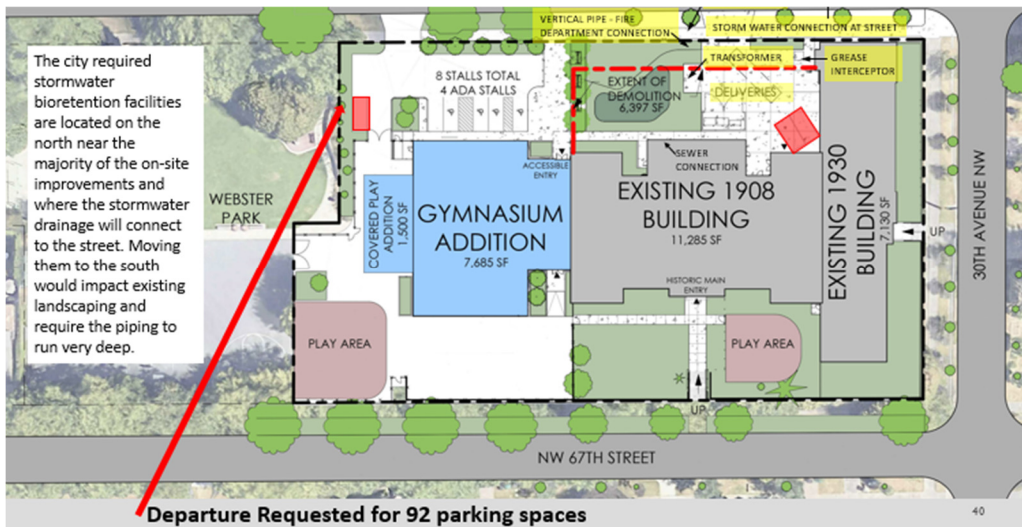


Exhibit 8 On-Site Parking Stalls

Departure Requested: to allow for 92 parking spaces less than the code required parking to be provided on-site. [100 required stalls – minimum of 8 proposed stalls = 92 departure stalls requested]

2.2 Committee Review and Recommendations

2.2.1 Process & Public Meeting

The Committee was convened in two public meetings on March 19 at Ballard High School, approximately 20 people attended, 15 of whom provided public comment, and April 30 at Adams Elementary School, approximately 10 people attended, 3 of whom provided public comment. The common theme raised in public comment were the parking and traffic impacts on the neighborhood due to the lack of on-site parking disproportionately affecting neighbors living adjacent to the school and impacts on Webster Park.

2.2.2 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.

Section 23.51.002 contains further restriction related to single family and other low-rise residential zones.

2.2.3 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) greater than allowed lot

coverage, 2) greater than allowed building height 3) covered play setback for noise, 4) off-site bus loading, and 5) reduced on-site parking.

Need for Departures

The committee recognized the need for a new school in the Ballard neighborhood. The community was frustrated that the grade level of the school was not yet determined and felt this process was premature without that important detail. The Committee voted to delay any vote on granting these departures until the type of school had been decided, and the motion did not pass. Some committee and community members expressed that the size and number of students anticipated at this school are too large for the site and will place excessive traffic burden on the nearby residents.

The Committee had several outstanding questions, especially around need, after the first meeting and the design team was able to respond to those concerns at the second meeting. In the end, the committee did not question the need for any of the departures, but rather placed conditions on many of the departures to mitigate the impacts on the neighborhood.

Departure #1 – Greater Than Allowed Lot Coverage

- 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 greater than allowed lot coverage 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 greater than allowed lot coverage 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 greater than allowed lot coverage 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 greater than allowed lot coverage 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 the school's greater than allowed lot coverage having an impact on housing and open space.

The maximum lot coverage in a single family zone without a departure is 35%. The existing school already covers approximately 37% of the lot. The proposed demolition would remove approximately 9% of the existing lot coverage, and the new gymnasium addition would add approximately 14.5% lot coverage for a total of 42% lot coverage. While the departure is for 7% lot coverage greater than allowed, the noticeable change will be 5%. The committee did not express any concerns specific to the lot coverage but wanted to be sure they discussed the use of the open space in relation to Webster Park with departure #3: Setback (noise).

After consideration of the above, the Committee recommends:

Recommendation 1 – That the departure to allow a 7% greater than allowed lot coverage be GRANTED as requested by Seattle Public Schools.

Departure #2 – 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 greater than allowed building height 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 greater than allowed building 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 have concerns about the school's greater than allowed building height having an impact on the appearance of bulk which were addressed in the recommended conditions.
- 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 greater than allowed building height 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 the school's greater than allowed building height having an impact on housing and open space.

The existing building already exceeds the 35 ft. allowable building height by 7.2 ft., not including the existing chimney to be demolished that reaches 57.8 ft. The gymnasium addition would be built to meet the allowable height per SMC 23.51B.D.1.c. The elements that require a height departure are the new rooftop mechanical equipment and new elevator penthouse.

Some members of the committee were very critical of the proposed design to take the elevator up to the roof with additional space for circulation. They asked the design team to demonstrate the need for this height by showing alternatives that would not necessitate the elevator going to the roof, but rather use of stairs. The design team presented two stair studies: one that was adjacent to the proposed elevator but would still exceed the allowable height without a departure, and the other that would extend the landmark stair to the roof, but would significantly impact the building interior, including the Landmark corridors, and eliminate a shared learning space. Some still felt the height was too much.

In the end most of committee concluded that there was not much to gain in having the stairs versus the elevator. Because the building is a City of Seattle designated landmark, any substantial changes need to be reviewed by the Landmarks Preservation Board (LPB). The Committee opted to defer to the LPB and their recommendations to make the penthouse additions as appropriate as possible.

After consideration of the above, the Committee recommends:

Recommendation 2 – That the departure for greater than allowed building height be GRANTED as requested by the Seattle Public Schools with the following conditions:

- a. The committee supports the Landmarks Preservation Board’s recommendation regarding the materials used on the penthouse structures.**

Departure #3 – Less than Required Setback (Noise)

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the committee, and they did have concerns about the school’s less than required setback having an impact on its relationship to the surrounding area which were addressed in the recommended conditions.
- 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 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 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 not have concerns about the school’s less than required setback 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 the school’s less than required setback having an impact on housing and open space.

There were differing opinions whether the requested setback departure should consider the schools integration with the park, such as fencing materials and the design of the fence at the property line. The code anticipated less compatible uses adjacent to the property, however this being a park adjacent to the school, the concerns were mainly around the schools impacts on the publics use of the park, and the publics access to the school play area after school.

The committee wanted to ensure that the park/school play area be easily accessible, whether that is with a swinging or sliding gate, but the fence should be consistent with the fencing around the rest of the property and be visually appealing keeping in mind cost. Transparency was a topic of discussion specifically to prevent people from camping on school property. In order to maintain an inviting and transparent environment, the committee and the school district both recommend a 6 ft fence, rather than the proposed 8 ft fence.

There was discussion of the Seattle Public School and Seattle Parks and Recreation Joint Use Agreement, but in the end the committee felt confident that the Joint Use Agreement, in coordination with the Community, would be sufficient.

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to allow less than required setback be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. **Specify the setback of 13.9 ft. for the covered play area and 5 ft. for the playground equipment.**
- b. **Reduce the fence height between the park and the school to 6 ft.**

Departure #4 – Off-site Bus Loading & Unloading on NW 68th St.

- 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 off-site bus loading & unloading on NW 68th St. 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 off-site bus loading & unloading on NW 68th St. 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 off-site bus loading & unloading on NW 68th St. 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 off-site bus loading & unloading on NW 68th St. 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 off-site bus loading & unloading on NW 68th St. having an impact on housing and open space.

After the first meeting, the Committee asked to understand why NW 68th St. was the best option for bus loading & unloading as opposed to the other three bordering streets. The Design Team presented the pros and cons for each of the streets, with the conclusion that NW 68th St. can best accommodate the projected number of buses, provides accessible entry to the school, and visibility by school staff.

There was agreement that demolition of residential structures to make room for bus loading and unloading was not a reasonable alternative. There was however a divide between some committee members who felt that due to the size of the school site and the already dense neighborhood, school buses should not be used at the school not necessitating a departure. The majority of the committee did not agree and believed that the street width did not eliminate the use of school buses dropping off and picking up students.

There were concerns from all the committee around a particular intersection that could be considered unsafe without implementing SDOT approved traffic calming measures, such as crossing treatments, along the street treatments, and traffic calming specifically at NW 68th St. and 30th Ave. NW. The Committee was made aware of the Safe Routes to School committee and

felt it was important that neighbors be aware of the opportunity to share their thoughts. They also wanted to support the Findings and Recommendations (Section A – F) of the Transportation Technical Report. The Committee was not in consensus on the issue, but a majority agreed.

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure to allow off-site bus loading & unloading on NW 68th St. be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. Transportation Management Report as stated on Sections A through F be incorporated with an emphasis on public involvement and community notification.
- b. Work with SDOT to install safety and traffic calming measures along NW 68th St. and 30th Ave. NW and where buses enter the roadway.

Departure #5 – 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, 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 less than required off-street parking having an impact on housing and open space.

After the first meeting, the committee asked to see a visualization of parking utilization throughout the day and during potential events at the school as well as if additional parking spaces could be accommodated on the site. The transportation study found that parking utilization around the school can accommodate the needs of the school, however some committee members still felt that eight on-site parking stalls is still inadequate, and the school again should be downsized to accommodate a more reasonable number of staff and students.

The design team found an additional three spaces for a total of 8 parking spaces after the first meeting. While two are not located in the main parking lot, most of the committee felt that two additional staff or teachers off the street would be appreciated.

The committee also wanted to support the Findings and Recommendations (Section A – F) of the Transportation Technical Report so the school will continue to address students, parents, and school staff entering and exiting the site.

After consideration of the above, the Committee recommends:

Recommendation 5 – That the departure to allow less than required off-street parking be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. Transportation Management Report as stated on Sections A through F be incorporated with an emphasis on public involvement and community notification.

For the Committee

Maureen Sheehan
Non-Voting Chair



Webster School Design Departure Advisory Committee

Members

Dan Allison
 Jocelyn Bauer
 Thomas Haff
 Mike Helmick
 Alison Kartiganer
 Connie Myers
 Dan Vos
 Tad Anderson
 Darcy Fulcher (Alternate)
 Kevin Philbin (Alternate)

Ex-Officio Members

Maureen Sheehan,
 Department of Neighborhoods
 Holly Godard,
 Seattle Department of Construction &
 Inspections

Webster School

Development Standards Design Departure Advisory Committee

Meeting Minutes

Meeting #1

March 19, 2018

Ballard High School
 1418 NW 65th St
 Seattle, WA 98117

Members and Alternates Present

Jocelyn Bauer	Alison Kartiganer	Dan Vos
Thomas Haff	Connie Myers	Darcy Fulcher (Voting Alternate)
Mike Helmick	Tad Anderson	Kevin Philbin (Alternate)

Staff and Others Present

Eric Becker	SPS
Holly Godard	SDCI
Brian Ho	TCF Architecture
Rachel Huck	SDOT
Tod McBryan	Heffron Transportation
Maureen Sheehan	DON

I. Opening and Introductions

The meeting was opened by Ms. Maureen Sheehan from the City of Seattle, Major Institutions, and Schools Program. Ms. Sheehan welcomed all in attendance and briefly summarized the agenda. Brief introductions followed.

II. Overview of the Process

Ms. Sheehan stated that this process is governed by the Land Use Code Sections of the Seattle Municipal Code (SMC Title 23), which specifies how the process works. Ms. Sheehan noted that the City of Seattle does not have a school zone, subject to the development standards of the underlying zone. Since most schools are in residential neighborhoods zoned "single family," schools do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request departures from various development standards.

The Committee is meeting tonight to develop recommendations concerning the School District's requested departures .

The Committee receives a presentation of the requested departures by Seattle Public Schools and its consultants, public testimony, and then the Committee discusses the requested departures.

The Committee may do one of the following:

- 1) Recommend granting the departures as requested;
- 2) Recommend granting the departures with modifications or specific conditions, or
- 3) Recommend denial of the departures.

Conditions or modifications identified should be clearly related to the requested departure and enforceable on the District.

The Committee may develop recommendations at this meeting, or if time does not allow, additional public testimony is desired, or additional information is needed, the Committee may hold up to two additional meetings. If the Committee concludes they have enough information and there is no further benefit from additional public testimony, the Committee can move forward at this meeting in establishing their recommendations; in that case, this would be the only public meeting.

Ms. Sheehan emphasized that the Committee will make recommendations that will be put into a report that will be reviewed by the Committee and forwarded to Ms. Holly Godard of the Seattle Department of Construction and Inspections (SDCI), who will take it into consideration when drafting the Director's decision.

III. Presentation

Project Overview:

Mr. Brian Ho of TCF Architecture presented the proposed design to convert the Nordic Heritage Museum that has occupied the building since 1980 and reopen as a school for approximately 450 students.

The extent of the project includes an addition of a gymnasium, exterior window treatment and replacement, modernizing the building to meet current codes and ADA improvements, reconfiguration of the building spaces to comply with Seattle Public School's Education specifications and demolition of the north play court of the 1930's addition.

Summary of the Requested Departures:

1. Setback (Covered Play and Play equipment noise)

The Municipal Code for setbacks for public schools in a single-family zone requires that any play equipment or other related items are to be located at least 30 ft. from any single-family zone residential lot.

The proposed covered play area is similar and is adjacent to Webster Park, a single-family zoned lot. The free-standing playground equipment will also be located directly adjacent to the park.

The Design Team considered the location of the covered play because it is adjacent to Webster Park and will have a joint-use agreement with Seattle Parks and Recreation, it is furthest from neighborhood houses for minimal noise disruption and it is also furthest from the historic façade of the original landmarked building.

The departure request is for 0 ft. setback.

2. Building Height

The existing building already exceeds the allowable height limit of 35 ft. The Municipal Code allows up to 45 ft.

The Design Team is proposing to add mechanical equipment on the top of the existing structure and a rooftop elevator penthouse. The existing chimney will be demolished which is already at 56 ft. The rooftop equipment and elevator will be located at the center of the building to minimize the visual impact.

The departure request is for 23 ft. above the 35 ft. height limit.

3. Lot Coverage

The site currently exceeds the allowable lot coverage of 35% at 37%. The Municipal Code allows departures from lot coverage limit up to 45%.

The Design Team is proposing adding a gymnasium and covered play area which will result in 42% lot coverage. This will only add 7% coverage of the allowable 35%.

The departure request is for additional 7% lot coverage.

4. On-street Bus Loading & Unloading

The Design Team is proposing bus loading and unloading on NW 68th St. because it is nearest to the only accessible entrance to the site. It also separates bus rider/pedestrian circulation from the parking lot and from the proposed vehicular drop off at the south.

The departure request is for bus loading and unloading on NW 68th St.

5. Off-street Parking

The site currently has 67 parking stalls that is utilizing the existing play area of the school. The total required parking stalls is about 100 stalls based on the calculation of assembly spaces in the building, and the two primary spaces are the existing dining room and the addition of the gymnasium.

The Design Team is proposing five parking stalls on-site that will be for ADA and visitor parking.

The request is for a departure of 95 parking spaces.

IV. Committee Clarifying Questions

Ms. Sheehan opened the floor for Committee clarifying questions.

Mr. Tad Anderson asked about the boundary between the park and the school, the status of an agreement between the school and the neighborhood, and if the public will have access to the playground equipment. He also asked if the neighborhood will be involved in the design process of the playground and park area.

Ms. Connie Myers answered that there is no agreement in place until the school staff is filled including the principal. Once the principal is in place, he or she will determine how much of the park will be used as part of the education program. She added that for security, she would like to have a fence around the school to make sure that the kids do not wander on the park without supervision. The Design Team set aside an area for the playground, but the design process has not begun. A playground committee that is composed of the school and the neighborhood will be formed to discuss about the playground design and use.

Mr. Kevin Philbin asked how the buses will exit the area, or will it be dispersed in different locations.

Mr. Tod McBryan of Heffron Transportation commented that the bus routes will be determined once buses are assigned on the site. He added that bus drivers will likely take the path of least resistance to maneuver around this site.

Mr. Dav Vos asked about Departure 5 and why 450 students instead of 200-300 students which is an appropriate size for the number of parking spaces available for this school.

Mr. Ho noted that the 450-student capacity is 100 less than a typical Seattle Public School educational specification. It was reduced from 660 students due to the -capacity of the site and the number of classrooms available. Mr. Eric Becker of the Seattle Public Schools added that the student size capacity is based on the building capacity for an elementary school that meets the district's educational specification.

Ms. Alison Kartiganer asked if there was an opportunity to work with Parks to change the boundary to get more space.

Mr. Ho commented that a decision was made to surplus the property to Parks. There is no consideration to make a change to the boundary as the Parks Department would like to keep the property as is.

Mr. Mike Helmick asked about bus loading parking restrictions marked along NW 68th and if there were any traffic calming measures at the intersection along NW 30th and 68th.

Mr. Bryan mentioned that when it designates a school bus load zones, they will look at options to limit their time when they are needed, and they will be available for regular unrestricted parking. As part of the traffic report recommendation, the school will work with the traffic safety committee to examine the site and identify specific measures to address pedestrian improvements, walk routes and other traffic calming measures with SDOT approval.

Mr. Thomas Haff asked if the existing 1930's building is on the National Register of Historic Places and has there been consideration to demolish the east 1930's building for more parking.

Mr. Ho answered that the building is a City of Seattle Landmark and that they must go through a landmark process if there are any design changes to the designated landmarks. They have not taken into consideration demolishing the east portion of the 1930's building because it has significant interior materials.

Ms. Jocelyn Bauer asked if the departure process will start all over again if the Landmarks Preservation Board requires a revision to the design.

Ms. Sheehan noted that SDCI is looking at the overall project and they are not looking at where the buildings are located. She added that the departure and the landmark process are two different scenarios, and if there are any changes to the landmark process, there will be a separate discussion on how to sync the two processes together.

Ms. Bauer asked about the height departure and if it was necessary to install an elevator or is it a code requirement. She also added if there were any design consideration or schemes that were looked at to provide parking for teachers and staff.

A question was asked if the elevator is for the maintenance for the rooftop equipment that is essential for the long-term life cycle of the facility. The district decided that it would be beneficial having an elevator so that maintenance personnel do not have to climb the stairs to fix and maintain the heating and cooling equipment. It is not a code requirement, but it is the School District's requirement for maintenance.

With regards to the parking departure, the site has been problematic due to its small size and even it can get more sq. footage for parking, it would remain challenging and problematic due to the new addition to the site.

Mr. Haff asked if underground parking was considered since it is already common in the area.

Mr. Ho mentioned that underground parking is not financially feasible.

A question was asked if the ground well for water run off a code requirement and if there are any trees will be added to the site.

Mr. Ho noted that for new construction, it is a requirement for water quality treatment and water retainment. With regards to the trees, the street trees will be maintained along 67th and there will be trees added along 68th per city requirement. Most of the trees along the south side will be maintained and there will be additional trees along the perimeter of the site.

Ms. Darcy Fulcher asked if there was consideration for angled parking that may alleviate parking for teachers.

Mr. Ho mentioned that they did not look at angled parking and to provide that type of parking, it would require a certain amount of width. The net benefit of angled parking is not significant.

Mr. Philbin commented about any offsite options were considered for parking in addition to angled parking and where is this data so the Committee can review them to grant the off-street parking departure.

Mr. Ho noted that there are few options on the site to put the gymnasium without meeting the setback requirements and the overall volume will not work on the north side of the school. Mr. McBryan commented that there were less specific design opportunities regarding off-site parking. Other departure committees

mitigated these problems by implementing a traffic management plan with input from the school and the neighborhood intended to encourage on-street staff parking at locations a block or more from the site.

Ms. Fulcher commented that there should be a transition of the materials for façade for the penthouse equipment.

Mr. Ho noted that the design team have had conversation to make the color of into a medium tone, so it will blend with the sky and make it less intrusive.

Mr. Vos asked about the capacity level for the school since area schools have been expanded.

Mr. Becker mentioned that the School District talks about capacity and a significant amount of space is needed. There is data available showing a rise in the resident and enrollment projection, which is why the school is designed to accommodate this projection.

Mr. Vos asked about the rooftop elevation and questioned if the height is too excessive and whether a stairwell entry is adequate instead of having an elevator.

Mr. Ho mentioned that they would prefer it to be less, but the elevator manufacturers require certain height requirements for safety. Mr. Becker added that the elevator will be used throughout the building and it is ADA. The elevator will allow mechanics to safely and quickly repair and replace the mechanical penthouse equipment.

Mr. Vos asked if the storm water retention space be eliminated or taken in ground to provide parking spaces. Mr. Becker noted that the retention is a small context of the project and it provides water quality treatment and cleaning the contaminants of the runoff. He also added that they are also following the City's requirements.

Ms. Kartiganer shared her concerns about the elevator. She also commented about parking count and she was worried about the impact around the neighborhood.

Mr. Ho mentioned that there are six levels that are currently inside the building and it current elevator only connects to three. There is a need to have ramps that would allow to connect more levels. With relation to parking around the neighborhood, Mr. McBryan noted that the parking utilization in the area is lower compared to other neighborhoods. It is about 30-37% utilization and would remain under 50% with or without the school. The parking utilization study was conducted within 800 ft. walking distance from the site boundary as required by the City for development (including school/institutional) projects.

Mr. Haff asked about the yellow cabs for students at pick up and drop off and if there was any consideration to mitigate congestion.

An answer was provided that Seattle Public Schools provides cab transportation as an alternative mode for students who qualify. They have identified that the loading area on the north side of 67th will be strictly used for passenger cars. The actual process needs to be worked out with SDOT.

Ms. Bauer asked if other options were considered for additional stairwells and having the rooftop not too close to the building façade. She also added that the bioswale be extended further to provide additional onsite parking and have bus loading on 38th Avenue since it is the main arterial.

Mr. Ho noted that the design team were looking at the accessible entry off 68th since this entry goes directly to the building. Mr. Becker noted that having additional and enclosed stairwells would directly impact the historic and interior façade of the building since it was landmarked.

A comment was made if the height departure would block the view of Mt. Rainier for the residents that may result it a potential lawsuit. Ms. Godard responded that by policy, the City of Seattle does not regulate to protect views. If the elevator overrun at its current location blocks the view for some residents, it is important that criteria is added in the departure process discussion.

A comment was made if the bioswale be in an open green space along 30th avenue to provide more parking spaces. Mr. Ho noted that having it located in the southside or east side of the property is problematic due to its grade and it only allows less water retention.

V. Public Comments and Questions

Ms. Sheehan opened the floor for public comments and questions.

(Editor's Note: The comments shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in voice recording (.mp3) form)

Comments from Kevin Norman: Mr. Norman lives across from the school and he commented about his concern regarding bus loading and unloading and the traffic circulation that is coming in all direction.

Comments from David Boyd: Mr. Boyd commented about his concerns regarding loss of open space in a neighborhood that already has the lowest open space per capita outside of downtown. He suggested exploring design options to reduce loss of open space. In addition, he urged the committee to look at ways of designing the park/school interface to be as open and inviting as possible and to create mechanisms for community use of school play facilities when school is not in session.

Comments from Jordan K: Mr. Jordan K commented about the flow of traffic his concerns about the statement that was presented regarding the use of discretion by school bus drivers since he does not how it will work. He was concerned about too many cars and buses pulling off 65th. He added that he has not heard any communication from the school about what type of school the building will be.

Comments from Maryann Firpo: Ms. Firpo encouraged the Committee to deny all the departures. She commented that the building is oversize and is not appropriate to the school lot. She mentioned that she lives a block from Loyal Heights Elementary School and she asked each of the Committee members to ask themselves if the community needs these departures and she would like them not to decide too soon.

Comments from Amy Janas: Ms. Jans commented that the joint use of the playground with the school should be addressed as soon as possible as well as the design of the park. She also added about the ongoing parking conflict and traffic enforcements in the area and she would like to see a relationship established by the school and the neighborhood.

Comments from Gail Kieckefa: Ms. Keickefa asked the committee to deny all departures. She noted that the school has not committed to the type of school it will be the type of school will determine the urgency of the departures. She added that an adult-size gymnasium would not be necessary if it is an elementary school, and a smaller gym would allow for more parking. She emphasized identifying the type of school is critical.

Comments from Chris Jackins: Mr. Jackins, coordinator for the Seattle Committee to Save Schools and he provided a list that summarizes why should this Committee should reject the departures being requested.

Comments from John Ross: Mr. Ross is a 3rd generation land owner and he commented about the proposed size of the gymnasium. He added that the height departure may not block the view of Mt. Rainier, but it may block sunlight from the surrounding residents. He encouraged the Committee to put off voting the departures until the what type of school has been decided.

Comments from Rosemary B: Ms. Rosemary B. commented that she lives in the area and would like to see collaboration between the Parks Department and the school with regards to park use. She added that she was confused about the two play areas since the space is already tight and the play structure may not be enough for 450-students. She was also concerned about the safety and security of the outdoor play area.

Comments from an anonymous person: The person commented about the size of the gymnasium and questioned the size and proposed location of the gymnasium. He suggested to consider denying the three departures being requested.

Comments from anonymous person: The person commented that she lived in the neighborhood and she would like to see more consideration on street parking since it has become an issue.

VI. Committee Deliberation

Ms. Sheehan opened the discussions for committee deliberation. She asked the Committee to deliberate on the need for these departures and then discuss on whether to recommend or deny each of the departures with or without any conditions.

Mr. Vos commented that there is an overwhelming consensus about not granting the requested departures until the type of school is declared. He asked if it is possible to introduce a motion to know what type of school Webster will be before any votes are taken.

Ms. Myers commented that these departures are needed regardless what the School Board decide on what type of school Webster will be.

Mr. Vos commented that the size of the gymnasium is an issue and it may have an impact. Ms. Myers noted that the School Board has approved the educational specification for this school and the school's program is designed to accommodate the size of the gymnasium.

Ms. Myers added that design and construction is leaning toward having an elementary school, and there is also an option and flexibility to make it into a middle school. She added when the School District applied for the SEPA permitting, they looked at having the school to be either an elementary or middle school.

A comment was made about the current traffic congestion that is happening regarding private vehicles, school buses and the garbage trucks around the area. Mr. McBryan commented that these types of vehicles will continue to operate on these types of streets and this causes delay. Any workable solutions will be up to the City and SDOT to decided whether any street improvements in the area are necessary .

Mr. Vos made a motion to delay any vote on granting these departures until what type of school has been decided, and it was seconded.

A comment was made that the School Board will make the decision during summer, and will be based on the need, capacity and the programs that is designed for the school. The board will vote to move forward with the project in its current configuration.

A suggestion was made to move forward and consider each departure individually and have a vote for each of the requested departure and to consider having a second public meeting to have further discussion.

Ms. Godard commented that she does not see any difference if the school will be an elementary or middle school since it will have the same departure requests. She added that the greatest influence this Committee can bring to this project is its conditioning authority. She encourages the Committee to ask and request more information from the Design Team to make an informed decision.

Ms. Myers reiterated that the school is designed and built to provide flexibility for both elementary and middle school type.

A motion was made to delay the vote on the departures until the type of school is determined, and it was seconded. The Committee voted, and the motion did not pass.

The Committee proceeded to discuss the requested departures.

1. Setback (Covered Play and Play equipment noise):

Ms. Bauer commented that it is difficult for her to grant the departure without knowing what type of school it will be. She added that the size of the space should be further evaluated and additional analysis about the size of the gymnasium is needed.

A suggestion was made to have the Committee identify which departures they are leaning towards approving and prioritize and have further discussion on the departures that the Committee may want to put conditions before granting them.

Ms. Sheehan asked the Committee with a show of hands if they would deny, approve with conditions that is to be determined or approve without any conditions for each of the requested departures. She noted that this is not a final vote, but she wants to gauge what the Committee is leaning towards to.

A preliminary poll showed 0 would deny, 7 approve w/conditions, 1 approve.

2. Building Height:

A preliminary poll showed 2 would deny, 2 approve w/conditions, 4 approve.

3. Lot Coverage:

Ms. Godard mentioned that it would be helpful for SDCI and the School District to provide a preference for this departure if the Committee decided to attach any conditions.

A preliminary poll showed 1 would deny, 1 approve w/conditions, 6 approve.

4. On-street Bus Loading & Unloading:

Ms. Kartiganer commented if there is a way to carve out more space from the north of the bioswale to provide more space off the street. Mr. McBryan noted that from his experience on the departure process and request, SDOT generally will deny such request. SDOT would like to maintain the street width and landscape between the sidewalk and the curb because it provides a traffic calming effect around the schools, and vehicles would slow down.

He suggested that having a Traffic Management Plan (TMP) designed to mitigate school traffic around the street area. He noted that as part of the SEPA, a TMP is included as part of the condition. The Committee can amplify and provide specifics to the TMP to address the street traffic issue.

A preliminary poll showed 1 would deny, 5 approve w/conditions, 2 approve.

5. Off-street Parking

The Committee had a back and forth discussion and a committee member asked to see additional design studies to show the amount of parking spaces that can realistically accommodate extraordinary events.

Another suggestion was working with Metro Transit in improving bus transit along the area as an option.

A preliminary poll showed 0 would deny, 4 approve w/conditions, 4 approve.

VI. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated on one of the four departures, and they will need to hold a second meeting to continue the discussion.

A motion was made to recommend approving the departure for the Lot Coverage without any conditions; and it was seconded. The Committee voted, and the motion passed.

The Committee requested the Design Team to provide additional information on the following:

Departure 1 (Setback) (i) Provide information (legal constraints and precedents at other schools) on community access to school play facilities when the school is not in session. (ii) Provide information (legal constraints and precedents at other schools) regarding shared use of park facilities when school is in session. (iii) Provide plans and renderings for a minimally obtrusive interface between park and school.

Departure 2 (Building Height), gather information about the elevator configuration, provide studies or justification on why a decision was made to install an elevator instead of a stairwell;

Departure 4 (On-street Bus Loading & Unloading) : (i) Provide case studies and examples about other area schools dealt with similar set-up. (ii) Present other bus-loading location options. (iii) Provide maps that show routing options for how buses and cars will enter and leave the neighborhood.

Departure 5 (Off-street Parking), present a diagram or visualization on how parking would look within a 600' of the school property and an analysis if 5 or 10 additional parking spaces can be added on site for daily use.

She noted that at the second meeting, there will be public comments, presentations from the Design Team, and additional clarifying questions and deliberations by the Committee.

VII. Adjournment and scheduling of next meeting

Ms. Sheehan mentioned that she will send out a poll survey to determine the for the next meeting.

No further business being before the Committee, the meeting was adjourned.

March 19, 2018

File: Webster departures statement

My name is Chris Jackins.
(Box 84063, Seattle 98124) (521-3288)

I am the coordinator of the Seattle Committee to Save Schools.

Seven points:

- 1. The proposed departures from City zoning code on the Webster project should NOT be approved.**
- 2. Traffic, parking, loss of playground space and open space, noise, views, loss of historic building features, and loss of trees are just a few of the impacts from the project.**
- 3. According to City zoning departure rules, the District zoning departure requests can only be approved if the need for the project departures is balanced against the impacts on the neighborhood.**
- 4. The need for the project as it is currently proposed is too far out of balance with the impacts on the neighborhood.**
- 5. The District has refused to provide an Environmental Impact Statement.**
 - A. There will be a loss of 69% of significant trees.**
 - B. Webster is a landmark school, but the covered play area will be demolished and the original gym will not be restored.**
 - C. Instead, there will be a loss of 23% of playground space and open space, in order to squeeze in an adult-size gym.**
 - D. The current 67 on-site parking spaces would be reduced to 5.**

- 6. According to this week's School Board agenda (March 21, 2018), the Webster project is over budget. The School Board is set to vote on April 4, 2018 on whether to approve a \$6 million Webster budget increase. The District states an alternative: quote, "To remain within the project budget and on the project schedule the District would not build the gymnasium", unquote.**
- 7. The neighborhood and the Departure Committee should send a signal to the School Board to support this alternative. Reject the departures. Downsize the project to better match the site, the neighborhood, and the zoning code.**

Please vote "No" on the departures.

Thank you.



SCHOOL BOARD ACTION REPORT

DATE: March 15, 2018
FROM: Dr. Larry Nyland, Superintendent
LEAD STAFF: Dr. Lester Herndon, Associate Superintendent, Facilities and Operations
(206) 252-0644 ltherndon@seattleschools.org

For Introduction: March 21, 2018
For Action: April 4, 2018

1. TITLE

BTA IV: Approval of the Project Budget Increase, Modification to the Architectural and Engineering Services (A/E) Contract P1416 with TCF Architecture, and Amendment to the General Contractor/Construction Manager Services (GC/CM) Contract K5073 with BNBuilders for the Webster School Modernization and Addition project

2. PURPOSE

This motion would approve a transfer of funds from the Buildings, Technology and Academics/Athletics (BTA) IV Capital Levy Program Contingency to the BTA IV Webster School Modernization and Addition project budget. In addition, this motion would authorize the Superintendent to execute a contract modification with TCF Architecture for additional design and construction administration fees, and a contract amendment with BNBuilders for an increase to the Guaranteed Maximum Price (GMP).

3. RECOMMENDED MOTION

(1) I move that the School Board approve a one-time fund transfer from the BTA IV Program Contingency to the Webster School Modernization and Addition project budget in the amount of \$6.0 million dollars;

(2) I also move that the School Board authorize the Superintendent to execute a modification to contract P1416 with TCF Architecture in the amount of \$643,567 for additional design and construction costs for the Webster School Modernization and Addition project with any minor additions, deletions, and modifications deemed necessary by the Superintendent, and to take any necessary actions to implement the contract amendment; and

(3) I further move that the School Board authorize the Superintendent to execute an amendment to the General Contractor/Construction Manager (GC/CM) contract K5073 with BNBuilders for the Webster School Modernization and Addition project to set the Guaranteed Maximum Price (GMP) as defined by RCW 39.10.370 at an amount not to exceed \$23,900,000.

4. BACKGROUND INFORMATION

a. **Background**

The BTA IV capital levy plan included re-opening the Webster building as an

elementary school. Webster School closed in 1979 and was then leased to the Nordic Heritage Museum. The Museum has now built a new facility and therefore is vacating Webster School. The proposed design for the Webster Modernization and Addition project provides 17 General Education Classrooms, two Special Education Classrooms, an Art/Science Classroom and a Music Platform. The May 2016 edition of the Elementary School Educational Specifications was utilized as a guiding document for the design of the remodeled building. Consequently, it became apparent during the schematic design phase for the Webster building that more extensive remodeling than initially anticipated is necessary to make the building conform to the educational specifications. The additional funding requested will enable the school district to provide students and staff with an up-to-date learning and teaching environment as defined by the educational specifications.

The 1908 Webster School is constructed of unreinforced masonry, which requires extensive seismic upgrades including braced frames, 20-foot-long micro piles under shear walls, and wood diaphragm sheathing at all floors and roof. This is very difficult work to complete within a historical structure where stairwells, hallways and gathering rooms need to retain their original appearance. Since the leasing of the building in 1980 no facilities condition assessments were conducted. The building has many different floor levels, which required creative ways to ensure accessible circulation meets ADA (Americans with Disabilities Act) requirements including a new multi-stop elevator. Additionally, the building design includes energy conservation measures such as high efficiency boilers for hot water heating, added building insulation, mechanical heat recovery, LED (light-emitting diode) lighting and metering of power outlets. These proposed building improvements increase initial construction costs but will lower annual operating costs.

The rationale for the budget transfer and contract modification request includes additional scope of work resulting from:

- an increase in the Maximum Allowable Construction Cost (MACC). After Schematic Design, it was determined that the budget needed to be increased to more fully modernize the existing building and construct a new gymnasium;
- upward trend of construction costs in the Seattle area has a significant impact on square footage costs for K-12 projects;
- the existing unreinforced masonry building requires extensive seismic and energy improvements while protecting landmarked features;
- envelope repairs required (new windows, new roof, masonry tuck-pointing and cornice repairs) while protecting landmarked features;
- adding a multi-stop elevator to improve overall accessibility of this multi-level building; and
- adjustments to the Architect's design costs, taxes due to increases, permit fees and construction contingency.

This motion requests the transfer of funds from the BTA IV Program Contingency budget to the Webster School project budget. The amount of the transfer request was calculated by subtracting the budget of \$31,737,094 at the time of the levy planning from the estimated budget provided at the completion of value engineering efforts at the end of the schematic design phase totaling \$37,737,094. Because the architect's design and construction administration fee is based upon a percentage of the Maximum Allowable Construction Cost (MACC), the architect's design and construction administration fee also needs to be increased. The architect's fee adjustment for the MACC increase is \$643,567 when added to the existing contract amount of \$3,025,924.00 totals to a new contract amount of \$3,669,491.00. Due to the increase in the construction costs for the project, an amendment to the GC/CM contractor's contract is required to change the Guaranteed Maximum Price (GMP) from \$18,144,858.00 to an amount not to exceed \$23,900,000.

b. **Alternatives**

Deny Motion. If motion is denied, not funding the adjustment of the project budget would negatively impact project success in meeting District Educational Specifications and operational goals. To remain within the project budget and on the project schedule the District would not build the gymnasium.

c. **Research**

- Elementary School Educational Specifications, May 31, 2016
- Technical Building Standards, December 2012

5. **FISCAL IMPACT/REVENUE SOURCE**

The fiscal impact to this motion has three parts:

1. Transfer of \$6 million dollars from the BTA IV Program Contingency to the Webster School Modernization and Addition project budget; and
2. Increase Contract P1416 with TCF Architecture for additional design and construction administration fees in the amount of \$643,567. Funding for the design fee increase is included in the increased project budget.
3. Increase Contract K5073 with BNBuilders for a Guaranteed Maximum Price (GMP) not to exceed \$23,900,000. Funding for the Guaranteed Maximum Price (GMP) increase is included in the increased project budget.

The revenue source for this motion is the BTA IV Program Contingency.

The Office of Superintendent of Public Instruction (OSPI) has also been contacted about funding but no state assistance funds are available since the building was approved as "Non-essential (Surplus) status as an amendment to the Facilities Master Plan" by the School Board on June 6, 2007. In accordance with WAC 392-343-405 and WAC 392-343-410, Webster School is not eligible for state funding until it reopens and becomes part of the instructional space inventory.

Expenditure: One-time Annual Multi-Year N/A

Revenue: One-time Annual Multi-Year N/A

6. **COMMUNITY ENGAGEMENT**

With guidance from the District's Community Engagement tool, this action was determined to merit the following tier of community engagement:

- Not applicable
- Tier 1: Inform
- Tier 2: Consult/Involve
- Tier 3: Collaborate

The selection of projects in the BTA IV program went through an extensive community vetting process and ultimately received 72.1% approval on February 9, 2016. The Preliminary Environmental Impact Statement (PEIS) for the BTA IV program included a public comment period from May 19, 2016 to June 24, 2016. Additionally, the SEPA Environmental Checklist process included a public comment period from August 21 to September 21, 2017 where fifty five (55) individual comment letters and postcards were received.

7. **EQUITY ANALYSIS**

This motion was not put through the process of an equity analysis. The selection of projects in the BTA IV capital levy was designed to provide equitable access to safe school facilities across the city.

8. **STUDENT BENEFIT**

This action will benefit students by providing the necessary funding to design and construct a school facility that meets current educational specifications and operational goals.

9. **WHY BOARD ACTION IS NECESSARY**

- Amount of contract initial value or contract amendment exceeds \$250,000 (Policy No. 6220)
- Amount of grant exceeds \$250,000 in a single fiscal year (Policy No. 6114)
- Adopting, amending, or repealing a Board policy
- Formally accepting the completion of a public works project and closing out the contract
- Legal requirement for the School Board to take action on this matter
- Board Policy No. 6000, Program Planning, Budget Preparation, Adoption and implementation Policy
- Other: _____

10. POLICY IMPLICATION

This Board Action requests a funding transfer from the BTA IV Program Contingency to the Webster School Modernization and Addition project budget. Per School Board Policy No. 6000 Program Planning, Budget Preparation, Adoption, and Implementation, item number D, "Funds may be transferred from one budget classification to another subject to such restrictions as may be imposed by the Board."

Per Board Policy No. 6220, Procurement, any contract over \$250,000 must be brought before the Board for approval.

11. BOARD COMMITTEE RECOMMENDATION

This motion was discussed at the Operations Committee meeting on March 8, 2018. The Committee reviewed the item and moved it forward to the full Board for consideration.

12. TIMELINE FOR IMPLEMENTATION

Upon approval of this motion, the District will be able to proceed with design of Webster School in conformance with the District Educational Specifications and the Superintendent will sign and execute the contract amendments.

Timeline Summary:

Construction Documents: April -August 2018

Permitting: April – December 2018

Negotiation of Maximum Allowable Construction Cost (MACC): November 2018

Superintendent to execute GC/CM GMP Amendment: January 2019

Webster School Opens: September 2020

13. ATTACHMENTS

- None



**Webster School Design
Departure Advisory
Committee**

Members

Dan Allison
Jocelyn Bauer
Thomas Haff
Mike Helmick
Alison Kartiganer
Connie Myers
Dan Vos
Tad Anderson
Darcy Fulcher (Alternate)
Kevin Philbin (Alternate)

Ex-Officio Members

Maureen Sheehan,
Department of Neighborhoods
Holly Godard,
Seattle Department of Construction &
Inspections

Webster School

**Development Standards Design Departure Advisory
Committee**

Meeting Minutes

Meeting #2

April 30, 2018

Adams Elementary School
6110 28th Ave NW
Seattle, WA 98107

Members and Alternates Present

Dan Allison	Mike Helmick	Dan Vos
Jocelyn Bauer	Alison Kartiganer	Tad Anderson
Thomas Haff	Connie Myers	Darcy Fulcher (Alternate)

Staff and Others Present

Eric Becker	SPS
Holly Godard	SDCI
Brian Ho	TCF Architecture
Rachel Huck	SDOT
Todd McBryan	Heffron Transportation
Maureen Sheehan	DON

I. Opening and Introductions

The meeting was opened by Ms. Maureen Sheehan from the City of Seattle, Major Institutions, and Schools Program. Ms. Sheehan welcomed all in attendance and briefly summarized the agenda. Brief introductions followed.

II. Overview of the Process (00:03:20)

This is the Committee's second meeting. The first meeting was held on March 19, 2018.

Ms. Sheehan reviewed the departure process. She also added that Committee member(s) who is in the minority, will have an opportunity to write a report explaining his or her position and that will be included in the final report.

III. Presentation

Project Overview:

The School District requested five departures, one, lot coverage, was approved at the last meeting. Mr. Brian Ho of TCF Architecture went through each departure and shared specific information requested by the Committee at the previous meeting.

1. Setback

Mr. Ho noted that the setback departure is specifically related to the playground equipment. The building addition is not in question because it is within the allowable setbacks.

A diagram was presented to show that the playground equipment on the property line at the southwest corner of the site. A covered play addition was also showed, and it was considered in the departure because it is considered playground equipment.

He noted questions regarding visibility and accessibility between the school site and Webster park as well as the joint-use agreement (JUA). He showed a conceptual view of the site and what the connection would look like between the park and the new playground. The Design Team is proposing a chain link fence that wraps around the perimeter of the site and gates. The school does not have exclusive use of the park. The school may use the park and after school hours the public can use the school grounds.

Mr. Dan Vos commented if a rolling gate is possible and Mr. Ho noted that it is. The intent is to allow an easy opening and use as possible.

Mr. Eric Becker, Senior Project Manager for the School District, shared that the JUA is reviewed every three years, and is currently effective until 2019. The JUA is reviewed annually and the school principal and parks discuss the use of park facilities and scheduling. The school will not have exclusive use of the park and the public can utilize the park throughout the day.

Mr. Becker addressed concerns about toddlers and school kids interacting at the park, and he noted that it will be a conversation with the future principal and staffing about how to monitor and manage this. Mr. Ho noted that the design team would like to fit the school aged kids play area on the site. Mr. Vos noted that there is not much use of the park during the winter months to address concerns about interaction.

Ms. Jocelyn Bauer asked if there will be street trees to replace those that were removed. Mr. Ho mentioned that street trees were added to this project per SDOT requirement, but the trees previously removed are on Seattle Parks and Recreation property.

Ms. Bauer asked about the height of the play structure and Mr. Ho noted that it is about 6 ft. Mr. Tad Anderson commented about the height of the fence at 8 ft. and could it be made shorter. Mr. Becker noted that the school district recommends 6 ft.

Mr. Tad Anderson commented about the shared use and impacts on the park and he noted that the gymnasium shades the sundial in the park to some extent and asked if this was considered by the design team. Mr. Ho mentioned that the height of the structure is within the allowable constraints and they determined that there will be minimal or no additional effect to the shading.

Mr. Anderson noted a comment by Groundswell NW Strategic Planning & Advocacy Director, Mr. David Boyd suggesting a curve roof at the western edge of the gymnasium could reduce the shading that makes the new building appear less massive and bulky. Mr. Ho noted that the height of the gymnasium requires a 23 ft. clearance criteria to allow sports activities inside the gymnasium. Changing the roof form could reduce the height but the shading will not be impacted as much, and the Landmarks Preservation Board (LPB) provided rejected any changes to the roof line.

2. Height

Mr. Ho shared that the discussion from the last meeting was about the elevator penthouse equipment. He noted that the penthouse will be located on the east side to accommodate the multiple heights of the 1930 and 1908 building. The request from the last meeting was to provide options to access the elevator and he showed a diagram that presented a study of elevator versus the stair access. The stairway option could lower the height under 5 ft. from 57.8 ft. to 53 ft.

A question was asked if a rooftop hatch was considered, and Mr. Ho noted that was the solution they looked at, but the School District's strong preference was an elevator to provide easy access for maintenance workers. He added that adding a stairway from the third level of the building to the rooftop would have a

negative impact to façade of the building and was not approved by the LPB. He emphasized that elevator roof access is safer and provides an easier access to the roof for maintenance.

Mr. Vos thanked the Design Team for presenting and considering the stair option and he now felt that there was not much to gain in having the stairs than the elevator. Ms. Kartiganer and Ms. Bauer agreed and appreciated the effort that was presented. Ms. Bauer was curious about the feedback from the LPB about the elevator penthouse. Mr. Ho noted that the LPB recommends minimizing the visual impact and prefers a lighter color.

Mr. Ho commented about the question that was raised regarding matching the 1908 brick to the gymnasium and he added that having to match the bricks, as well as the additional weight, will be challenging and the LPB would prefer not to mimic and replicate what already exists. They would rather like it to be different but compatible.

Mr. Haff commented that he was concerned about the height and inquired about the frequency of outages, filter changes, etc. Mr. Becker commented that the School District had discussions with the facilities staff and they are asking to change the filters quarterly. He noted that the equipment is about 24x15" per unit and there is a lot of bulk to move up and down. It is important to have good and safe access to the roof for less impact. He added that having the stairs would also take away program space.

Mr. Haff commented about needing that much space for the penthouse and inquired if the mechanical equipment could be at the bottom instead of the rooftop.

Ms. Myers commented about the program space and the classrooms are in the second and third levels. She noted that the older kids need a break out space and having the stairs will take away that space.

4. Bus loading

Mr. Ho mentioned that the School District is proposing to locate bus loading on 68th because of the new accessible entry. There was a request to better understand why they can't use 30th and 32nd, and the team would not recommend that route due to proximity to the school, grade change, and no supervision for bus drop off. The primary issue along 67th is accessibility.

Mr. Todd McBryan of Hefron Transportation addressed questions about bus routing. There was a question if buses would leave going south and turn on to 30th and he noted they would not suggest that option. A TMP recommendation was to separate the school bus and parent pick up and drop off and then to identify travel route pattern.

There was a request to see different traffic calming measures around the site, and Mr. McBryan provided a chart showing different SDOT traffic calming measures that can be used. Once the Seattle Safety Traffic Committee is established the committee will walk the school site to identify appropriate traffic calming measures.

Ms. Fulcher commented about having a stop sign installed because of accidents happening along 30th and 68th, and Mr. Ho noted that stop signs are subject to federal guidelines that agencies are required to follow.

Mr. Haff asked about how many buses the school will anticipate on the site, and Mr. Ho noted that based on a 450-student capacity, the School District estimates three full size buses and three special education buses.

Mr. Allison commented that there were no buses in 1979 and everyone walked to school.

Ms. Bauer asked if the Committee can condition to make a recommendation to SDOT, and Ms. Sheehan mentioned that the Committee can ask SDOT to look at something. Ms. Rachel Huck of SDOT commented that the traffic engineers will look at crosswalks, stop signs, and the safe routes to school program.

Mr. Anderson commented if a safe bicycle route to the school was considered and having 68th or 67th be closed to allow only bicycles. Ms. Huck noted that is a recommendation that they could look at.

A comment was made if the School District considered lowering the enrollment for the school. Ms. Sheehan mentioned to focus on the bus loading and unloading departure and not on school enrollment projections.

5. Parking

Mr. Ho commented that there was discussion at the last meeting about the number of stalls on site and asked about what a realistic number is to get to the 100 required spaces. There was also a discussion about trade offs including less playground and open space for more on-site parking. With these challenges, the design team decided to have the spaces on the north. He noted that moving parking to the south would impact existing landscaping and require relocation of underground piping, utilities connection, etc.

To make the project as efficient as possible, the team was able to add three more stalls for a total of eight. The departure request is for 92 parking spaces.

Mr. McBryan responded to a request to simulate parking utilization around the site and he provided a diagram that showed parking occupancy during mornings, evenings, large and medium events. Ms. Bauer commented if the study includes driveways and curb cuts and Mr. McBryan noted it does based on the assumed setbacks for driveways.

Mr. Vos commented that it was great to see the simulation and asked if it is possible to lower the number of required ADA stalls to better meet the expected demand for ADA space, and Mr. McBryan noted that they do not want to jump into the conclusion of lowering the demand number based on a simulation. The simulation only shows the potential impact on street parking.

Ms. Bauer commented about the entrance location to the parking area, and Mr. Ho noted that it is an existing curb cut.

Mr. Haff asked if it is permitted and legal to double stack cars like the Husky Stadium during game day, and Mr. Ho commented that it is possible if someone can manage it.

IV. Public Comments and Questions

Ms. Sheehan opened the floor for public comments and questions.

(Editor's Note: The comments shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in voice recording (.mp3) form)

Comments from Chris Jackins: Mr. Jackins, coordinator for the Seattle Committee to Save Schools provided a list summarizing why should this Committee should reject the departures being requested.

Comments from Dave Boyd: Mr. Boyd encouraged the Committee to use the full three meetings that they were allotted to discuss and gather additional information from the School District about the effects to the park. The park is designed to fit all ages where younger kids can play in the playground, throw frisbee and older kids and adults play basketball. Groundswell NW is concerned about the impacts to the park and the materials presented were inadequate. They recognize the school boundary needs a fence, but the fence should be made of a higher quality and tall enough to provide as much open space as possible. He is concerned about that the shading of the sundial in the park and he would like to have the roof of the play structure be analyzed. All structures are subject to conditions and he asked to look at minimizing the additions as much as possible. He also asked the committee to reconsider the lot coverage departure as a way to reduce the impacts on the park and to push the building minimally to the east and reduce the space connecting the gymnasium.

Comments from Lucille Berentson: Ms. Berentson lives on 68th and she commented that parking impacts her home. She noted that the whole scope of the project is huge for the neighborhood and added that it needs to be scaled down. She felt that the School Board should listen to the neighbors. She welcomes having an elementary school, but the scope of the project is too big for a small area.

V. Committee Deliberation

Ms. Sheehan opened the discussions for committee deliberation. She asked the Committee to deliberate on the need for these departures and then discuss on whether to recommend approving or denying each of the departures with or without any conditions.

The Committee proceeded to deliberate on the requested departures.

1. Setback

Mr. Helmick suggested of adding a reasonable setback of 5 ft.

Ms. Godard mentioned that there were two items for the standard setback departure, one is the covered play from 30 ft. to 13.9 ft. and the other item is the chip area from 30 ft. to 5 ft.

Mr. Helmick suggested to approve what the school is asking for: a 5 ft. setback.

Ms. Myers commented that she would recommend approving the departure.

Ms. Bauer commented that she would recommend approving the departure and agrees with Mr. Helmick's suggestion about the playground equipment setback. She would be interested in adding the condition of reduced fence height and an alternative to the chain link fence.

Ms. Kartiganer commented that she would recommend approving the departure with conditions and inquired if a translucent roof for the covered play area was considered in the design.

Mr. Vos commented that he would recommend approving the departure and agree with Ms. Bauer's comments about the fence height and the chain link as reflected by the Groundswell NW. He added that the fence should be as visually appealing as possible.

Mr. Anderson commented that he would recommend approving the departure. He added that this is a good opportunity to add language to emphasize the need of a good coordination between the School District and the Community regarding their JUA including working collaboratively about the use and access of the park by the public when the school is in session and public access to the gymnasium.

Mr. Allison commented that he would recommend approving the departure without any conditions. He noted that Groundswell NW was asking for a nice fence and vertical rails. He mentioned that he was not a fan of a chain link fence, but the school had a chain link fence for at least 45 years and he has not heard any complaints, and he was not sure if the fence design is related to the setback departure.

Mr. Haff addressed the condition about the fence design and he commented that there are people that are living in the park. Even though he was not a fan of a big fence, he noted that there are people coming from the park to the school and vice versa to camp on the property. He wants a fence that is transparent and visible. He commented that he would abstain from voting on the departure.

Mr. Helmick commented that the design of the fence is not subject to the setback departure. Ms. Godard noted that the style of the design of the fence for security purposes to the property line is the connection.

Ms. Bauer commented that she was thinking about the park and the school and it is a better amenity for the community if there is less of a barrier. She suggested a 6 ft. fence is appropriate to address security.

The Committee had discussion about the design of the fence and Mr. Allison noted that a black, vinyl coated chain link fence is an improvement. Ms. Myers added that it is easier and less costly to maintain.

Ms. Bauer commented that she was curious about other options besides a chain link fence and a suggestion was made to have vertical rods. Ms. Myers commented that these are costly to install and maintain.

Ms. Bauer noted that she is fine with chain link if it maintains transparency and consistency along the site and suggested removing the design of the fence as a condition.

Ms. Sheehan mentioned the JUA that was provided by Mr. Anderson as a condition.

Ms. Bauer commented that it is valuable to clarify the use between the school and the park.

Ms. Godard noted that there is a communication plan where the neighbors and the school work together and that could be a part of the discussion about the JUA.

Mr. Allison commented that he agrees on encouraging cooperation between the school and the park, but he does not see a relationship to the setback departure.

Mr. Anderson commented that he decided to remove the language about the JUA between the school and the park as a condition for the departure.

2. Building Height

Ms. Bauer commented she would recommend approving the departure as she sees no other viable alternative.

Ms. Kartiganer commented that she would recommend approving the departure as is.

Mr. Vos commented that he would recommend approving the departure with the condition of following the LPB's recommendation about the type of materials to be used.

Mr. Anderson and Mr. Allison commented that they would recommend approving the departure.

Mr. Haff commented that he would recommend denying the departure because there was not enough study about the elevator and the excessive amount use of space.

Mr. Helmick and Ms. Myers commented that they would recommend approving the departure.

4. On-street Bus Loading & Unloading

Mr. Vos commented that he recommends denying the departure. The school site was never built to support the loading and unloading of buses. The property is small and compact and if the school board wants more students on the site they should have to make difficult choices and not park buses on a narrow residential street. He added that the buses should operate in the arterials.

Mr. Anderson and Mr. Allison commented that they would recommend approving the departure.

Mr. Haff commented that he would recommend denying the departure and agreed with Mr. Vos.

Mr. Helmick commented that he was not concerned about the street width for the buses. He would recommend approving the departure with the condition of safety with egress and recommend working with SDOT on traffic calming measures on 68th and 30th.

Ms. Meyers commented the school is in an urban environment and this is how it operates. She noted that the Seattle Safe Routes to School Committee does an excellent job in outlining the safest way around the school and she has no problem keeping it as a condition.

Ms. Bauer commented that she would recommend approving the departure with conditions as stated by Mr. Helmick. She asked if there were any conditions requiring parking mitigation with SDOT. Ms. Sheehan suggested to recommend SDOT focus on a specific intersection rather than prescribe what needs to be done. Ms. Bauer inquired if it is possible to have community input and involvement with SDOT and the Seattle Public Schools review process. Mr. McBryan noted that the Safe Routes to School committee is open to the neighborhood and allows participants from the neighborhood to come to the meetings and express their concerns. Ms. Bauer was curious about the notification process, and the neighbors should be involved in the safety measures discussion.

Ms. Godard noted that the Transportation Technical Report lists the recommendations as stated in Sections A through F that mitigate the concerns about parking, safety, etc. through the Transportation Management Plan (TMP).

Ms. Kartiganer commented that she would recommend approving the departure with the condition of focusing on the intersection that was stated.

5. Off-street Parking

Ms. Bauer commented that she would approve the departure with a condition that a communication plan be implemented by the school to notify the neighborhood about big events. Ms. Sheehan noted that the language is summarized in the TMP Sections A through F.

Ms. Kartiganer, Mr. Vos, Mr. Anderson, Mr. Allison commented that they would recommend approving the departure with the condition stated by Ms. Bauer.

Mr. Haff commented that he would recommend denying approving the departure.

Mr. Helmick commented that he proposed changing the departure request for 94 rather than 92 spaces since the load and unload spaces were useful.

Ms. Meyers commented that she would recommend approving the departure.

VI. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated on all the remaining departures.

Departure #1: Setback

A motion was made to recommend approving the departure for setback with the following conditions; and it was seconded.

- a. Specify the setback at 13.9 ft. for the covered play area and 5 ft. for the playground equipment;
- b. Reduce the fence height between the park and the school to 6 ft.

By show of hands, a quorum being present and the majority of those present voted 8 in favor, the motion passed unanimously.

Departure #2: Building Height

A motion was made to recommend approving the departure for setback with the condition to follow and support the Landmarks Preservation Board's recommendation regarding the materials used; and it was seconded.

By show of hands, a quorum being present and the majority of those present voted 7 in favor and 1 not in favor, the motion passed.

Departure #3: Lot Coverage

(Note: The Committee voted to recommend approving the departure for the lot coverage without any conditions at the first meeting on March 19, 2018)

Departure #4: On-street bus loading and unloading

A motion was made to recommend approving the departure for on-street bus loading and unloading with the following conditions:

- a. Recommend the Transportation Management Report as stated on Sections A through F be incorporated with the emphasis on public involvement and community notification;
- b. Work with SDOT about traffic calming measures along NW 68th St. and 30th Ave. NW and bus safety egress.

By show of hands, a quorum being present and the majority of those present voted 6 in favor and 2 not in favor, the motion passed.

Departure #5: Off-street parking

A motion was made to recommend approving the departure for off-street parking with the condition to recommend the Transportation Management Report as stated on Sections A through F be incorporated and a departure for 92 parking spaces, and it was seconded.

By show of hands, a quorum being present and the majority of those present voted 7 in favor and 1 not in favor, the motion passed.

VII. Adjournment and scheduling of next meeting

Ms. Sheehan mentioned that she will send out the draft recommendation report for feedback and comments as soon as possible. That there will be an opportunity to draft a minority report that will be added to the recommendation.

No further business being before the Committee, the meeting was adjourned.