

WING LUKE ELEMENTARY SCHOOL



> WING LUKE ELEMENTARY SCHOOL PROPOSED PROJECT OVERVIEW

Demolish the existing elementary school and construct a new 93,500 SF elementary school for a capacity of 660 students to address projected growth in the South Beacon Hill neighborhood.

> ANTICIPATED START OF CONSTRUCTION / OCCUPANCY OF BUILDING

Summer 2018 / Fall 2020

> DESIGN TEAM

Architect: NAC Architecture

Civil, Structural: Coughlin Porter Lundeen

Landscape: Cascade Design Collaborative

Food Service: JLR Design Group

Mechanical: Hargis Engineers

Electrical: Travis Fitzmaurice & Associates

Acoustical, AV: Greenbusch Associates

DEVELOPMENT STANDARD ADVISORY COMMITTEE

Maureen Sheehan

City of Seattle

Major Institutions and School Coordinator

OBJECTIVES

- Committee Members
- Purpose & Intent
- Roles & Responsibilities
- Evaluation Criteria
- Meeting Process
- Recommendations
- Schedule

	NAME	CATEGORY
1	Jeffrey Cook	Person residing within 600'
2	Mimi Boothby	Person owning property or a business within 600'
3	Roxanne Tsai	Representative of the general neighborhood
4	Vacant	Representative of the general neighborhood
5	Vacant	At large to represent citywide education issues
6	Ayane Ahmed	Representatives of the PTSA
7	Todd Grain	Representatives of the PTSA
8	Mike Skutack	Representative of the Seattle Public Schools
Alt 1	Vacant	Representatives of the PTSA
Alt 2	Vacant	Person residing within 600'
Ex-Officio	Maureen Sheehan	City DON (Non-voting Chair)
Ex-Officio	Holly Godard	City Seattle Department of Construction & Inspections (Non-voting Member)

PURPOSE & INTENT

- Most schools are located in single family zone neighborhoods, the land use code does not include a “school zone”
- Renovation and additions often times will not meet the underlying zoning, therefore the public schools can request exemptions, known as departures, from the land use code.
- This committee is an opportunity for neighbors and the surrounding community to give the City feedback whether to allow departures.
- The committee can recommend to grant, grant with condition, or deny the requested departures.

SCHEDULE

February 13, 2018 Committee Formed (90 day clock starts to conduct meetings)

February 26, 2017 - First Meeting

TBD – 2nd Meeting, if needed

TBD – 3rd Meeting, if needed (NLT May 14, 2018)

Recommendation report due to director of SDCI (drafted by DON, with the committees final approval):

If 1 Meeting = March 28, 2018 (30 days after first meeting)

If 2-3 Meetings = May 27, 2018 (90 days after first meeting)

TBD, SDCI Director issues decision

COMMITTEE ROLES & RESPONSIBILITIES

(23.79.008)

- A. It shall conduct one or more **public meetings** within a ninety (90) day period from formation of the advisory committee. [May 14, 2018]
- B. It shall gather and evaluate **public comment**.
- C. It shall **recommend the maximum departure** which may be allowed for each development standard from which a departure has been requested. Minority reports shall be permitted. The advisory committee may not recommend that a standard be made more restrictive unless the restriction is necessary as a condition to mitigate the impacts of granting a development standard departure.

EVALUATION CRITERIA – CONSISTENCY

(SMC 23.79.008)

Departures shall be evaluated for consistency with the general objectives and intent of the City's Land Use Code, including the rezone evaluation criteria in Chapter 23.34 of the Seattle Municipal Code, to ensure that the proposed facility is compatible with the character and use of its surroundings.

EVALUATION CRITERIA – RELATIONSHIP

(SMC 23.79.008)

In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas. The advisory committee shall evaluate the acceptable or necessary level of departure according to:

- 1) Appropriateness in relation to the **character and scale** of the surrounding area;
- 2) Presence of **edges** (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;
- 3) Location and design of structures to **reduce the appearance of bulk**;
- 4) Impacts on **traffic, noise, circulation and parking** in the area; and
- 5) Impacts on **housing and open space**. More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

EVALUATION CRITERIA - NEED (SMC 23.79.008)

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.

MEETING PROCESS

- Robert's Rules of Order – DON Staff serves as non-voting Chair
- Presentations from School
- Public Comment
- Committee Deliberation – reference criteria (SMC 23.79.008)
- Vote on the need for departures and each individual departure

RECOMMENDATIONS

Recommendations must include consideration of the interrelationship among height, setback and landscaping standards when departures from height or setback are proposed.

Questions?

NEIGHBORHOOD AND SITE CONTEXT

CONTEXT

Neighborhood

- > Located in South Beacon Hill.
- > Current attendance area is bounded by South Othello Street, Martin Luther King Jr Way, and Beacon Ave South.
- > Many students walk to school from the NewHolly Redevelopment along the Chief Sealth Trail.
- > Zoning adjacent school is SF5000.
- > Zoning in the attendance area is a mix of single family and denser zoning types. Some parcels in the South remain undeveloped.



CONTEXT

History

- > Seattle School District purchased the property in 1914.
- > South Van Asselt opened in 1962 as a collection of portables
- > In 1969, the school was officially re-named after Wing Luke, Seattle's first Asian-American city councilman and civil rights activist.
- > The current main building opened in 1971. It houses classrooms, a learning resource center, and gymnasium.
- > The classroom/commons addition opened in 2005.



SITE ANALYSIS

> Sloping Site

Site has 20' of fall over the area where the building will be sited and a further 15' of fall in the SE corner.

> Panoramic View

The site has a sweeping view of Mt Rainier, the Cascade Range and Lake Washington.

> Site Access

Access to the existing site is primarily via S Kenyon St and the NewHolly Public Housing for families utilizing the Chief Sealth Trail.

> Neighborhood Presence

Establishing a secure site this is protected from the surrounding neighborhood but still visible for after hours supervision.



PHOTOS ALONG ADJACENT STREETS:

- 37th Avenue South
- South Kenyon Street
- 39th Avenue South
- South Rose Street











PROPOSED DESIGN OBJECTIVES

> School is like a family

Care for all students, bring everybody along (learner centered environment)

Teachers share responsibility for students (collaboration)

Dragon Block exercises (personalizing environment)

> Welcoming

“We want for parents to be able to come to school, feel welcome and see the rest of the school”. (Inviting aesthetic)

> Secure

“When parents drop their kids off, they should know they are safe.”

Administration has good visibility and supervision of the site.

> Community Use

Community connections and partnerships

> Use the whole site for learning






Take full advantage of the grounds for views, play, discovery, and education

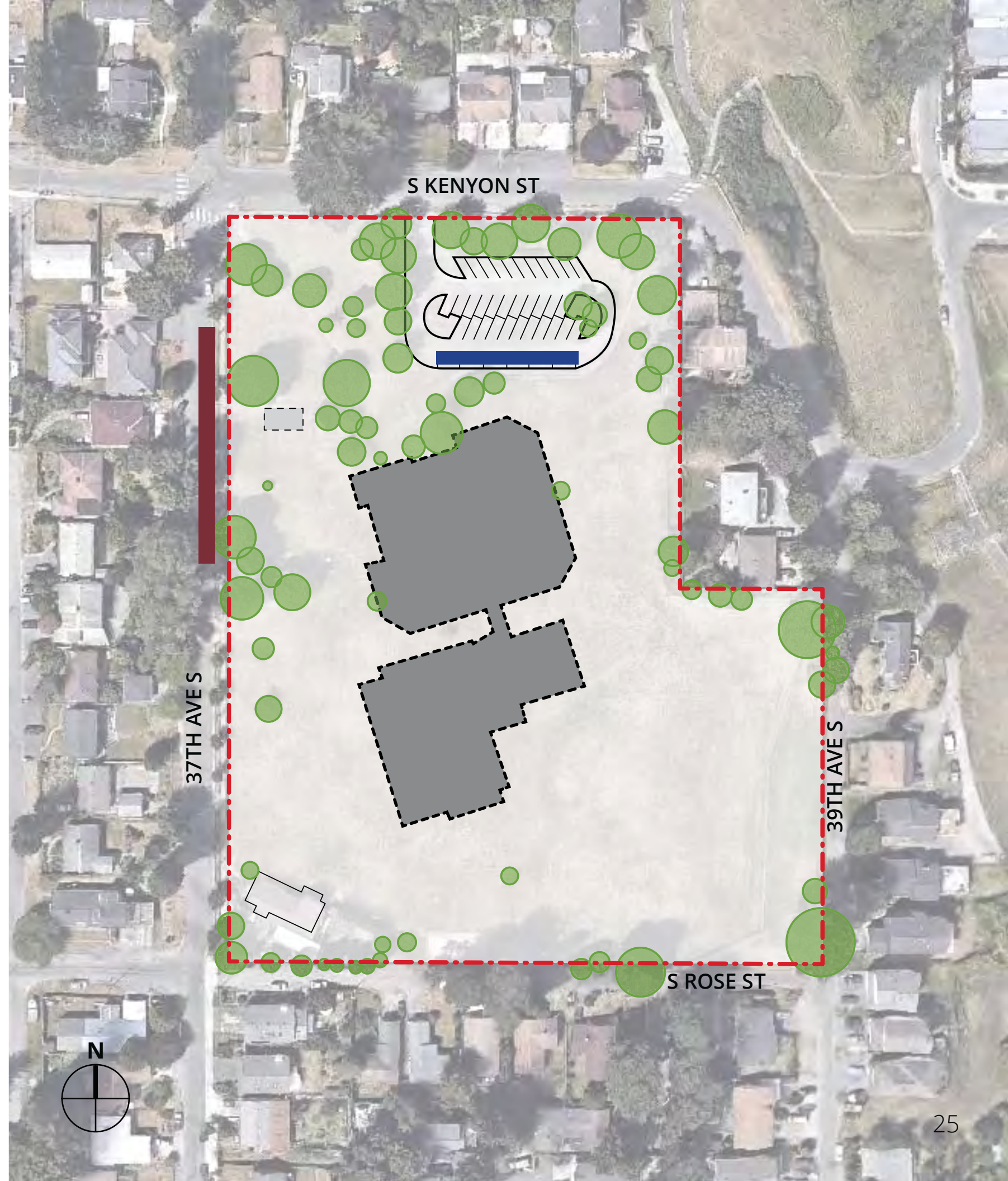


PROPOSED DESIGN OVERVIEW

EXISTING SITE PLAN

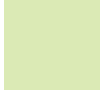
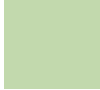
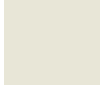





KEY

-  EXISTING TREE
-  BUILDING
-  PORTABLE
-  BUS LOADING ZONE
-  PARENT DROP OFF



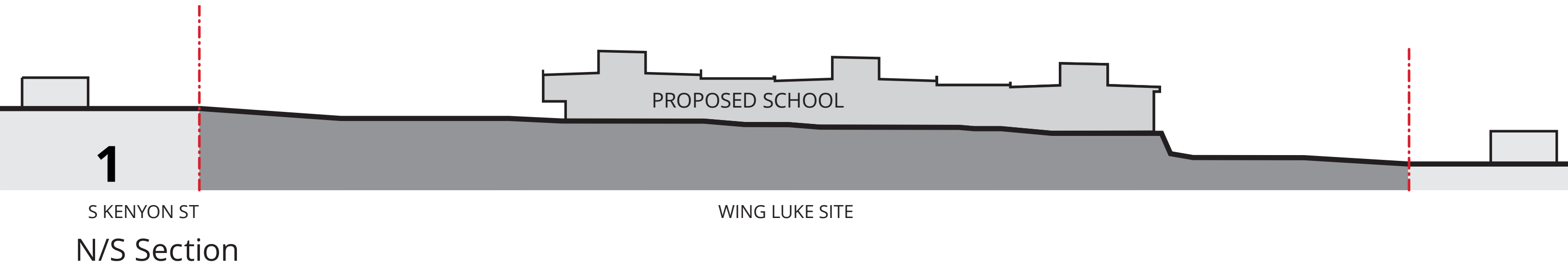
PROPOSED SITE PLAN

KEY

-  GRASS
-  SHRUB BEDS
-  HARD SURFACE (ASPHALT/CONCRETE)
-  EXISTING TREE
-  NEW TREE
-  BUILDING
-  BUS LOADING ZONE
-  PARENT DROP OFF



PROPOSED SITE SECTIONS





+ *South Kenyon Street*



+ *South Kenyon Street*



+ *37th Avenue South*



+ *37th Avenue South*



+ *39th Avenue South & South Rose Street*



+ *39th Avenue South & South Rose Street*

REQUESTED DEPARTURES

- > Departure #1: Building Height
- > Departure #2: Parking Quantity
- > Departure #3: On Street Bus Loading
- > Departure #4: Message Board

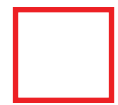
DEPARTURE #1: BUILDING HEIGHT

The departure is almost entirely due to the mechanical equipment enclosure. Covering the mechanical equipment significantly reduces maintenance costs.

Mechanical penthouse
over height limit by 13'-0"
maximum.

Classroom building over
height limit by 2'-0"

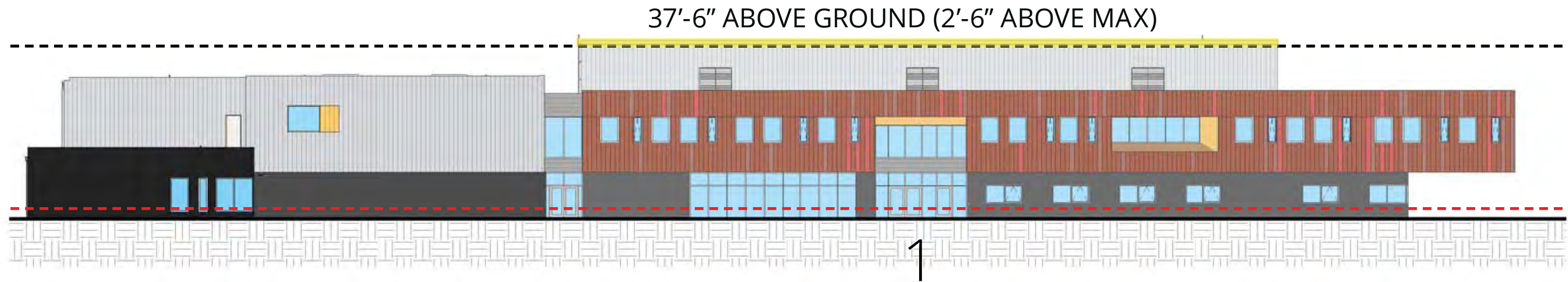
KEY



OVER 35' BUILDING HEIGHT LIMIT

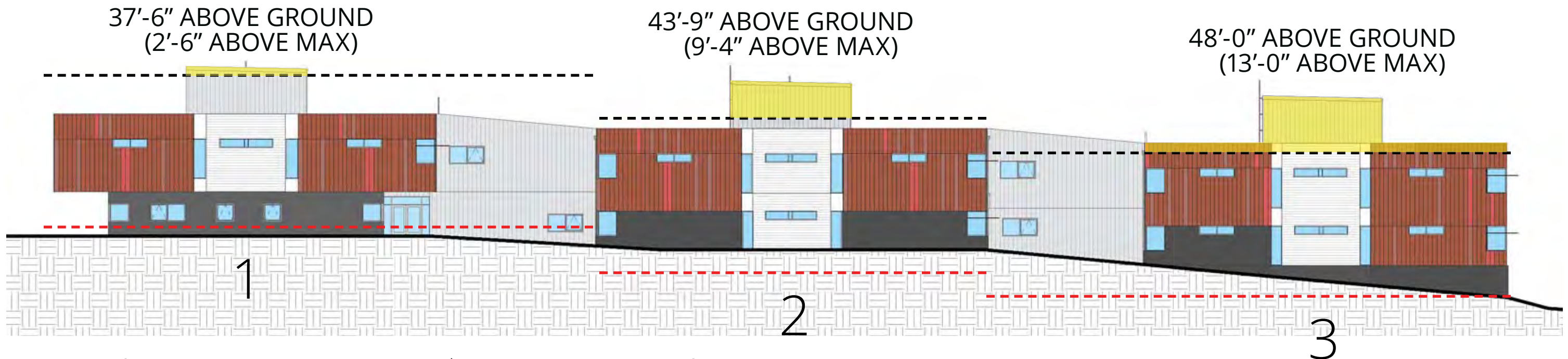


DEPARTURE #1: BUILDING HEIGHT



Building Elevation at South Kenyon Street

MAX BUILDING HEIGHT ----- GROUND LEVEL ----- BUILDING OVER HEIGHT LIMIT

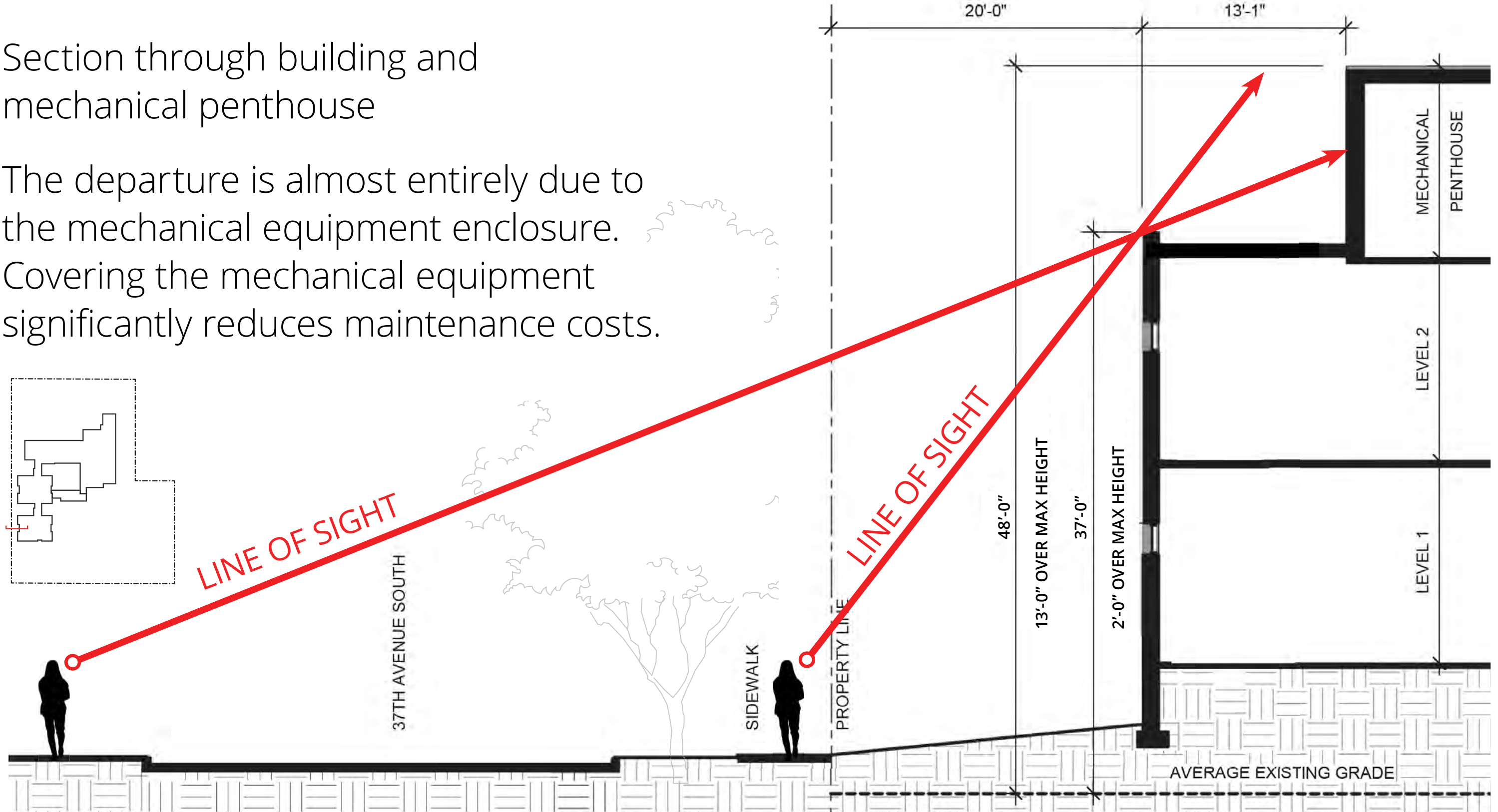


Building Elevation at 37th Avenue South

DEPARTURE #1: BUILDING HEIGHT

Section through building and mechanical penthouse

The departure is almost entirely due to the mechanical equipment enclosure. Covering the mechanical equipment significantly reduces maintenance costs.



DEPARTURE #1: BUILDING HEIGHT

Building Height along 37th Avenue South Mitigated by Color, Vegetation, and Structural Modulation



DEPARTURE #1: BUILDING HEIGHT

SMC 23.51B.002.D.1.b - Height

1. Single Family and Lowrise Zones

b. For new public school construction on existing public school sites, the maximum permitted height is 35 feet plus 15 feet for a pitched roof.

Maximum Building Height from Average Existing Grade

35'-0"

Proposed Maximum Building Height

48'-0" to top of Mechanical Penthouse

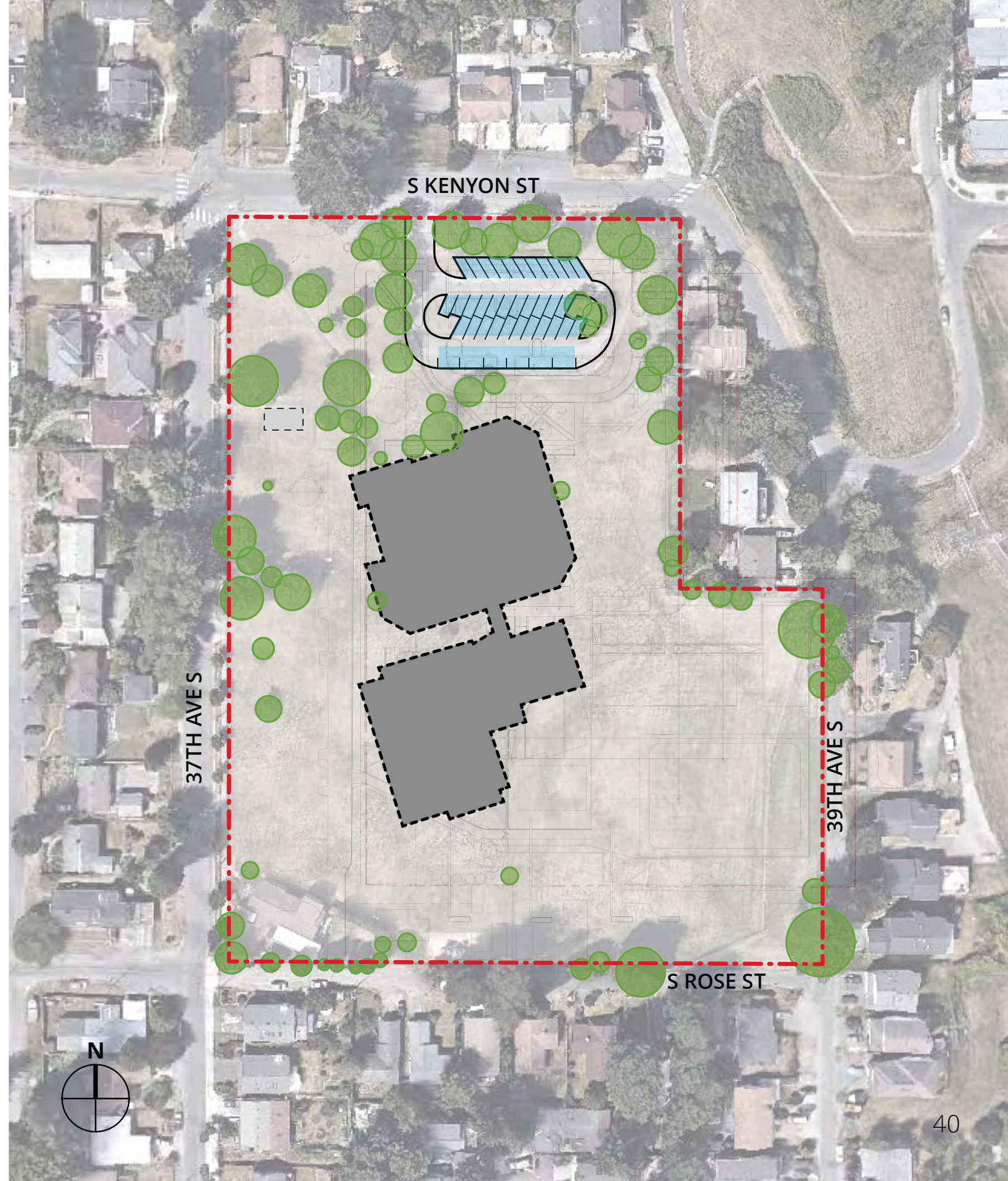
> DEPARTURE REQUESTED FOR 13'-0" ABOVE THE HEIGHT LIMIT

DEPARTURE #2: PARKING QUANTITY

39 Existing Parking Spaces

KEY

 PARKING



DEPARTURE #2: PARKING QUANTITY

Public elementary schools must have 1 parking space per 80 square feet of public assembly rooms (Commons and Gymnasium)

$$4200 \text{ SF} + 6150 \text{ SF} = 10,350 \text{ SF}$$

$$10,350 \text{ SF} / 80 \text{ SF} = 130 \text{ Parking Spaces}$$

50 Proposed Parking Spaces

KEY

 PARKING



DEPARTURE #2: PARKING QUANTITY

School Bus Load and Unload

- School buses will load and unload students along the East curb side zone of 37th Ave S.
- Signs will be posted that state "School Bus Only" with the hours of enforcement shown.
- Outside of these hours, this curb side zone may be used for private vehicle on-street parking.

Private Vehicle Drop Off / Pick Up

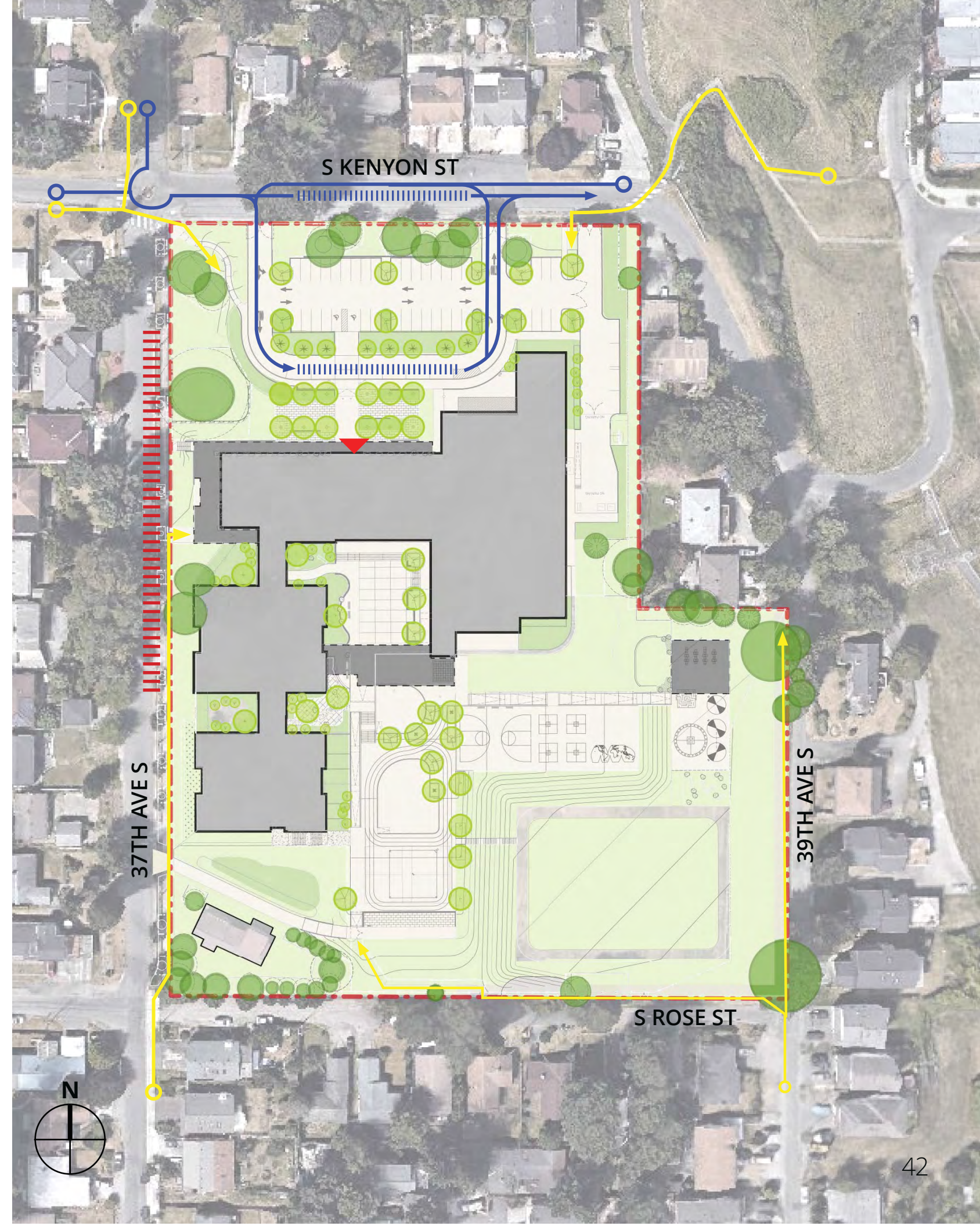
- Parents may drop off and pick up students at the on-site load/unload zone.
- Approach the school using S Kenyon St from either direction.
- Turn into the site and drop-off or pick-up your student(s) at the load/unload zone.
- Exit the site as a right-turn only from the driveway on S Kenyon St.
- As an alternative, any private vehicle on street parking space in the neighborhood may be used for load/unload. Students must use signed crosswalks to get to the school.

Pedestrian Access

- The Chief Sealth Trail is a major pedestrian access.
- Other pedestrian access is routed to 37th Ave S, outside the play area

Legend

- ||||| Bus load/unload
- ||||| Private vehicle load/unload
- Private vehicle routing
- Pedestrian access
- - - Fence
- ▲ Main Public Entrance



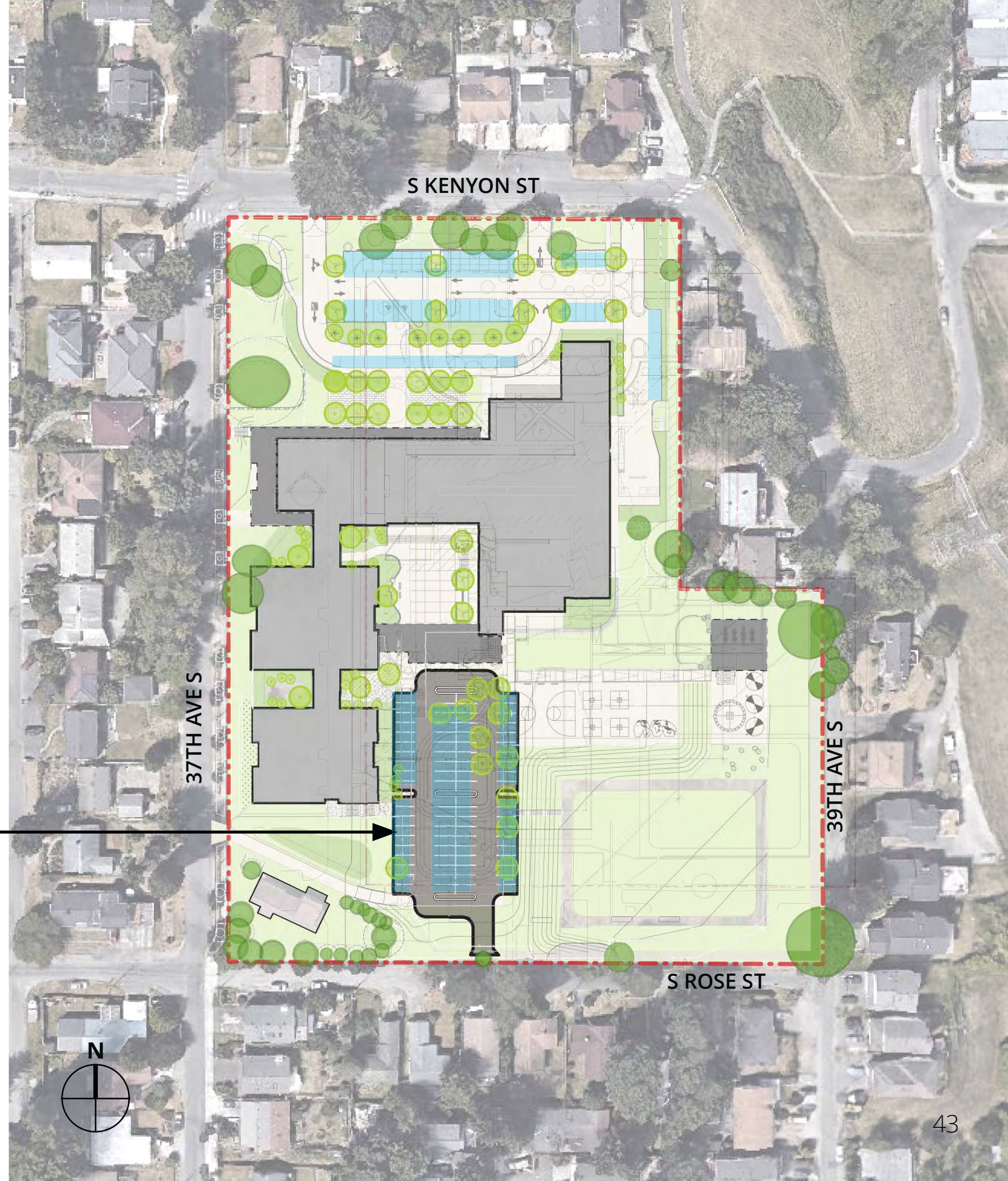
DEPARTURE #2: PARKING QUANTITY

130 Parking Spaces Required by Code
50 Parking Spaces in Proposed Design

80 Additional Parking Spaces

KEY

 PARKING



DEPARTURE #2: PARKING QUANTITY

SMC 23.54.015 Table C, Row N - Parking for Public Uses and Institutions

N. Schools, public elementary and secondary

1 space for each 80 square feet of all auditoria or public assembly rooms . . . for new public schools on a new or existing public school site

Auditoria and Public Assembly Rooms

Commons and Gymnasium

Total Square Footage

4200 SF + 6150 SF = 10,350 SF

Number of Code Required Parking Spaces



10,350 SF / 80 SF = 130 Parking Spaces

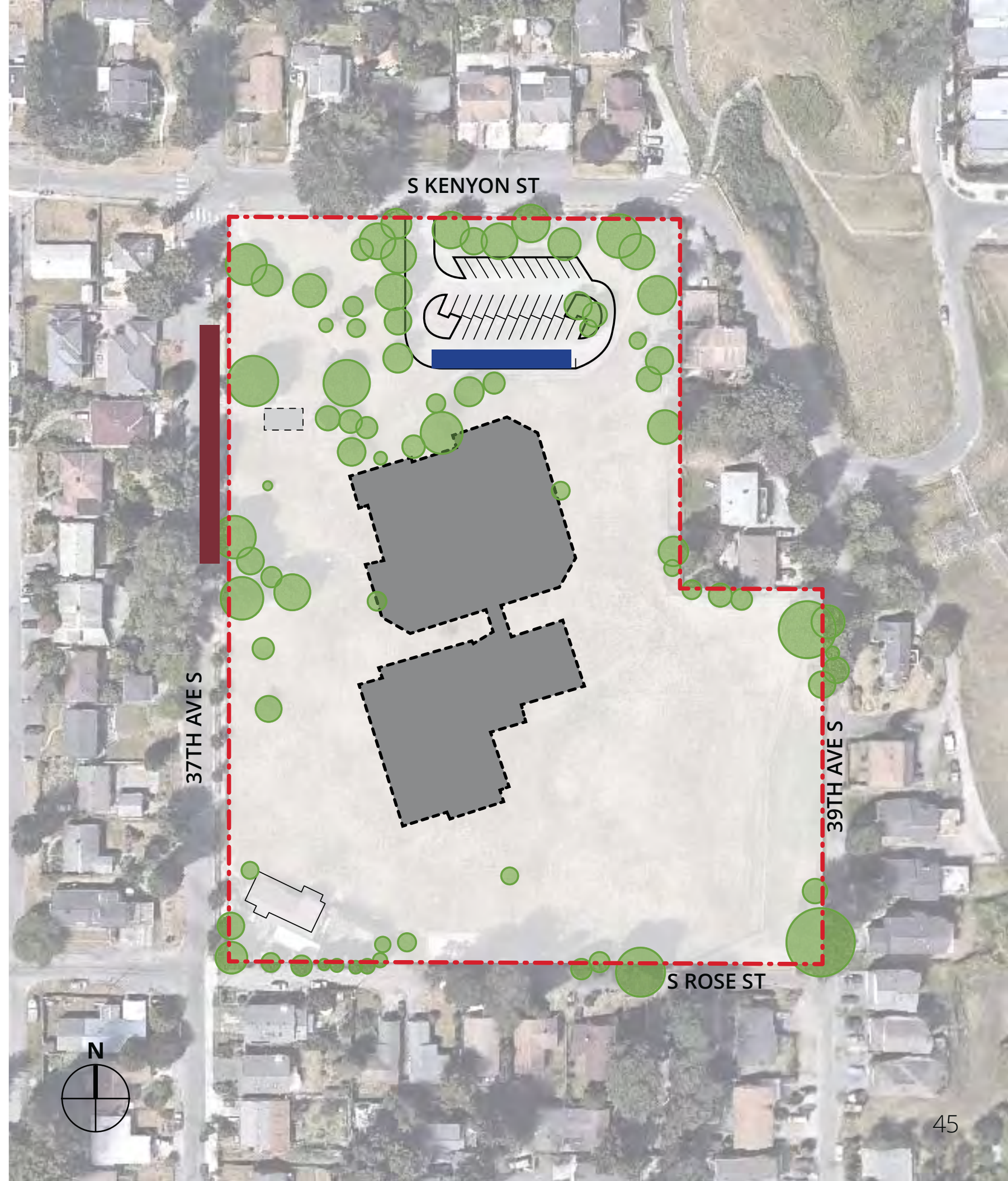
Proposed Number of Parking Spaces

50 Parking Spaces

> **DEPARTURE REQUESTED FOR 80 PARKING SPACES**

DEPARTURE #3: ON-STREET BUS LOADING



- KEY**
-  CURRENT BUS LOADING ZONE
 -  PARENT DROP OFF



DEPARTURE #3: ON-STREET BUS LOADING



KEY

-  PROPOSED BUS LOADING ZONE
-  PARENT DROP OFF



DEPARTURE #3: ON-STREET BUS LOADING

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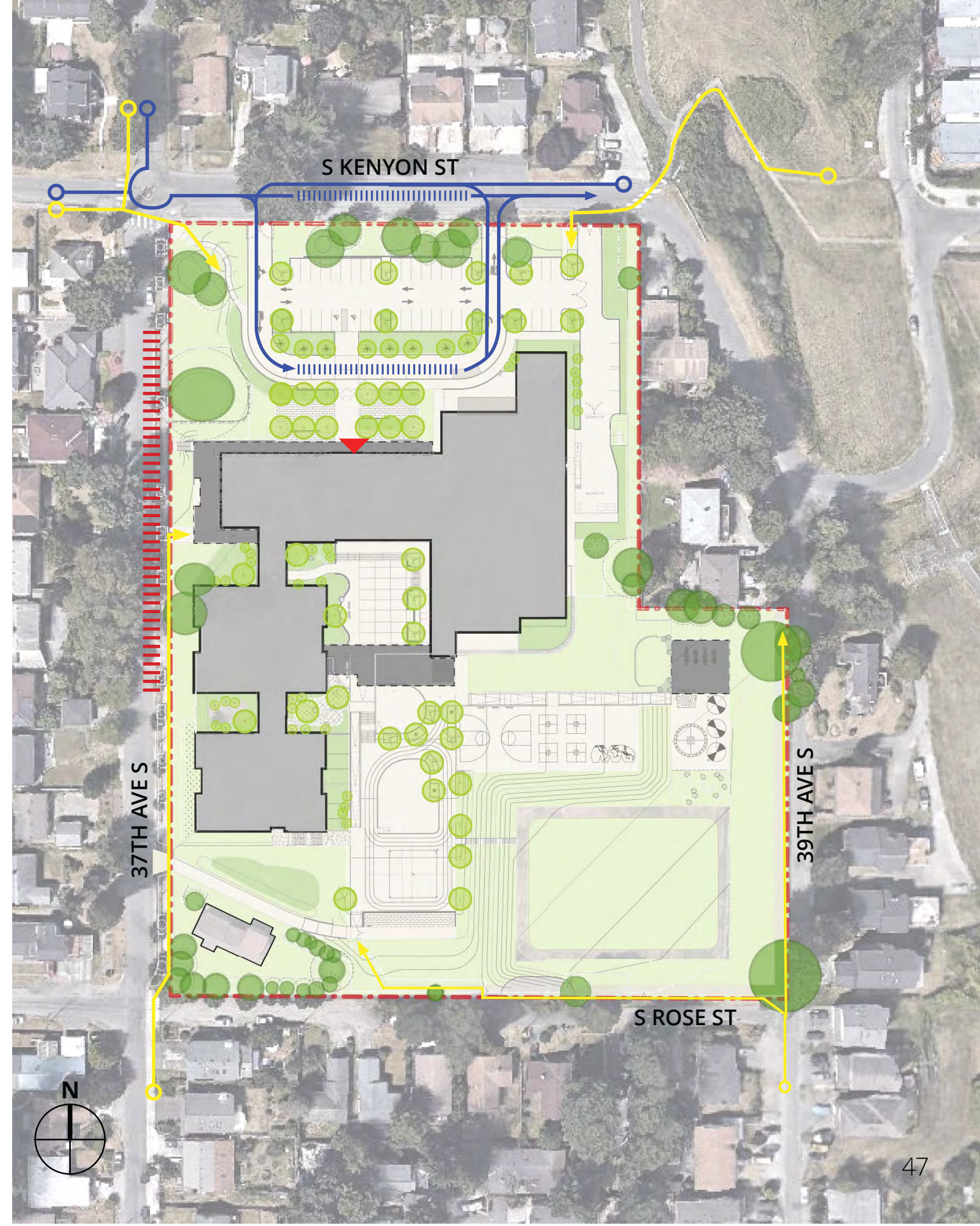
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Legend

- ▬▬▬▬▬▬▬▬ Bus load/unload
- ▬▬▬▬▬▬▬▬ Private vehicle load/unload
- Private vehicle routing
- Pedestrian access
- - - - - Fence
- ▲ Main Public Entrance



DEPARTURE #3: ON-STREET
BUS LOADING

SMC 23.51B.002.1.4.b - Bus and Truck Loading
and Unloading

4. 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:
 - a. The school site is not proposed to be expanded;
 - b. The student capacity of the school is not being expanded by more than 25 percent; and
 - c. The location of the current on-street bus loading remains the same.

Existing school student capacity

365 students

Proposed school student capacity

660 students

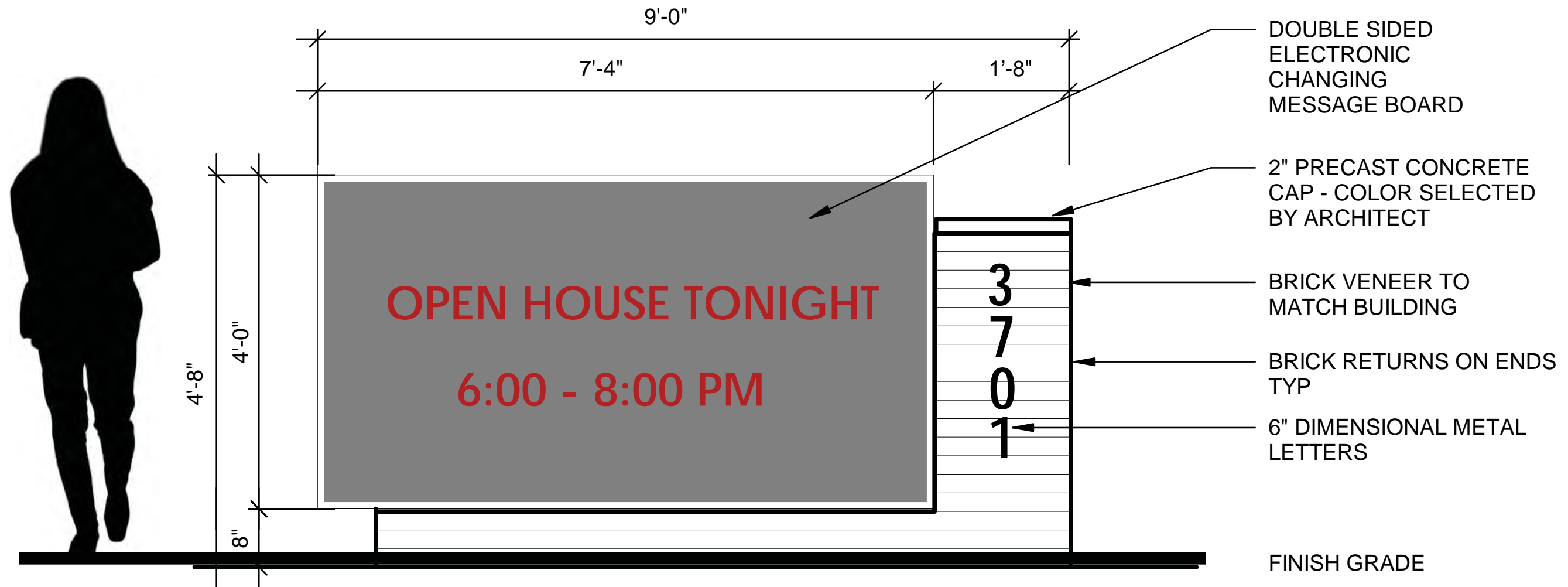
> DEPARTURE REQUESTED TO MAINTAIN CURRENT
ON-STREET BUS LOADING ON 37TH AVE SOUTH

DEPARTURE #4: MESSAGE BOARD

Proposed Double-Sided, Electronic, Changing Image Message Board Location



DEPARTURE #4: MESSAGE BOARD



Prototypical Design for Monument Sign Incorporating Electronic Message Board

DEPARTURE #4: MESSAGE BOARD



DEPARTURE #4: MESSAGE BOARD

Value of Use

This is a reliable method for communicating with parents, community members, and neighbors about upcoming events at the school.

School District Standard

The message board would not operate later than 10:00PM and would only operate during the school year.

DEPARTURE #4: MESSAGE BOARD

SMC 23.55.020.B - Signs in single-family zones

B. No flashing, changing image or message board signs shall be permitted.

D. The following signs are permitted in all single-family zones:

7. For elementary or secondary schools, one electric or nonilluminated double-faced identifying sign, not to exceed 30 square feet of area per sign face on each street frontage, provided that the signs shall be located and landscaped so that light and glare impacts on surrounding properties are reduced, and so that any illumination is controlled by a timer set to turn off by 10 p.m.



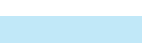
> DEPARTURE REQUESTED FOR A DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE MESSAGE BOARD

SUMMARY

DEPARTURE REQUEST SUMMARY

- > Departure #1: Building Height (13'-0" Above Height Limit)
- > Departure #2: Parking Quantity (80 Parking Spaces)
- > Departure #3: Maintain On-Street Bus Loading
- > Departure #4: Double-Sided, Electronic, Changing Image Message Board

KEY

-  BUILDING HEIGHT DEPARTURE
-  BUS LOADING ZONE
-  PARKING SPACES

