



SCHOOL DEVELOPMENT STANDARD DEPARTURE ADVISORY COMMITTEE

WING LUKE SCHOOL DESIGN DEPARTURE RECOMMENDATIONS

Project #3027255

April 17, 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 construction of the new Wing Luke Elementary School located at 3701 S Kenyon St., Seattle.



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Wing Luke Elementary School Design Departure Advisory Committee Report and Recommendations

1. Background

1.1 Project Description

On July 10, 2017, the Seattle Public Schools submitted a request for departures from four (4) Seattle Municipal Code (SMC) Development Standards to accommodate an addition project at Wing Luke Elementary School located at 3701 S Kenyon St., Seattle.

Seattle Public Schools (SPS) is proposing to demolish the existing Wing Luke Elementary School buildings and build a new multi-story building. The purpose of the project is to address current and projected elementary growth in the District, to address size and maintenance issues with the current building, and to provide an equitable facility in terms of teaching spaces, safety, and operational costs.

The new Wing Luke Elementary School would have a maximum capacity of 660 students. The school would be two stories and include 93,500 square feet of programmable spaces. The school would include 35 classrooms, a gymnasium, cafeteria, music and art rooms, and a library. Play areas on the site would include a new soft surface play area, a hardscape play area, and a field.

The existing parking lot would be enlarged and reconfigured, increasing the parking from 36 spaces to 50 spaces. Parent drop-off would continue to be in the parking lot accessed from South Kenyon Street. Bus loading currently occurs off-site on 37th Avenue South and would remain there after the project is complete. During construction, the Old Van Asselt building would be used as an interim site for Wing Luke Elementary School.

An electronic reader board is proposed to be installed on the north side of the side between the entrance to the parking lot and 37th Avenue South. The nearest residence to the reader board would be approximately 80 feet from the sign.



Exhibit 1 Existing Site Plan



Exhibit 2 Proposed Site Plan

1.2 Neighborhood Characteristics

The proposed project is located at 3701 S Kenyon Street, Seattle, Washington, 98118. The site is bounded by South Kenyon Street on the north, South Kenyon Way and 39th Avenue South on the east, South Rose Street (partially vacated) on the south, and 37th Avenue South on the west. Across the street at all perimeters of the property are single family residences. Approximately .5 miles west is the Van Asselt Elementary School.

The site is located in the northwest quarter of Section 34, Township 25, Range 4 Willamette Meridian. The site is made up of two parcels with the following legal description: Tracts 31 & 32, Plat of Lake Dell, except W 30' thereof for 37th Ave S & except E 125' of tract 32

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 August 14, 2017, DON sent notices to residents within 600 feet of the Wing Luke Elementary School requesting self-nominations for membership on the Committee. Seven community members applied, and on February 13, 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:

Jeffrey Cook	Person residing within 600'
Mimi Boothby	Person owning property or a business within 600'
Vacant	Representative of the general neighborhood
Roxanne Tsai	Representative of the general neighborhood
Vacant	At large to represent citywide education issues
Ayane Ahmed	Representative of the Wing Luke Elementary PTSA
Todd Grain	Representative of the Wing Luke Elementary PTSA
Mike Skutack	Representative of the Seattle School District
Vacant	Alternate
Vacant	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 Building Height

Existing Standard: SMC 23.51B.002.D.1.b - HEIGHT

For new public school construction on existing public school sites, the maximum permitted height is 35 feet plus 15 feet for a pitched roof. All parts of the roof above the height limit must be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 35 foot height limit under this provision.

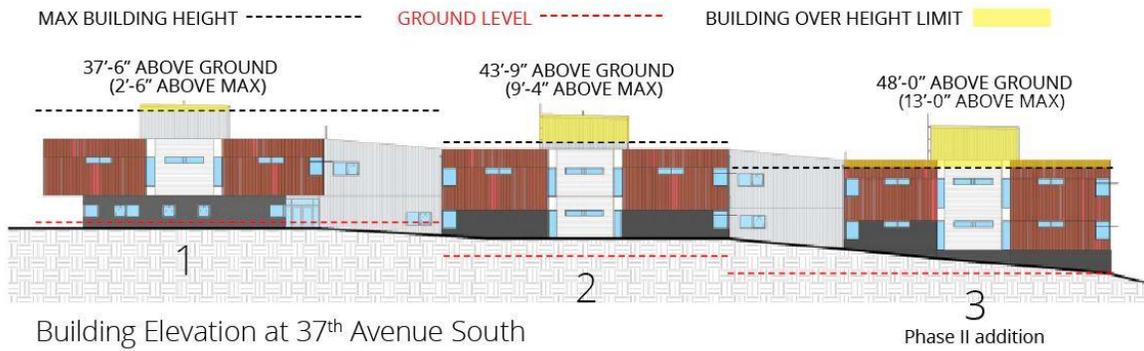


Exhibit 3 Proposed Height

Departure Requested: 9 feet 4 inches above the height limit.

Departure #2 – Less than Required Off-street 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 4 Proposed Off-street Parking

Departure Requested: to allow for 80 parking spaces less than the code required parking to be provided on-site. [130 required stalls – minimum of 50 proposed stalls = 80 departure stalls requested]

Departure #3 – Off-site Bus Loading & Unloading on 37th Avenue South

Existing Standard: SMC 23.51B.002.I.3 & 4 - BUS AND TRUCK LOADING AND UNLOADING

3. Departures from the requirements and standards for bus and truck loading and unloading areas and berths may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 only when departure would contribute to reduced demolition of residential structures.
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.



Exhibit 5 Location of Off-site Bus Loading & Unloading on 37th Ave S.

Departure Requested: To maintain current on-street bus loading on 37th Avenue South.

Departure #4 – Message Board

Existing Standard: 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.

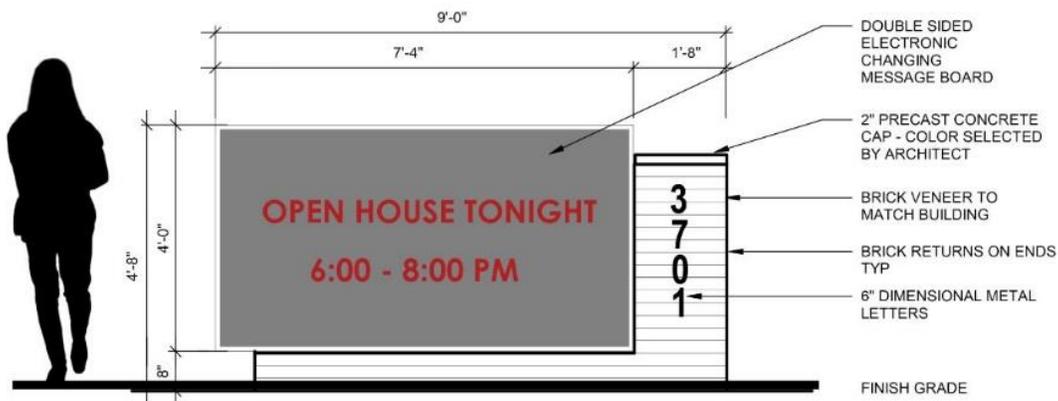


Exhibit 6 Proposed Message Board

Departure Requested: To install a double-sided, electronic, changing image message board.

2.2 Committee Review and Recommendations

2.2.1 Process & Public Meeting

The Committee was convened in two public meetings on February 26, approximately 10 people signed in, 8 of whom provided public comment, and March 21, approximately 18 people signed in, 12 of whom provided public comment, at Wing Luke Elementary School. 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 the need for a school to accommodate 660 students in a neighborhood with a demonstrated reduction in enrollment.

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 23.51B.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) height, 2) off-site bus loading, 3) parking, and 4) a double-sided, electronic, changing image message board.

Need for Departures

The committee recognized the need for the requested departures to accommodate essential school functions on the site, meanwhile requiring less than required parking on site and relocating bus loading and unloading off site. There was significant discussion on how to utilize the site to relieve the additional burden on the neighbors with as much on-site parking as possible, while maintaining necessary open space.

The committee challenged the design team to find a way to reduce the height of the building, such as excavating further to lower the base of the buildings. The proposed Phase 2 was the height the committee was most unhappy with. Because this Phase is not yet funded, and departure is not yet needed, the committee recommended deferring granting a departure for this portion of the building until SPS proposes to build it.

The Message board was viewed by the committee as a helpful tool in sharing school announcements with the community in multiple languages.

Departure #1 – Greater Than Allowed Building Height

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the committee, and they did have concerns about the school's increased height 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 increased height having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the committee, and they did have concerns about the school's increased 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 increased 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 increased height having an impact on housing and open space.

The mechanical space on the roof of the proposed Phase I buildings exceeds the maximum allowable height, and part of the building in addition to the mechanical space on the Phase II addition exceeds the maximum allowable height (See exhibit 3). The Committee understands the need to locate the mechanical space on the roof rather than in the building or on the ground, and with a thoughtful design of the enclosures, the impacts of the additional height can be mitigated.

The Phase II addition is not proposed to be built at this time, therefore the committee agreed it made sense that when the addition is proposed to be constructed the neighborhood have the opportunity to review and make recommendations at that time. The committee understood the need for the additional height but felt the impacted community which may change between now and then, should be a part of the discussion when the addition is proposed to be built.

After consideration of the above, the Committee recommends:

Recommendation 1 – That the departure to allow greater than allowed building height be GRANTED as requested by Seattle Public Schools without modifications and with the following conditions:

- a. **The proposed addition be limited to only Phase I. Phase II, requiring the most significant height departure, should be reviewed, if required at the time, by a departure committee when the School District is proposing to construct it.**
- b. **Consider types of trees and landscaping that will obscure additional height of the building.**

- c. **When designing the enclosure for the mechanical space on the roof, the design team should consider using a light color and texture so as not to draw attention to the structure or make it look too industrial.**

Departure #2 – 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 the school's 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 the school's 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 the school's 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 the school's 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 the school's less than required off-street parking having an impact on housing and open space.

The committee found themselves asking what the necessary number of parking stalls would be, regardless of the number required by the Seattle Municipal Code (SMC). The design team initially proposed building 50 parking spaces, but in response to the committee and public comment, came back to the second meeting proposing 60 parking spaces. The committee recognized that providing the required number of stalls would significantly impact open space and the functionality of the site as a school but heard during public comment that 60 parking spaces was inadequate and would put a disproportionate burden on the neighbors.

Five Wing Luke Elementary staff made public comment at the second meeting, stating that at this time there was ample parking provided for teachers and staff, and reduction in play space to provide parking would be a disservice to the students and families at Wing Luke.

Committee members who live in the near neighborhood agreed that with a well thought out plan that is shared with the neighbors, improvements to congestion during peak traffic times could be improved.

The committee pressed the design team at the first meeting to find room for additional parking spaces, and they came back at the second meeting with 10 additional parking spaces as well as the ability to use part of the hard play surface as overflow parking for evening events at the school.

After consideration of the above, the Committee recommends:

Recommendation 2 – That the departure to reduce the parking requirement be GRANTED to allow the Seattle Public Schools to provide a minimum of 60 parking stalls, a departure 70 parking stalls, with the following conditions:

- a. **A robust Transportation Management Plan (TMP) be implemented with an effort to engage staff, volunteers, and neighbors at least within 800 ft. of the school. Engagement should include multiple languages and use of various forms of media. (see Transportation Technical Report for Wing Luke Elementary School Replacement, June 28, 2017 – Recommendation D)**
- b. **The proposed play area in the south west portion of the site be used as overflow parking for 37 vehicles during school related events at the school in the evening.**
- c. **When Phase 2 is proposed to be built in order to accommodate 660 students, the parking requirement be reassessed if required at the time by a departures committee, including input from the neighborhood.**

Departure #3 – Off-Site Bus Loading & Unloading on 37th Avenue S.

- 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 off-site bus loading & unloading on 37th Ave S. 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 off-site bus loading & unloading on 37th Ave S. 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 off-site bus loading & unloading on 37th Ave S. having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the committee, and they did have concerns about the school's off-site bus loading & unloading on 37th Ave S. 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 the school's off-site bus loading & unloading on 37th Ave S. having an impact on housing and open space.

The committee's only concern with recommending bus loading/unloading to take place on 37th Ave S. was the limited space on street for buses as well as private vehicles traveling on 37th Ave S. They did ask if it was possible for there to be a "cut out" on the east side of the street to allow buses space to pull off, but SDOT discourages this practice to allow for a safety buffer between the sidewalk and roadway and to maintain the street trees. The site is bordered entirely by residential structures, however demolition of residential structures was not considered to be a viable alternative to create space for bus loading and unloading to take place off street.

Because buses are at the site for a limited period of time in the morning and evening, it was believed a solution could be found without permanent changes to the site or the acquisition/demolition of residential structures.

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to allow additional bus loading and unloading on 37th Ave S. be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. **A robust Transportation Management Plan (TMP) be implemented with an effort to engage staff, volunteers, and neighbors at least within 800 ft. of the school. Engagement should include multiple languages and use of various forms of media. (see Transportation Technical Report for Wing Luke Elementary School Replacement, June 28, 2017 – Recommendation D)**

Departure #4 – Message Board

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the committee, and they did have concerns about a message board having an impact on 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 a message board having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the committee, and they did not have concerns about a message board having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the committee, and they did not have concerns about a message board having an impact on traffic, circulation and parking the neighborhood.
- 5) **Impacts on housing and open space** were considered by the committee, and they did not have concerns about a message board having an impact on housing and open space.

The Committee saw a need for a message board in front of the school, especially because families at Wing Luke Elementary speak multiple languages, and the ability to share a message in multiple languages on one sign would be an asset to the community. The Committee considered the neighborhood that could be impacted by the light from the sign, and proposed mitigation measures to address that.

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure to allow an electronic message board be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. Limited to one sign.**
- b. to be lit only when school is in session, and not used on the weekends.**
- c. Set to turn on no earlier than 7 a.m., and turn off no later than 7 p.m., except for special school events, such as family nights, potlucks, and school programs, where it can stay lit until 9 pm.**
- d. Lit using one color with a dark background.**
- e. No flashing, scrolling, or moving images.**

For the Committee

Maureen Sheehan
Non-Voting Chair



**Wing Luke Elementary
School Design Departure
Advisory Committee**

Members

Ayane Ahmed
Mimi Boothby
Jeffrey Cook
Todd Grain
Mike Skutack
Roxanne Tsai

Ex-Officio Members

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

Wing Luke Elementary School

Development Standards Design Departure Advisory Committee

Meeting Minutes

Meeting #1

February 26, 2018

Wing Luke Elementary School
3701 S Kenyon St
Seattle, WA 98118

Members and Alternates Present

Ayane Ahmed	Mimi Boothby	Jeffrey Cook
Todd Grain	Mike Skutack	Roxanne Tsai

Staff and Others Present

Holly Godard	SDCI
Rachel Huck	SDOT
Brian Love	NAC Architecture
Tod McBryan	Heffron Transportation
Matt Rumbaugh	NAC Architecture
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 for departures from provisions of the SMC related to land use.

The Committee receives information on the departures being requested from the 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 determine to move forward at the end of this meeting in establishing their recommendations; in that case, this would be the only public meeting.

Ms. Sheehan emphasized that the Committee's 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

The Project:

Mr. Brian Love of NAC Architecture presented that the proposed design is to replace the existing school with a 2-story 93,000 sq. ft. building that can accommodate about 660 students. The school is in South Beacon Hill and it bounded by the Rainier Valley neighborhood and the new Holly redevelopment.

There are two schools nearby. The Original Van Asselt school, which the School District will be using as a swing school while Wing Luke is being constructed, and the Van Asselt Elementary School.

The site has been owned by the School District since 1914. In 1969 it was renamed Wing Luke and a new building completed in 1971. There was a classroom and commons additions in 2005.

The site area has a 20-ft. change in the elevation from the north to the south side and an additional 15-ft. elevation from the south side to the playfield area. South Kenyon and 37th Ave. S are the only areas sizeable and appropriate to handle traffic.

The design team worked with the School Design Advisory Team (SDAT) made up of parents, teachers, administrators early in the project who identified several characteristics that were essential to the culture of Wing Luke Elementary School.

The proposed design will maintain and enlarge parking at the north end of the site. There will be a separate entry to the site and an exit from the parking lot to reduce any congestion. The parent drop-off will be separated from the parking. Bus drop-off will remain at the same location on 39th Ave S. The child care center located at the southwest corner of the site will remain. The remainder of the site is developed for student recreation and student play.

The point of access to the site that goes to the utility yard is intended for large vehicle entry only and will be gated and locked.

Summary of the Requested Departures:

1. Building Height

Mr. Love noted that the height departure is due to the mechanical penthouses. The City of Seattle does not have a zone for schools. The zoning height limit is set for single-family residential buildings. The School District is requesting for a height departure because the zone is not crafted for school buildings but for residential buildings.

The Design team considered reducing the bulk appearance of the mechanical penthouses by painting a lighter color to reduce the amount of eye attention.

The maximum building height from the average existing grade is 35 ft. and the proposed maximum building height is 48 ft. for the mechanical penthouse.

The departure request is for 13 ft. above the height limit.

2. Parking Quantity

Mr. Love noted that there are currently 39 parking spaces and the proposed will be 50 parking spaces. The parking quantity is set by 1 space for every 80-sq. ft. of assembly space. The assembly space is the commons or cafeteria and the gymnasium.

The School District completed a transportation report, coordinated with a transportation engineer, and worked with SDOT on the specifics of the proposal. It was recommended that a Transportation Management Plan (TMP) be implemented to make it clear where the different forms of transportation are supposed to go.

The departure request is for 80 parking spaces.

3. On-street Bus Loading

Mr. Love noted that they would like to maintain the bus loading off 37th Ave S. because it is suitable and wide enough for traffic to go in either direction when buses to pull off to the side of the street. If the current location is moved on-site, play area and recreation space will need to be reduced.

The departure request is to maintain the current on-street bus loading on 37th Ave. S.

4. Electronic Message Board

The proposed message board will be two-sided and images on both sides. It will be electronic and LED and it will allow to program and change the image. The message board will operate no later than 10:00 pm and it will only operate during the school year.

The message board will be no bigger than 30 sq. ft. and it will be relatively low to the ground.

The departure request is for a double-sided, electronic, changing image message board.

IV. Committee Clarifying Questions

Ms. Sheehan opened the floor for Committee clarifying questions.

Ms. Roxanne Tsai asked if the proposed building “addition” identified in the height departure will be constructed at one time or later. Mr. Love responded the proposed building is proposed to be constructed in two phases but as part of the proposed design, he asked the Committee to consider the impacts of the entire project. Mr. Mike Skutack added that because of budgetary reason, the School District could not afford the entire new addition.

Ms. Tsai asked if the electronic sign will be operated during weekends and during the school year. A response was made that it may operate during the weekends in the school year.

Mr. Todd Grain asked how the departures would impact the budget. Mr. Matt Rumbaugh commented that the current budget is based on the proposed design, and the only questionable item in the budget is the construction of the additional building. The School District does not have an exact timeline on the construction of the additional wing, and it will all depend on the student growth. As part of the permitting process, the School District is requesting that the entire build out be considered now to understand the full constraints and have the plan approved and be ready in the future phase of the project.

Mr. Grain asked what the projected attendance will be. Mr. Rumbaugh commented that the school design is for 660 students after the additional building. Initially, the school would be designed for 500 students. Mr. Skutack mentioned that the enrollment projection is showing that it will be 350 to 380 students in five to ten years.

Mr. Jeffrey Cook asked how the enrollment projections were determined. Mr. Rumbaugh commented that the school district has a standard size for elementary schools. These two standard options are either 500 or 660 capacities for all schools. Mr. Skutack added that the school building will be here in 50 to 80 years, and the building design will provide flexibility to expand in a high-density area.

Mr. Cook asked if the proposed building addition is not going forward, will the available space be used for additional parking as an option. Mr. Love mentioned that all uses of the site are dedicated to student activities, recreation, etc. If the area is used for parking, it will only be a temporary fix. Mr. Rumbaugh added that the current plan for space is to use as a playground until the proposed building is constructed.

Mr. Cook asked if there will be additional fencing around the school property and what type of materials will be used. Mr. Love mentioned that there will not be. The fencing will occur to separate the student activity and recreation area as well as the utility within the school property. The School District prefers a vinyl covered black chain link.

Ms. Mimi Boothby asked about the total school staff. Mr. Skutack mentioned that there is about 96 total staff. Ms. Boothby commented that these staff will be competing for parking in already crowded streets. She asked where the parents will park. She asked about where to find the code that determines what the school should build. Ms. Holly Godard mentioned that it can be found in the Land Use code development standards.

Ms. Boothby commented that she does not like having bright lights in a quiet neighborhood. She added that traffic is bad, and parents are already parking in their driveways, and it may become worse with the new school.

Mr. Grain asked about the fencing on the southeast corner and the walkway path where everyone could walk at the bottom of the hill. Mr. Love noted that the fence will be at the top of the hill to provide clear access and line of sight. He added that there will be a planting strip between the road and asphalt walkway that is not at street level.

Mr. Cook asked about the number of significant and exceptional trees that will be removed. Mr. Love responded that he does NOT know the number, but the significant trees are not outlined in the Land Use code. He mentioned that they would like to preserve the trees on S. Kenyon and along 37th because it provides visual separation from the school.

Mr. Cook asked if the size of the current bus drop off footprint will be changing. Mr. Love mentioned that currently there are two full-size buses and four special education buses that use the bus drop off in the street. If the school go to the full 660-capacity, there will be an increase of three additional short buses, and the length of the bus drop off would increase.

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 Dale Bamford: Mr. Bamford asked if the height equipment could be lower. He mentioned that traffic in 37th is already congested and he is concern about safety because people are driving too fast. He added that having a sign in place may open the door of other signs around the neighborhood. He asked if SPD (Seattle Police Department) has been consulted or involved in the process since there have been various activities in the school yard in the past.

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

Comments from David Price: Mr. Price is a homeowner and lives 600 ft. away from the school. He shared his concerns about the pathway going up the hill since no one can see what is coming that may result in an accident. He noted that the electronic signage will create light pollution and suggested to have no lights and

be respectful of the neighborhood. He also added if the building can be taken down further to limit the height. He mentioned that the smartest way to manage to park is to limit and keep the buses, parents, to move in and out as effectively as possible to minimize the congestion along the streets.

Comments from Michael Gordon: Mr. Gordon expressed his concerns about more student traffic in the NE corner of the pathway, where a crosswalk leads down the trail because of the growth in the New Holly area. He added that 39th and the corner of Kenyon St. need to be addressed because it is dangerous and unsafe.

Comments from Alejandro Tafon: Mr. Tafon lives by Monroe and Beacon Ave. S. and he commented about bus loading. He would like to see a detailed explanation of the impacts on level of service this may have on the intersection. He suggested expanding the presentation to provide examples of the actual vs. the projected level of traffic in the area.

Comments from Josephine Rainwater: Ms. Rainwater commented that she was impressed by others who made a comment because it addressed her concerns. She mentioned that there were no environmental impact studies done. A higher building will cut off airflow and sunlight to the neighborhood. An increased population will increase traffic in the area. She asked if other school locations were considered. She noted that this is a residential neighborhood with many senior citizens.

Comments from Cassandra Rainwater: Ms. Rainwater commented that she grew up in the neighborhood and Wing Luke is built for this neighborhood and not for the influx of new students that will be coming from various locations. The population growth will impact the neighborhood, streets will be congested, and construction trucks will be coming in and out of the neighborhood. The neighborhood concerns are not being addressed.

Comments from Gilbert Pettitt: Mr. Pettitt lives on 36th Ave S. and he commented he was seeing that people associated with the school are currently parking on the block. He added that the area does not have the capacity to handle the students and staff that will be coming in the community. He noted that he does not like the project because of the design flaws and asked the Committee not to grant the departures.

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.

Ms. Tsai commented that based on the current design, the departures would be necessary, and in some way, will need some conditions attached. She mentioned that parking is a big issue. The PTA has had meetings with Safe Routes to School (SRTS) and discussed safety along the corner of Kenyon St. and Chief Sealth Trail. Even though there was a proposal for a flashing crosswalk, it is still a major safety issue because people drive way too fast around the entire school area.

Mr. Skutack commented that they are working with SRTS and SDOT on that intersection. Mr. Love pointed out that SDOT recommended moving the location to a point further down west of the block area. Ms. Tsai commented that the road is still very narrow, and people come up the hill way too fast and there is a blind spot that exists. Mr. Skutack noted that the project they are implementing is required by the Code to improve the school's side of the street. They reached out to SDOT to improve the location and walking pathways beyond the area of the project. The improvements are limited to the right of way and adjacent to the school's property.

Ms. Emily Ehlers of SDOT commented that she is coordinating with SRTS to ensure that the path is safe for kids. The standard is to have rectangular rapid beacons and a push button that will only activate as people cross the street. She has not done analysis about this project, but there will be warning signs as people drive up the hill and westbound to Kenyon St. She added that they are looking for a curved ramp as the school gets built.

Ms. Tsai commented that she understood the concerns about the building height for the people that live in 37th and Kenyon. Bus loading currently operates where it is being proposed but mentioned that there will be an increase in traffic and congestion when the school begins to accommodate 660 students. She is in favor of the electronic message board due to a diverse school community and it will be nice to have school events

translated into different languages. She is in favor of adding conditions to the timing of the messages to be considerate of the people that are living adjacent to the school.

Mr. Grain shared that he is in favor of granting the departure for the height. The parking quantity is a very hot issue and it is a difficult departure to support because of the overall impact on the neighborhood along with the on-street bus loading. He would like to see more detail on how the school will manage the increased capacity of students. He added that it will take some negotiating, flexibility and creativity to find a solution to address this issue. His only concern about the messaging board is how it would proliferate around the neighborhood, and he is hoping that the City would not allow this to happen in the neighborhood.

Mr. Cook commented that he likes what the school looks like now. He added that this was the first time he saw the modern design, and he likes it from the street view but was not sure how it will impact his hillside view. He inquired if the school construction is going to happen. Mr. Skutack commented that there will be a new school and the BEX (Building Excellence) levy was approved and passed by the voters in 2013 that include renovations and construction of a new school. He added that Wing Luke facilities are not very old, but the existing school does not meet the educational adequacy required by the School District, and this is the reason it must be replaced.

As a condition of the levy, an Environmental Impact Study (EIS) is required and there have been specific environmental studies conducted on the site. He mentioned that the scope of this Committee is to look at the departures being requested.

Mr. Cook commented that he is content with the height departure. His concern about the look of the mechanical penthouse is that it not look industrial and would prefer options regarding the design and materials that will be used. He commented that he will not support the parking departure and would like to see other options explored. He noted that he would like the design team to explore a way for the bus loading be pushed to the school property. He does not see a problem with the electronic signs. He heard about the concerns and would like to see conditions be attached so it will not have a tremendous impact on the neighborhood.

Mr. Skutack commented that the electronic message board's purpose is to get the message out to the community about school events and any commercial advertising will not be permitted.

Ms. Boothby commented that she is okay with the building height departure. She noted that parking must be fixed. She has no problem with the bus loading and the buses have been efficient. Her only concern is the parents who are jockeying for parking that affects the bus loading.

Ms. Sheehan mentioned that the way traffic moves around the school can be managed efficiently and effectively by working with the school administration and the Principal. Some schools have volunteers that coordinate parent drop off and pick up to ensure that people are moving effectively.

Ms. Boothby commented that she does not mind the electronic message board. She added that there should be a condition to turn off the messaging board earlier.

Mr. Skutack added that the school design is great. The School district is reaching out the neighborhood, and SRTS for traffic safety. The new building offers a proportionate amount of open space. He mentioned that a traffic management planning expert is available to help explain and understand how much parking is needed.

He added that in a transportation study, it is recommended that the school put together a TMP that consists of a committee of neighbors, parents and school officials that will ensure that traffic around the school site is addressed.

The Committee began their deliberation by discussing the requested departures.

1. Building Height:

Mr. Love commented that the materials they are going to use for the mechanical penthouse will be durable, fiberboard and paintable. It will be a lighter color that projects a less bulky and massive structure. He added that the rooftop location of the mechanical penthouse is fixed. Any other location will be expensive, and this configuration reduces the footprint of the building.

Ms. Sheehan asked the Committee if they have enough information to recommend the building height departure.

Mr. Cook suggested making the mechanical penthouse as nice as possible for the people that will be viewed across the street. Ms. Godard commented that they could request to take pictures of the several angle views and incorporate them into the design.

Mr. Grain commented if the School District could consider an artistic or creative design on them. Mr. Skutack mentioned about having a simple, gray color that will blend with the sky, and not highlight the entire mechanical area.

Mr. Cook suggested having trees along Kenyon St. that are tall enough that will distract the view of the penthouse. Ms. Godard commented that is a condition that the Committee can add that reduces the scale of the building and provides a transition from the large structure.

Ms. Sheehan noted that what she heard from the Committee as conditions for the building height departure are: having trees that will blend to the security and obscure the additional height of the building and adding color and texture to the building materials to make the penthouse less industrial-looking.

Mr. Cook suggested allowing the building height departure for Phase 1 with a condition to postpone the proposed additional building until later and take into consideration the visual impact of the penthouse with a lighter color and tone.

Ms. Boothby made a motion to grant the building height departure for Phase 1 with conditions and it was seconded; the Committee voted, and the motion passed unanimously. It was decided that the additional new building on the South side of the property currently shown on the plans as phase II will come back to the community for additional discussion regarding its height if and when that structure gets built.

2. Electronic Message Board:

Ms. Godard commented that from her experience from previous school departures, the neighborhood chose not to have signs. This Committee chose to add conditions by limiting the hour of usage, change in text color, or reducing the size of the message board.

Mr. Skutack heard of a suggestion earlier to move the reader board closer to the building itself to avoid vandalism.

Ms. Sheehan commented that what she heard from the public comments are setting a precedent for having electronic signs in the neighborhood, limiting the height, hours and days of operation due to light pollution. Mr. Skutack added about the choice of color of the signs to limit visibility.

Ms. Tsai also added to limit the electronic board to just one and there will be no additional signs around the school.

Mr. Cook mentioned about a comment that it will only allow text display and no graphics.

Ms. Ahmed commented that it is a diverse school and she would like to have announcements in different languages.

Mr. Cook asked if it is possible to move the message board closer to the school, have a darker background and have it on the half-hour before and after school hours for the parents arriving at the school.

Mr. Grain commented that he likes the proposed location of the sign, and any conditions should be focused on the actual visual sign itself. There should be a protection in place of the sign to deter any type of vandalism. Mr. Skutack mentioned having the School District worry about any vandalism issue around the school property.

Ms. Ahmed assed the importance having the sign on during special school evening events for families to see as they come and go.

Ms. Sheehan commented if the School is out of compliance regarding the schedule and time of the electronic message board, the neighborhood will report them to the City and contact the School officials.

Ms. Sheehan noted that what she heard from the Committee is to limit to one sign, and no flashing, scrolling or moving images, one color on a dark background, there will be no weekends, and the hours of operation during the week will be from 7:00 am to 7:00 pm except for special school events that can go to 9:00 pm. These events include family nights, potlucks, and school programs. The sign will only operate when the school is in session.

Ms. Boothby made a motion to grant the electronic message board departure with the above listed conditions, and it was seconded; the Committee voted, and the motion passed.

3. Parking Quantity:

Mr. Cook proposed to have a second meeting to continue this discussion and identify any feasible options.

Mr. Skutack suggested the Committee come up with items would want to see to prepare for the next meeting.

Mr. Tod McBryan commented that he put together parking and traffic analysis report that is part of the SEPA analysis. He noted that the code requirement for parking spaces is based on assembly space.

Ms. Tsai commented about the western edge of the project site along 37th. She mentioned that the street is not wide enough for a two-lane traffic with the bus loading. She noticed people park on the west side of the street where there is no sidewalk and even observed people parking over the resident's yard.

Mr. Skutack suggested setting a condition to widen the street where the buses are. Mr. McBryan commented that a typical neighborhood street around the school, in general, is 25 ft. from curb to curb that allows parking on both sides of the street. The type of traffic congestion that is being described here is common around schools. He noted that the school has not effectively implemented a TMP. Once the school is reopened they will develop a TMP. One recommendation could include having a circulation pattern for parents and families that are driving into the school site.

He added that the site is challenging because of the little frontage that is suitable for drop-offs. He mentioned conducting an alternative where the school can implement a program with the neighborhood such as a walking school buses and other programs. These programs, however, need participation and commitment from parents, neighbors, and school officials to follow.

Mr. McBryan commented about parking and whatever the Committee decided, it will not change the pickup and drop off. He noted that the Committee can suggest widening 37th and create a bus pull out if it is possible. He mentioned that SDOT is resistant to change the roadway width, but the Committee could ask SDOT to explore this. He also suggested the Committee explore short-term parking restrictions.

Mr. Cook commented that this departure request needs some time to review and look at the issue. He suggested that a potential solution could be having staff parking and drop-off temporarily by the proposed building.

Mr. Skutack asked if what the Committee is looking for is to be able to provide parking for the entire school staff. He added that the homework for the design team is to look at additional parking spaces to develop for the Phase 2 addition and target a 100% building occupancy.

Mr. Cook commented that it will be nice to see some options to decide what this Committee or the neighborhood will be giving up.

Ms. Sheehan asked the Committee if there are any other items they want the design team to look at besides adding more parking onsite. She mentioned that bus loading and unloading will continue to happen at 37th.

She added that it is equally important as Mr. McBryan mentioned that a TMP is in place that the school's principal and the community can enforce.

Mr. Skutack mentioned that they will work with the school to create a TMP that addresses all the issues.

4. **On-street bus loading**

Ms. Sheehan noted that the Committee decided that there will be no additional work for the design team to address bus loading and unloading until the parking issue is resolved.

VI. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated on three of the four departures, and they will need to hold a second meeting to continue the discussion. She noted that a second meeting will have public comments, clarifying questions and deliberations and that the School District and the Design Team may provide additional information.

VII. Adjournment and scheduling of next meeting

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

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



Wing Luke Elementary School Design Departure Advisory Committee

Members

Ayane Ahmed
Mimi Boothby
Jeffrey Cook
Todd Grain
Mike Skutack
Roxanne Tsai

Ex-Officio Members

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

Wing Luke Elementary School

Development Standards Design Departure Advisory Committee

Meeting Minutes

Meeting #2

March 21, 2018

Wing Luke Elementary School
3701 S Kenyon St
Seattle, WA 98118

Members and Alternates Present

Mimi Boothby	Todd Grain	Roxanne Tsai
Jeffrey Cook	Mike Skutack	

Staff and Others Present

Holly Godard	SDCI
Rachel Huck	SDOT
Brian Love	NAC Architecture
Tod McBryan	Heffron Transportation
Matt Rumbaugh	NAC Architecture
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

This is the Committee's second meeting. The first meeting was held on February 26.

Ms. Sheehan reviewed the departures 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

Mr. Brian Love of NAC Architecture presented the four proposed departures at the last meeting. The Committee recommended granting the height and electronic messaging board departures at the first meeting. Tonight's presentation will discuss the remaining two departures: on-site parking and continued on-street bus loading and unloading.

The proposed design at the first meeting showed 50 parking spaces. The Committee requested an increase in the amount of parking spaces and the Design Team was able to increase the parking spaces on the northside to 60 by reducing and relocating planting areas and changing some parking stalls from medium to small.

The Committee asked to look at the number of school staff in order to provide sufficient parking capacity on site and Mr. Love noted that the School District suggests a 500-student capacity is projected to have 50 full time and 25-part time staff and that is equivalent to 62 full time equivalent staff (FTE.)

One of the concerns he heard at the last meeting was the morning drop-off traffic congestion. The number of parking spaces does not address that issue but added that a tool the School District could use is a Transportation Management Plan (TMP) that guides vehicular traffic. The other suggestion is to use 37th Ave S. as a one-way street during those peak hours (not signed by SDOT). Mr. Mike Skutack added that they are not recommending making permanent changes to any of the streets. The TMP is an effective tool in orchestrating the morning and afterschool traffic flow as part of the recommendation.

Mr. Love emphasized that it was a common departure for a Committee to adopt what was recommended from the Transportation Technical Report to establish a TMP and the School administration develop a communication plan to share this with the neighbors, such as walking and crossing routes and upcoming special events that may cause additional traffic in the area.

At the last meeting, the Committee suggested the play space on the south end of the proposed building be used for parking. Mr. Love mentioned that the District heard the concern and is proposing to use the area for large event parking for overflow use.

The other requested departure is on-street bus loading and unloading on 37th Avenue S. The proposed design is to maintain bus loading and unloading at 37th Avenue S. The Design Team asked SDOT if the street could be widened and SDOT is not in favor because there are clearances that needs to be maintained for street trees and utility poles.

IV. Committee Clarifying Questions

Ms. Sheehan opened the floor for Committee clarifying questions.

Mr. Skutack summarized the proposed parking departure as increasing the north parking lot by 10 additional parking spaces to 60 for an expected staff of 62, and an additional 37 parking spots for overflow parking at the south area.

Ms. Mimi Boothby commented that she has questions on the survey that was done on parking. She believes it is out of date and does not reflect the current changes in the neighborhood. She passed out a picture of the parking situation along the street. She noted that she likes the idea of having one direction travel.

Mr. Tod McBryan noted that the parking survey was done on March/April 2017. There was a chance that day to day fluctuations occur over time, but there were no notable changes to the overall parking utilization for the study area. He also added that they follow rules and guidelines established by the City for the survey for any development and SEPA reviews.

Ms. Boothby commented that she has lived in the area for 35 years and have seen dramatic changes in the area. She noted that the street will be more congested, and the teachers will not be parking on the school grounds.

Ms. Roxanne Tsai asked about the type of parking will be available along the delivery drive.

Mr. Love mentioned that parking in the area is only available for custodial and cafeteria staff who arrive early in the morning. The School District would like them to park close to school in lighted areas for security reasons. Mr. Love mentioned that it will be gated and closed off.

Mr. Todd Grain asked if the new proposal is an increase in 10 parking spaces. Mr. Love noted that for everyday parking, there is an increase in 10 parking spaces and for larger events an additional 37 parking spaces. Mr. Grain asked if there were any other potential places to park on site. Mr. Love commented that as a compromise the District decided to have the play area developed for large event parking.

Mr. Grain commented about the one-way direction for parents and asked if SDOT will install signs. Mr. McBryan mentioned that as recommended in the TMP, the school has a community plan to identify map access routes to the site that encourages parents where to go. It must be updated annually to communicate traffic changes in the area.

Mr. Jeffrey Cook commented that the TMP and parking are two separate issues and he was not sure if combining them together make sense. He was not sure how the parking space based on the square footage of the site is helpful and it does not provide an answer on how many parking spaces are needed realistically at the site.

A comment was made that the zoning codes determine how to calculate the parking spaces and looking at the parking spaces from all the other schools that were recently built, he noted that the current proposal for Wing Luke is in line with other schools. With regards to the number of staff at the school, the School District made a projection of how many staff they need, and the parking spaces needed by balancing the staff and the spaces available.

Mr. Cook commented that he wants to make sure there is adequate parking for the staff and he was glad to see an option for additional spaces for events.

He also read an email from Ms. Josephine Rainwater asking about why the plan was not thought out at the beginning including parking underground instead of having these departures. Mr. Love commented that underground parking is exceptionally expensive and when the levy was voted in, the District must use the funds as wisely as possible and they favor using them for educational purposes. It is not uncommon to have departures for parking because the land use code creates the parking requirements base on assembly spaces.

Mr. Skutack added that the departure process allows the schools to build in a residential zone. The process is used to engage nearby neighbor participation along with City departments and they have to walkthrough a logical design process that was laid out by the City.

Mr. Grain commented that the process needs to change because it is out of step, and any input should be happening at the beginning of the process and not towards the end of the process.

Mr. Cook commented that he would preferred more than 10 additional spaces but is comfortable that there is parking and he was not concerned about the bus loading zone.

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 Gilbert Pettit: Mr. Pettit commented that he lives on 36th Ave S. and he gave a testimony at the last meeting. He reiterated that the Committee should not approve the parking departure that is being proposed. He mentioned that the situation along 36th Ave S. was not addressed, and that the presentation went by quickly. He would like to see more parking stalls for parents and community members who wants to be involved in the school.

Comments from Jen Mayer: Ms. Mayer commented that she is a parent of a 1st grader at the school. She is excited about the change since her son has special needs and maintaining an open space is important. She realized that the neighborhood is changing, and she is hoping for a better status quo. She noted that she was working with Safe Routes to School and they were granted a full \$850.00 to improve the walking and pedestrian conditions in the area. She would like to see the neighborhood supportive and encouraging their kids who lives nearby to walk to school.

Comments from Emily Wetzel: Ms. Wetzel commented that she is a teacher at the school and she never has trouble finding a parking space in the lot. She likes the idea of using the playground for overflow parking but does not want to see the playground turned into a permanent parking lot since there is already less space for the kids to play.

Comments from Jeff Case: Mr. Case is the assistant principal of the school and he would like to reiterate what Ms. Wetzel said. The school has made significant changes over the past few years to provide a play structure and play space for the kids. He commented that there is a lot of work to do about the TMP and noted that this is about choices and the school's top priority is provide education to the kids.

Comments from Mara Chang: Ms. Chang commented that she is a teacher at the school and was discouraged about hearing that the only option for parking is to change the playground space for the kids. She hopes that there is another way to resolve the parking issue that does not negatively impact the kids. She noted that if they see someone parking in their property to report them. She added that as a community, there should be a working partnership with the school and the priority is working with the school children.

Comments from Harry Whitaker: Mr. Whitaker is a teacher at the school and he commented that he never has a problem parking at the school since he comes in early. He noted that staff parking in the neighborhood is by choice and not by lack of capacity. The city is changing, and it is a reality that he does not want to face. He added the school gives a projection of 450 students, but the enrollment has gone down, and the school has not reached the projection capacity.

Comments from David Price: Mr. Price commented that the School District should start the project small instead of having a grandiose project. Funds are misappropriated and should cancel the Phase 2 project.

Comments from Merritt Bettineski: Mr. Bettineski is a neighbor at 39th Ave S. and he shared his concerns about walkability and safety in the area especially the perimeter fencing where children run during the day. He likes the overflow parking in the play area, but he had issues about the playfield that were not addressed as well and there should be garbage and recycle bins available in the community playground area.

Comments from Diane Tiao: Ms. Tiao lives along 42nd Ave S. and is a 2nd grade teacher. She commented that she never had a problem parking and the teachers that spoke agreed that they have adequate parking throughout the year. She understands the issue, but the most important aspect for the community is the children. She reiterated that the kids need more space, and this is why the school is being rebuilt. She added that increasing parking spaces that nobody is asking for is taking away what the children need.

Comments from David Linskey: Mr. Linskey commented that he has two kids at the school and the extra parking spaces that could be used on the northside of the site along Kenyon.

Comments from Kathleen Lockhart: Ms. Lockhart commented about the play space area and asked if it is going to be demolished. She has questions about traffic along 37th Ave especially during construction and whether this has been addressed.

VI. Committee Deliberation

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

1. Parking Quantity:

Ms. Boothby commented that she was happy that the teachers from Wing Luke spoke and described their experiences. She noted that she was okay with the proposed 10 extra parking spaces.

Ms. Tsai commented that the proposed 10 extra parking spaces were helpful. She agreed with having a condition about the TMP and have the school communicate with the neighbors about upcoming large events. She also agreed with the proposal on having northbound traffic along 37th Ave for parents.

Mr. Grain commented that the input from the teachers were helpful as well as the proposal for the overflow parking.

Mr. Cook commented that he agrees with the departure if the teachers and residents in the area do not see a problem. He inquired about the daycare center and someone mentioned in the public comment about the gravel parking area is going away. A comment was made that there is required parking and it was also a code requirement. There will be improvements on the right of way on the north side including a regular sidewalk and curb along Kenyon St. Ms. Rachel Huck of SDOT added that the mobility of the

students is a priority and improved walkability and the safety of the neighborhood especially kids coming from the Chief Sealth trail.

Ms. Sheehan noted that what she heard from the Committee that all were supportive of the parking quantity departure with conditions of having a robust TMP, a comprehensive circulation pattern that is shared with the neighborhood and enforced and led by the school, overflow parking to be used for special events, and to reassess the departure when Phase 2 is initiated.

Ms. Godard commented that she worked with different school departures and noted about the development standards being asked. She noted that the City is trying to change and communicate a better standard for school departures in residential zones.

Mr. Cook commented that having a realistic and accurate number for parking is beneficial for the school staff and the residents to count on. Ms. Godard mentioned that the Committee's powerful tool is to establish conditions to help shape the departure.

4. On-street bus loading and unloading

Ms. Boothby commented that she does not see it going away and it will continue to be the way it is.

Mr. Cook agreed with Ms. Boothby and mentioned that he would approve to maintain bus loading and unloading at 37th Ave S.

Mr. Skutack noted that there is improved access on the west side and it will be better managed because of the building placement that will bring the kids directly to the building.

Ms. Tsai commented that she is in favor in maintaining the bus loading and unloading and added that having a TMP will help alleviate any traffic congestion.

Mr. Grain commented that he is in favor of granting the departure with the condition that it must be managed effectively.

Mr. Cook commented that he is in favor of the departure since there are no other potential solutions and added that implementing the TMP should make a difference. He added if there is a way a communication be sent to the nearby residents about accessibility. Ms. Godard commented that this is an important inclusion having letters mailed within 600 ft. radius of the school's property line about the TMP. Ms. Boothby suggested that the letter or postcard must contain information about TMP changes and accessibility. Ms. Tsai suggested that there are many different languages spoken in the area and it would be beneficial if the communication be translated in different languages.

Ms. Sheehan noted that what she heard from the Committee was universal support of the departure with conditions of having a robust TMP with a communication plan to the neighborhood via multiple media and in multi-languages in an 800 ft. radius about pick up and drop off accessibility as well an effort by the School District to include neighbors, volunteers and staff in designing and implementing the TMP.

VI. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated, and the options are to go through the remaining requested departures, with the following conditions that were discussed and vote on them.

Departure #1: Parking quantity

Ms. Boothby made a motion to recommend granting the parking departure with the following conditions; and it was seconded by Mr. Grain.

- a. Adopt a robust TMP;
- b. Encourage parents and neighbors to use the circulation path and the overflow parking at the south end of the building for special events;
- c. Reassess the parking quantity and building height for the Phase 2 of the project.

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed unanimously.

Departure #2 Bus loading and unloading

Ms. Tsai made a motion to recommend granting the bus loading with the following conditions; and it was seconded by Ms. Boothby

- a. Adopt a robust TMP with an effort by the School to include neighbors, school staff and volunteers in the design and implementation process;
- b. Provide and distribute a communication plan within 800 ft. of the school boundary to neighbors via multiple media and translated into multi-languages.

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed unanimously.

VII. Adjournment

Ms. Sheehan commented that she will provide a draft report no later than the end of next week for the Committee to review, edit and provide comments.

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