



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

Application Number: 3026198
Applicant Name: Corrie Rosen for Mahlum Architects
Address of Proposal: 411 Boston Street

SUMMARY OF PROPOSAL

Land Use Application to allow a 2-story addition to an existing public school (Queen Anne Elementary). The project includes new classrooms, gymnasium, covered play area, playfield and surface parking for 30 vehicles. Determination of Non-Significance has been prepared by Seattle Public Schools.

The following approvals are required:

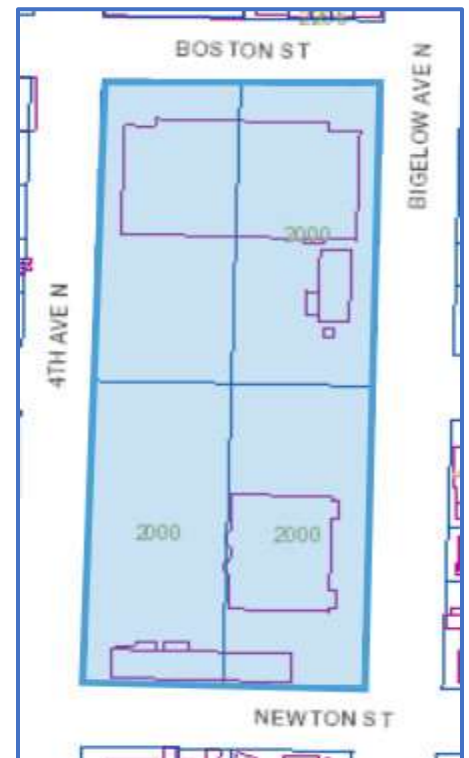
Establishment of Development Standard Departure for Public Schools Chapter 23.79 Seattle Municipal Code to approve or condition the following departures:

1. To allow greater than allowed lot coverage. Up to 40% lot coverage, a portion of which is a 2-story building. (SMC 23.51B.002.C)
2. To allow less than required off-street parking (88 fewer parking stalls) (SMC 23.51B.002 G)
3. To allow bus load and unload off-site (SMC 23.51B.002 I)

SITE AND VICINITY

Site Zone: Single Family (SF 5000)

Zoning Pattern:(North) Neighborhood Commercial 1, 30 feet height limit (NC1-30)
(South) Single Family (SF 5000)
(East) Single Family (SF 5000)
(West) Lowrise 2 (LR2)



ECAs: Steep slopes Environmentally Critical Areas (ECA) are mapped at the site.

Lot Size: 2.99 acres.

Proposal Information

Seattle Public Schools (SPS) proposes to construct a 22,850-square foot addition to the existing Queen Anne Elementary School. The proposal includes building an addition with eight classrooms, a gym and storage, expanded dining and main office. The proposal also includes site improvements including some staff parking and loading dock. The Queen Anne School addition will expand the area of the existing 1922 brick building and will not impact the Seattle City Landmark 1905 building. The existing portables are slated to be demolished. The new addition will be a one-story structure of approximately 22,850 square feet, 3,000 of which is covered play area. Project documents are available in the electronic file at <http://www.seattle.gov/SDCI/>.

Previous SEPA Related Actions

The District has exercised its prerogative to act as lead agency for the SEPA review. SEPA documents are available on the Seattle Public Schools websites.

Environmentally Critical Areas (ECAs) review is required for building permit applications. SMC 25.09. Based on a review of the submitted information and the City GIS system, Seattle Department of Construction and Inspections (SDCI) concludes that the proposed development appears to not temporarily or permanently encroach within steep slope areas or buffers on and adjacent to the parcel, so the ECA Steep Slope Development Standards are waived for this project as allowed by ECA Regulations, Section 25.09.045E.

Public Comment

Comment letters were received during the official public comment period. Letters can be viewed in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number, MUP project 3026198. The public comments addressed concerns for decreased amount of parking, location of parking, location of the bus load and unload, traffic flow in the area, height concerns, signage opinions, and recommendations that the departure requests be denied.

Development Standard Departure

The Seattle School District submitted a request for departures from Seattle Municipal Code Development Standards for the proposed elementary school additions. The Department of Neighborhoods (DON) is charged with administering the School Departure process per SMC 23.79.004. DON formed the required Advisory Committee of eight voting members with a City staff non-voting Chair. The final Development Standard Departure Report is available in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number.

ANALYSIS – Development Standard Departure for Public Schools

The Development Standard Departure process is conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-012. An Advisory Committee was convened, public comment received, and a written recommendation to the Director of SDCI prepared. The Director prepares an analysis and decision per SMC section 23.79.010. The Director will

determine the amount of departure to be allowed as well as mitigation measures to be imposed. The Director's Decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting(s) and other comments from the public. If the Director modifies the recommendations of the Advisory Committee, the reasons for the modification shall be put forth in writing.

Section 23.79.008 directs the Advisory Committee to “gather and evaluate public comment”, and to “recommend maximum departures which may be allowed for each development standard from which a departure has been requested”. It states, “Departures shall be evaluated for consistency with the objectives and intent of the City's Land Use Code....., to ensure that the proposed facility is compatible with the character and use of its surroundings”. The Advisory Committee is directed to consider and balance the interrelationships among the following factors in SMC 23.79.008 C 1:

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

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

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

Departure Request and Advisory Committee Recommendation

Seattle School District submitted a request for departures from Seattle Municipal Code Development Standards to accommodate the construction of a new addition to Queen Anne Elementary School.

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.006E, 23.51B and 23.79. The code requires that the Department of Neighborhoods convene an Advisory Committee (Development Standard Advisory Committee) when the School District proposes a departure from the development standards identified under the code. These standards are referred to as the “zoning code”.

The purposes of the Development Standard Departure Advisory Committee are: 1) to gather public comment and evaluate the proposed departures for consistency with the objectives and intent of the City's land use policies to ensure that the proposed facility is compatible with the

character and use of its surroundings; and 2) to develop a report and recommendation to the City Department of Construction and Inspections from the Department of Neighborhoods.

Following completion of the Advisory Committee Report and its transmittal to the City's Seattle Department of Construction and Inspections, SDCI, will publish the Director's Decision. The Director of the Seattle Department of Construction and Inspections 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 to the City Hearing Examiner.

The Department of Neighborhoods sent notices to residents within 600 feet of the proposed new school and to a list of individuals and organizations that had shown interest in other community issues requesting self-nominations for membership on the Development Standard Departure Advisory Committee. The Committee was formed and composed of eight voting members with a City staff non-voting Chairperson.

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

1. To allow greater than allowed lot coverage. up to 40% lot coverage, a portion of which is a 2-story building. (SMC 23.51B.002.C)
2. To allow less than required off-street parking (88 fewer stalls) (SMC 23.51B.002 G)
3. To allow bus load and unload off-site (SMC 23.51B.002 I)

Departure #1 – To allow up to 40% lot coverage. (SMC 23.51B.002 C) – The zoning code restricts the amount of lot coverage to 35 % for structures of more than one story. The District requested a departure to allow 40 % lot coverage.

Departure #2 – To allow a reduction of on-site parking.(SMC 23.51B.002 G) –The code requires the District to provide 118 parking spaces. The District requested a departure to allow 30 parking spaces on site.

Departure #3 – To allow bus load and unload off-site (SMC 23.51B.002 I) –The code allows off site bus load and unload in certain conditions. The applicant proposes to locate bus load and unload off-site.

Director's Analysis

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

Section 23.79.008 C states:

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

1. *Appropriateness in relation to the character and scale of the surrounding area*
2. *Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.*

3. *Location and design of structures to reduce the appearance of bulk;*
4. *Impacts on traffic, noise, circulation and parking in the area; and*
5. *Impacts on housing and open space.*

Departure #1 –To allow up to 40% lot coverage. (SMC 23.51B.002 C).

- 1) Appropriateness in relation to the character and scale of the surrounding area were considered by the Committee, and the members did not have concerns about the school's increased lot coverage having an impact on its relationship to the neighborhood.
- 2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about the school's increased lot coverage having an impact on the transition in scale.
- 3) Location and design of structures to reduce the appearance of bulk were considered by the Committee, and they did not have concerns about the school's increased lot coverage having an impact on the appearance of bulk.
- 4) Impacts on traffic, noise, circulation and parking in the area were considered by the Committee, and they did have concerns about the school's increased lot coverage having an impact on traffic, circulation and parking the neighborhood, which are more directly addressed in departures two and three discussions.
- 5) Impacts on housing and open space were considered by the Committee, and they did not have concerns about the school's increased lot coverage having an impact on housing and open space.

After consideration, the Committee recommended that the departure to allow greater than allowed lot coverage be GRANTED as requested by the Seattle Public Schools without modifications and without conditions.

In evaluating this departure request, the Director has reviewed the District required school program, public comment, the proposed site plan, and location of programmatic elements. Single family zoning with lot coverage restrictions of 35% and 30-foot height limitations dominate the neighboring area. The site is located across from Neighborhood Commercial and Lowrise 2 zones to the west which both present increased density and lot coverage in the area. The School addition must serve the future larger population of students and staff. The Director recognizes that a public school cannot approximate the scale and bulk of a single-family home in the area, but will continue to be recognizable, in bulk and scale, as a significant institution in the neighborhood.

As much as possible the proposal aims at reducing the appearance of bulk by providing building modulation, adding landscaping, and meeting code required building setbacks. The taller gym is located to the interior of the site and away from the edge of the site in an effort to reduce the appearance of bulk. Architectural elements and materials are appropriate choices to help the building addition blend with the character and scale of the existing school. The applicant has proposed red brick which is sympathetic to the original brick building. The proposed addition

will replace the aging portable classroom buildings with a modern, integrated, and better designed structure to serve students.

The departure neither impacts traffic, noise and circulation nor impacts housing. Open space at the site will be impacted by reduced playground area and will be partially mitigated by all-weather play surfaces and a covered play area. Considering the criteria, the majority and minority recommendations from the Advisory Committee, and public comments, the Director GRANTS the departure request of 40 % lot coverage with no conditions.

Departure #2 – To allow a reduction in on-site parking.(SMC 23.51B.002 G).

The land use code requires the District to provide 118 on-site parking spaces for this project. The District requested a departure to allow 30 parking spaces on site, for an 88-parking space departure. The departure request was considered by the Departure Committee. Committee members noted that the addition and anticipated increased school population, could negatively affect traffic and parking availability on adjacent streets.

- 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 neighborhood.
- 2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about the school's 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 in the neighborhood. The Committee suggested mitigation measures 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-street parking proposal having an impact on housing and open space.

The Committee grappled with the public comment they received on the impacts of parent drop-off/ pick-up and parking and staff parking, sometimes illegally, on the street in front of homes, as well as a need for play space for students. The design team presented a chart showing the student enrollment, staff, site area, and number of on-site parking spaces for schools in the area. Queen Anne has a comparatively high number of parking stalls for its site size. Each parking spot was considered important to the Committee, therefore they requested a scheme where open play space could be used for parking during large, after school events that would help alleviate parking in the neighborhood when it is at its highest demand.

The school Principal, Janine Roy, was present at both meetings. She made clear to the Committee and public that this was the beginning of a larger, on-going conversation between the school community and the neighborhood. Plans were already in place for the following school year to begin implementing some of the recommendations proposed by the Committee and public, such as the parent drop off/pick up valet system. She also announced the formation of a Traffic Advisory Committee to continue to address these issues. This relieved some concerns that if these concerns are incorporated into the Transportation Management Plan, it is still up to the discretion of the principal to initiate, and more importantly enforce.

After consideration of the above, the Committee recommended that the departure to reduce the parking requirement be granted with the following conditions:

- a. Use the play space as overflow parking for large, after-hours school sponsored events where the play space is not utilized.
- b. The school must create an enhanced Transportation Management Plan (TMP) and incorporate the following:
 1. A designated parent drop-off and pick up along the southeast side 4th Ave N or Bigelow Ave N (depending on where bus loading/unloading takes place) and/or in the south parking lot, with the desire for the drop-off/pick-up be a valet-type of system that would be administered by SPS and volunteers, with SPS analysis and SDOT approval. If the south parking lot were to be recommended as a parent valet drop-off/pick-up, SDOT would like SPS to ensure that two volunteers be located at the entrance and exit of the parking lot, ensuring safety for people walking and biking along Newton St.
 2. A rigorous staff parking management component to minimize school-day parking impacts to neighbors nearest the school where teachers and staff who cannot park in the south parking lot park at least one block away from the school, (beyond Lynn St, Nob Hill Ave N, Howe St, and 5th Ave N) and provide resources to educate the school community and enforce the plan.
 3. That the Findings and Recommendations contained in the Transportation Technical Report for the Queen Anne Elementary School Addition, prepared by Heffron Transportation Inc. dated May 24, 2017 and contained on page 25 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Master Use Permit.
- c. Allowance for a departure from the required ratio of large to compact stall sizes to increase the number of parking stalls available to staff.
- d. Optimize the number of parking stalls in the south parking lot, with a minimum of 30 parking stalls.
- e. A minimum of 3 ADA parking stalls, with 2 flexible ADA parking stalls, to be converted to and from ADA as necessary, to increase the number of parking stalls available to staff.
- f. Plan for future expansion of bike racks to not limit the number of students that can bike to school in the future.

The Director notes that the departure for reduced on-site parking meets the appropriateness of character and scale of the surrounding area criteria by prioritizing learning space and play space over parking stalls. By reducing on-site parking there is greater opportunity to preserve remaining play space. The Director understands that there will be impacts of traffic, noise, circulation and parking in the area due to increased parking on surface streets during pick up and drop off hours, and as pointed out in the Transportation Technical Report (Heffron, 2017) the impact may be noticeable and could be partially mitigated by elements of a Transportation Management Plan. The Departure will not have impacts on housing unless the site is expanded to require closing a neighboring street and require demolishing residential structures. Considering the criteria, the majority and minority recommendations from the Departure Advisory Committee and public comments the Director GRANTS the departure request with a condition to follow the recommendations outlined in the Transportation Technical Report and supplemental conditions.

Departure #3 – Allow Bus Loading & Unloading off site (SMC 23.51B.002 I)

The Committee considered the merits of continued load and unload along Bigelow Avenue North. The Committee also considered bus load and unloading along 4th Avenue North. The City of Seattle Parks & Recreation (Parks) has jurisdiction of the Bigelow Avenue North right of way. At the time of the Committee discussions, Parks and Recreation had not yet determined if they would allow buses to load or unload along Bigelow. Since the Committee discussions, Parks has affirmed that school buses may load and unload along Bigelow Avenue North.

- 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 Bigelow Ave N. having an impact on its relationship to the neighborhood.
- 2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about the school's off-site bus loading & unloading on Bigelow Ave N. 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 Bigelow Ave N. 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 Bigelow Ave N. 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 Bigelow Ave N. having an impact on housing and open space.

The Committee concluded that Bigelow Ave N. is the best option available for bus loading and unloading. They articulated opinions that Boston Ave is unsafe for bus loading and unloading due to pedestrian and vehicular sightlines and does not provide adequate space in front of

the school for the necessary number of buses, and Newton St is functionally incompatible. Bigelow Ave N is the District's preferred option.

Traffic around the school is challenging, and the Committee is supportive of separating bus traffic from any designated parent drop off and pick up due to safety concerns. Parking in the neighborhood is highly coveted, and any further loss of parking would be a hardship on the neighborhood, as heard during public comment. The Bigelow Ave N. option does not remove any additional parking and it is wide enough for a bus to park as well as two-way traffic and street parking on the east side of the street. Additional suggestions were voiced by the Committee to alleviate parking strains on the neighbors, provide safer routes for students to walk/bike to school, and for buses to minimize their presence in the neighborhood.

After consideration of the above, the Committee recommends:

That the departure to allow bus loading and unloading on Bigelow Ave N. be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. The school must create an enhanced Transportation Management Plan (TMP) and incorporate the following:
 1. A designated parent drop-off and pick-up along the southeast side 4th Ave N and/or in the south parking lot, with the desire for the drop-off/pick-up be a valet-type of system that would be administered by SPS and volunteers, with SPS analysis and SDOT approval. If the south parking lot were to be recommended as a parent valet drop-off/pick-up, SDOT would like SPS to ensure that two volunteers be located at the entrance and exit of the parking lot, with the intent of increased safety for people walking and biking along Newton St.
 2. Strategies to keep buses on arterial streets to minimize bus traffic on Newton St. and prevent bus traffic through adjacent neighborhood streets.
 3. Minimize bus traffic on Newton St. and non-arterial streets, in a manner that parent and bus traffic are separated.
 4. Create a Safe Routes to School Committee initiated and hosted by the School. The Committee should include at least two representatives from the QAES neighborhood to evaluate safety surrounding the school, identify actions to improve pedestrian safety in the neighborhood and seek funding to implement identified improvements.
 5. Encourage parents that want to park their vehicle to drop-off or pick-up to park in neighboring streets (not streets immediately adjacent to the school) and walk their children to school. This will help alleviate traffic circulation and parking issues.
 6. That the Findings and Recommendations contained in the Transportation Technical Report for the Queen Anne Elementary School Addition, prepared by Heffron Transportation Inc. dated May 24, 2017 and contained on page 25 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Master Use Permit

- b. Prohibit school buses from idling while waiting for students to unload and load, and modify bus loading protocol to minimize time spent idling.
- c. The school district must evaluate the utilization of buses to find ways to reduce the number of buses going to and from the school.
- d. Evaluate locating a 4-way stop at 4th Ave N and Boston St. and at Newton and Boston St. with SPS analysis and SDOT approval.
- e. Evaluate establishing a crosswalk at Boston St. and Bigelow Ave N. to encourage safe travel across Boston St. with SPS analysis and SDOT approval.

In evaluating this departure, the Director concludes that the bus load and unload, and accessible bus load and unload are important elements of the educational program and access to accessible routes is key to site maneuverability.

The departure may impact traffic, noise and circulation during the load and unload times. The Director understands that the Transportation Technical Report prepared for this project has made recommendations to address the conditions and concerns of the Committee. The recommendations have been accepted by Seattle School District and will be enacted as part of the project conditioning. Impacts to character, and scale of the surrounding area, housing and open space are not expected from this departure request. Considering the criteria, the majority and minority recommendations from the Advisory Committee, and public comments, the Director GRANTS the departure to allow bus load and unload off site on Bigelow Avenue North as requested by the Seattle School District with conditions.

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

The Committee discussed the overall need for departures (SMC 23.79.008C1b) as part of its deliberations. The Seattle Municipal Code provides for granting departures from the requirements of the Municipal Code to accommodate educational needs of programs to be located in proposed buildings. In this case, the Seattle School District stated that both the construction of the addition and the educational standards present challenges and that without granting the departures for greater lot coverage, less on-site parking, and bus load and unload location those standards could not be met as effectively. Without some departures, the alternatives would be either further reductions in important open play space or efforts to expand the school site into the surrounding area.

The Director balances departure requests through criteria based on the relationship to surrounding areas with need for development standards departures to meet program requirements and finds that the departure requests numbers one through three should be allowed.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The school development standard departures one through three are **GRANTED WITH CONDITIONS**.

CONDITIONS –SCHOOL DEVELOPMENT STANDARD DEPARTURES

Prior to Building Permit Final Certificate of Occupancy

1. The Recommendations contained in the Transportation Technical Report for the Queen Anne Elementary School Addition, prepared by Heffron Transportation Inc. dated May 24, 2017 report, are requirements of approval. They are the following;
 - a. Prior to the school opening, the District and school principal should establish a Transportation Management Plan (TMP) to educate families about the access patterns for the new site layout. The effort should encourage school bus ridership, carpooling, and supervised walking (such as walking school buses – groups of students and adults). The plan should define preferred travel routes for passenger vehicles and instruct staff and parents not to block or partially block any residential driveways with parked or stopped vehicles.
 - b. The District should work with Seattle Parks and Recreation and SDOT to confirm the locations, extent, and signage of school-bus and passenger-vehicle load/unload zones.
 - c. The District should require the selected contractor to develop a construction management plan (CMP) that addresses traffic and pedestrian control during school construction. It should define truck routes, lane closures, walkway closures, and parking disruptions, as necessary. To the extent possible, the CMP should direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CMP may also include measures to keep adjacent streets clean on a daily basis at the truck exit points (such as street sweeping or on-site truck wheel cleaning) to reduce tracking dirt offsite. The CMP should identify parking locations for the construction staff; to the extent possible, construction employee parking should be contained on-site.
2. Additional required conditions to include in the Transportation Management Plan are the following:
 - a. A designated student drop-off and pick up along Bigelow Ave N and/or in the south parking lot, with the desire for the drop-off/pick-up be a valet-type of system that would be administered by SPS and volunteers, with SPS analysis and SDOT approval. SDOT asks SPS to ensure that two volunteers be located at the entrance and exit of the parking lot, with the intent of increasing safety for people walking and biking along Newton St.
 - b. A staff parking management component to minimize school-day parking impacts to neighbors nearest the school. The component should encourage parking agreements with underutilized parking lots and communication to school staff and visitors about opportunities to park further from the school.

- c. A departure is allowed from the required ratio of large to compact stall sizes to increase the number of parking stalls available to staff.
- d. Optimize the number of parking stalls in the south parking lot, with a minimum of 30 parking stalls.
- e. A minimum of 3 ADA parking stalls, with 2 flexible ADA parking stalls, to be converted to and from ADA as necessary, to increase the number of parking stalls available to staff.
- f. Plan for future expansion of bike racks to not limit the number of students that can bike to school in the future.
- g. Encourage strategies to keep buses on arterial streets to minimize bus traffic on Newton St. and prevent bus traffic through adjacent neighborhood streets.
- h. Minimize bus traffic on Newton St. and non-arterial streets, to separate parent and bus traffic.
- i. Create a Safe Routes to School Committee initiated and hosted by Queen Anne School. The Committee should include at least two representatives from the QAES neighborhood to evaluate safety surrounding the school, identify actions to improve pedestrian safety in the neighborhood and seek funding to implement identified improvements.
- j. Encourage parents that want to park their vehicle to drop-off or pick-up to park in neighboring streets (not streets immediately adjacent to the school) and walk their children to school.
- k. Minimize school bus idling while waiting for students to unload and load, and modify bus loading protocol to minimize time spent idling.
- l. The school district shall evaluate the utilization of buses to find ways to reduce the number of buses going to and from the school.
- m. Evaluate locating a 4-way stop at 4th Ave N and Boston St. and at Newton and Boston St. with SPS analysis and SDOT approval.
- n. Evaluate establishing a crosswalk at Boston St. and Bigelow Ave N. to encourage safe travel across Boston St. with SPS analysis and SDOT approval.

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

Date: February 20, 2018

HJG:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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