



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

Application Number: 3027255-SD
Applicant Name: Matt Rumbaugh, NAC Architecture for Seattle Public Schools
Address of Proposal: 3701 South Kenyon Street

SUMMARY OF PROPOSAL

Land Use Application to allow a 2-story building (Wing Luke Elementary School) with parking for 60 vehicles. Existing building to be demolished.

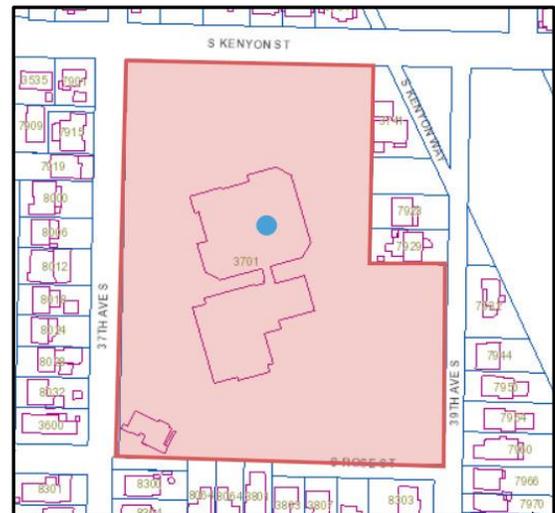
The following approvals are required:

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 building height. (SMC 23.51B.002 C)
2. To allow less than required off-street parking. (SMC 23.51B.002 G)
3. To allow bus load and unload off-site. (SMC 23.51B.002 I)
4. To allow a changing image electric sign. (SMC 23.55.020 B)

SITE AND VICINITY

Site Zone: Single Family (SF 5000)
Zoning Pattern: (North) Single Family (SF 5000)
(South) Single Family (SF 5000)
(East) Single Family (SF 5000) and
Lowrise 2 east of the Chief Sealth
Trail.
(West) Single Family (SF 5000)
ECAs: Steep slopes Environmentally Critical
Areas (ECA) are mapped at the site.
Lot Size: Approximately 6.8 acres.



BACKGROUND INFORMATION

Proposal Information

Seattle Public Schools (SPS) proposes to construct a new 93,500 square foot new Wing Luke Elementary School. The proposal also includes site improvements for staff parking and loading dock. 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 website.

Environmentally Critical Areas

Environmentally Critical Area (ECAs) review is required for building permit applications and has been conducted on the building permit (6619872), 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 a steep slope review is limited to the demolition of the fence in the southeastern portion of the property and construction of a new fence downslope and to the east. No Environmentally Critical Areas Review is required because the submitted information demonstrates that the work will not be in proximity to Steep Slope Critical Areas, which must be at least ten feet high with inclinations of forty percent or steeper as allowed by ECA Regulations, Section 25.09.045E.

Public Comment

Comment letters were received and can be viewed in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number, MUP project 3027255. 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 school. The Department of Neighborhoods (DON) is charged with administering the School Departure process per SMC 23.79.004. DON formed the required Advisory Committee 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 construction of the new Wing Luke 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 Department of Construction and Inspections, SDCI, will publish the Director’s Decision. The Director of the 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, a representative from SDCI and 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:

Departure #1 – To allow greater than allowed building height. (SMC 23.51B.002 C) – The zoning code restricts building height to 35 feet plus 15 feet for a pitched roof. The District request up to 9 feet 4 inches above the height limit for mechanical equipment and for the upper level of the Phase 2 addition. (Phase 2 is not proposed in this application but presented for discussion.)

Departure #2 – To allow less than required off-street parking. (SMC 23.51B.002 G) – The code requires the District to provide 130 parking spaces. The District requested a departure to provide 50 parking spaces on site. (later increased to 60 spaces.)

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.

Departure #4 – To allow a changing image electric sign. (SMC 23.55.020 B) – The code does not allow changing image signs in single-family districts. The District requests one double-faced changing image sign.

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.*

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.

The School Departure Advisory Committee considered the following Departure requests.

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

- 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. 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 screening enclosures, the impacts of the additional height can be mitigated. The Committee discussed options for transition in scale and through landscape option would be useful. They also discussed options for over height screening color and texture to help the elements blend with the sky.

(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 for Phase II 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 additional height departure consideration is limited to Phase I only. 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 using 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.**

In evaluating this departure, the Director notes that the over height mechanical equipment and penthouse screening will be setback over 20 feet from the property lines which helps to mitigate additional bulk by providing more space between the residential neighborhood and the additional height and agrees with the Committee's direction on color and texture to minimize the impact of the over height areas. The departure neither impacts traffic, noise and circulation nor impacts housing and open space. Considering the criteria, the majority and minority recommendations from the Advisory Committee and public comments, the Director approves the departure to allow greater than allowed height for the mechanical penthouse as requested by the Seattle School District without modifications and with conditions.

Departure #2 – Less Than Required Off-Street Parking. (SMC 23.51B.002 G)

- 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-crafted Transportation Plan that is developed with and 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 southwest 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 of 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)**
- b. Use the proposed play area in the southwest portion of the site as overflow parking for school related events.**
- c. When Phase 2 is proposed to be built the parking requirement will be reassessed, if required at the time due to current development standards, by a departures committee which includes input from the neighborhood.**

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, which is not a

proposed. 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 – Off-Site Bus Loading & Unloading on 37th Avenue S. (SMC 23.51B.002 I)

- 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 (planting strip) between the sidewalk and roadway and to maintain the street trees. 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 or 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 condition:

- 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)

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 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 37th Avenue South as requested by the Seattle School District with a condition to follow recommendations outlined in the Transportation Management Plan prepared for this project.

Departure #4 – To allow a changing image electric sign. (SMC 23.55.020 B)

- 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 concerns.

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. The proposal is limited to one double-faced sign which may change images.**
- b. The sign is limited to be lit only when school is in session, and not used on the weekends, holidays or vacations.**
- c. The sign shall be 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. The sign is limited to be lit using one color with a dark background.**
- e. No flashing, scrolling, or moving images are allowed.**

Departure #4 is a request to allow a changing image electric sign. Discussion regarding using multiple languages on the sign is an important benefit for the school community. The Director finds that the request is appropriate in relation to the scale and character of the surrounding area. The request does not impact the bulk of the structures, traffic, noise, circulation and parking. Considering the criteria, the majority recommendation from the Advisory Committee and public comments the Director conditionally GRANTS the departure request.

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 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 II was the height the committee was most concerned 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.

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 school and the educational standards present challenges and that without granting the departures for greater height, less on-site parking, bus load and unload location, and a changing image sign, 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 using criteria based on the relationship to surrounding areas with need for development standards departures to meet school program requirements. The Director finds that the departure requests numbers one through four should be allowed with conditions.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The school development standard departure number one (1), to allow greater than allowed height, is **GRANTED with conditions**.

The school development standard departure number two (2), to allow a reduction of on-site parking, is **GRANTED with conditions**.

The school development standard departure number three (3), to allow bus load and unload off-site, is **GRANTED with conditions**.

The school development standard departure number four (4), to allow an electronic changing image sign is **GRANTED with conditions**.

CONDITIONS –SCHOOL DEVELOPMENT STANDARD DEPARTURES

For the life of the project

1. The proposed additional height departure request is limited to Phase I only. Phase II, requiring the most significant height departure, will be reviewed, if required at the time, by a new departure committee when the School District is proposing to permit and construct it.
2. Include trees and landscaping that will help to screen and provide screening and a transition in scale between the new building and the sidewalk.
3. The mechanical screening on the roof, should be a light color with texture so as not to draw attention to the structure or make it look too industrial.
4. The proposed play area in the southwest portion of the site be used as overflow parking for vehicles during school related events at the school in the evening.
5. When Phase II is proposed to be built the parking requirement will be reassessed, if required at the time due to current development standards, by a departures committee which includes input from the neighborhood.
6. The proposal is limited to one, double-faced sign which may change images.

7. The sign is limited to be lit only when school is in session, and not used on the weekends, holidays or vacations.
8. The sign shall be 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 p.m.
9. The sign is limited to be lit using one color with a dark background.
10. No flashing, scrolling, or moving images are allowed.
11. Follow the recommendations listed below from the Transportation Management Plan (TMP) be implemented with an effort to engage staff, volunteers, and neighbors at least within 800 feet of the school. Engagement should include multiple languages and various forms of media. (see Transportation Technical Report for Wing Luke Elementary School Replacement, June 28, 2017).
 - a) Prior to the school opening, the District and school principal should establish a Transportation Management Plan (TMP) to educate parents and students about the preferred access and circulation for the new school layout. The effort should encourage supervised walking (such as walking school buses), carpooling, and school bus ridership for those eligible. The plan should define clear procedures and travel routes and preferred load/unload locations.
 - b) The District should work with SDOT to confirm the locations, extent, and signage of school-bus and passenger-vehicle load/unload zones adjacent to the school site.
 - c) The District should engage with the Seattle School Safety Committee (of which SDOT is a member) to review walk routes and determine if any changes should be made to crosswalk locations, signage, pavement markings, school zone speed limits, or crossing guard locations.
 - d) The District and school administration should develop a neighborhood communication plan to inform nearby neighbors of events each year. The plan should be updated annually (or as events are scheduled) and should provide information about the dates, times, and rough magnitude of attendance. The communication would be intended to allow neighbors to plan for the occasional increase in on-street parking demand that would occur with large events.
 - e) The alternative access to the service/loading dock proposed at the northeast corner of the site would remain closed with gates or bollards except for very infrequent use (once or twice per year) by large delivery trucks. During use of this access, a flagger should be present to control vehicular and pedestrian movements and assist with the movements into and out of this access.

Prior to construction permit issuance.

12. 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 off-site. The CMP should identify parking locations for the construction staff; to the extent possible, construction employee parking should be contained on-site.

Holly J. Godard, Senior Land Use Planner Date: June 14, 2018
Seattle Department of Construction and Inspections

HJG:bg

Godard/3027255 2701 S. Kenyon Street decision

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