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Viewlands Elementary School

Departures Presentation

AUGUST 2020

SEATTLE PUBLIC SCHOOLS

BUILDING FOR LEARNING

EDUCATION LEVIES

Viewlands Elementary School
Project Scope

Demolish the existing elementary school and construct a new 105,000 square foot Pre-K through 5th grade elementary school for a capacity of 650 students to address projected growth in Northwest Seattle.

Anticipated Start of Construction:
Summer 2021
Anticipated Occupancy:
Fall 2023

Accessible Documents

Due to the nature and complexity of some documents, an accessible version of the document may not be available, In these limited circumstances, the District will provide equally effective alternate access. For questions and more information about this document, please contact the following: Brian Fabella, brfabella@seattleschools.org

Process Changes Due to COVID-19

Seattle City Council approved legislation on Monday April 27th to keep key projects safely moving forward for at least 180 days.

The school departure recommendation process typically requires in-person public meetings, which are prohibited due to public health mandates on social distancing and limited gatherings.

While this ordinance is in effect, DON staff will accept public comment and the Director of Seattle Department of Neighborhoods will make a recommendation to the Seattle Department of Construction and Inspections (SDCI), taking into consideration the public's comments, in lieu of the committee holding public meetings.

Viewlands Elementary School
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Proposed Design

Requested Departures

- #1 Building Height
- #2 Parking Quantity (Automobiles)
- #3 Bicycle Parking (Long Term) Quantity
- #4 Bicycle Parking (Short Term) Quantity
- #5 Bicycle Parking Standards
- #6 Double-Sided, Electric Changing Image Message Board Sign

Public Comments & Contact

Departures Process Overview

Departures Process Overview

- Process Changes Due to COVID-19
  (See page 3)
- Purpose & Intent
- Evaluation Criteria
- Recommendations & Public Comment

Purpose & Intent

Most schools are located in single family neighborhoods; the land use code does not include a “school zone.”

Renovation and additions often times will not meet the underlying zoning, therefore public schools can request exemptions, known as departures, from the land use code.

This process is an opportunity for neighbors and the surrounding community to give the City feedback whether to allow departures.

At this time, the Department of Neighborhoods Director, taking into consideration public comment, can recommend to grant, grant with condition, or deny the requested departures.

Evaluation Criteria - Consistency

(SMC 23.79.008)

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

Evaluation Criteria - Relationship

(SMC 23.79.008)

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

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

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

Evaluation Criteria - Need

(SMC 23.79.008)

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

Recommendations

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

Public Comment

Please submit your comments on the requested departure, including any mitigation measures or conditions of approval by **02 September 2020** to:

Maureen Sheehan

Maureen.Sheehan@seattle.gov

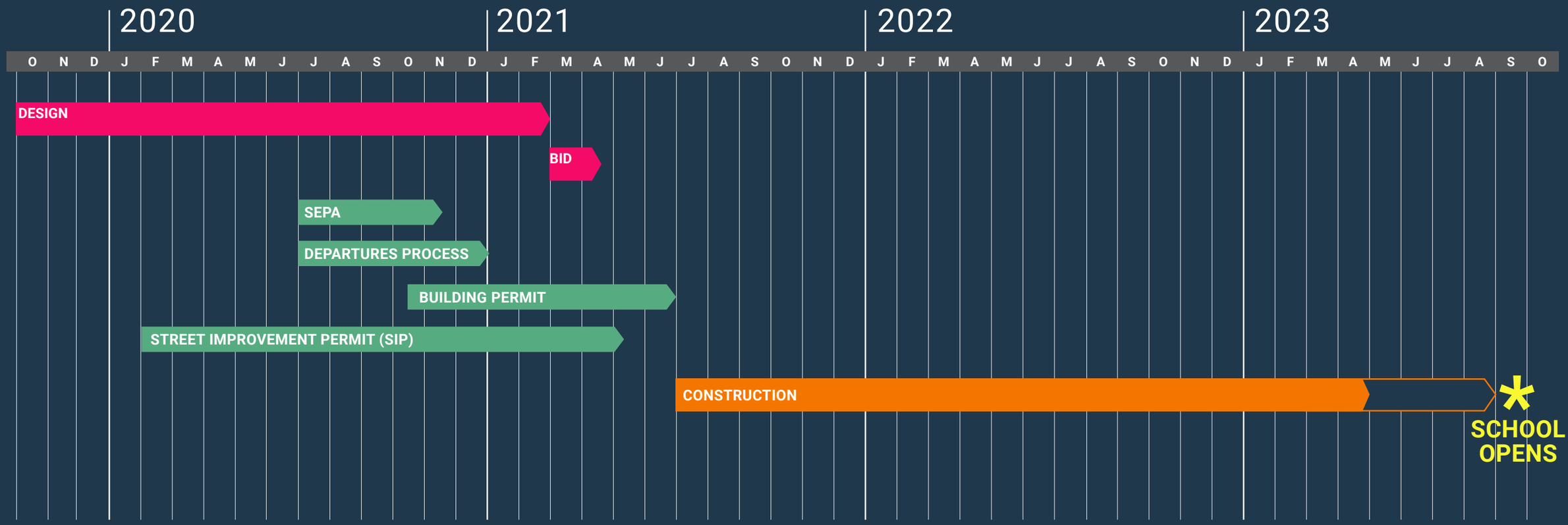
City of Seattle, Department of Neighborhoods
ATTN. Maureen Sheehan
PO Box 94649
Seattle, WA 98124-4649

Project Overview

Project Overview

- Schedule
- Design Review Agencies and Processes
- Site Context
- Site Analysis
- Site Access Analysis

Viewlands Elementary School
Schedule



Viewlands Elementary School
Design Review Process

An important part of the process is the engagement with the diverse stakeholders that have input on the development of the project.

City agencies review our development and define parameters. For example, this process allows the District to request a departure from the land use code.

CITY AGENCIES

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Transportation (SDOT)

Department of Neighborhoods (DON)

King County - Public Health

Seattle Public Utilities (SPU)

Seattle City Light (SCL)

School Traffic Safety Committee

SCHOOL DISTRICT DEPARTMENTS

School Board

Teaching and Learning

Capital Projects

Operations

Maintenance

Department of Technology Services

Risk Management

Legal

Viewlands Elementary School
Design Review Process

The School Design Advisory Team (SDAT) is formed to guide the process and represent a cross-section of the project stakeholders.

SCHOOL DESIGN ADVISORY TEAM (SDAT)

Amy Klainer
Principal

Carrie Wheeler
Assistant Principal

Kirsten Erickson
Teacher

Kristen Beers
Teacher

Signe Roscoe
Staff

Kyle Gray
Teacher

Katie Laws
Teacher

Marilyn McVay
Teacher

Breanne Kutch
Teacher

Beth Kelley
Parent

Christine Hatcher
Parent

Sohail Abrahams
Parent

Cheri Hendricks
Neighbor

Denise Jones
Neighbor

Grace Alams
Neighbor/
Creative Kids

Viewlands Elementary School
School Design Advisory Team (SDAT) Process

The SDAT team met six times over the course of the 2019-2020 school year to develop and prioritize goals for the new building and site developments. These meetings included tours to recently built schools in the region as well as discussion activities to create the vision for the future Viewlands.

Viewlands Elementary School

School Design Advisory Team (SDAT) Goals

Goals set by the SDAT to help us define the vision and goals for the project.

1. Viewlands will be infused with nature, outdoor learning and natural light. Viewlands welcomes ALL!

2. The design will be accessible to students, staff, community and culture

3. Viewlands will have collaborative, flexible spaces throughout (that are not vanilla)

4. Viewlands has a big Heart; a large, welcoming space for celebrations with a soft feel

4 1/2. Viewlands has many gathering spaces that foster relationships with community partners.

5. We are connected to the history of place.

6. Our Building Hugs the Children!

Site Context

The school is located in Northwest Seattle at the edge of Carkeek Park.

The school's science program augments the school district curriculum with a focus on sustainability and environmental science with Carkeek Park and Piper's Creek serving as an "outdoor classroom" year-round.

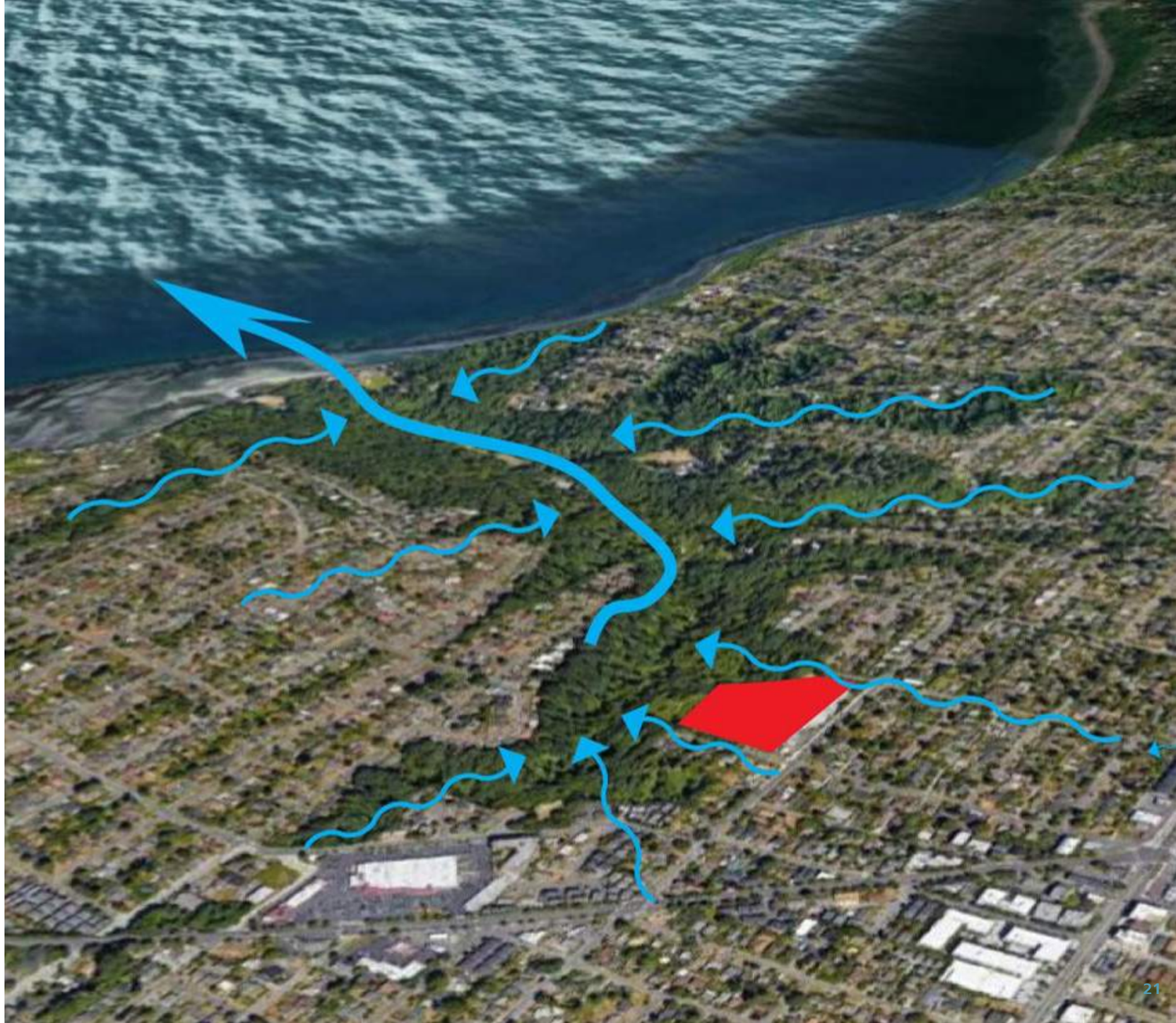
Connections to nature, the history of place and Carkeek Park have been major goals developed by the SDAT.

Site Context

Piper’s Creek

The Piper’s Creek watershed is the third largest watershed in Seattle covering approximately 2.5 square miles and draining a total of 1,835 acres into Puget Sound. The main stem channel is roughly two miles in length and is contained almost entirely within the boundaries of Carkeek Park. Piper’s Creek contains a number of in-stream species including coho and chum salmon (hatchery origin), sea-run and resident cutthroat trout, rainbow trout, and four kinds of sculpin.

Source: Seattle Public Utilities



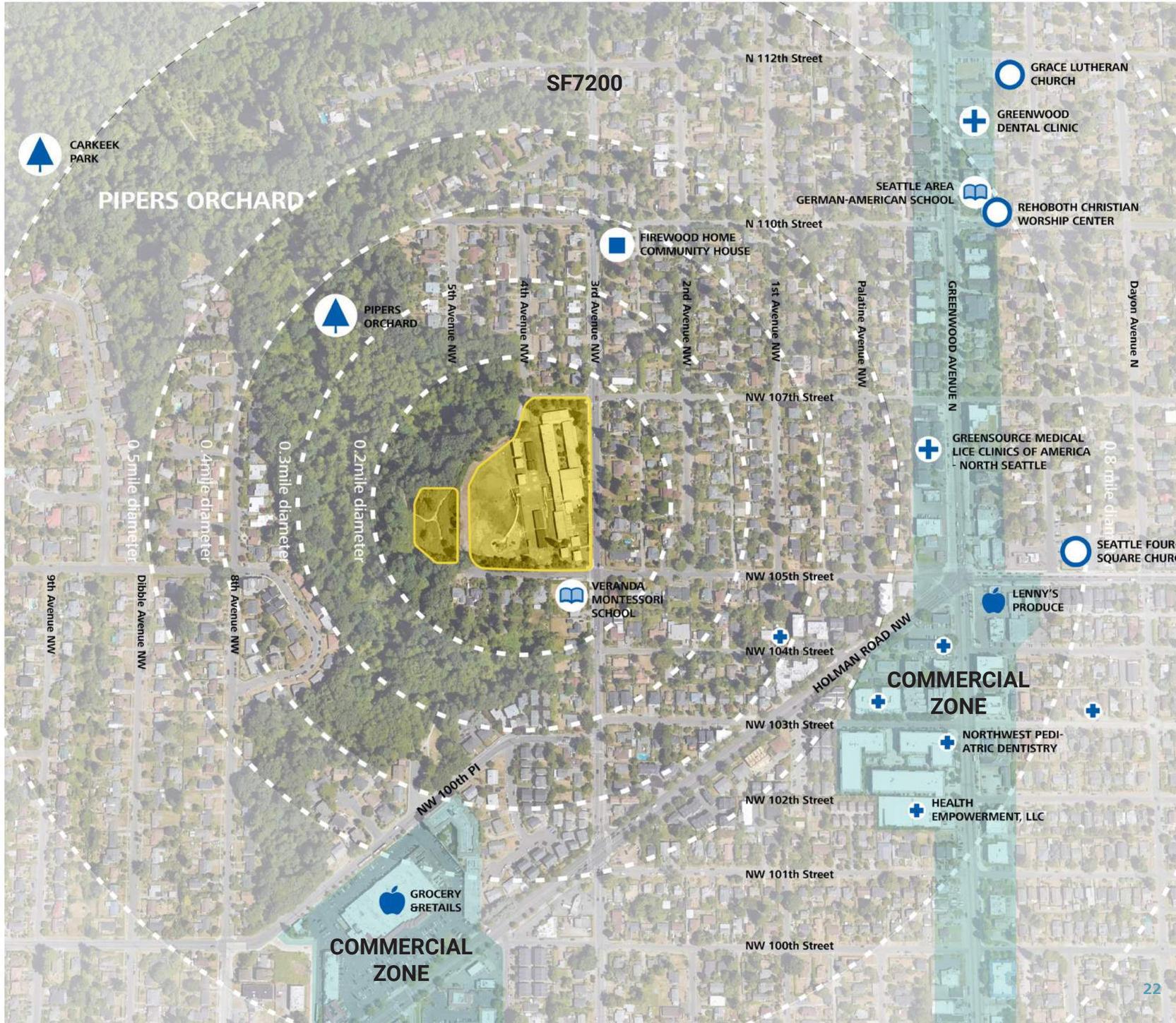
Site Context

Neighborhood

The current attendance area is bounded by 115th St (west of Aurora) 107th St (east of Aurora), I-5, 92nd St & 6th Ave NW.

Zoning for Viewlands Elementary School and the parcels to the north, east and south is SF7200. Apart from Carkeek Park, most parcels surrounding the school have single family homes. Nearby commercial zones are on the Holman Road and Greenwood Ave corridors.

Viewlands Elementary's current attendance is 385 students.



Site Analysis

Parcel

The school site is bounded by 3rd Ave NW to the east, NW 107th Street to the north, NW 105th Street to the south, and to the west by Carkeek Park.

A part of the site consists of an undeveloped area just west of the main campus that is separated by an unimproved section of public right-of-way (ROW); this part of the site is utilized for outdoor environmental learning. There is currently no development on this portion of the parcel and no plans for development on this portion of the parcel.

Site Analysis

Topography

Existing site topography is characterized by three major plateaus that run north south, descending to the west. The significant topographic change across the site (~39’ across the main parcel with additional steep slope to the west), creates challenges for access as well as opportunities for views to the Olympic Mountains to the west.

The elevation of 3rd Ave NW is above the existing level of the site for much of its length, and on all street frontages, street grade elevation only occasionally matches existing site grade elevation.

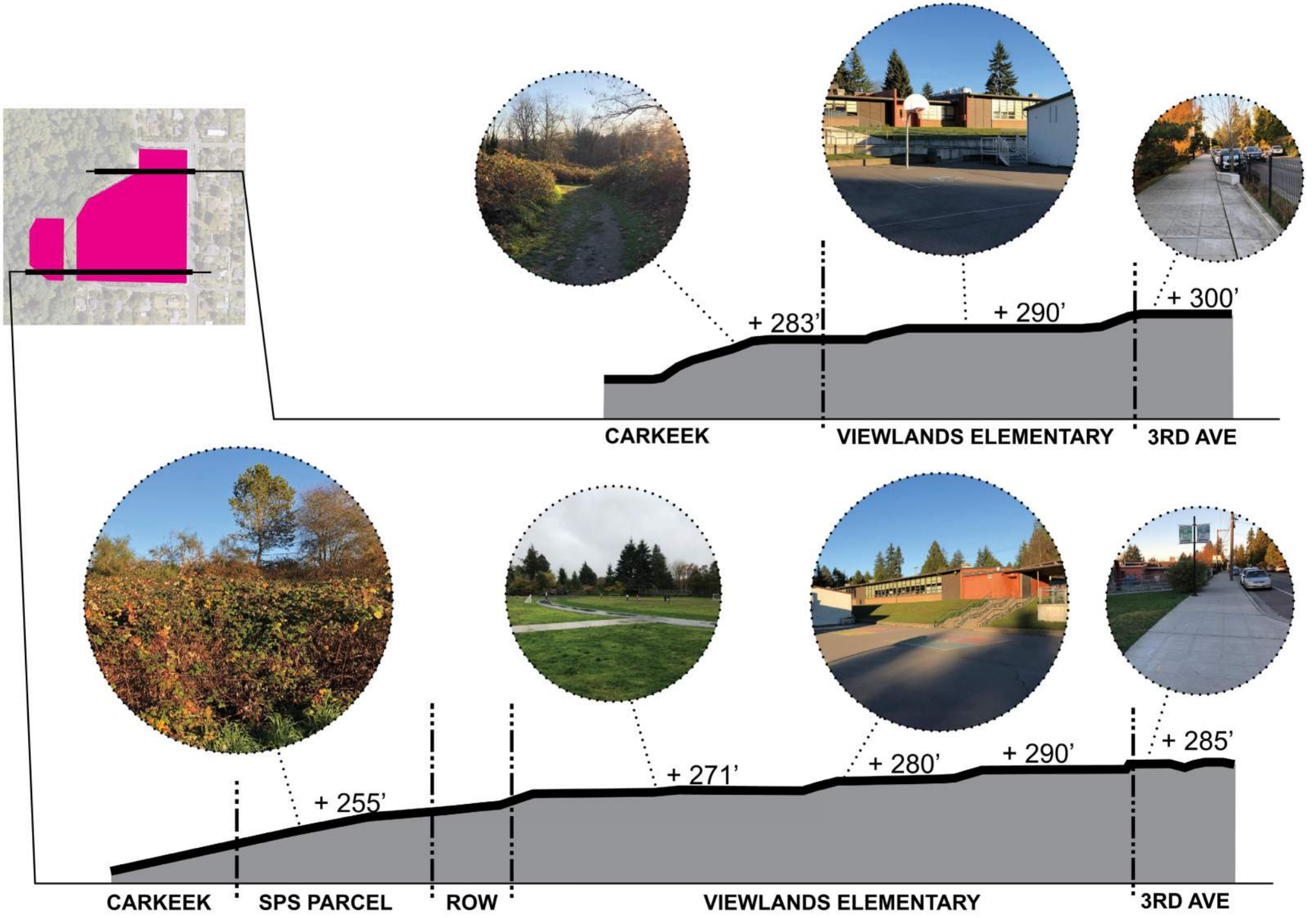
Site Analysis

Sections

There are three major terraces on the site with a high point at the northeast corner and a low point at the southwest corner. The topographic change continues steeply into Carkeek Park.

As the site slopes down to the west, views of the Olympic mountains are visible from the upper terraces above the trees of Carkeek Park.

Steep slopes continue to the west into Carkeek Park.

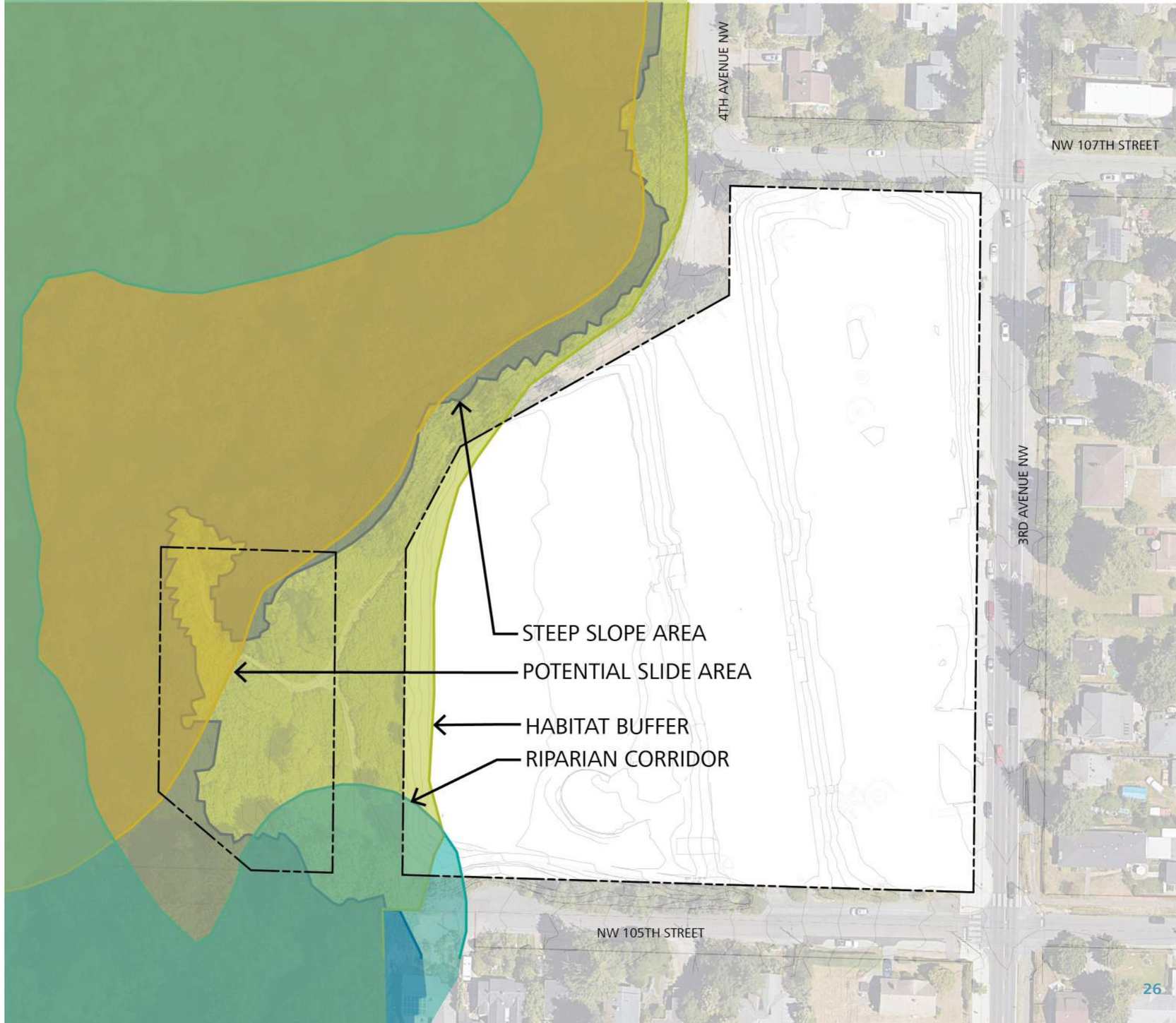


SPS: Seattle Public Schools
ROW: Right-of-Way

Site Analysis

Environmentally Critical Areas

The western edge of the site contains numerous Environmentally Critical Areas (ECAs) where special considerations are required for any development or construction impact, if any development is proposed.

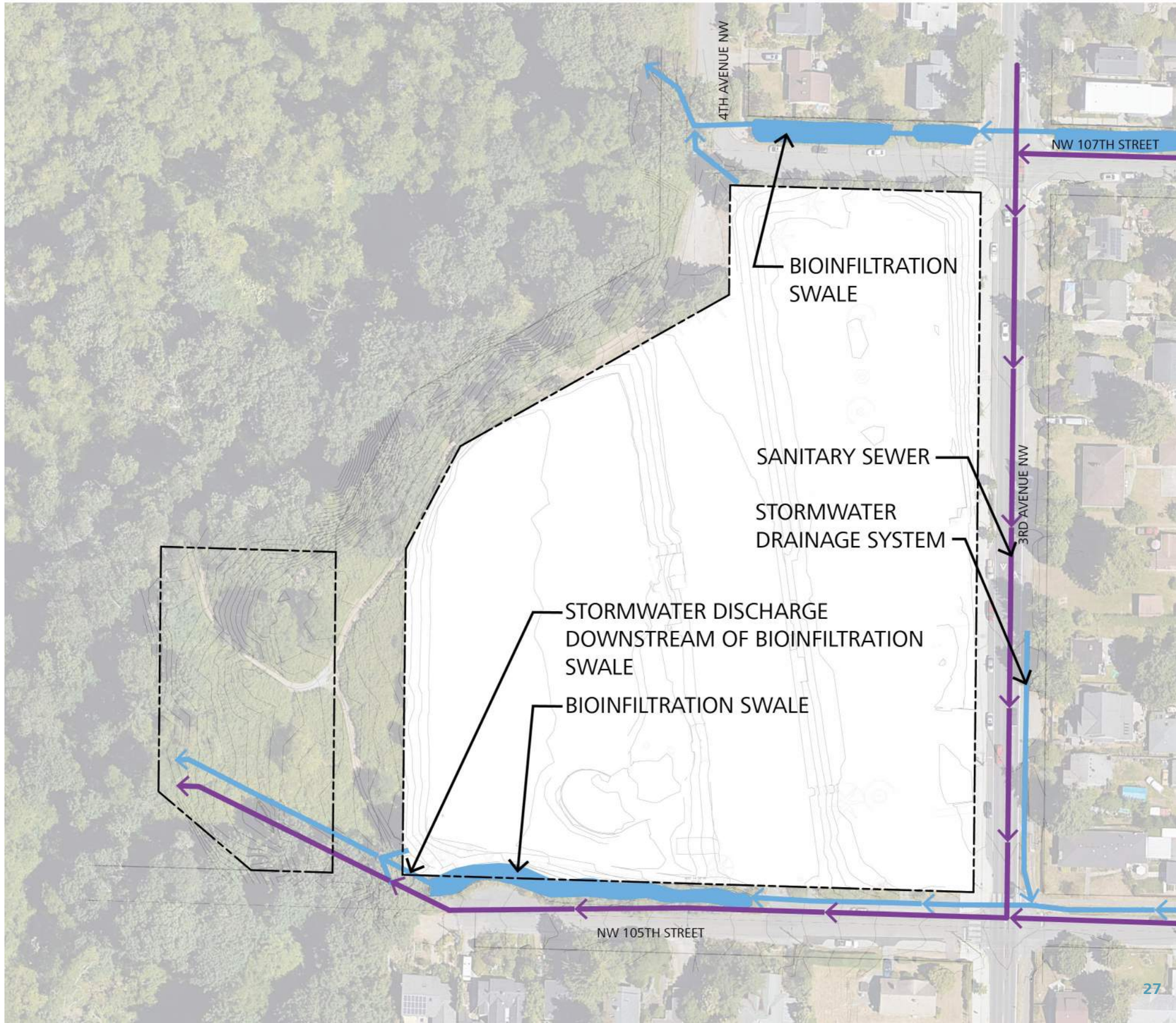


Site Analysis

Stormwater and Sewer Infrastructure

Bioinfiltration swales installed by Seattle Public Utilities are common along streets in this neighborhood. These swales were constructed to help reduce stormwater runoff pollution by slowing runoff and using planting to naturally remove pollutants.

The bioinfiltration swale at the southwest corner of the site (frequently referred to as the Viewlands Cascade) extends onto SPS property.



Site Analysis

Existing Buildings

The existing school has two single-story buildings connected by a covered play-area, one small building connected by a covered breezeway and nine portable buildings. There is hardscape play areas, a playground structure and a natural turf field.

STRUCTURES TO BE DEMOLISHED

STRUCTURES TO BE SALVAGED / REMOVED FOR RE-USE

Site Analysis

Tree Canopy - On Site & Adjacent Rights-of-Way

Trees measuring at least 6 inches in diameter at standard height per Seattle Municipal Code 25.11

Trees that meet the exceptional tree criteria outlined in Seattle Director's Rule 16-2008

Species of exceptional trees on this site include Colorado Spruce, Western Red Cedar, Scots Pine, Douglas Fir, Pacific Madrone, Beaked Hazelnut, Bigleaf Maple, Vine Maple & Strawberry Tree

Site Analysis

Tree Canopy - On Site & Adjacent Rights-of-Way

- Trees measuring at least 6 inches in diameter at standard height per Seattle Municipal Code 25.11
- Trees that meet the exceptional tree criteria outlined in Seattle Director's Rule 16-2008
- Trees proposed to be removed
- Exceptional tree proposed to be removed

All removed trees will be replaced according to code requirements.

Site Analysis

Circulation & Parking

The existing main building entry is located below street grade and is difficult to locate from the sidewalk.

Automobile pick up and drop off is in a pullout lane on 3rd Ave NW.

Bus drop off occurs on NW 107th Street in shifts due to the shortness of the frontage.

Service access (deliveries, garbage, etc.) is located off of 3rd Ave NW. This service yard also contains 4 parking spaces.

There are no on-site loading and unloading facilities.

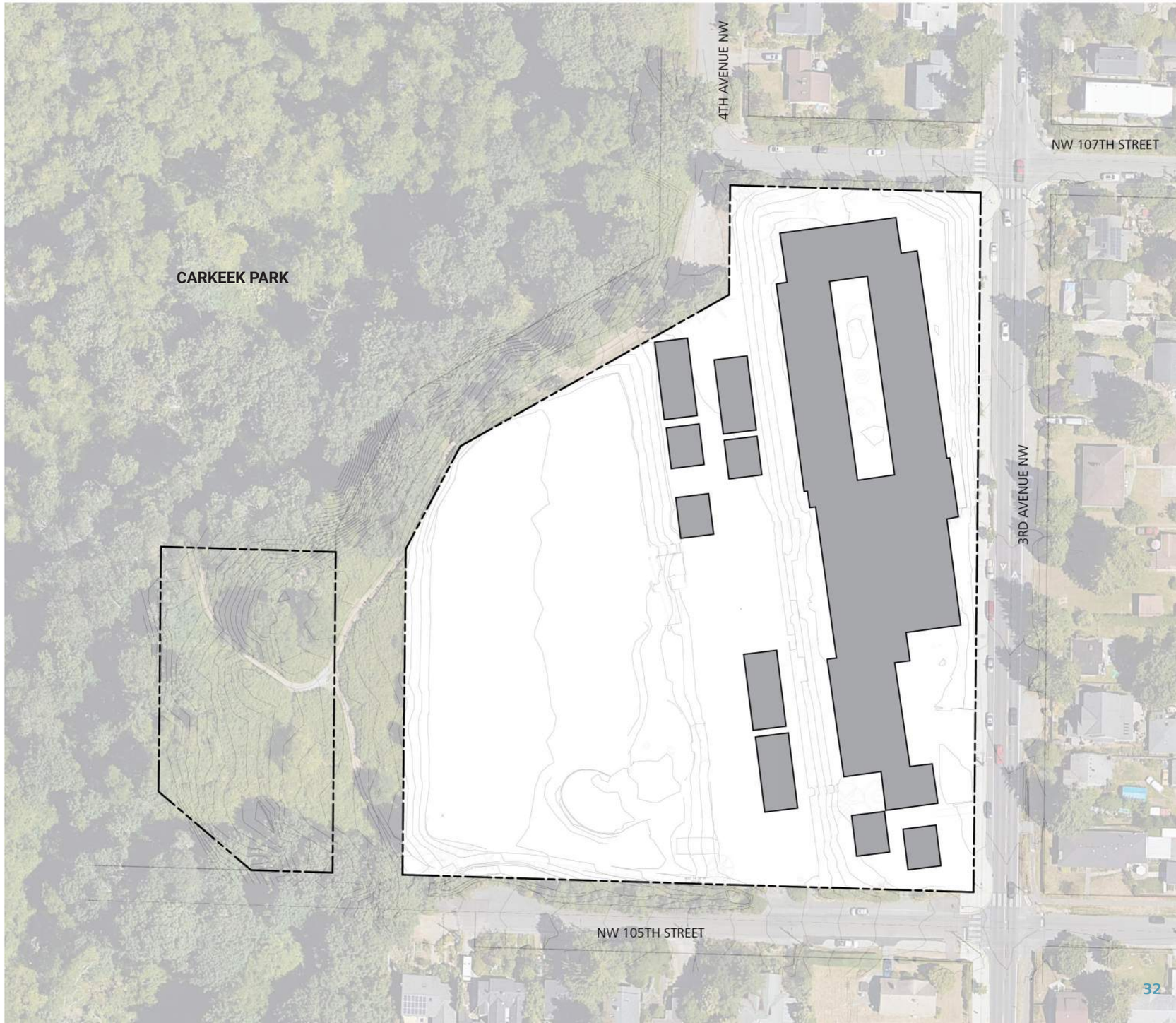
Additional unstriped staff parking (~17 spaces) is located off-site, in a gravel area in the undeveloped 4th Ave NW right-of-way.

Site Access Analysis

Frontages

The following four slides describe the constraints to site access at each of the frontages of the District property.

- South: NW 105th Street
- East: 3rd Ave NW
- North: NW 107th Street
- West: Carkeek Park



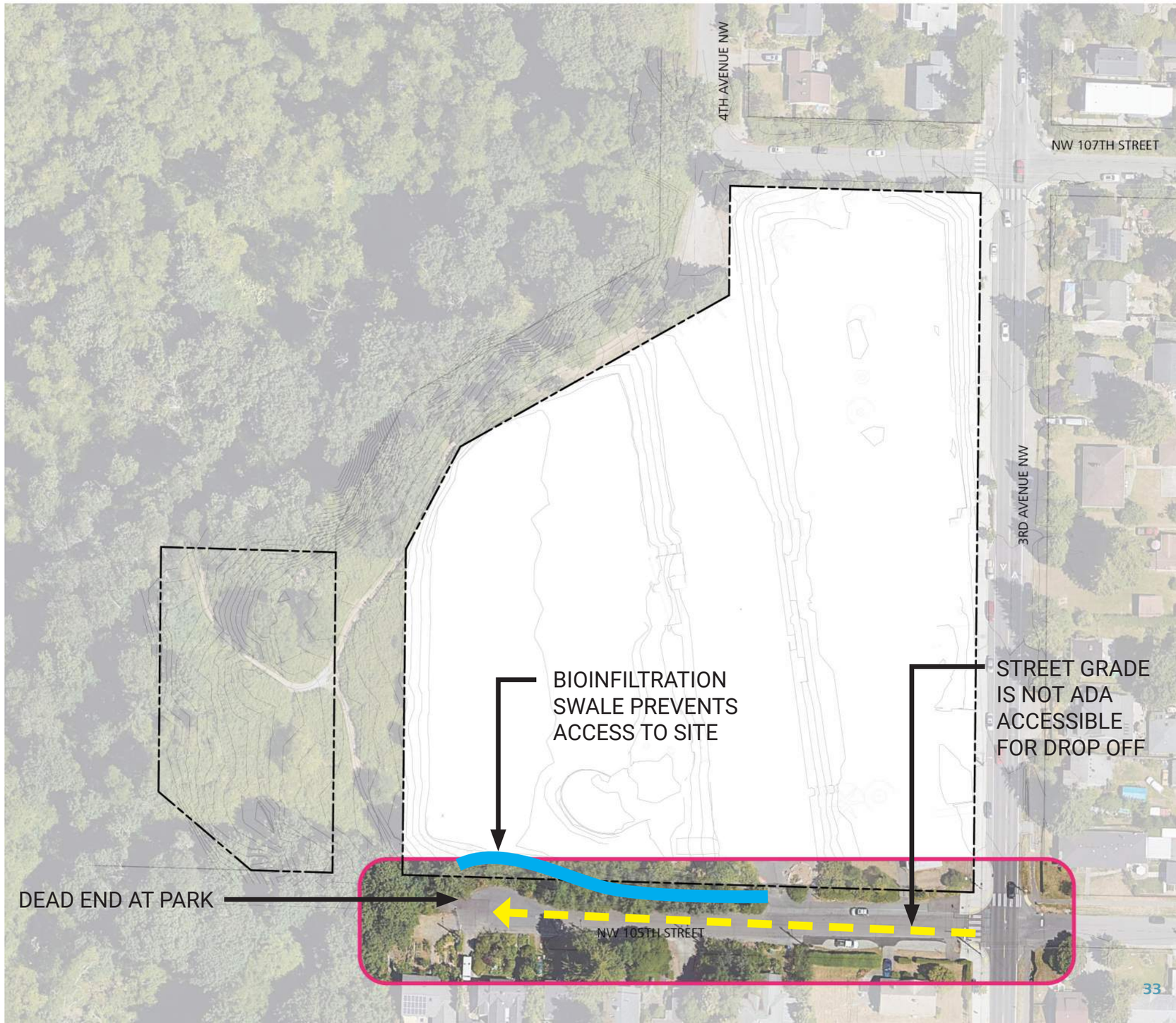
Site Access Analysis

NW 105th Street Frontage

A bioinfiltration swale (Viewlands Cascade) was constructed in right-of-way & Seattle Public Schools property.

The street dead ends at Carkeek Park.

The slope of the street is not ADA accessible (>5%) for the entire frontage.



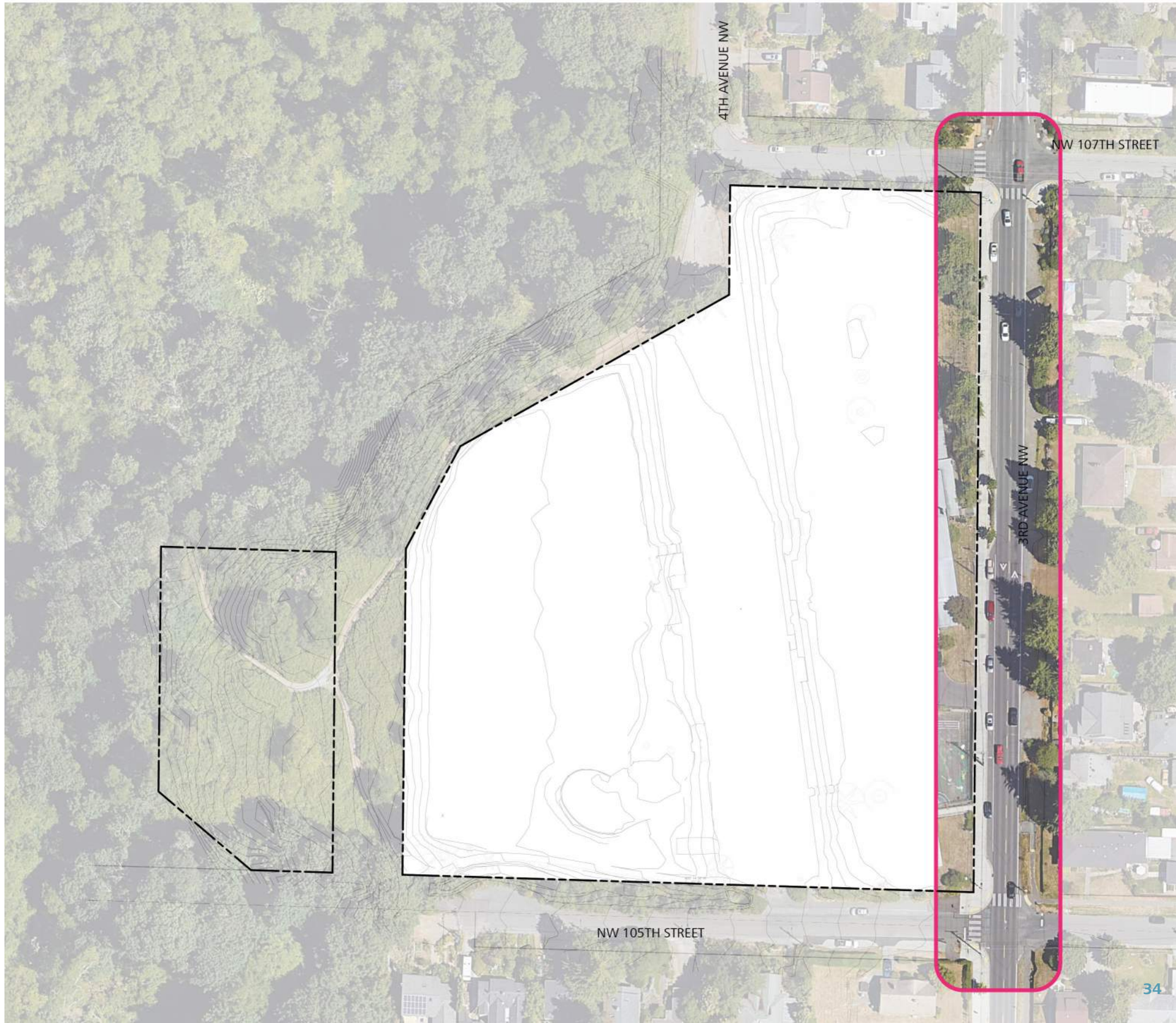
Site Access Analysis

3rd Ave NW Frontage

This is the only frontage with ADA accessible pedestrian slope suitable for drop off.

SDOT limits curb cuts and driveway entries off of this arterial street per the code and the City's comprehensive plan.

Sidewalk Improvements have only been constructed on the west side of the street.



Site Access Analysis

NW 107th Street Frontage

The slope of the street is not ADA accessible (>5%) for the entire frontage.

This frontage is not long enough to accommodate the total number of buses or parent drop off vehicles.

Site Access Analysis

Carkeek Park Frontage

Pedestrian only park entrances occur at the ends of 105th St & 107th St.

There is currently no vehicular access on unimproved rights-of-way.
(4th Ave NW & 5th Ave NW)

The topography slopes very steeply into Carkeek Park.

Proposed Design

Proposed Site

With the goal of working with the existing terraces, the three story building is used to access each of the three terraces, while minimizing building footprint to maximize play areas.

The public entry level is raised from existing grade to meet the street elevation and create an ADA accessible entry. The design orients the building north-south for ideal daylighting and allows vista to Carkeek Park from 3rd Avenue NW.

Hardscape play is located on the middle terrace adjacent to the gymnasium.

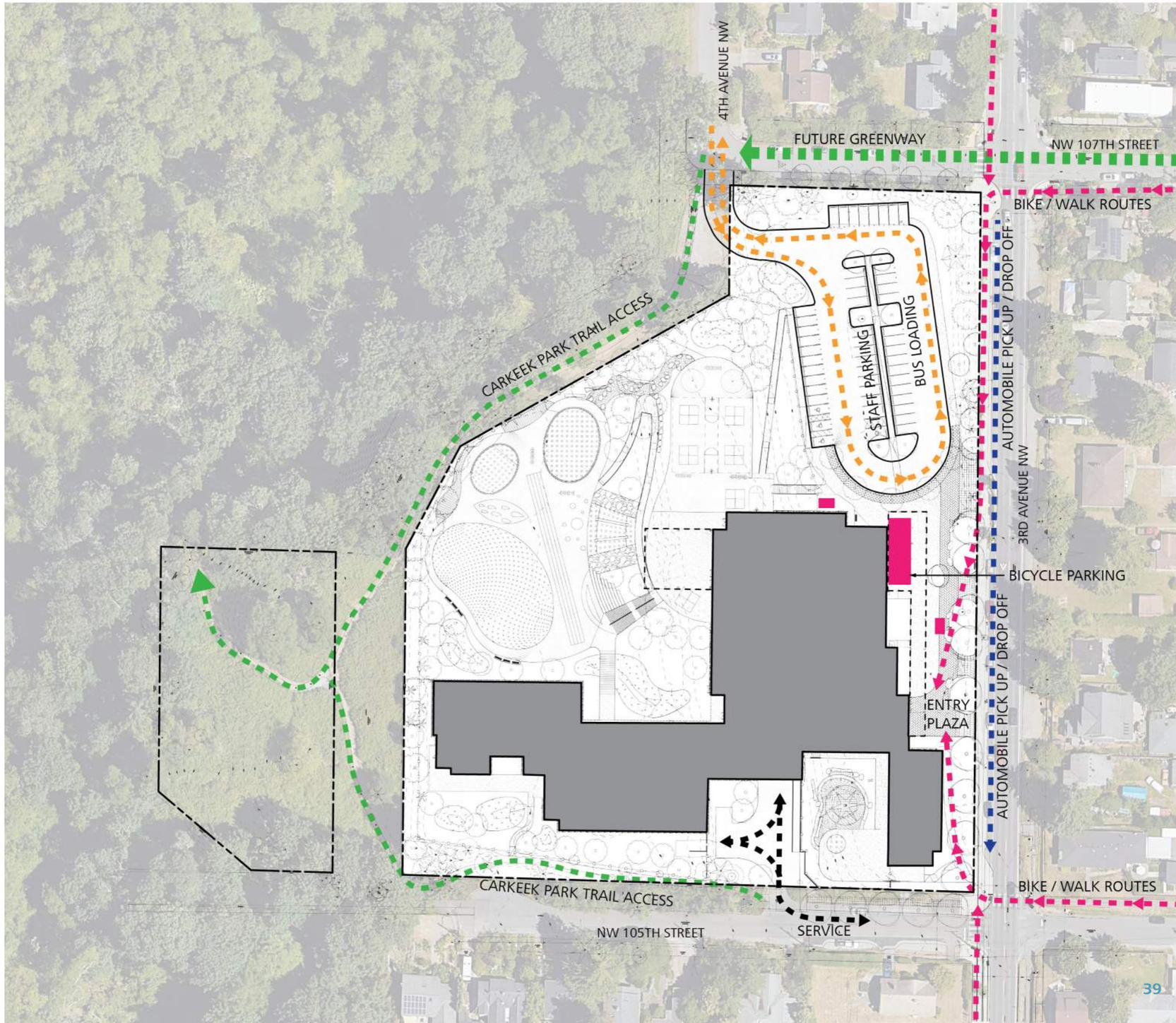
A play hillside makes the transition from the middle terrace to the play structures (salvaged and re-used from the existing site) and play field at the lowest level, adjacent to the park.

Proposed Site Circulation

Clear and safe access routes for multiple modes of transportation have been reviewed with the SDAT, SDOT and the project's traffic engineering consultant with the goal of meeting the school's needs while mitigating the challenges of this unique site.

The following slides describe each of these access modes in more detail.

- Park Access & Greenway
- Pedestrian & Bicycle Routes
- Automobile Pick Up / Drop Off
- Bus Loading
- Service Access



Proposed Site Circulation

Greenways & Park Access

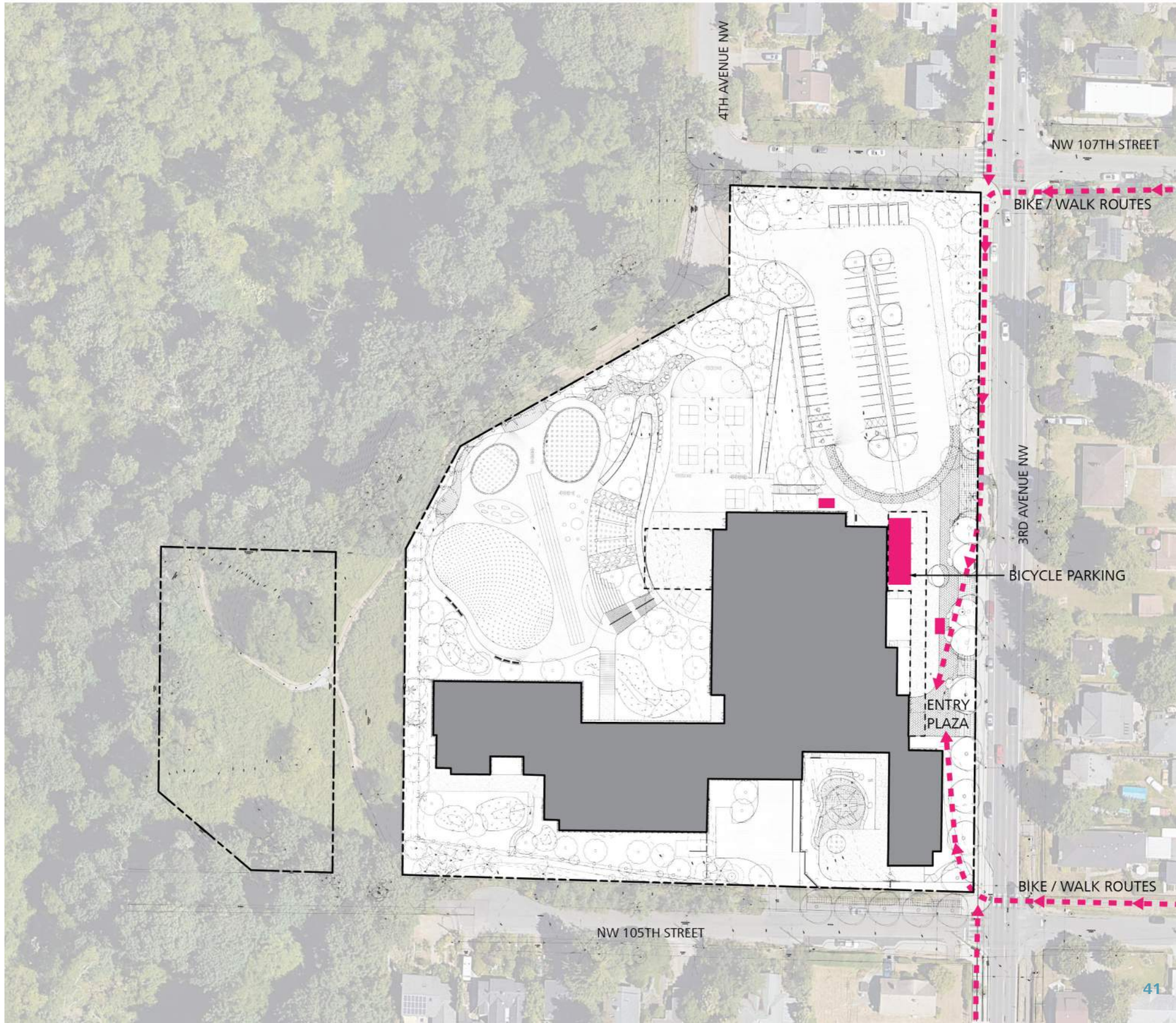
SDOT is planning neighborhood greenway improvements to NW 107th Street to connect the Interurban Trail to Carkeek Park. This will connect to existing trails that start from the ends of NW 105th Street and NW 107th Street.

Proposed Site Circulation

Pedestrian & Bicycle

Pedestrian and bicycle routes culminate at an entry plaza that is visible from 3rd Ave NW

Based on feedback from the Seattle School Traffic Safety Committee, the entry plaza is visible from intersection of 3rd Ave NW & NW 105th street to encourage safer crossing at the marked crosswalk

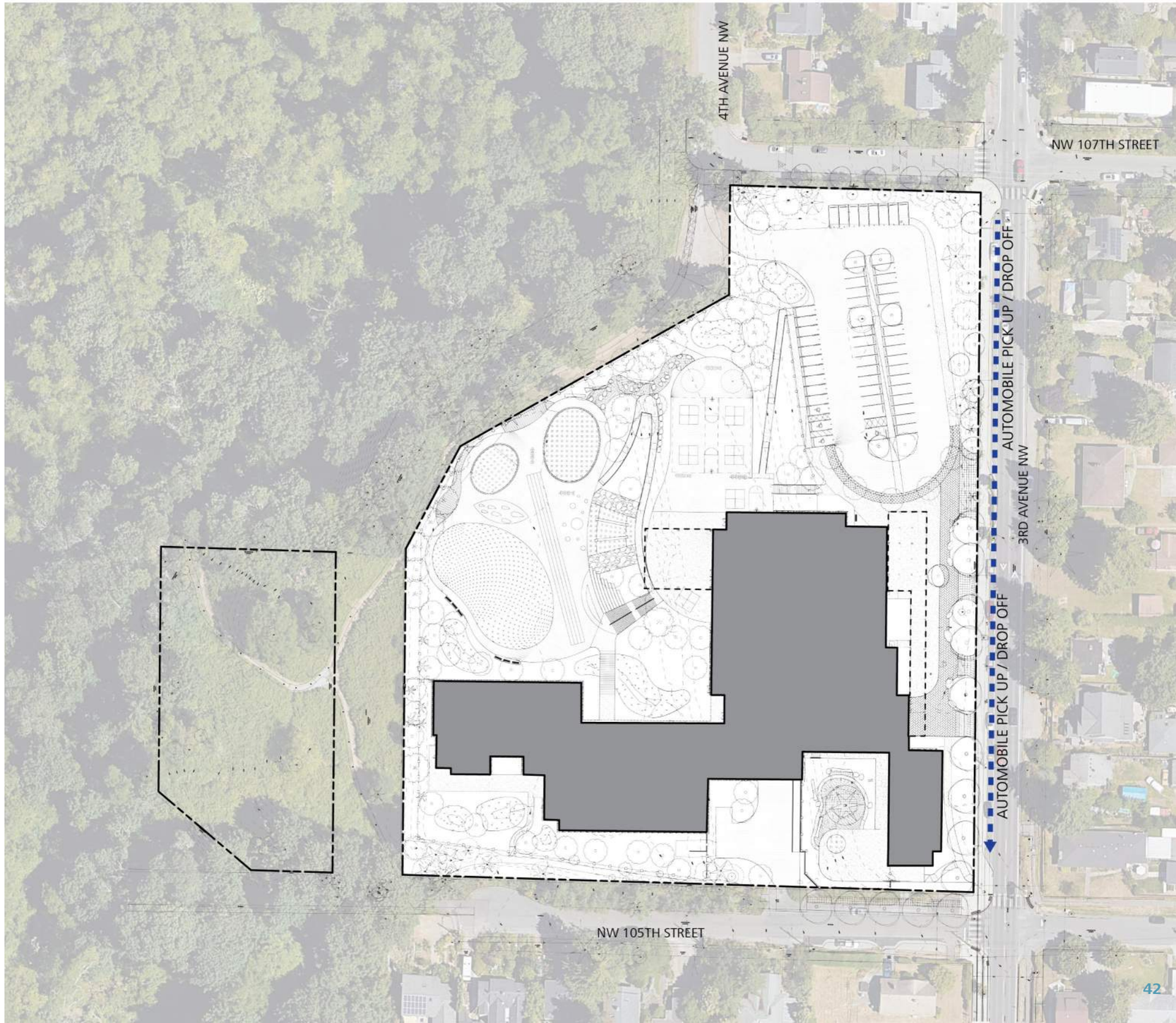


Proposed Site Circulation

Automobile Pick Up / Drop Off

With the proposed project, the existing site access driveway and the mid-block curb-bulb on 3rd Ave NW would both be removed, allowing the entire frontage to be used for school load/unload during peak arrival and dismissal times and for parking during other times.

The proposed circulation makes use of sidewalk improvements previously installed by SDOT.

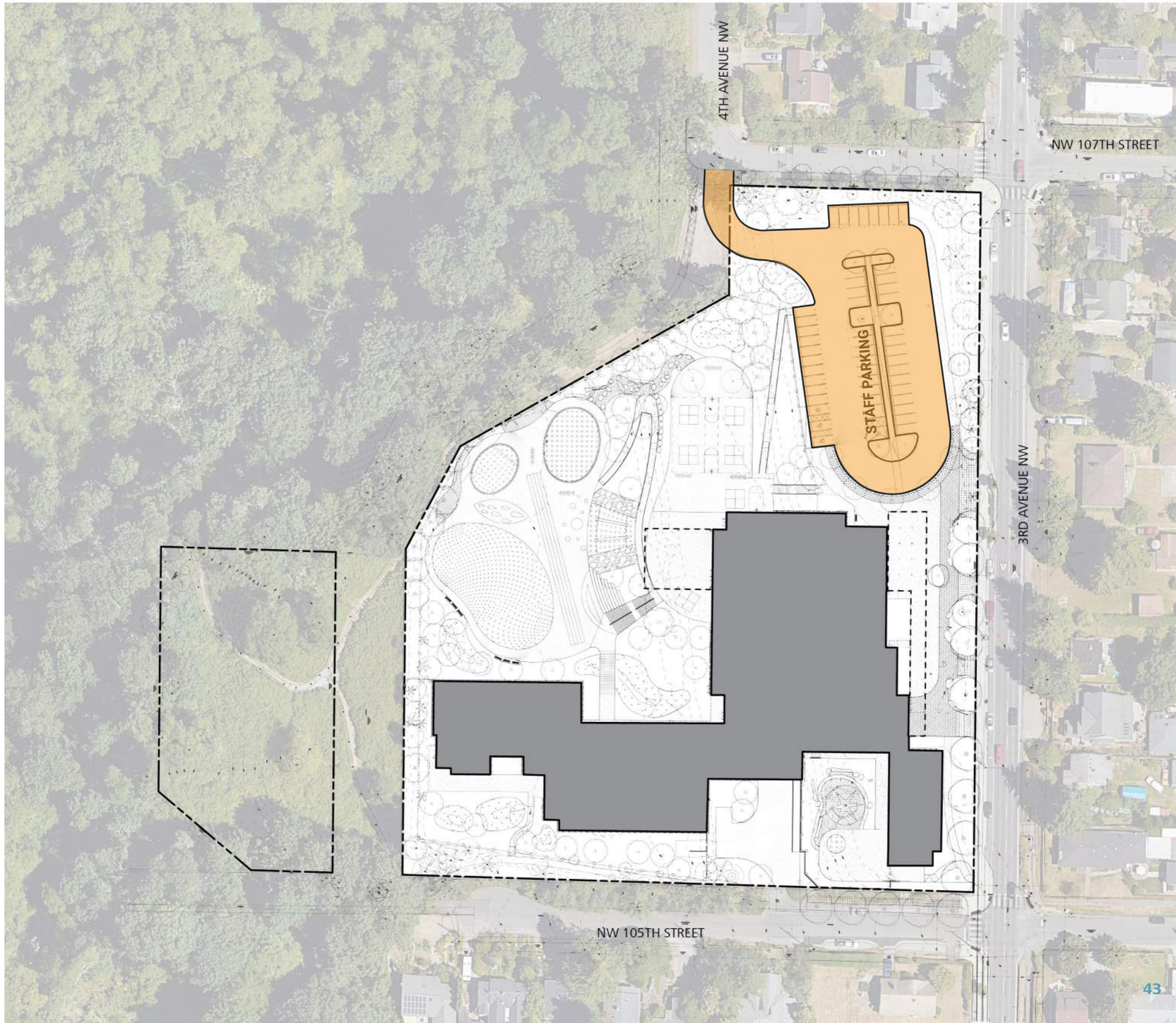


Proposed Site Circulation

Staff/Visitor Parking

50 parking spaces for staff, visitors and ADA accessible parking (45 standard spaces and 5 ADA spaces).

In coordination with the Seattle Department of Transportation (SDOT), and the project's traffic engineering consultant, the new driveway would be constructed from the south leg of the NW 107th Street / 4th Avenue NW intersection and provide a separated non-motorized access to the Viewlands Trail and Carkeek Park. It has been located to minimize impacts to the future greenway and neighborhood traffic movements.



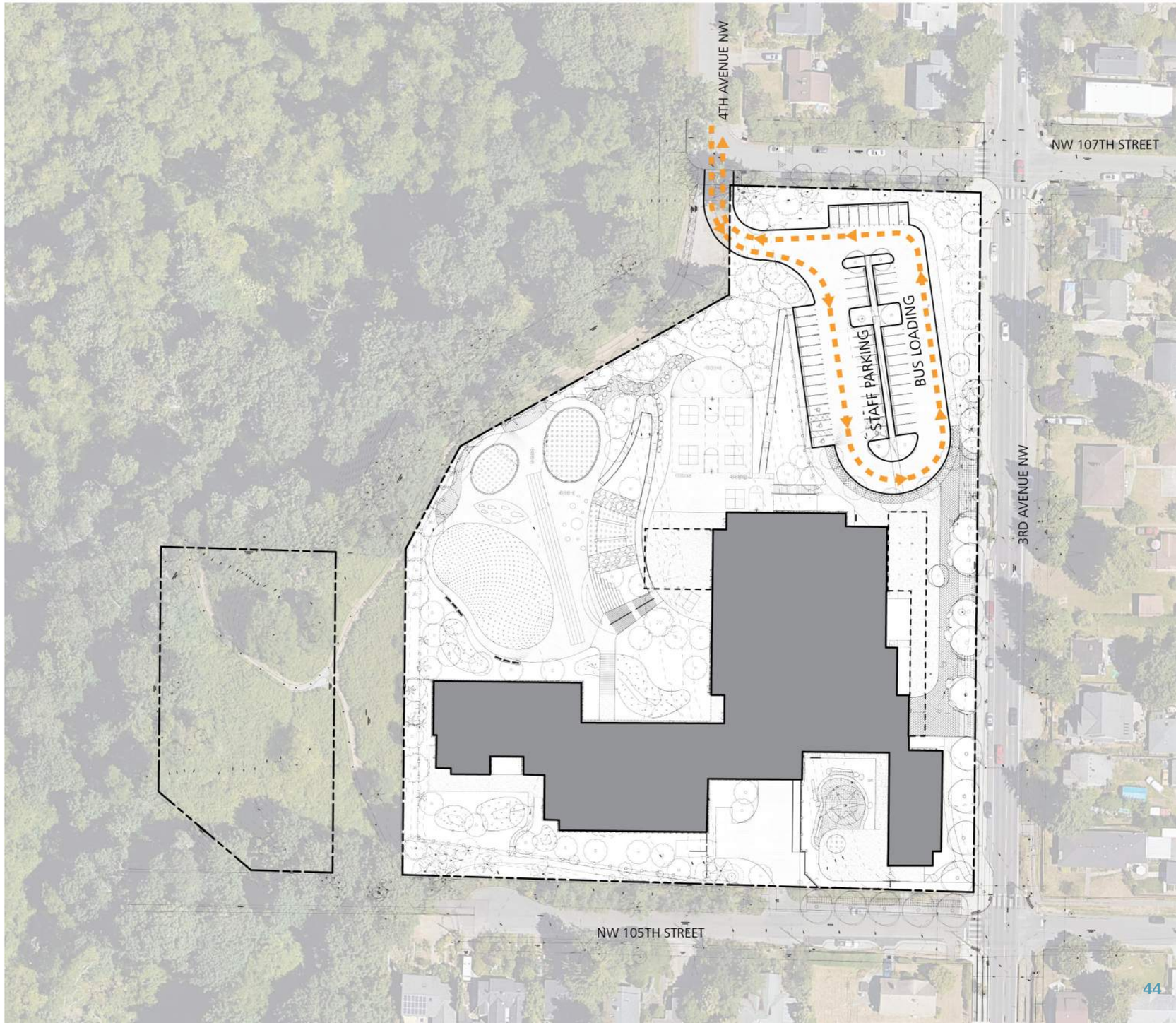
Proposed Site Circulation

Bus Loading

Code-required on site bus loading is separated from automobile pick up / drop off to reduce conflicts with automobiles.

Bus loading on site allows for accessible slope as neighboring streets do not meet ADA accessibility guidelines for slope.

The existing on-street school-bus load zone on the south side of NW 107th Street would be removed and would be available for automobile load/unload and on-street parking.

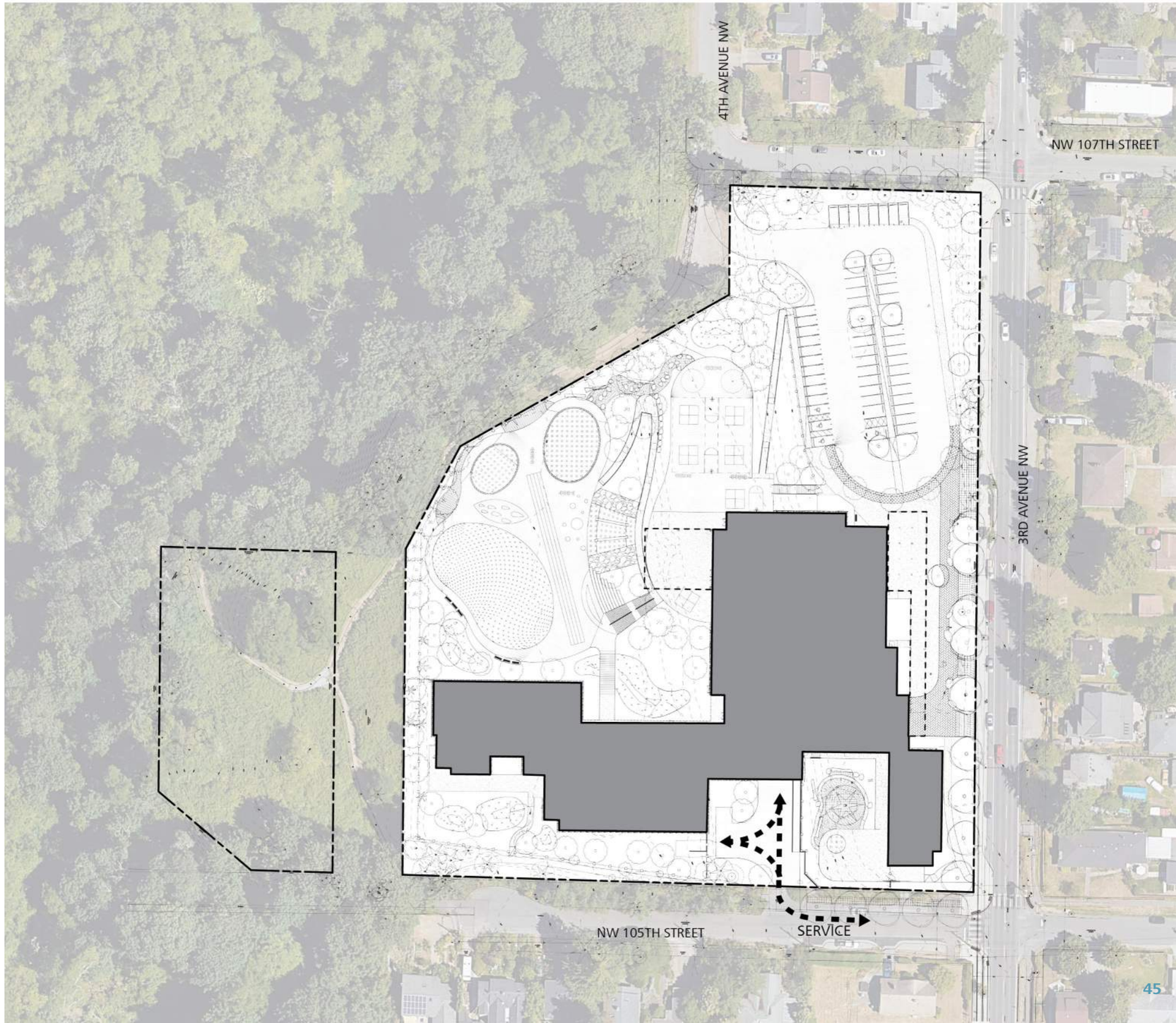


Proposed Site Circulation

Service Access

Service access for deliveries and garbage collection has been moved to NW 105th Street to separate it from automobile loading on 3rd Ave NW and to remove driveways from the arterial (per SDOT requirements).

A turnaround space has been coordinated with Seattle Public Utilities to prevent truck turning movements in the right-of-way. This turnaround area is mostly screened from the street by existing dense planting surrounding the Viewlands Cascade.



Proposed East & North Elevations

NORTH ELEVATION

EAST ELEVATION

The primary exterior building materials are brick and metal panel.

Proposed West & South Elevations

WEST ELEVATION

SOUTH ELEVATION

The primary exterior building materials are brick and metal panel.

Proposed Street View

3rd Ave NW, Main Entry

Requested Departures

Requested Departures Summary

#1 Departure for Building Height
SMC 23.51B.002.D
The code allows a maximum building height of 35’ above existing average grade plane. SPS proposes a maximum building height of 48’ above existing average grade plane for mechanical penthouses and building parapet for a departure of 13’.

#2 Departure for Parking Quantity (Automobile)
SMC 23.54.015 Table C
The code requires 146 automobile parking spaces. SPS proposes 50 automobile parking spaces for a departure of 96 spaces.

#3 Departure for Bicycle Parking (Long Term) Quantity
SMC 23.54.015 Table D
The code requires 129 long term bicycle parking spaces. SPS proposes 80 long term bicycle parking spaces for a departure of 49 spaces.

#4 Departure for Bicycle Parking (Short Term) Quantity
SMC 23.54.015 Table D
The code requires 43 short term bicycle parking spaces SPS proposes 20 short term bicycle parking spaces for a departure of 23 spaces.

#5 Departure for Bicycle Parking Standards
SMC 23.54.015.K.2.a
The code requires security features such as locked rooms or cages or bicycle lockers. SPS proposes covered, open bike racks as a departure.

#6 Departure for Double-Sided, Electric Changing Image Message Board Sign
SMC 23.55.020
The code does not allow flashing, changing-image or message board signs in single-family zones. SPS proposes (1) double-sided, electric changing image message board sign as a departure.

Requested Departure #1
Building Height

Requested Departure #1: Building Height
Roof Plan

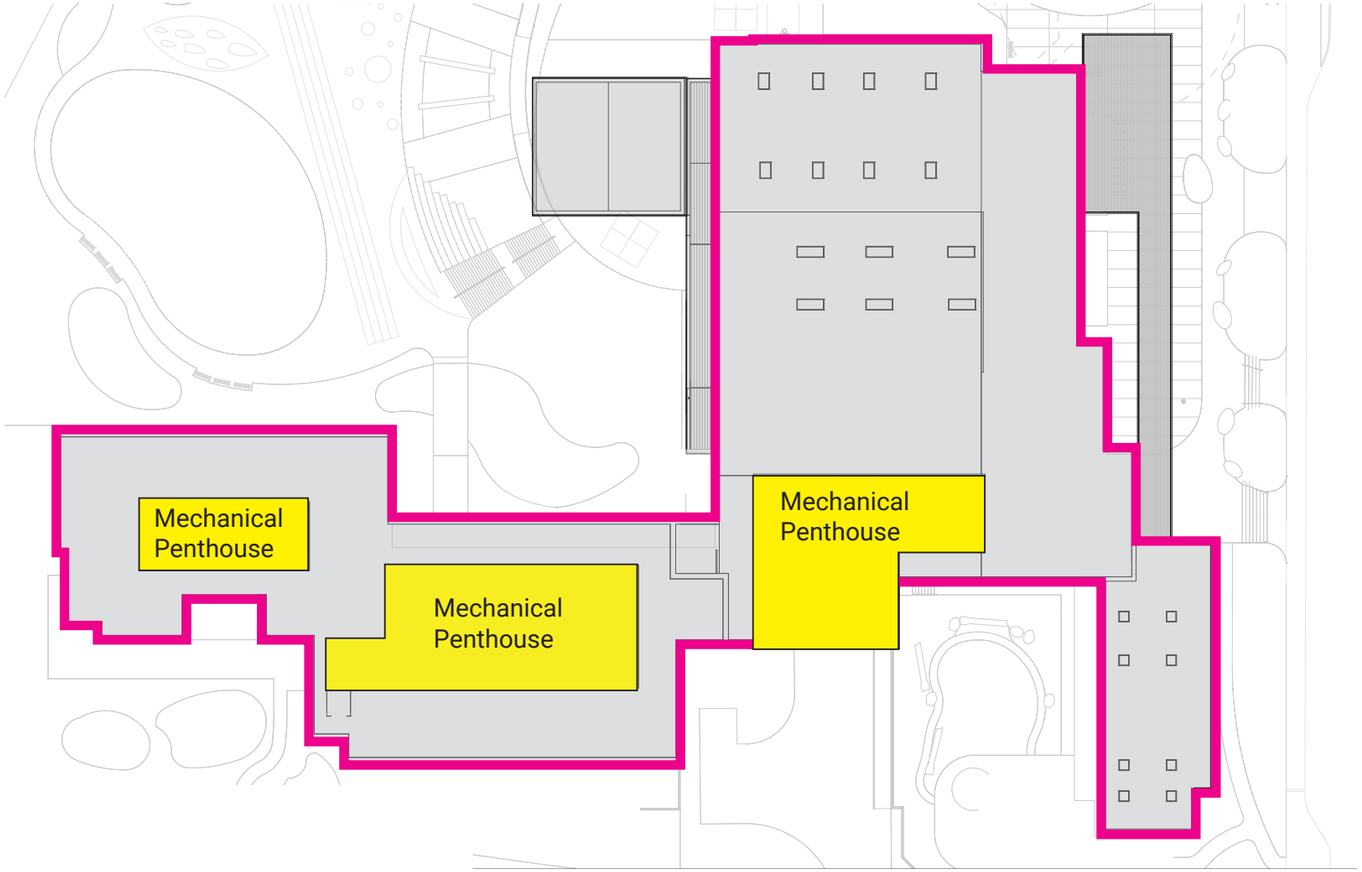
Area of roof under height limit
(77% or roof area)

Area of roof for mechanical penthouse* that extends above height limit by up to 13’-0”
(18% of roof area)

Parapet that extends above height limit by 1’-0”
(5% of roof area)

The allowable building height for schools in single family zones is 35’. The proposed maximum building height is 48’ above existing average grade. The overheight areas are for mechanical penthouses to enclose mechanical equipment, and clerestories to provide daylight to classroom spaces. Other overheight elements include the main roof parapet, while the main roof is below the height limit.

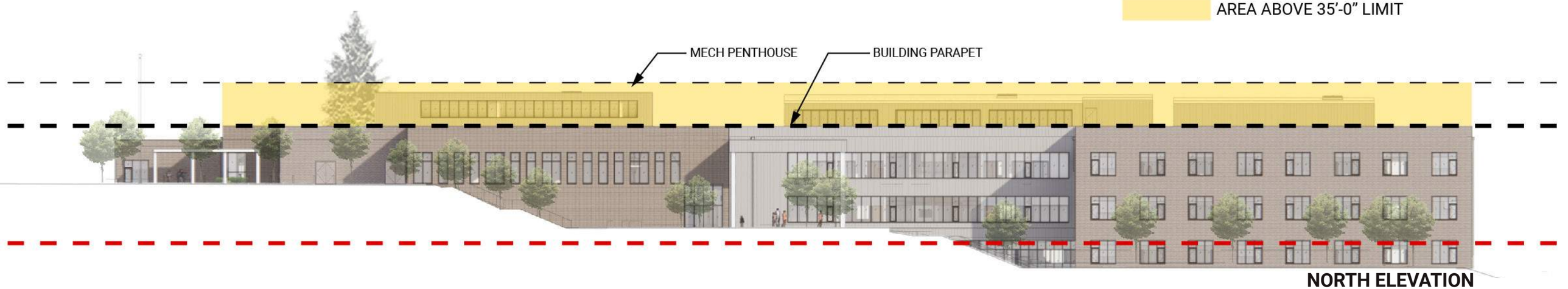
* A “mechanical penthouse” is a room that is enclosed and protects equipment on the building roof. Enclosing the equipment increases longevity, reduces maintenance needs, and allows for more energy efficient equipment, and helps to reduce mechanical noise from affecting nearby properties.



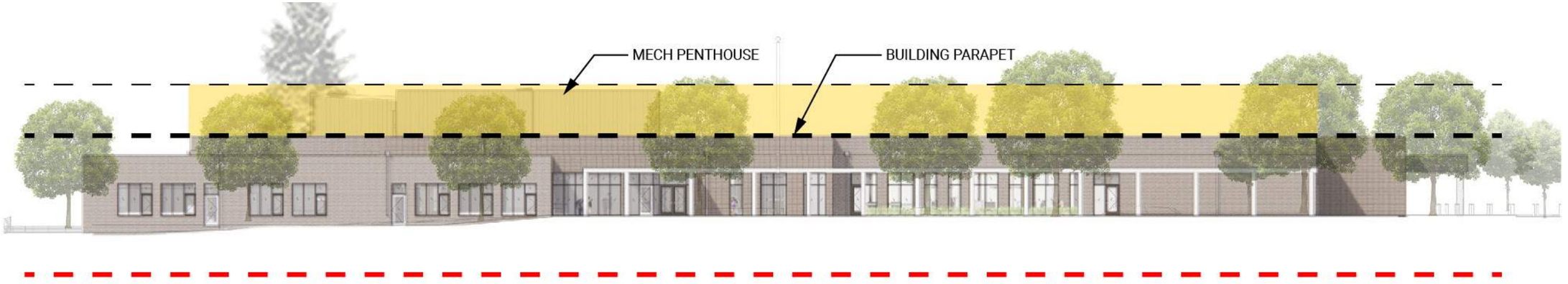
Requested Departure #1: Building Height
Building Elevations

KEY

- AVG. EXISTING GRADE
- 35’ MAX BUILDING HEIGHT ABOVE AVG. EXISTING GRADE
- REQUESTED DEPARTURE HEIGHT 13’ 48’ ABOVE AVG. EXISTING GRADE
- AREA ABOVE 35’-0” LIMIT



NORTH ELEVATION

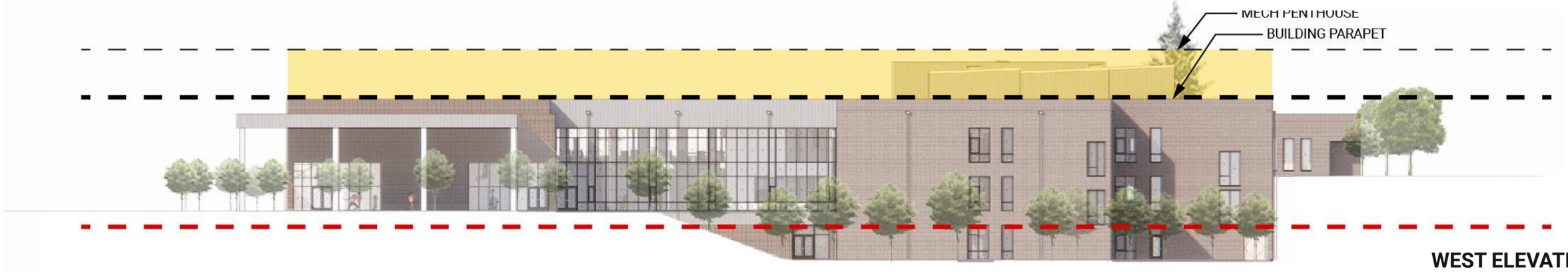


EAST ELEVATION

Requested Departure #1: Building Height
Building Elevations

KEY

- AVG. EXISTING GRADE
- 35’ MAX BUILDING HEIGHT ABOVE AVG. EXISTING GRADE
- REQUESTED DEPARTURE HEIGHT 13’ 48’ ABOVE AVG. EXISTING GRADE
- AREA ABOVE 35’-0” LIMIT



WEST ELEVATION

SOUTH ELEVATION

Requested Departure #1: Building Height
Building Height Rationale

The proposed building is taller than the allowable building height to allow for a smaller building footprint. By building three stories, more of the site can be used for outdoor education and recreation space while accommodating bus loading and on-site parking.

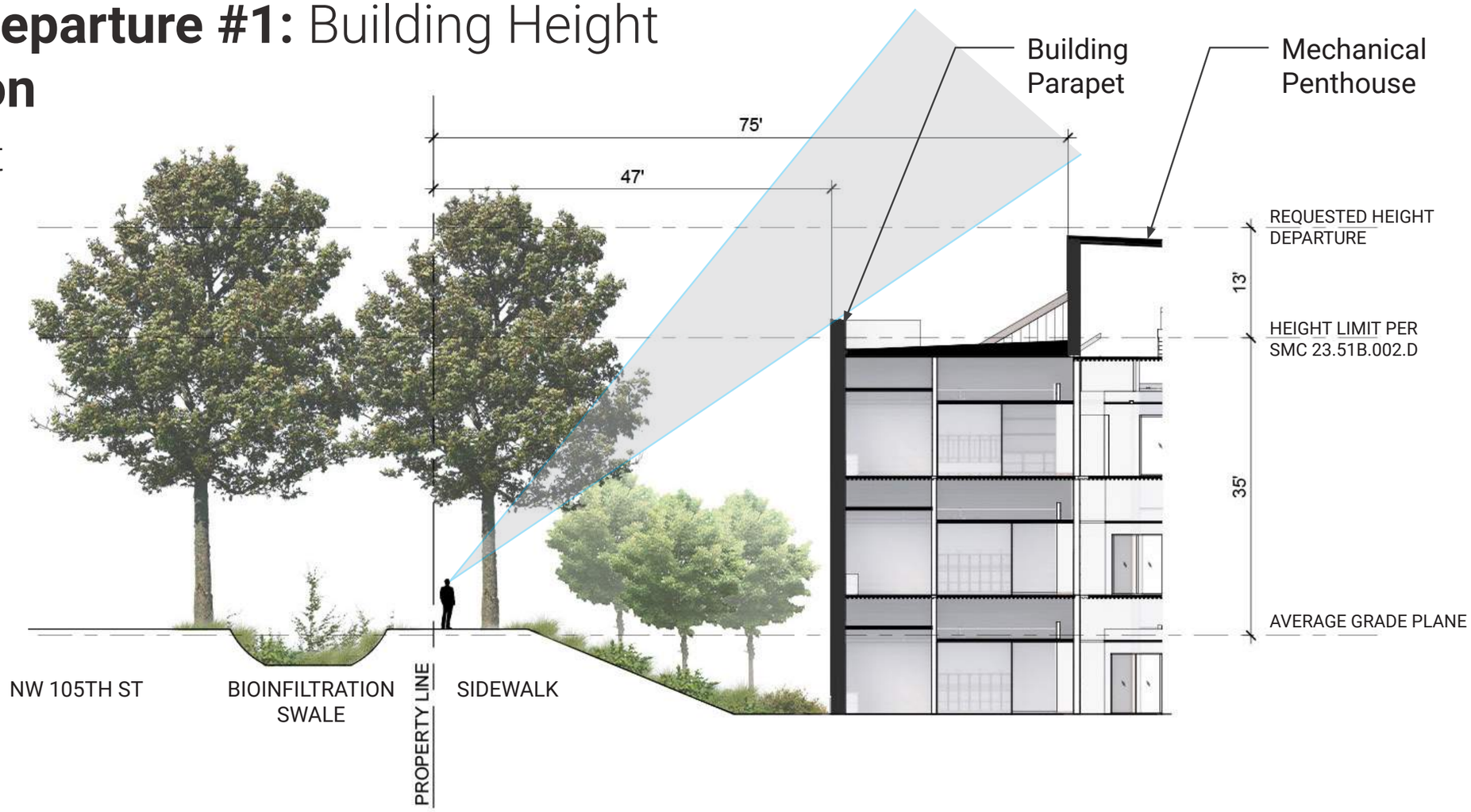
The three story building steps with the existing three terraces allowing ADA accessibility to the entire site using the building, aligning with the SDAT goals of access to nature for all. At the primary frontage on 3rd Ave NW, the building is one story which is in character with the scale of the surrounding neighborhood.. As the topography slopes down NW 105th Street, the building's roof line remains consistent, but will be screened from the sidewalk and street by existing and new trees.

At all frontages, the building is set back further than the code-required setbacks. The mechanical penthouses are further set back. This reduces the appearance of bulk at the sidewalk, as well as minimizing the visibility of mechanical penthouses.

Requested Departure #1: Building Height
Proposed Street View
3rd Ave NW, Main Entry

Requested Departure #1: Building Height
Street Section

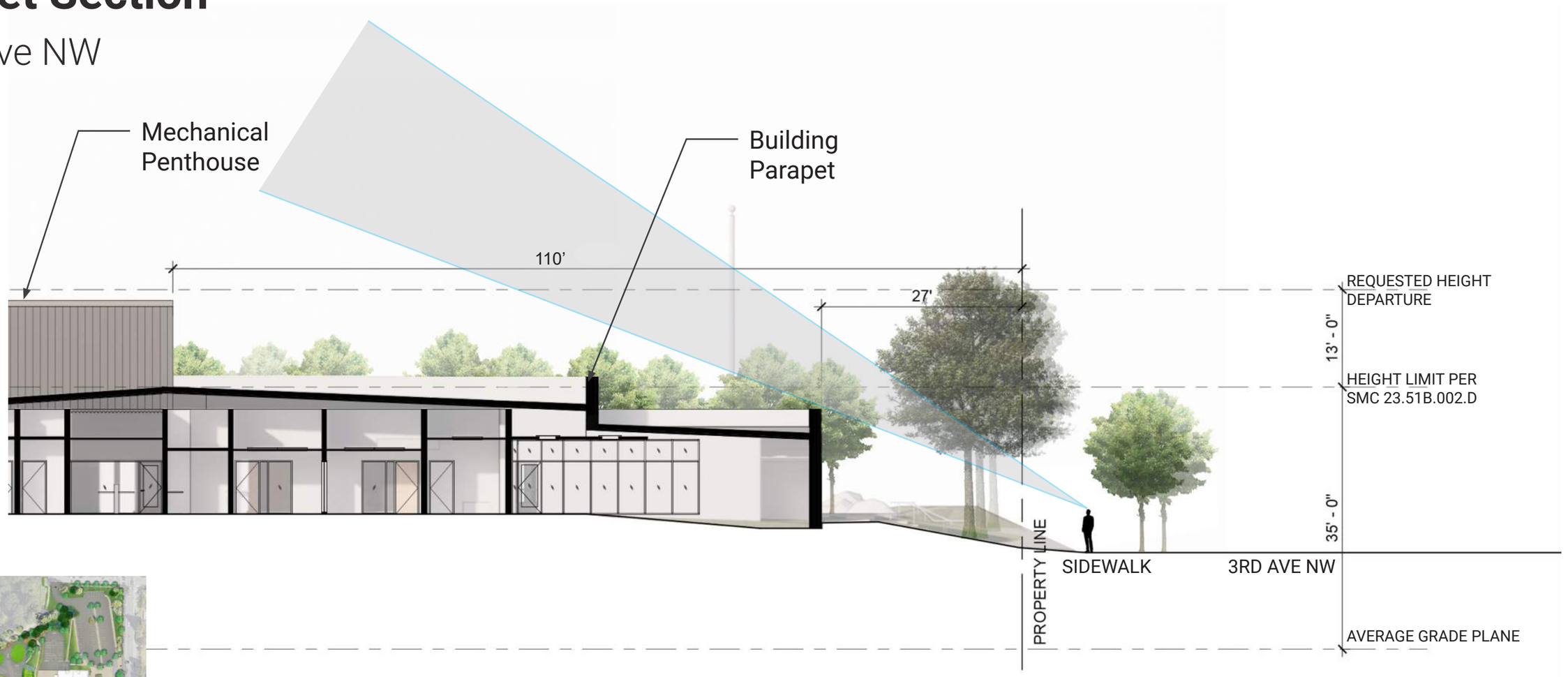
NW 105th Street



Section cut is taken where building is three stories and closest to NW 105th Street

Requested Departure #1: Building Height
Street Section

3rd Ave NW



Section cut is taken where building is one story and closest to 3rd Ave NW

Requested Departure #1: Building Height

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.D - HEIGHT

1.b. FOR NEW PUBLIC SCHOOL CONSTRUCTION ON EXISTING PUBLIC SCHOOL SITES, THE MAXIMUM PERMITTED HEIGHT IS 35 FEET PLUS 15 FEET FOR A PITCHED ROOF. 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.

4. HEIGHT MAXIMUMS IN ALL RESIDENTIAL ZONES MAY BE WAIVED BY THE DIRECTOR AS A TYPE I DECISION WHEN THE WAIVER WOULD CONTRIBUTE TO REDUCED DEMOLITION OF RESIDENTIAL STRUCTURES.

5. THE PROVISIONS OF SUBSECTION B OF SECTION 23.44.012 AND THE EXEMPTIONS OF SUBSECTION C OF SECTION 23.44.012 APPLY.

SMC 23.44.012 - HEIGHT LIMITS IN SINGLE-FAMILY ZONES
SMC 23.44.012.C - HEIGHT LIMIT EXEMPTIONS

5. FOR NONRESIDENTIAL PRINCIPAL USES, THE FOLLOWING ROOFTOP FEATURES MAY EXTEND UP TO 10 FEET ABOVE THE MAXIMUM HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES DOES NOT EXCEED 15 PERCENT OF THE ROOF AREA OR 20 PERCENT OF THE ROOF AREA IF THE TOTAL INCLUDES SCREENED MECHANICAL EQUIPMENT:

a: STAIR AND ELEVATOR PENTHOUSES; AND
b: MECHANICAL EQUIPMENT

The code allows a maximum building height of 35’ above existing average grade plane. SPS proposes a maximum building height of 48’ above existing average grade plane for mechanical penthouses and building parapet for a departure of 13’.

Requested Departure #2
Parking Quantity (Automobiles)

Requested Departure #2:
Parking Quantity (Automobiles)

Required per 23.51B.002.G

School Parking Calculation

Gymnasium	@80 spaces/sf	6300sf/80 =	79 spaces
Commons	@80 spaces/sf	4700sf/80 =	59 spaces
Total			138 spaces

Childcare Parking Calculation

1 Parking space per 10 children,	50/10 =	5 spaces

Childcare Loading Zone Calculation

1 Loading Zone space per 20 children 50/20 = 2.5 ~ 3 spaces

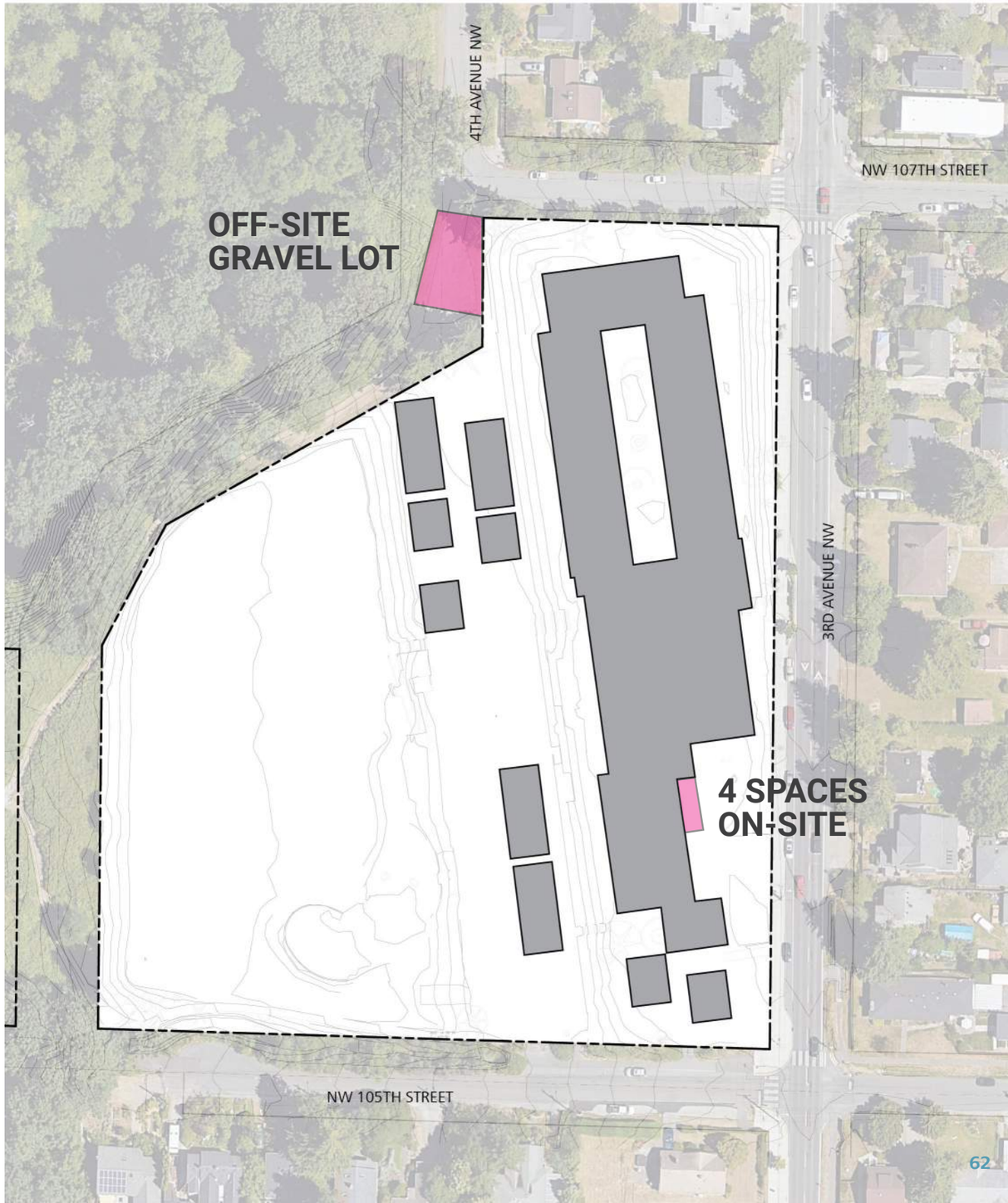
Total **146 spaces**

Requested Departure #2:
Parking Quantity (Automobiles)

Existing Parking Quantity

The existing site contains a small surface parking lot (four parking spaces) and loading area for service vehicles are located in the southeast area of the site with an access driveway on 3rd Avenue NW.

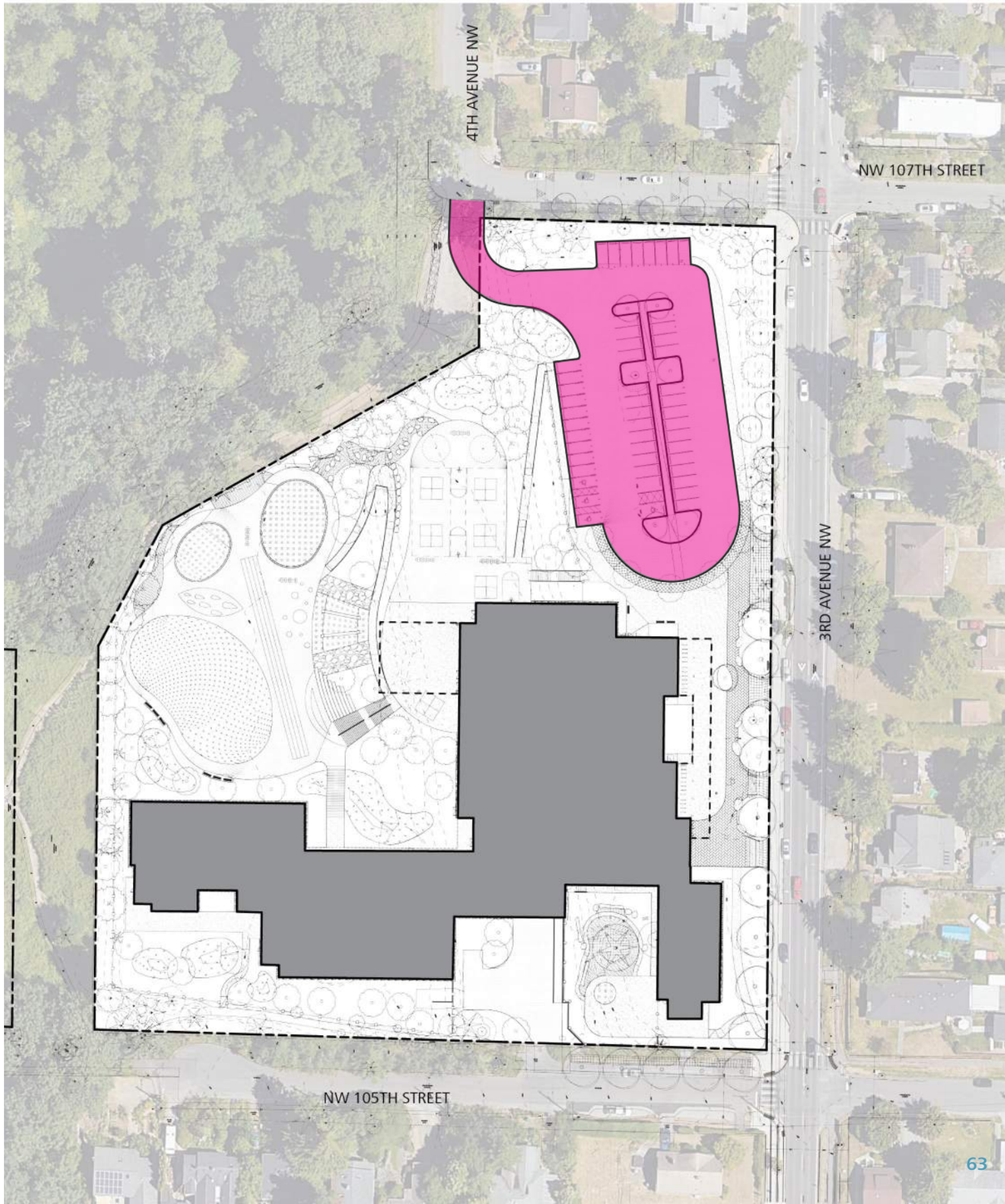
There is a small gravel parking lot west of the school; however, this lot is located within the undeveloped 4th Ave NW right-of-way, not on school property. This unstriped lot has a capacity of approximately 17 spaces.



Requested Departure #2:
Parking Quantity (Automobiles)

Proposed Parking Quantity

Standard Spaces		45
ADA Spaces	+	5
		50 Spaces



Requested Departure #2: Parking Quantity (Automobiles)
Parking Rationale

Viewlands curriculum believes learning occurs beyond the classroom walls. Viewlands augments district curriculum with their focus on sustainability and environmental science in what they call their “outdoor classroom”.

The proposed number of parking spaces is less than the code required number in to maximize the amount of play and outdoor learning areas on the site, while maintaining the SPS Educational Specifications for elementary schools. The School Design Advisory Team (SDAT) supported preserving site area for outdoor education and recreation space by limiting the size of the parking lot.

The code required number of parking spaces is derived from the number of spaces needed during a large assembly event, rather than an everyday need. An on-street parking availability study was performed in the fall of 2019 and indicated on-street parking capacity in excess of current needs during both regular school hours and special events.

Currently, staff parking is provided in the 4 spaces in the service yard and an additional 17 spaces in the undeveloped 4th Ave NW right-of-way with some staff parking on nearby streets. Some project-related increase to on-street parking demand could occur, but is estimated to be minimal (about five vehicles or less). The increase in school-day on-street parking demand could be accommodated by unused supply and typical utilization is estimated to remain below 40%.

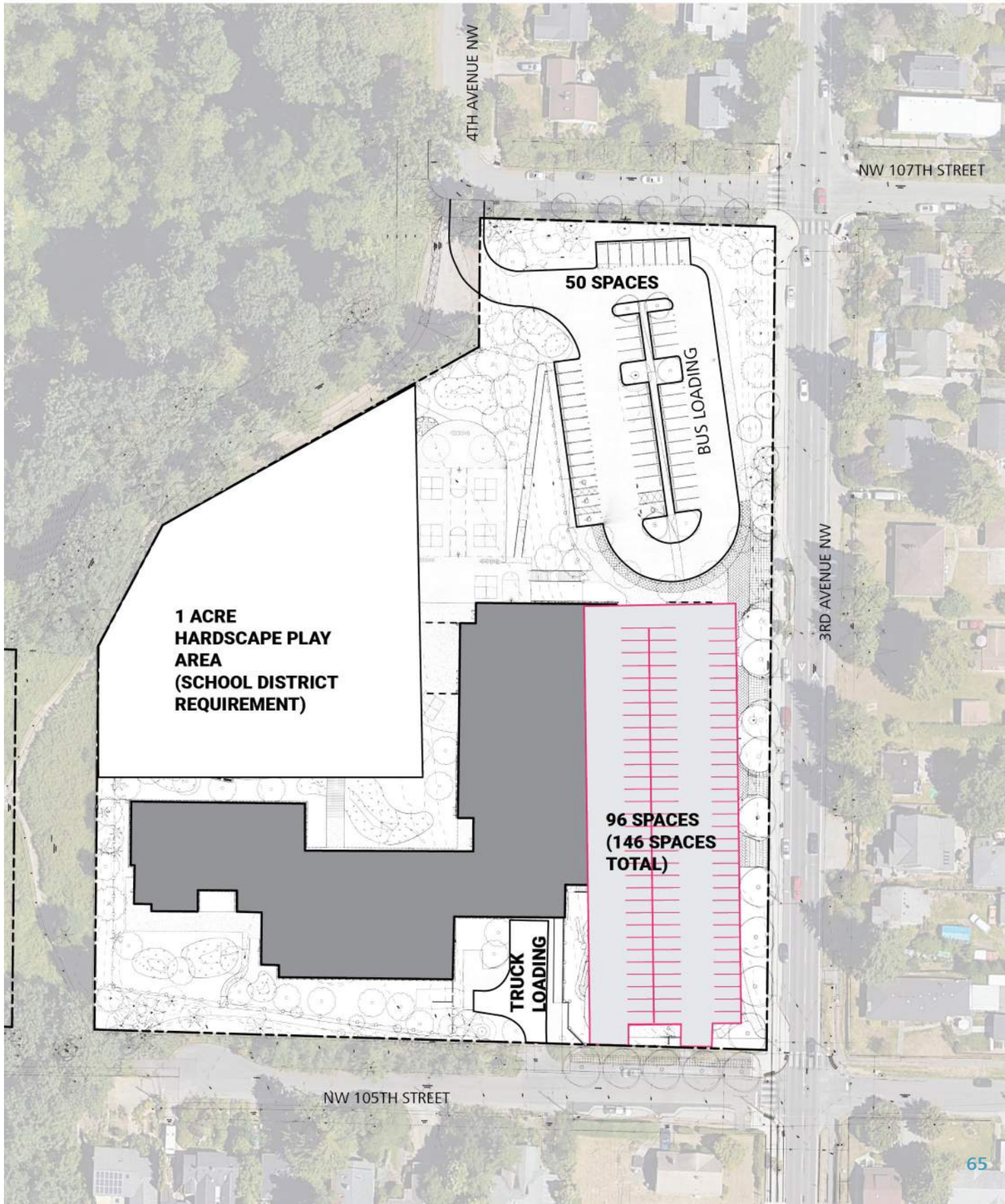
For the largest event, parking demand could increase by about 85 to 90 vehicles. The existing gravel area west of the site would no longer be available, but the proposed new on-site parking lot, on-site school-bus load/unload area, and added on-street parking supply would accommodate some of added demand. With the larger event demand and changes in off-street and on-street supply, on-street parking utilization could increase to about 80%, below the 85% level that the City of Seattle generally considers as effectively full. The other occasional events are expected to have lower attendance, parking demand, and on-street utilization. These analyses indicate that demand from the largest event can be accommodated and would occur very infrequently (once per year).

Requested Departure #2:
Parking Quantity (Automobiles)

Example Design with 146 Parking Spaces, the code required number of spaces Layout on Site (to meet 23.51B.002.G)

Vehicular access to the site is limited due to topography as well as the adjacent park and bioinfiltration swales. If all code required parking were provided, a lot approximately the size of the entire upper terrace of the site would be required and an additional curb cut may be needed on NW 105th Street as shown in this graphic. As NW 105th Street is a dead end street, this could negatively impact traffic flow at the intersection with 3rd Ave NW due to the increased number of cars, and the proximity to the existing intersection. Alternatively, if this size of lot were accessed from NW 107th Street, the additional volume of vehicles would have similar negative impacts there.

The additional parking area would reduce the available area for the educational program as this graphic shows or reduce playground space. This example does not meet the Seattle Public Schools educational specification requirements. Additionally, the Seattle School Traffic Safety Committee encouraged the project to minimize the number of vehicles on the school site.



Requested Departure #2:
Parking Quantity (Automobiles)

Previous Departures

Due to the minimum play space requirements in the SPS Standards, every recently constructed elementary school (or elementary school addition) has less than code required parking to preserve playground, and open play areas.

School Name	Enrollment Capacity	Site Area (Acres)	On-Site Parking Provided/Required	Departure
Arbor Heights Elementary	650	5.65	55 / 138	80
Genesee Hill Elementary	650	6.82	71 / 135	64
Loyal Heights	650	2.85	0 / 70	70
Magnolia Elementary	500	2.50	6/ 79	73
Queen Anne Elementary	500	3.00	32 / 118	86
Thornton Creek Elementary	650	7.66	91 / 162	71
Wing Luke Elementary	500	6.85	60 / 130	70
Kimball Elementary	650	4.78	40 / 140 (proposed)	100
Northgate Elementary	650	5.77	30 / 140 (proposed)	110
Viewlands Elementary	650	6.50	50 / 146 (proposed)	96

On-Street Parking Study Summary

Source: “Viewlands Elementary School Replacement Transportation Technical Report,” Heffron Transportation, Inc. June 2020

Heffron Transportation Inc. performed a detailed on-street parking study, and supply was documented according to the methodology outlined in the City of Seattle’s Tip #117. Tip #117 outlines the City’s preferred methodology to determine the number and type of on-street parking spaces that may exist within a defined study area, and how much of that supply is currently utilized at different times of the day.

The study area for the on-street parking analysis included all roadways within an 800-foot walking distance from the school site, as is typically required by the City of Seattle.

For the purpose of evaluating the potential on-street parking impacts associated with the new school, the City considers utilization rates of 85% or higher to be effectively full. The survey determined that parking utilization was well below this threshold during most time periods. During the evening event on October 10, parking utilization reached 69%.

The following four slides show the summary of the On-Street Parking Utilization Study at the following times in October 2019:

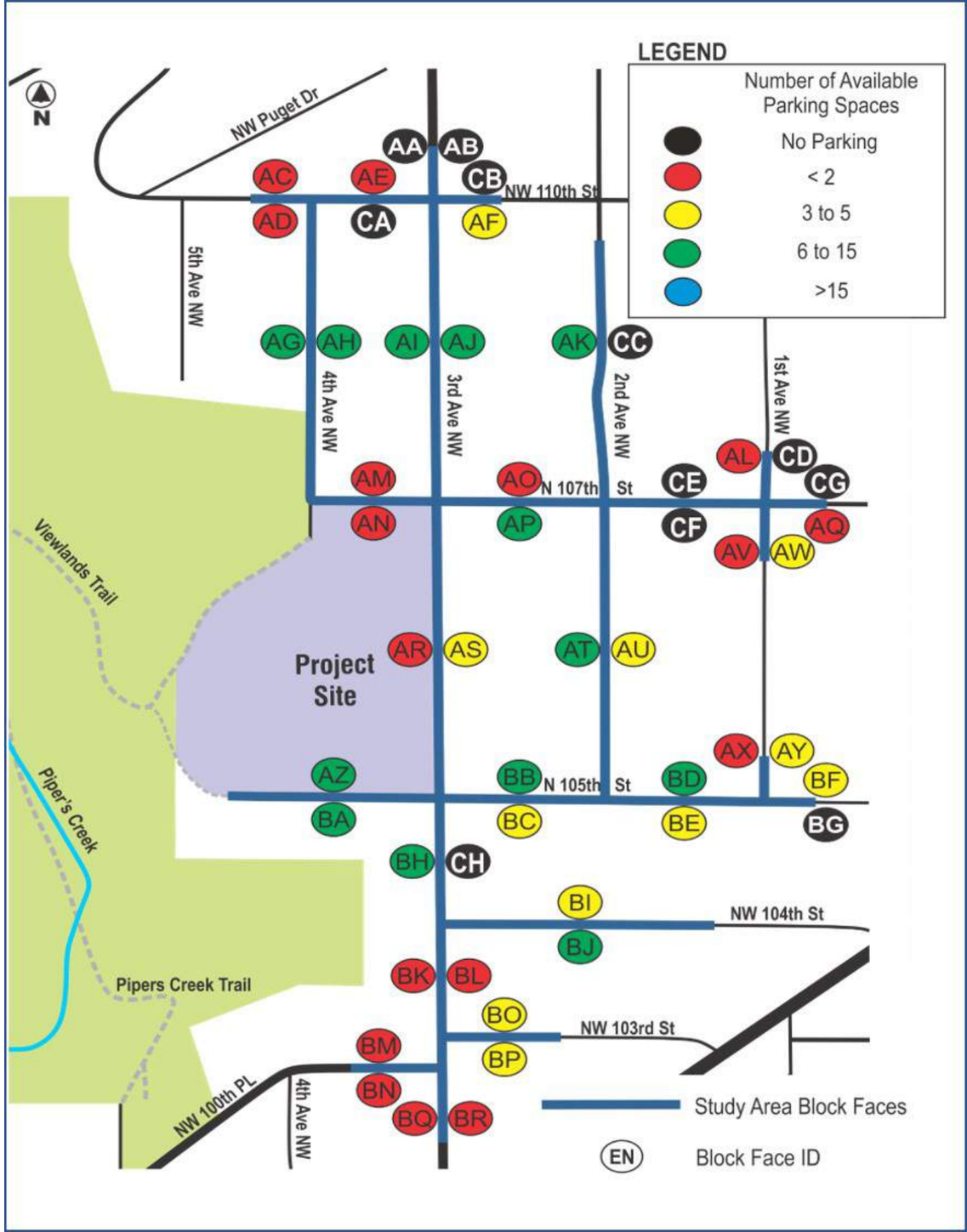
- Weekday Morning (7:00-7:45am)
- Weekday Mid-Morning (10:00-11:15am)
- Weekday Evening - No Event (7:30-8:15pm)
- Weekday Evening - Event (6:30-7:15pm)

On-Street Parking Availability

Weekday Morning (7:00-7:45am)

Total On-Street Parking Spaces within 800-ft walking distance = **280 spaces**

October 10 & 22, 2019
36% Occupied; 179 Unused Spaces



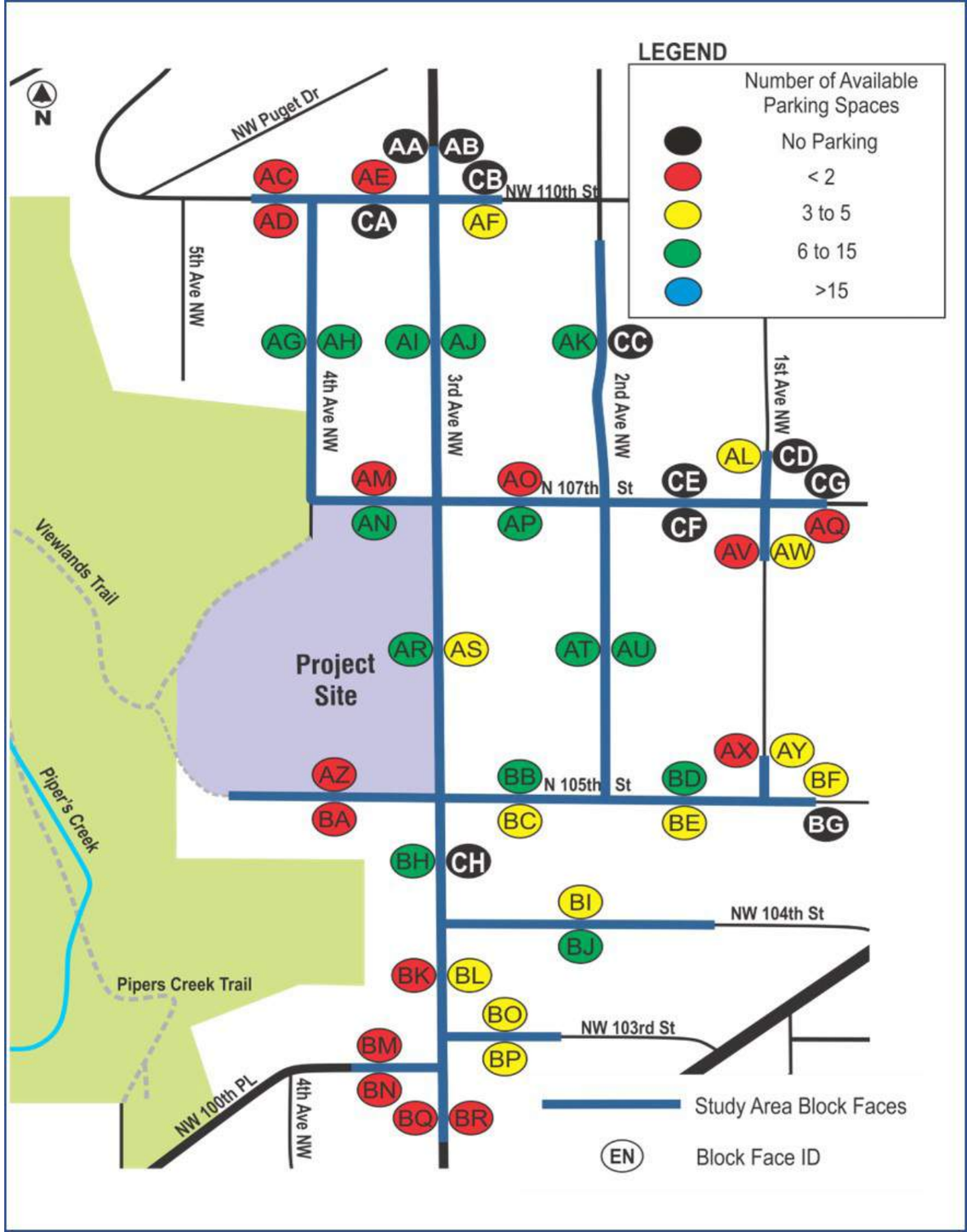
On-Street Parking Availability

Weekday Mid-Morning (10:00-11:15am)

Total On-Street Parking Spaces within 800-ft walking distance = **284 spaces**

October 10 & 22, 2019

31% Occupied; 194 to 197 Unused Spaces

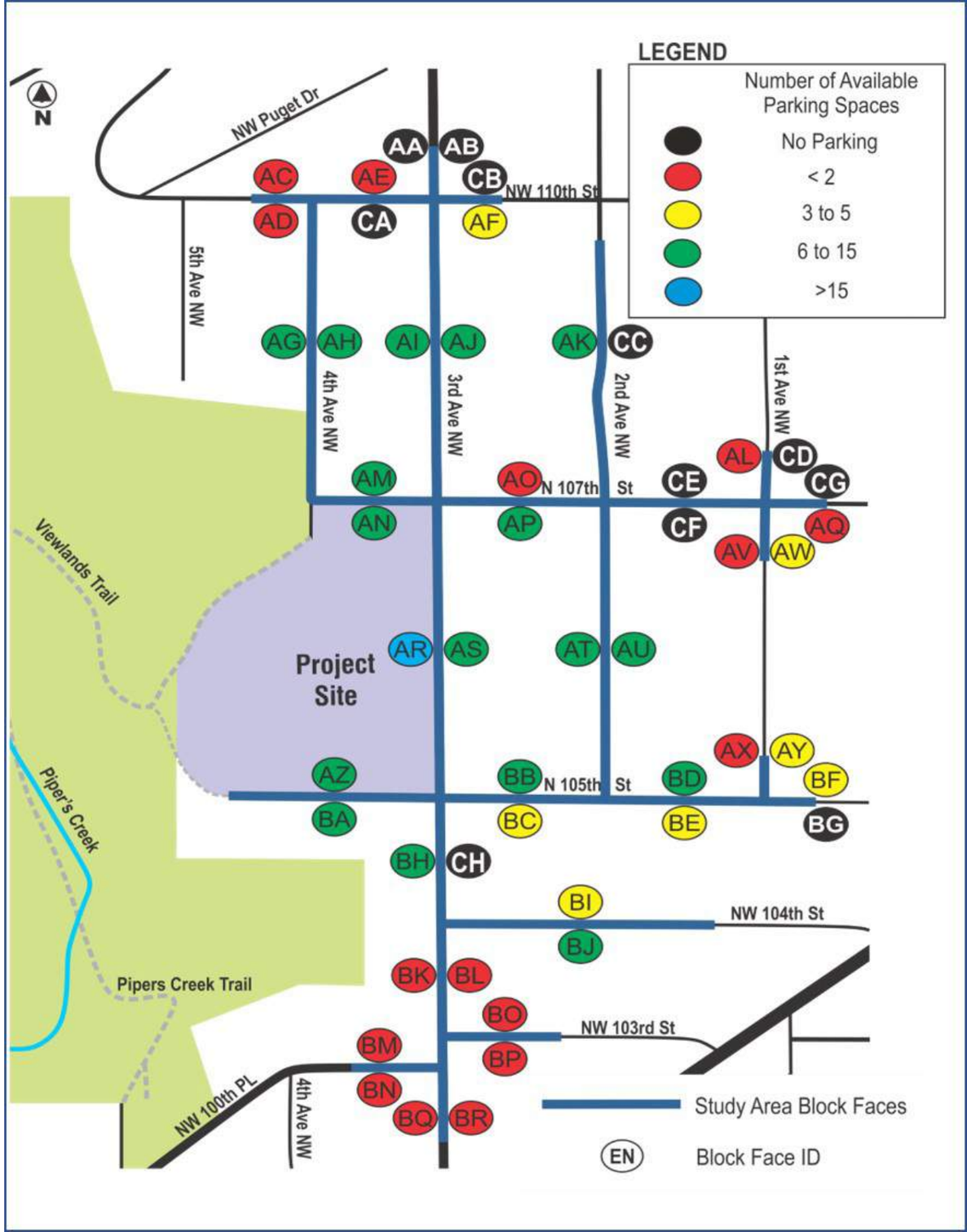


On-Street Parking Availability

Weekday Evening - No Event (7:30-8:15pm)

Total On-Street Parking Spaces within
800-ft walking distance = **302 spaces**

October 22 & 24, 2019
26% Occupied; 214 to 232 Unused Spaces

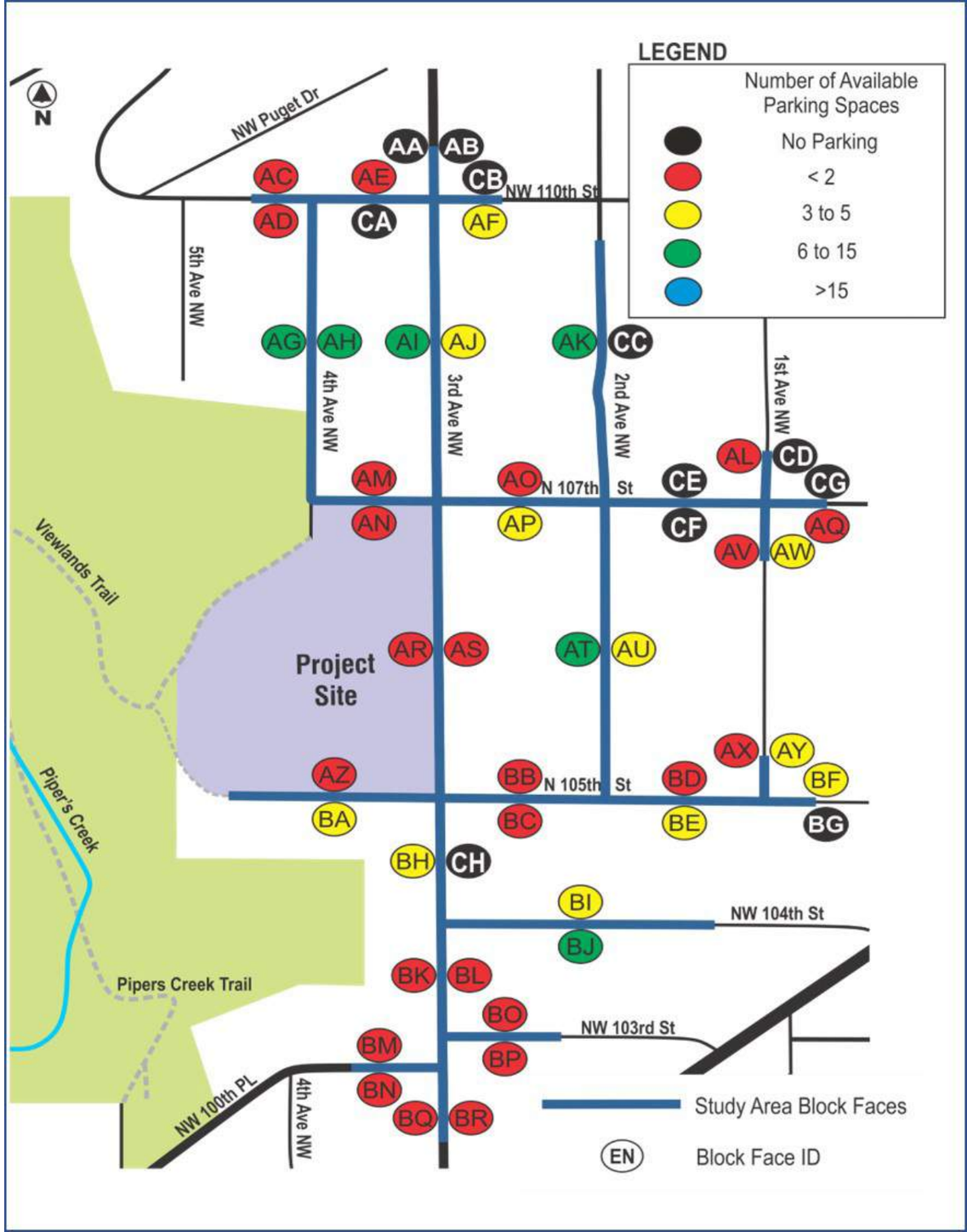


On-Street Parking Availability

Weekday Evening - Event (6:30-7:15pm)

Total On-Street Parking Spaces within
800-ft walking distance = **302 spaces**

October 10, 2019
Bring-Your-Family-to-School Night
69% Occupied; 94 Unused Spaces



Requested Departure #2: Parking Quantity (Automobiles)

Transportation and Parking Recommendations

Source: “Viewlands Elementary School Replacement Transportation Technical Report,” Heffron Transportation, Inc. June 2020

Parking reductions may impact the neighborhood.
SPS will work with Seattle Department of Transportation (SDOT) to develop the following to help address concerns:

School Transportation Plan (STP)
Encourages SPS to Work with SDOT and the Seattle School Traffic Safety Committee for access routes and drop off / pick up protocols with a focus on encouraging walking, biking, and bus (for those eligible)

Neighborhood Communication Plan for School Events
Review the new access for pedestrians and bicycles; determine if changes should be made to crosswalks, traffic controls, crossing guard locations, or to help encourage pedestrian and non-motorized flows at designated locations.

Update Right-of-Way & Curb Signage
Confirm locations, restrictions, and durations for load/unload zones.

Construction Management Plan (CMP)
Reviewed and approved by SDOT for construction access and haul routes to minimize negative impacts on the surrounding neighborhood.

Requested Departure #2: Parking Quantity (Automobiles)

PARKING QUANTITY

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015 TABLE C - REQUIRED PARKING FOR PUBLIC USES AND INSTITUTIONS

B. CHILD CARE CENTERS: 1 SPACE FOR EACH 10 CHILDREN OR 1 SPACE FOR EACH STAFF MEMBER, WHICHEVER IS GREATER; PLUS 1 LOADING AND UNLOADING SPACE FOR EACH 20 CHILDREN

N. SCHOOLS, PUBLIC ELEMENTARY AND SECONDARY: 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

SPACES REQUIRED PER TABLE C:

AREA OF GYMNASIUM	6300 SF / 80 SF	=	79 SPACES
ARE OF DINING COMMONS	4700 SF / 80 SF	=	59 SPACES
CHILD CARE PARKING	50 / 10	=	5 SPACES
CHILD CARE LOADING	50 / 20	=	3 SPACES
TOTAL			**146 SPACES**

SPACED PROVIDED:

ADA SPACES	5 SPACES
STANDARD SPACES	45 SPACES
TOTAL	**50 SPACES**

DEPARTURE REQUESTED

REQUIRED	146 SPACES
PROVIDED	50 SPACES
DIFFERENCE:	**96 SPACES**

The code requires 146 automobile parking spaces.
SPS proposes 50 automobile parking spaces for a departure of 96 spaces.

Requested Departure #3
Bicycle Parking (Long Term) Quantity

Requested Departure #3:
Bicycle Parking (Long Term) Quantity

Parking Quantity
(per SMC 23.54.015 Table D)

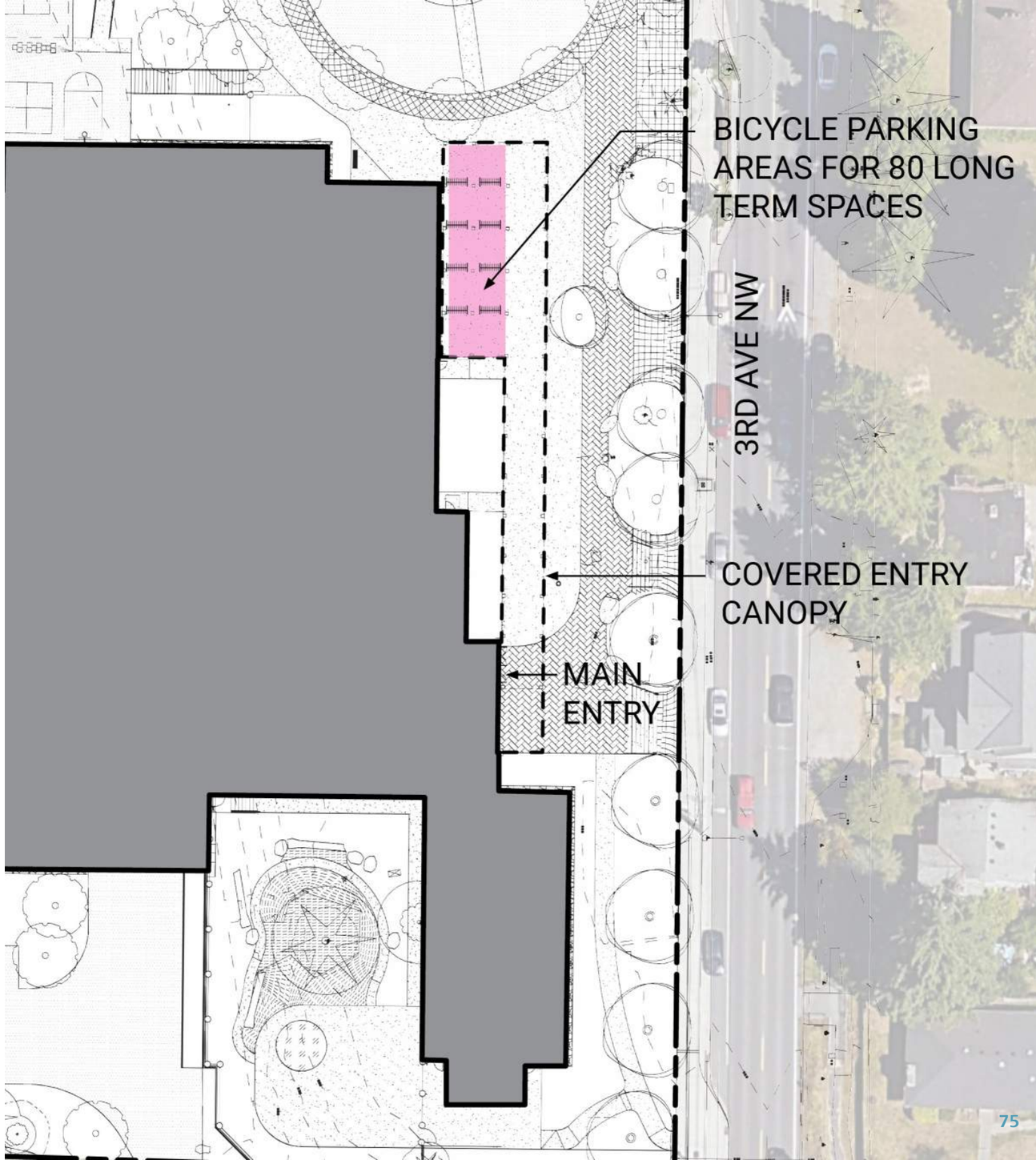
Long-term Stalls
43 classrooms* @ 3 spaces/classroom = **129 spaces**

Parking Quantity
(Proposed)

Long-term Stalls = **80 spaces**

* The SPS Elementary School Educational Specifications includes 43 teaching spaces which include general education, special education and specialty spaces. Only 35 of these teaching spaces are core academic classrooms where students spend the majority of their day.

Bicycle racks shown are per the SDOT Bicycle Standards.



Requested Departure #3: Bicycle Parking (Long Term) Quantity
Bicycle Parking Rationale

Current bicycle rack usage at Viewlands during school hours is fewer than 10 bicycles. The proposed long term bicycle parking would be far greater than current demand, but fewer than the code requires.

Requested Departure #3: Bicycle Parking (Long Term) Quantity

PARKING QUANTITY

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015 TABLE D - PARKING FOR BICYCLES

B.9. SCHOOLS, PRIMARY AND SECONDARY - 3 PER CLASSROOM (LONG TERM)

DEPARTURE REQUESTED PARKING QUANTITY

REQUIRED PER 23.54.015 TABLE C	129 LONG TERM SPACES
PROPOSED	80 LONG TERM SPACES
DIFFERENCE	49 LONG TERM SPACES

The code requires 129 long term bicycle parking spaces.
SPS proposes 80 long term bicycle parking spaces for a departure of 49 spaces.

Requested Departure #4
Bicycle Parking (Short Term) Quantity

Requested Departure #4:
Bicycle Parking (Short Term) Quantity

Parking Quantity
(per SMC 23.54.015 Table D)

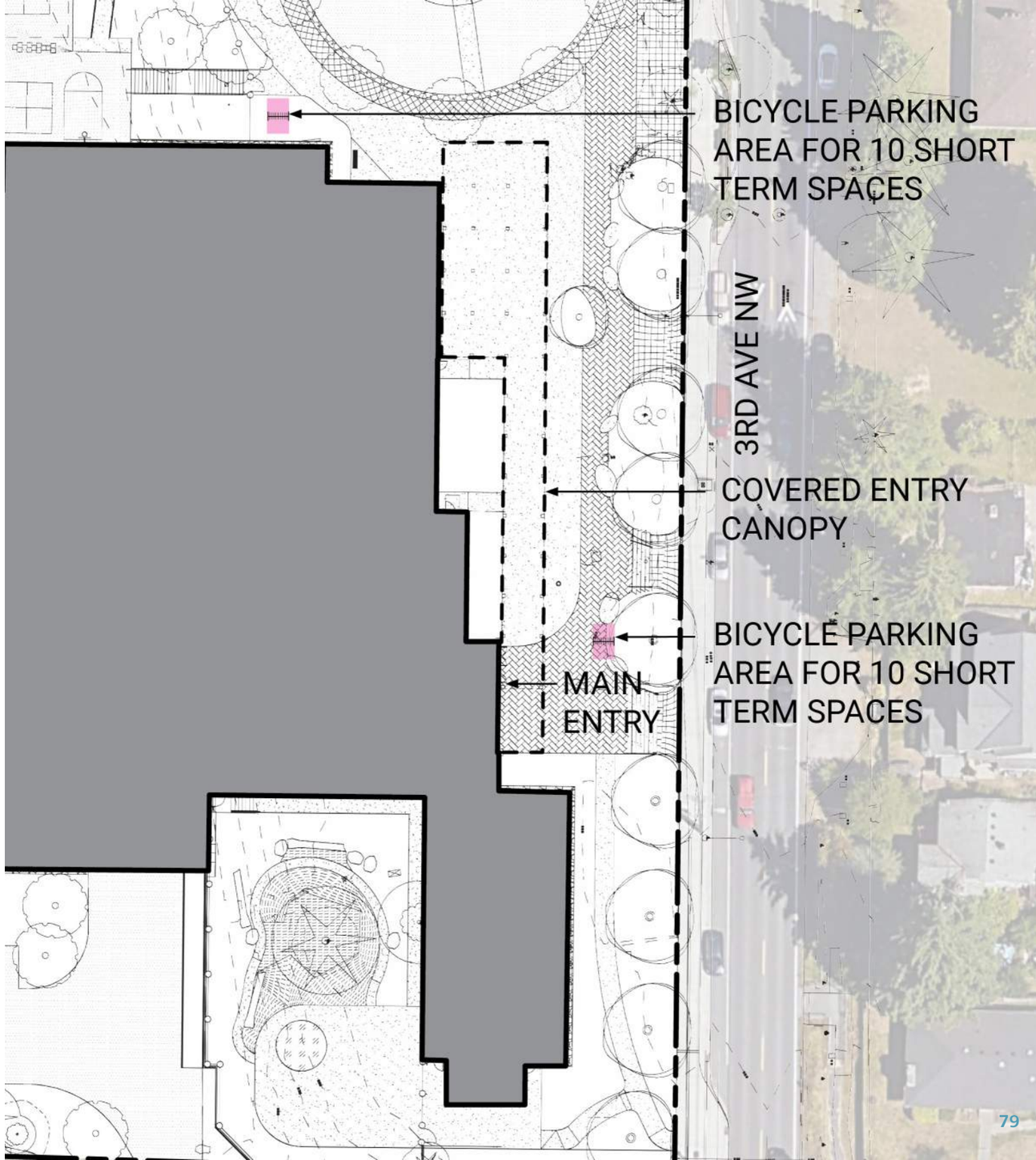
Short-term Stalls
43 classrooms* @ 1 space/classroom = **43 spaces**

Parking Quantity
(Proposed)

Short-term Stalls = **20 spaces**

* The SPS Elementary School Educational Specifications includes 43 teaching spaces which include general education, special education and specialty spaces. Only 35 of these teaching spaces are core academic classrooms where students spend the majority of their day.

Bicycle racks shown are per the SDOT Bicycle Standards.



Requested Departure #4: Bicycle Parking (Short Term) Quantity
Bicycle Parking Rationale

The code describes short-term bicycle parking as parking used for less than 4 hours. School hours are longer than 4 hours and school users would be encouraged to use long term parking. Short-term uses include occasional short visits and after-hours playground use. The proposed short-term parking accommodates those uses.

Requested Departure #4: Bicycle Parking (Long Term) Quantity

PARKING QUANTITY

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015 TABLE D - PARKING FOR BICYCLES

B.9. SCHOOLS, PRIMARY AND SECONDARY - 1 PER CLASSROOM (SHORT TERM)

DEPARTURE REQUESTED PARKING QUANTITY

REQUIRED PER 23.54.015 TABLE C	43 SHORT TERM SPACES
PROPOSED	20 SHORT TERM SPACES
DIFFERENCE	23 SHORT TERM SPACES

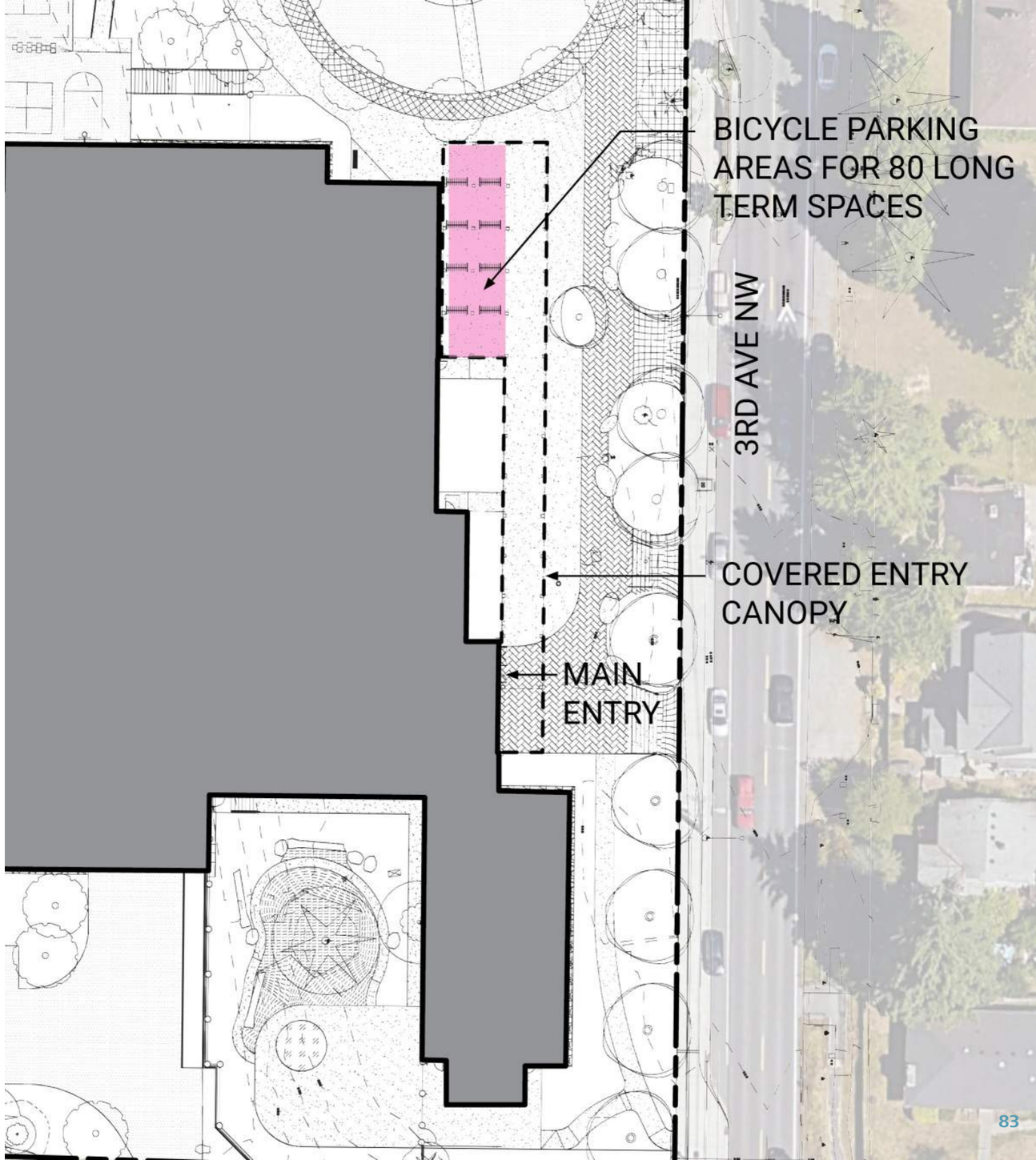
The code requires 43 short term bicycle parking spaces.
SPS proposes 20 short term bicycle parking spaces for a departure of 23 spaces.

Requested Departure #5
Bicycle Parking Performance Standards (Enclosure)

Requested Departure #5:
Bicycle Parking Performance Standards (Enclosure)

SPS is proposing to provide long term bicycle parking spaces with open racks under the building's entry canopy. Bicycle racks shown are per the SDOT Bicycle Standards.

These bicycle parking spaces will meet most code requirements for bicycle parking performance standards. They will be located close to the front entry, will have direct access from existing pedestrian and bicycle infrastructure on 3rd Ave NW and will be separated from on site vehicle movements in the parking lot and bus loading area. Code requirements also include security measures such as locked cages or rooms or lockers that will not be provided.



Requested Departure #5: Bicycle Parking Performance Standards (Enclosure) **Rationale**

Bicycle parking performance standards as described in the code are intended to provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence to promote bicycle use as a mode of transportation.

The code requirement for locked bicycle rooms, cages or lockers is intended for use by adults who have individual access to those locked spaces. Draft SDOT guidelines (May 2018) indicate typical locations for these types of storage facilities as residential, workplaces or transit stations. As the primary users of this facility are young children, it is not practical to coordinate access to locked storage facilities in the same manner.

Additionally, due to the site topography, it is not practical to locate bicycle parking within the fenced perimeter of the school yard without requiring navigation of a significant change in elevation, and making bicycle parking less visible from the building's entry.

Requested Departure #5: Bicycle Parking Performance Standards (Enclosure)

PARKING STANDARD

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015.K - BICYCLE PARKING

2. PERFORMANCE STANDARDS. PROVIDE BICYCLE PARKING IN A HIGHLY VISIBLE, SAFE, AND CONVENIENT LOCATION, EMPHASIZING CONVENIENCE AND THEFT DETERRENCE, BASED ON RULES PROMULGATED BY THE DIRECTOR OF THE SEATTLE DEPARTMENT OF TRANSPORTATION THAT ADDRESS THE CONSIDERATIONS IN THIS SUBSECTION 23.54.015.K.2.

2.a. PROVIDE SECURE LOCATIONS AND ARRANGEMENTS OF LONG-TERM BICYCLE PARKING, WITH FEATURES SUCH AS LOCKED ROOMS OR CAGES AND BICYCLE LOCKERS. THE BICYCLE PARKING SHOULD BE INSTALLED IN A MANNER THAT AVOIDS CREATING CONFLICTS WITH AUTOMOBILE ACCESSES AND DRIVEWAYS.

DEPARTURE REQUESTED BICYCLE PARKING STANDARDS

PROVIDE OPEN BIKE RACKS FOR LONG-TERM BICYCLE PARKING RATHER THAN LOCKED ROOMS, CAGES OR LOCKERS

The code requires security features such as locked rooms or cages or bicycle lockers.
SPS proposes open bike racks as a departure.

Requested Departure #6

Double Sided Changing Image Message Board Sign

Requested Departure #6:
Double Sided Changing Image Message Board

The proposed location along 3rd Ave NW was selected because it is the busiest frontage for vehicles, bicycles and pedestrians. It is also nearest the building's main entry

Sign type example:

Requested Departure #6: Double Sided Changing Image Message Board **Sign Rationale**

SPS would use the one proposed message board sign to alert families and the community to events taking place at the school. Messages could be displayed in multiple languages, which a fixed message cannot accomplish. This is also an equitable way to communicate since access to technology is not universal.

Requested Departure #6:
Double Sided Changing Image Message Board

Proposed Departure Conditions

a. The proposal is limited to one double-faced sign which may change images

b. The sign shall be set to turn on no earlier than 7 am, and to turn off no later than 9 pm.

c. The sign is limited to be lit using one color with a dark background.

d. No flashing, scrolling, or moving images allowed.

Requested Departure #6: Double-Sided Changing Image Message Board

CHANGING IMAGE MESSAGE BOARD SIGN

SMC 23.55 - SIGNS
SMC 23.55.020 - 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 10PM.

DEPARTURE REQUESTED

PROPOSED (1) DOUBLE SIDED CHANGING IMAGE MESSAGE BOARD SIGN

The code does not allow flashing, changing-image or message board signs in single-family zones.
SPS proposes (1) double-sided, electric changing image message board sign as a departure.

Requested Departures Summary

#1 Departure for Building Height
SMC 23.51B.002.D
The code allows a maximum building height of 35’ above existing average grade plane. SPS proposes a maximum building height of 48’ above existing average grade plane for mechanical penthouses and building parapet for a departure of 13’.

#2 Departure for Parking Quantity (Automobile)
SMC 23.54.015 Table C
The code requires 146 automobile parking spaces. SPS proposes 50 automobile parking spaces for a departure of 96 spaces.

#3 Departure for Bicycle Parking (Long Term) Quantity
SMC 23.54.015 Table D
The code requires 129 long term bicycle parking spaces. SPS proposes 80 long term bicycle parking spaces for a departure of 49 spaces.

#4 Departure for Bicycle Parking (Short Term) Quantity
SMC 23.54.015 Table D
The code requires 43 short term bicycle parking spaces SPS proposes 20 short term bicycle parking spaces for a departure of 23 spaces.

#5 Departure for Bicycle Parking Standards
SMC 23.54.015.K.2.a
The code requires security features such as locked rooms or cages or bicycle lockers. SPS proposes open bike racks as a departure.

#6 Departure for Double-Sided, Electric Changing Image Message Board Sign
SMC 23.55.020
The code does not allow flashing, changing-image or message board signs in single-family zones. SPS proposes (1) double-sided, electric changing image message board sign as a departure.

Public Comment

Thank you for taking the time to review this document!

We welcome your input. Please review the Departures Process Overview section at the beginning of this document, and submit your comments on the requested departures, including any mitigation measures or conditions of approval by **02 September 2020** to:

Maureen Sheehan

Maureen.Sheehan@seattle.gov

City of Seattle, Department of Neighborhoods
ATTN. Maureen Sheehan
PO Box 94649
Seattle, WA 98124-4649