

PUBLIC SCHOOL DEVELOPMENT STANDARD ADVISORY COMMITTEE¹

ALKI ELEMENTARY SCHOOL DESIGN DEPARTURE RECOMMENDATIONS

Project #3039297-SD

February 1, 2023

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.006.F and 23.79). The intent and purpose of this report is to document public comment and make recommendations to the City regarding proposed modifications to development standards to facilitate expansion and modernization of Alki Elementary School located at 3010 59th Ave SW, Seattle, WA 98116.



¹ Pursuant to Sections 10-12 of Ordinance 126188, which was in effect until December 30, 2022, the Director of the Department of Neighborhoods is authorized to submit this recommendation report to the Seattle Department of Construction and Inspections in lieu of an advisory committee process.

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1. Background

1.1 Project Description

On August 11, 2022, Seattle Public Schools (SPS) submitted a request for departures per SMC 23.79.002 for Alki Elementary School, located at 3010 59th Ave SW, Seattle, WA 98116. The departure request pertains to building height, vehicular parking quantity, bus loading and unloading, a curb cut to service area without vehicular parking, curb cut width, curb cut flare width, long-term bicycle parking quantity, bicycle parking performance standards and a changing image message board sign.

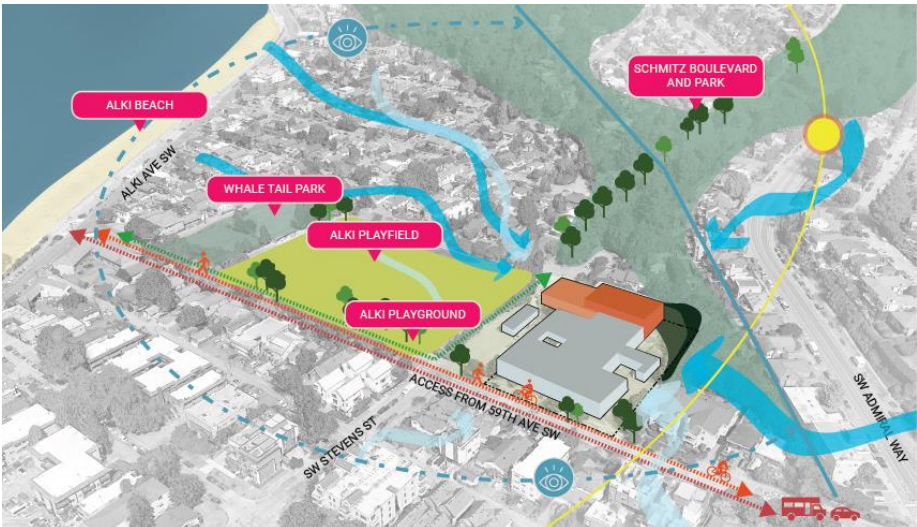
SPS proposes to build a new multi-story addition at Alki Elementary School. The existing gymnasium and Alki Community Center will be renovated to remain at the site. The remaining school structures, including portables, will be removed, and replaced by the addition. Any related site work will include play areas, outdoor learning, a service yard, and utilities.

1.2 Site Plan

Alki Elementary School is in the heart of the Alki Beach community, which sits on a point at the northern end of West Seattle across from downtown and jutting out into Elliott Bay. Formed by the recession of Vashon glaciation, Alki Point is a low-lying landform underlain by predominantly sandy soils supporting native grassland and coastal evergreen forest prior to urbanization.

The school property is bounded by 59th Ave SW to the west, residential zoned low-rise and residential neighborhood parcels to the south and east, and Seattle Parks and Recreation property to the north, which the project refers to as Parkway.

The school shares use of a community playground and playfields. The Alki Community Center, operated by Seattle Parks and Recreation, sits partially on the school's property, and is attached to the school's gym. At just 1.4 acres, Alki Elementary School has the smallest site of all SPS elementary schools.



Site Analysis

Buildable Area

The gymnasium and community center have been identified as the only portions of the existing building to remain. Support spaces that line the west side of the gymnasium have been identified to be demolished, including the east wall of the original 1913 school building that remained in place when that structure was demolished in 1965. This delineation of renovation and demolition aligns with the existing structural system and building volumes.

The possible buildable area is defined by setbacks, ECA buffers, and fire separations.

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Proposed Site

Working with the existing buildings to remain, property setbacks, ECA buffers, and fire separation distances, the three-story addition maximizes the site's buildable area to minimize the height of the new structure.

Grading on-site and in the play areas to the north will be designed to create ADA accessible pathways and entries. The design orients the building north-south for ideal daylighting and vistas to Alki Park and Puget Sound.

Play areas are located in the Parks Boulevard (closed to traffic), Alki Playground, and Alki Playfields located to the north of the school.

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Proposed Site Circulation

Main Entry

There is no proposed change to the current school load zone or bus loading. These operations, in combination with the pedestrian routes, converge at the intersection of SW Stevens Street, 59th Ave SW, and Parks Boulevard. This movement drives the relocation of the main entry to the north side of the building. The reorientation reimagines the new face of the school as a porch fronting the park.

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Proposed Site Circulation

Secondary Entries

Secondary access points at the northeast and southwest corners allow for early learning access to be separated from main school functions. Child care will continue to be accessed from 58th Ave SW and Parks Boulevard. Preschool is proposed to be accessed on 59th Ave SW south of the service yard, with safety as a priority as this access point develops.

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1.3 Neighborhood Characteristics

The current attendance area extends along Alki Beach, starting at the northern tip of Alki Point and wrapping around the west coast down to the Seaview neighborhood.

Zoning for Alki Elementary School is LR-1 (M) which is a multifamily residential zone where residential development such as townhouses, rowhouses, and apartments are allowed. The parcels to the north and east are Neighborhood Residential 3 (formerly SF5000).

Alki Elementary’s current attendance is 309 students.



1.4 Requests for Departures and Process

The City administers the Development Standard Departure Process pursuant to SMC 23.44.006.F and 23.79. The Code requires that the Department of Neighborhoods (DON) convene a Development Standard Advisory Committee (hereinafter as “the Committee”) when SPS proposes a departure from the development standards identified under the Code. These standards are popularly referred to as the “zoning code.”

The purpose of the Committee is 1) to gather public comment and evaluate the proposed departures for consistency with the objectives and intent of the City’s land use policies to ensure that the proposed facility is compatible with the character and use of its surroundings; and 2) to develop a report and recommendation to the Seattle Department of Construction and Inspections (SDCI) from DON. (SMC 23.79.008).

In April 2020, the City Council passed Ordinance 126072, which temporarily allowed certain land use applications to be handled administratively. These provisions (later extended by Ordinance 126188) were part of a larger City effort to expedite permits, respond to economic challenges, and address urgent development needs during the COVID-19 pandemic. The temporary provisions expired on December 30, 2022; however, as City review of the development departures proposed for Alki Elementary School was already underway, DON Director is authorized to submit this recommendation report to SDCI in lieu of a public advisory committee process. The content of this report is informed by public comments solicited and reviewed by DON staff.

Following completion of DON’s recommendation report and its transmittal to SDCI, the Director of SDCI will issue a formal report and decision. The SDCI Director will consider the DON report’s recommendations and (1) determine the extent of departure from established development standards that may be allowed, and (2) identify all mitigating measures which may be required. The SDCI Director’s decision is appealable.

2. Departures

2.1 Specific District Requests

To amplify community voices in imagining the new Alki Elementary School building in service to Seattle Public School’s Strategic Plan and equity resolutions, the design team created a multi-faceted inquiry and engagement approach to design. This included three separate but correlated engagement tracks to listen and learn from the Alki community: 1) School Design Advisory Team (SDAT); 2) Listening and Learning Sessions; 3) Programming and Assessment sessions.

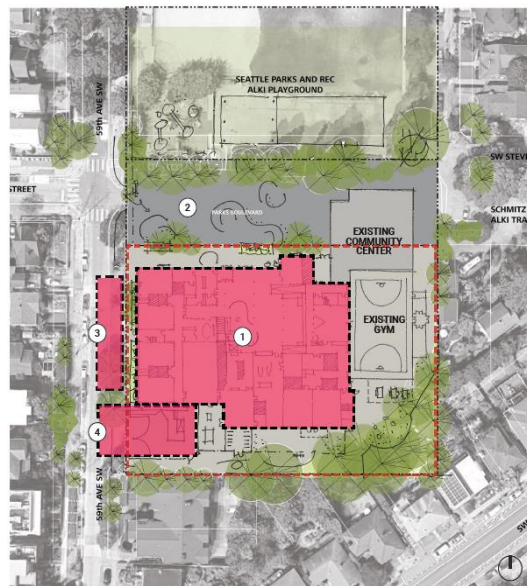
SPS, the Alki Elementary School community, public listening sessions, student and teacher input, community surveys, and the Design Team all contributed to the development and definition to amplify and sustain community voices throughout the evolution of the design:

- 1) The School as Alki – The school needs to affirm and embody the character and values of its community.
- 2) The School as Curriculum – Building on input from District Facilities and the Alki SDAT, the Design Team considered the socio-spatial dimension of the building as a series of ‘critical lesson plans’ focused on Place, Water, Energy, Health, Culture, and Society
- 3) The School as Equity – Through listening and learning with the community, it gave voice to Spatial Aspirations for a welcoming building that activates school space in service to racial and educational equity.

To accommodate the project vision and goals of this project, SPS requested the following departures from the development standards found in SMC 23.51B.002.

Requested Departures Summary

- #1 Departure for Building Height**
SMC 23.51B.002.D
SPS proposes a maximum building height of 57' above average grade plane for a departure of 22'.
- #2 Departure for Vehicular Parking Quantity**
SMC 23.54.015 Table C
SPS proposes to provide 0 on-site vehicular parking spaces for a departure of 48 spaces.
- #3 Departure for Bus Loading and Unloading**
SMC 23.51B.002.L4
SPS proposes to maintain the existing on-street bus loading area for a departure from off-street bus loading and unloading.
- #4 Departure for Curb Cut to Service Area without Vehicular Parking Spaces**
SMC 23.54.030.F.2
SPS proposes to provide one curb cut on 59th Ave SW that provides access to the on-site service area, which includes one required off-street loading berth and solid waste pick-up, for a departure to allow access to the lot without vehicular parking spaces.



Requested Departures Summary

- #5 **Departure for Curb Cut Width**
SMC 23.54.030.F.2.b.3
 SPS proposes to provide one curb cut 30-feet in width for a departure of 5-feet in curb width from the maximum 25-foot width allowed.
- #6 **Departure for Curb Cut Flare**
SMC 23.54.030.F.2.b.3
 SPS proposes to provide one curb cut with 5-foot flares on each side for a departure of 2.5-feet in flare width from the 2.5-foot allowed.
- #7 **Departure for Bicycle Parking (Long-Term) Quantity**
SMC 23.54.015 Table D
 SPS proposes to provide 40 long-term bicycle parking spaces for a departure of 38 spaces.
- #8 **Departure for Bicycle Parking Performance Standards**
SMC 23.54.015.K.2
 SPS proposes to provide 18 of the 40 long-term bicycle parking spaces with freestanding partial enclosure weather protection with internal vertical clearance of 5-feet and 12-inches of overhang on all exposed sides for a departure from Performance Standards.
- #9 **Departure for Changing-Image Message Board Sign**
SMC 23.55.020
 SPS proposes to provide one single-faced, changing-image message board sign for a departure.



Departure #1 – Greater than allowed building height

Requested Departure #1: Building Height

CODE SECTION	SMC 23.51B.002 - SMC 23.51B.002.D -	PUBLIC SCHOOLS IN RESIDENTIAL ZONES HEIGHT
		1. FOR ADDITIONS TO EXISTING PUBLIC SCHOOLS ON EXISTING PUBLIC SCHOOL SITES, THE MAXIMUM HEIGHT PERMITTED IS THE HEIGHT OF THE EXISTING SCHOOL OR 35 FEET PLUS 15 FEET FOR A PITCHED ROOF, WHICHEVER IS GREATER.
		3. IN LOWRISE ZONES, DEPARTURES FROM HEIGHT LIMITS MAY BE GRANTED OR REQUIRED PURSUANT TO THE PROCEDURES AND CRITERIA SET FORTH IN CHAPTER 23.79. FOR CONSTRUCTION OF NEW STRUCTURES ON NEW AND EXISTING PUBLIC SCHOOL SITES TO THE EXTENT NOT OTHERWISE PERMITTED OUTRIGHT, THE MAXIMUM HEIGHT THAT MAY BE GRANTED AS A DEVELOPMENT STANDARD DEPARTURE IS 35 FEET PLUS 15 FEET FOR A ROOF PITCHED AT A RATE OF NOT LESS THAN 4:12 FOR ELEMENTARY SCHOOLS. NO DEPARTURES MAY BE GRANTED FOR A PORTION OF A SHED ROOF TO EXTEND BEYOND 35 FEET IN HEIGHT 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.

DEPARTURE REQUESTED

The code allows a maximum building height of 35' above average grade plane. SPS proposes a maximum building height of 57' above average grade plane for a departure of 22'.

Requested Departure #1: Building Height

Roof Plan

- Existing building to remain
- Area of roof for mechanical penthouse* that extends above height limit. Top of penthouse is 57'-0" above average grade plane; 22'-0" above the maximum building height permitted. (18% of roof area)
- Area of main school building roof and parapet that extends above height limit. Top of main school building roof parapet is 49'-0"; 14'-0" above the maximum building height permitted.

This graphic shows the existing buildings to remain, the proposed main school building roof, and the proposed mechanical penthouse. The portions of the building that exceed the maximum height include the third floor of the main school building, the main school building roof parapet, and the mechanical penthouse to enclose mechanical equipment.

* 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

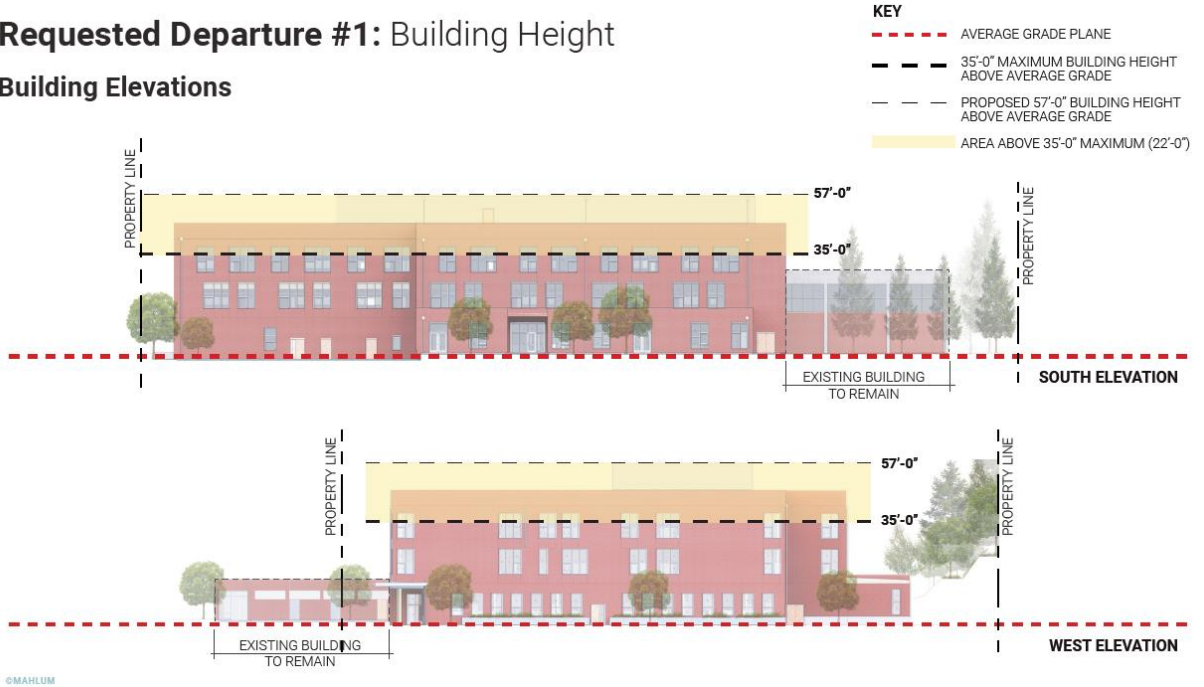
Building Elevations

- KEY**
- AVERAGE GRADE PLANE
 - 35'-0" MAXIMUM BUILDING HEIGHT ABOVE AVERAGE GRADE
 - PROPOSED 57'-0" BUILDING HEIGHT ABOVE AVERAGE GRADE
 - AREA ABOVE 35'-0" MAXIMUM (22'-0")



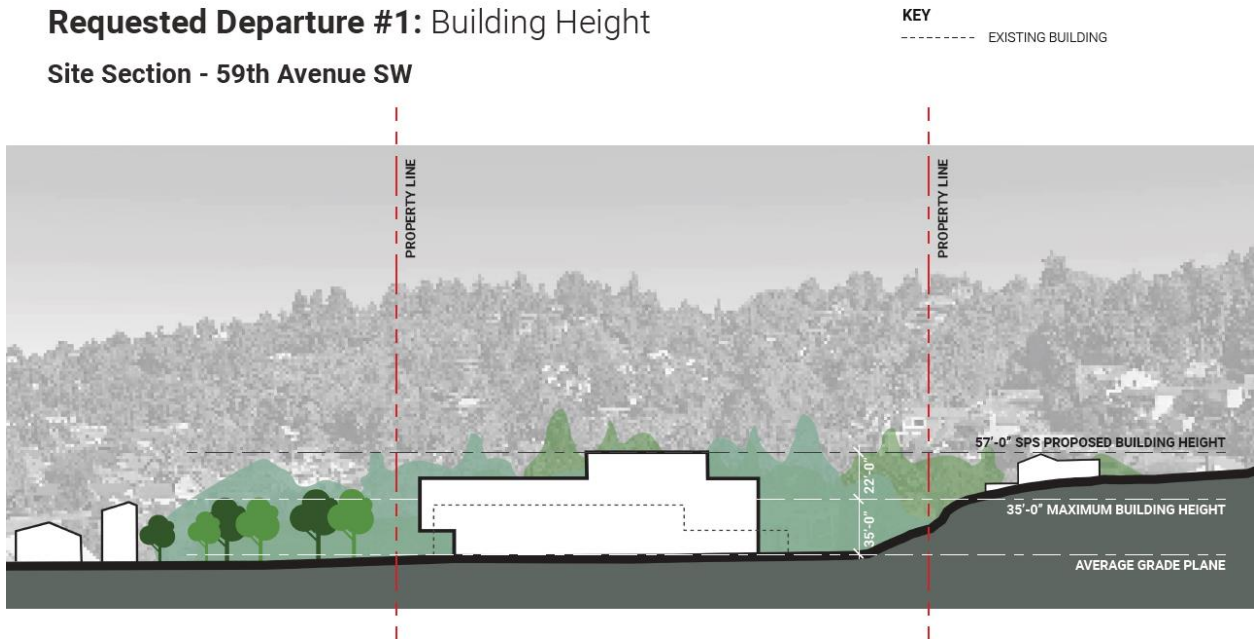
Requested Departure #1: Building Height

Building Elevations



Requested Departure #1: Building Height

Site Section - 59th Avenue SW



Requested Departure #1: Building Height
Preliminary View from 59th Avenue SW



Requested Departure #1: Building Height




Building Height Rationale

Alki Elementary School site is only 1.4 acres and is the smallest school site of Seattle Public School's properties. The proposed building exceeds the allowable height for Lowrise (LR1) zoning because it requires a three-story building plus mechanical penthouse to accommodate the 82,000 square feet of program area prescribed for a 500-student Seattle Public Schools elementary school building. A two-story building could remain below the 35'-0" maximum height, however it would not fit on the site area available. The proposed three-story building avoids the demolition of residential structures by not needing to expand the school site.

The existing lower volume gym and community center are proposed to remain to the east. The proposed new building addition is located as close to the north edge of the property as allowed to maximize distance from the neighboring residential properties to the south. The mechanical penthouse is set back from the roof edges to reduce the perceived height. Outdoor activities such as play are accommodated on the neighboring Seattle Park's property in order to maximize the buildable area of the site and avoid the need for a four-story building.

Requested Departure #1: Building Height

Building Height Rationale

-  Existing buildings to remain
-  Proposed three-story building area
-  Additional site area required to accommodate the building program area on two stories in lieu of three.

This graphic shows the footprint of the proposed main school building that would be required to accommodate the main school building program in a 2-story building that was below the permitted 35'-0" building height. An additional 15,000 square feet of property would need to be annexed to house the third floor program and mechanical penthouse that currently sits above the 35'-0" height limit. This would require the vacation or partial vacation of a right of way.



Proposed Departure Requested: SPS proposes a maximum building height of 57' above average grade plane, for a departure of 22'.

Departure #2 – Reduced vehicular parking quantity

Requested Departure #2: Vehicular Parking Quantity

CODE SECTION

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

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

FOOTNOTE 7:

FOR PUBLIC SCHOOLS, WHEN AN AUDITORIUM OR OTHER PLACE OF ASSEMBLY IS DEMOLISHED AND A NEW ONE BUILT IN ITS PLACE, PARKING REQUIREMENTS ARE DETERMINED BASED ON THE NEW CONSTRUCTION.

WHEN AN EXISTING PUBLIC SCHOOL ON AN EXISTING PUBLIC SCHOOL SITE IS REMODELED, ADDITIONAL PARKING IS REQUIRED IF ANY AUDITORIUM OR OTHER PLACE OF ASSEMBLY IS EXPANDED OR ADDITIONAL FIXED SEATS ARE ADDED. ADDITIONAL PARKING IS REQUIRED AS SHOWN ON TABLE C FOR 23.54.015 FOR THE INCREASE IN FLOOR AREA OR INCREASE IN NUMBER OF SEATS ONLY.


DEPARTURE REQUESTED

The code requires 48 vehicular parking spaces.
 SPS proposes 0 vehicular parking spaces for a departure of 48 spaces.

REQUIRED PARKING SPACES	48 SPACES
PROVIDED PARKING SPACES	0 SPACES
DEPARTURE	48 SPACES

Requested Departure #2: Vehicular Parking Quantity

There is an existing paved service area on the south side of the school, accessed from a driveway curb cut on 59th Avenue SW. While there are no permitted parking stalls here, staff used the paved area for private vehicular parking during the school day. Traffic counts reported up to 19 vehicles parked in this area.

 Existing paved service area



Requested Departure #2:
 Vehicular Parking Quantity

Required Parking Quantity

PER SMC 23.54.015 TABLE C

Demolished and New Built Parking Calculation
 Dining Commons @ 80 spaces/sf 3,800 sf/80 =
Subtotal 48 spaces

Remodeled Parking Calculation

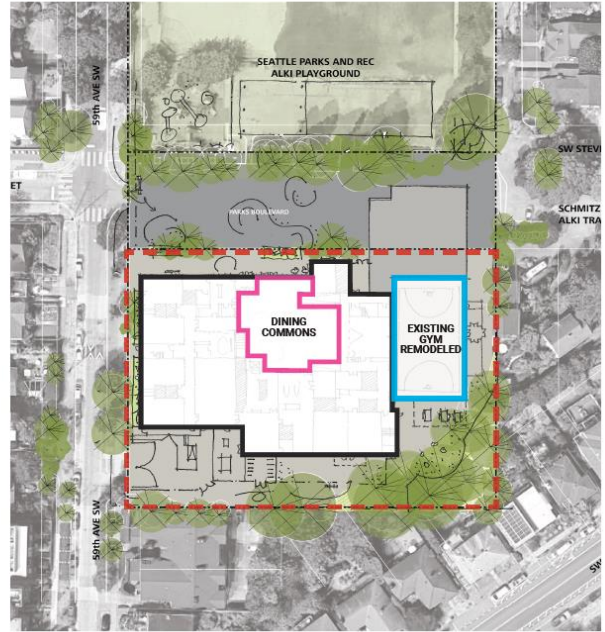
Existing Gym 6,000 sf
 Remodeled Gym 6,000 sf
 (no increase in floor area or fixed seats)
Subtotal 0 spaces

Total

- Remodeled Gymnasium Assembly Space
- New Built Dining Commons Assembly; existing dining commons demolished.

48 spaces
48 spaces

0 spaces
48 spaces

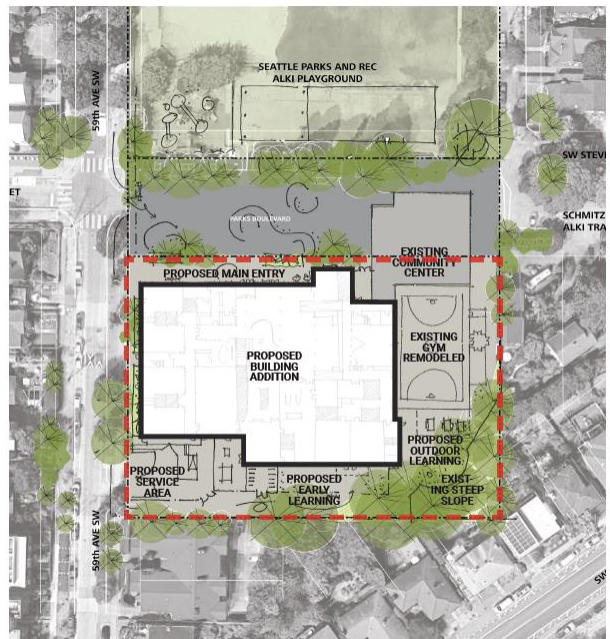


Requested Departure #2:
 Vehicular Parking Quantity

Proposed Parking

Proposed Parking Quantity

0 spaces



Requested Departure #2: Vehicular Parking Quantity Parking Rationale

Seattle Public Schools prioritizes the use of site area for educational programs and operations over the private vehicle. As a result, the proposed number of parking spaces is less than the code required number given the limited site area at Alki. The School Design Advisory Team (SDAT) supported the dedication of site area for education over parking with the understanding that a Transportation Management Plan will be prepared prior to the school opening to improve traffic operations.

The code required number of parking spaces is derived from the number of spaces needed during a large assembly event. An on-street parking availability study was performed in the fall of 2021 and indicated on-street parking capacity in excess of current needs during regular school hours.

Currently, about 19 staff park on the paved surface located on the south side of the school building, which is accessed from a driveway at the south edge of the site on 59th Avenue SW. This area is also used for trash and recycling container storage and pick up. The remaining staff park on nearby streets. The increase in school-day on-street parking demand could be accommodated by unused supply as determined by the traffic study.

The impact of school events on neighborhood parking will be mitigated by using the hard-surface area north of the building (referred to as a Parks Boulevard). Historical aerials indicate the surface can accommodate about 27 parked vehicles. Additionally, the school will manage the number of families coming to the site by dividing all-school events across multiple evenings. Additional mitigation measures will be informed by the Transportation Management Plan.

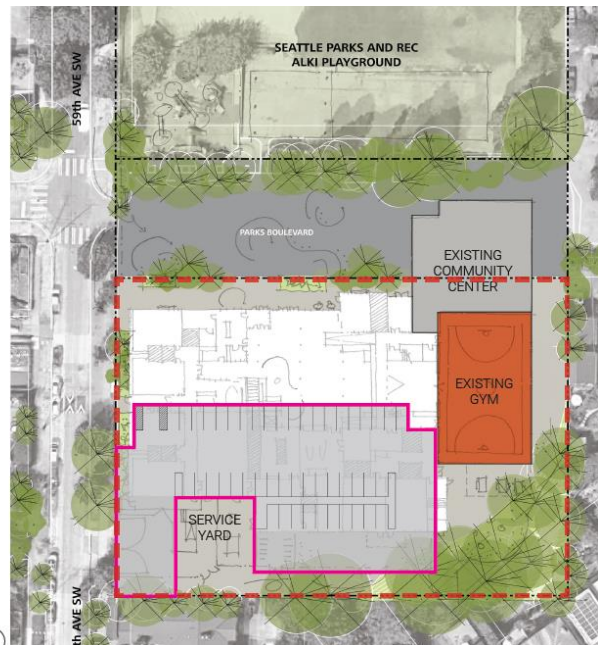
Requested Departure #2: Vehicular Parking Quantity

Parking Rationale

Example Design with the code required number of spaces, 48.

Vehicular access to the small site is limited given its single frontage along 59th Ave SW. If all code required parking were provided, a parking lot sized at half the buildable area would be required, as illustrated in the graphic.

Accommodating this parking area would reduce the available area for the educational program and outdoor play area. This scenario does not meet the Seattle Public School's Educational Specifications requirements. Additionally, the School Traffic Safety Committee encouraged the project to minimize the site area dedicated to private vehicles for multiple reasons: improved pedestrian safety, improved air quality, noise reduction, and equity with alternative forms of transportation.



Requested Departure #2: Vehicular Parking Quantity

Previous SPS Departures for Vehicular Parking Quantity

Consistent with the rationale stated here, recent Seattle Public Schools Elementary construction projects have provided less parking than required by code as illustrated in the table below:

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	100
Northgate Elementary	650	5.77	30 / 140	110
Viewlands Elementary	650	6.50	50 / 146	96
Montlake Elementary	500	1.65	0/131 (proposed)	131
Alki Elementary	542	1.41	0 /48 (proposed)	48

Requested Departure #2: Vehicular Parking Quantity

Smallest SPS Site Areas and Vehicular Parking Spaces Provided



This table looks at enrollment and parking data from SPS elementary schools located on small-size properties. The schools are organized by property size, with Alki having the smallest site at the top. As the table illustrates, there is a correlation between the size of the school site and the number of parking spaces accommodated. The data shows us that parking is minimized or eliminated when the property size is smaller than four acres.

ELEMENTARY SCHOOL	RECENT WORK	ENROLLMENT	STAFF	SITE AREA	PARKING
Alki	(Proposed)	542*	65-75*	1.41	0
Montlake	(Proposed)	500*	65-75*	1.65	0
Emerson	2001	287	58	1.83	4
Beacon Hill Intl	2006	422	68	1.94	2
Stevens	2001	185	34	2.38	8
Magnolia	2019	336	41	2.45	6
McGilvra	2018	282	35	2.48	0
Hawthorne	1989	385	58	2.63	7
Whittier	1999	477	51	2.69	0
Laurelhurst	1950	403	56	2.72	0
Loyal Heights	2018	411	54	2.85	0
Bryant	2001	594	51	3.31	4
Green Lake	(Master Plan)	500*	65-75*	3.38	0
Lowell	1962	330	83	3.89	0

*Projected Numbers

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Requested Departure #2: Vehicular Parking Quantity On-street Parking Study Summary

Source: "Alki Elementary School Addition and Renovation Transportation Technical Report," Heffron Transportation, Inc. June 2022

Heffron Transportation Inc. performed a detailed on-street parking study, and supply was documented according to the methodology outlined in the City's Tip #117. Although Tip #117 was created for another purpose, it 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, ranging between 50% and 58% during all measured time periods.



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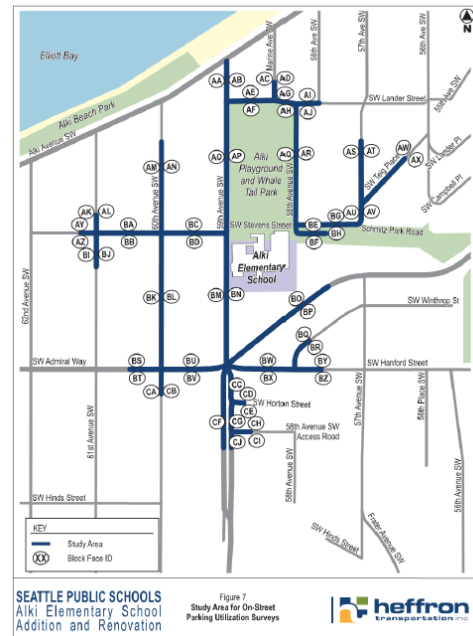
Requested Departure #2: Vehicular Parking Quantity

On-street Parking Study Summary

Source: "Alki Elementary School Addition and Renovation Transportation Technical Report," Heffron Transportation, Inc. June 2022

Parking occupancy counts were performed in December 2021. The parking supply survey determined that there are **374 on-street parking spaces within the existing study area** and **355 have no signed restrictions**.

Time Period Surveyed	Parking Supply	Total Vehicles Parked	% Utilization
Weekday Early Morning (7:00 to 7:45 A.M.)			
Tuesday, December 7, 2021	359*	191	53%
Thursday, December 9, 2021	359*	202	56%
Average	359*	197	55%
Weekdays Mid-Morning (10:30 to 11:15 A.M.)			
Tuesday, December 7, 2021	359*	179	50%
Thursday, December 9, 2021	359*	187	52%
Average	359*	183	51%
Weekday Evenings (7:30 to 8:15 P.M.)			
Tuesday, December 7, 2021	359*	203	57%
Thursday, December 9, 2021	359*	207	58%
Average	359*	205	57%



Requested Departure #2: Vehicular Parking Quantity Transportation and Parking Recommendations

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.

Proposed Departure Requested: SPS proposes zero vehicular parking spaces, for a departure of 48 spaces.

Departure #3 – Bus loading and unloading

Requested Departure #3: Bus Loading and Unloading

CODE SECTION

SMC 23.51B.002 -
SMC 23.51B.002.1 -

PUBLIC SCHOOLS IN RESIDENTIAL ZONES
BUS AND TRUCK LOADING AND UNLOADING

4. WHEN A PUBLIC SCHOOL IS REMODELED OR REBUILT AT THE SAME SITE, AN EXISTING ON-STREET BUS LOADING AREA IS ALLOWED IF THE FOLLOW CONDITIONS ARE MET:



- a. THE SCHOOL SITE IS NOT PROPOSED TO BE EXPANDED;
- b. THE STUDENT CAPACITY OF THE SCHOOL IS NOT BEING EXPANDED BY MORE THAN 25 PERCENT; AND
- c. THE LOCATION OF THE CURRENT ON-STREET BUS LOADING REMAINS THE SAME.

DEPARTURE REQUESTED

The code allows existing on-street bus loading to remain if student capacity is not expanded by more than 25%. SPS proposes existing on-street bus loading area to remain with expanded student capacity of 77% for a departure.

Requested Departure #3: Bus Loading and Unloading Existing Conditions



59th Ave SW is the school's only street frontage. The street is signed "No Parking Any Time" on the east side between SW Admiral Way and Alki Ave SW. 59th Ave SW is currently signed for on-street bus loading and unloading south of SW Stevens Street, in front of the school, and signed for parent drop-off north of SW Stevens Street for about half the length of frontage of Seattle Parks' Alki Playground. Both zones are signed for 15 min parking from 7-10 AM and 1-4 PM, with no parking allowed at all other times.

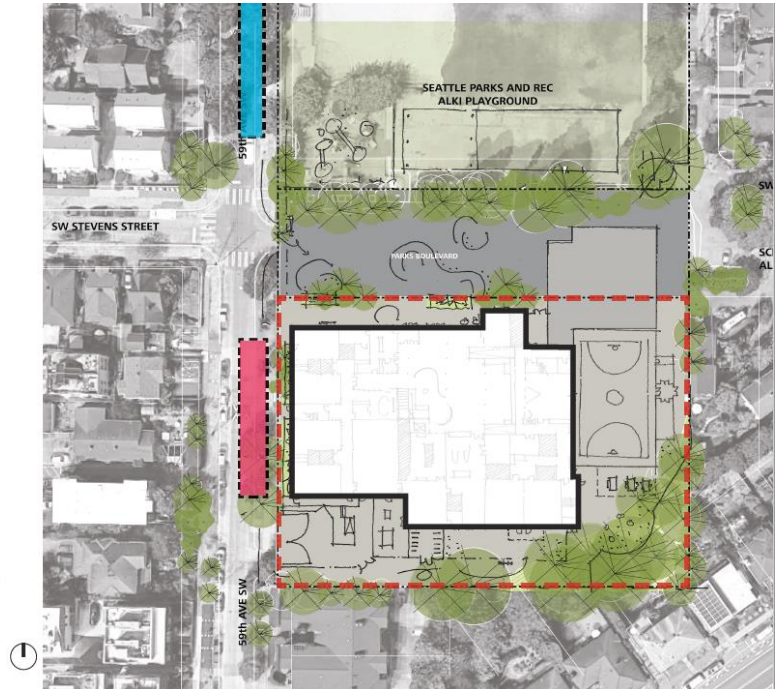
-  Existing School Loading Zone (parent drop-off)
-  Existing Bus Loading Zone



Requested Departure #3: Bus Loading and Unloading Proposed Conditions

SPS is proposing to provide on-street bus loading and unloading in the same location that it presently occurs in on 59th Ave SW.

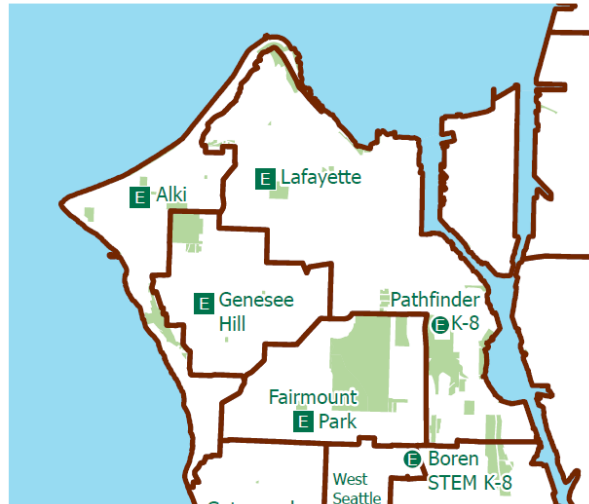
-  Existing School Loading Zone (parent drop-off) to remain
-  Proposed Bus Loading Zone to match existing



Requested Departure #3:
Bus Loading and Unloading
Bus Loading Rationale

2022-23

The school site is to remain the same size at 1.4 acres and the location of the on-street bus loading is proposed to remain the same. The student capacity of the school is proposed to be expanded from 309 students to 542 students; an increase of 77%. The school is currently served by two long school buses and one short school bus. These buses currently have capacity for the anticipated growth, given that the Attendance Area for Alki Elementary is proposed to remain unchanged. Therefore **no additional buses** are anticipated at this site, and the length of the on-street bus loading area is proposed to remain unchanged. Furthermore, because the east side of street is signed “No Parking Any Time”, the bus loading zone does not take away any on-street parking spaces.



Proposed Departure Requested: SPS proposes to retain the existing on-street bus loading area while expanding student capacity by 77%.

Departure #4 – New curb cut to service area without vehicular parking

Requested Departure #4: Curb Cut to Service Area without Vehicular Parking Spaces

CODE SECTION	SMC 23.54 - SMC 23.54.030 - SMC 23.54.030.F -	QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE PARKING SPACE AND ACCESS STANDARD CURB CUTS
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THE NUMBER OF PERMITTED CURB CUTS IS DETERMINED BY WHETHER THE PARKING SERVED BY THE CURB CUT IS FOR RESIDENTIAL OR NONRESIDENTIAL USE, AND BY THE ZONE IN WHICH THE USE IS LOCATED.

DEPARTURE REQUESTED

SPS proposes to provide one curb cut on 59th Ave SW that provides access to the off-street service area for a departure to allow a curb cut without access to vehicular parking.

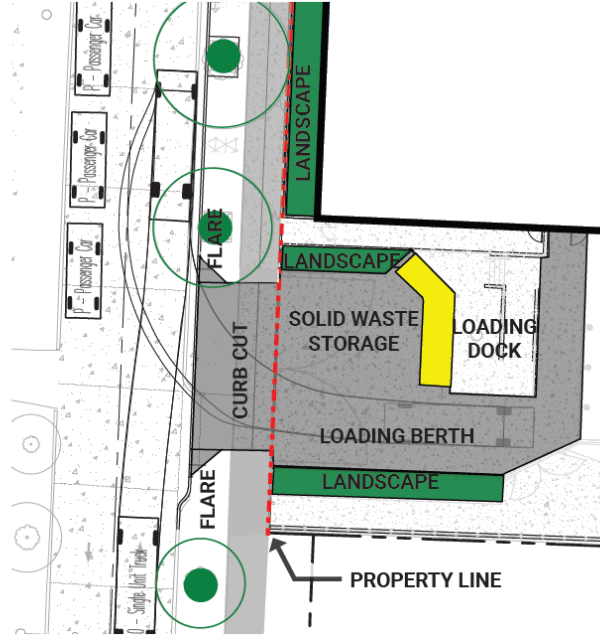
Requested Departure #4:
Curb Cut to Service Area without
Vehicular Parking Spaces

Curb Cut Rationale

The proposal to provide a curb cut to a service area without vehicular parking spaces will replace an existing curb cut that provides access to an existing service area without vehicular parking. The proposed curb cut is in approximately the same location as the existing curb cut.

The east side of 59th Ave SW is signed "No Parking Any Time" and therefore no on-street parking spaces will be lost by providing the curb cut.

One off-street loading berth and on-site solid waste storage is required by code. To provide access to these, a curb cut is required. There is no access to vehicular parking via the proposed curb cut, as SPS is also proposing to provide 0 vehicular parking spaces.



Proposed Departure Requested: SPS proposes to provide one curb cut on 59th Ave SW that provides access to the off-street service area for a departure to allow a curb cut without access to vehicular parking.

Departure #5 – Increase curb cut width

Requested Departure #5: Curb Cut Width

CODE SECTION	SMC 23.54 - SMC 23.54.030 - SMC 23.54.030.F.2.b -	QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE PARKING SPACE AND ACCESS STANDARD CURB CUT WIDTHS
		3) FOR PUBLIC SCHOOLS, THE MAXIMUM WIDTH OF A CURB CUT IS 25-FEET. 5) IF ONE OF THE FOLLOWING CONDITIONS APPLIES, THE DIRECTOR MAY REQUIRE A CURB CUT UP TO 30 FEET IN WIDTH, IF IT IS FOUND THAT A WIDER CURB CUT IS NECESSARY FOR SAFE ACCESS: i. THE ABUTTING STREET HAS A SINGLE LANE ON THE SIDE THAT ABUTS THE LOT; iv. OFF-STREET LOADING BERTHS ARE REQUIRED ACCORDING TO SECTION 23.54.035.

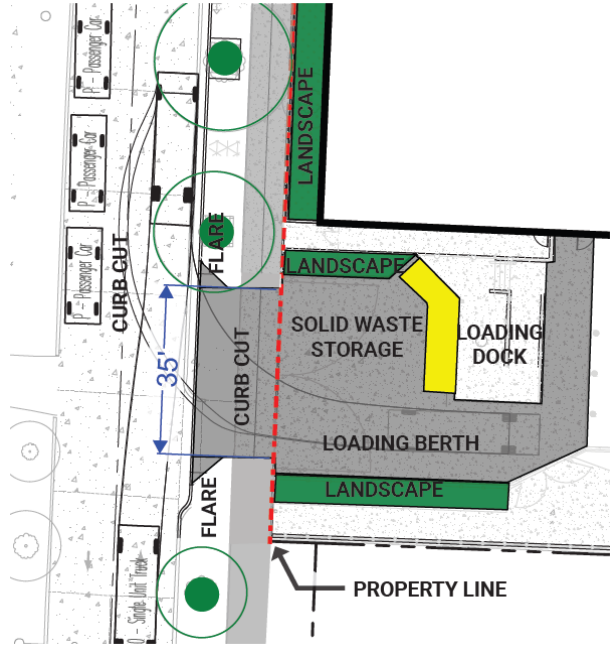
DEPARTURE REQUESTED	MAXIMUM CURB CUT WIDTH	25-FEET
The code permits a curb cut maximum width of 25-feet. SPS proposes a curb cut width of 35-feet for a departure.	PROPOSED CURB CUT WIDTH	35-FEET
	DEPARTURE CURB CUT	10-FEET WIDER

Requested Departure #5:

Curb Cut Width

Curb Cut Rationale

Safe access to the required off-street loading berth and on-site solid waste storage area requires a 35-foot wide curb cut, which exceeds the allowable size per code. The reason for this is because the limited site area requires that the loading berth and solid waste storage be arranged side-by-side, which further restricts on-site truck movements. The extra curb cut width helps trucks safely navigate onto and off of the site by giving them more room to maneuver, improving sight lines, and providing more clearance from cars parked across the street. This curb cut provides no access to parking and therefore will only be utilized by professional drivers.



Proposed Departure Requested: SPS proposes a curb cut width of 35-feet, for a departure of 10 feet.

Departure #6 – Increase curb cut flare

Requested Departure #6: Curb Cut Flare

CODE SECTION	SMC 23.54 -	QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE
	SMC 23.54.030 -	PARKING SPACE AND ACCESS STANDARD
	SMC 23.54.030.F.5 -	CURB CUT FLARE
	A FLARE WITH A MAXIMUM WIDTH OF 2.5 FEET IS PERMITTED ON EITHER SIDE OF CURB CUTS IN ANY ZONE.	

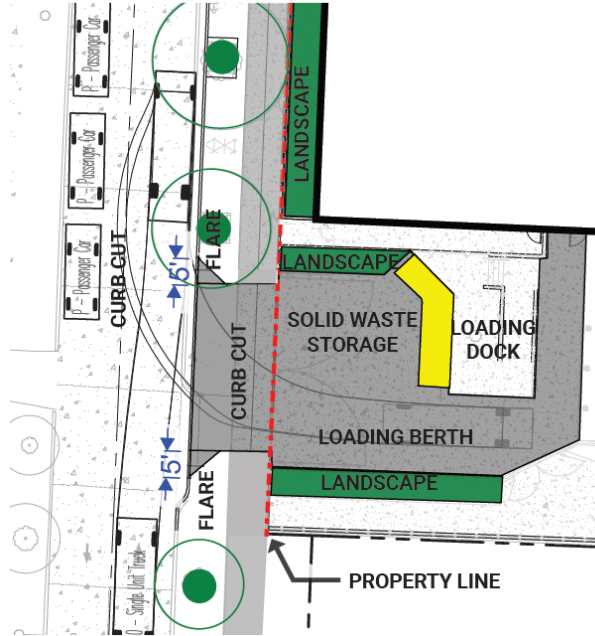
DEPARTURE REQUESTED	MAXIMUM FLARE WIDTH	2.5-FEET
The code permits a curb cut flare maximum width of 2.5-feet.	PROPOSED FLARE WIDTH	5-FEET
SPS proposes a curb cut flare width of 5-feet for a departure.	DEPARTURE FLARE WIDTH	2.5-FEET WIDER EACH SIDE

Requested Departure #6:

Curb Cut Flare

Curb Cut Flare Rationale

Safe access to the required off-street loading berth and on-site solid waste storage area requires a 35-foot wide curb cut with 5-foot wide flares at each side, which exceeds the allowable sizes per code. The reason for this is because the limited site area requires that the loading berth and solid waste storage be arranged side-by-side, which further restricts on-site truck movements. The extra flare width helps trucks safely navigate onto and off of the site by giving them more room to maneuver, improving sight lines, and providing more clearance from cars parked across the street. This curb cut provides no access to parking and therefore will only be utilized by professional drivers.



Proposed Departure Requested: SPS proposes a curb cut flare width of 5 feet, for a departure of 2.5 feet.

Departure #7 – Reduced bicycle parking (long term) quantity

Requested Departure #7: 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.K - BICYCLE PARKING

LONG-TERM PARKING FOR BICYCLES SHALL BE FOR BICYCLES PARKED FOUR OR MORE HOURS.
SHORT-TERM PARKING FOR BICYCLES SHALL BE FOR BICYCLES PARKED LESS THAN FOUR HOURS.

SMC 23.54.015 TABLE D - MINIMUM NUMBER OF PARKING SPACES

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

DEPARTURE REQUESTED

The code requires 78 long-term bicycle parking spaces.
SPS proposes 40 long-term bicycle parking spaces for a departure of 38 long-term spaces.

REQUIRED PER 23.54.015 TABLE D
(26 CLASSROOMS)

78 LONG-TERM SPACES

PROPOSED

40 LONG-TERM SPACES

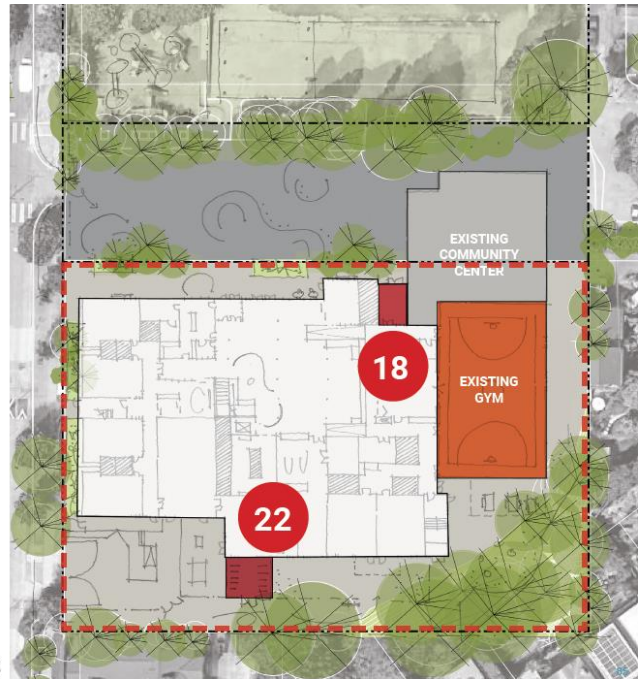
DEPARTURE

38 LONG-TERM SPACES

Requested Departure #7:
Bicycle Parking (Long-Term) Quantity

Bicycle Parking Quantity
(Required per SMC 23.54.015 TABLE D)

	REQUIRED	PROPOSED
Long-term Bicycle Parking 26 Classrooms @ 3 spaces/classroom	78	40
Short-term Bicycle Parking 26 Classrooms @ 1 space/classroom	26	26



Requested Departure #7:
Bicycle Parking (Long-Term) Quantity
Rationale

The Alki Elementary School site area is the smallest in the district and has only one street frontage. These factors limit the available area to accommodate long-term bicycle parking in a location that is accessible to students and staff.

The existing school currently has no on-site bicycle parking spaces, long-term or short-term. There are two bicycle racks for a total of four parking spaces located in the right-of-way northwest of the school building. During the 2021-22 school year, there were five families who regularly biked to school. These racks adequately accommodated the demand.

Proposed Departure Requested: SPS proposes 40 long-term bicycle parking spaces, for a departure of 38 long-term spaces.

Departure #8 – Amended bicycle parking performance standards

Requested Departure #8: Bicycle Parking Performance Standards

CODE SECTION	SMC 23.51B.002 - SMC 23.51B.002.G -	PUBLIC SCHOOLS IN RESIDENTIAL ZONES PARKING QUANTITY
	PARKING QUANTITY: PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54	
	SMC 23.54 - SMC 23.54.015.K.2 -	QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE BICYCLE PARKING PERFORMANCE STANDARDS
	K.2. PROVIDE BICYCLE PARKING IN A HIGHLY VISIBLE, SAFE, AND CONVENIENT LOCATION, EMPHASIZING USER 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.	
	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.	
	I. PROVIDE FULL WEATHER PROTECTION FOR ALL REQUIRED LONG-TERM BICYCLE PARKING	

DEPARTURE REQUESTED

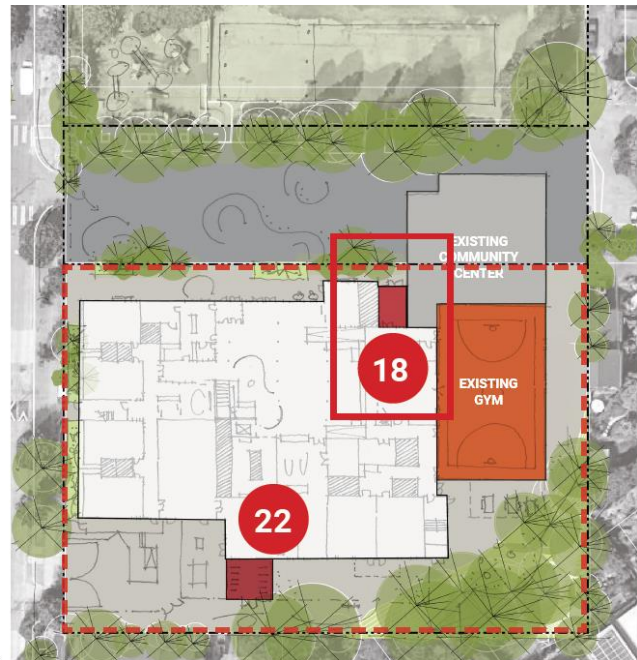
The code requires full weather protection for all required long-term bicycle parking. SPS proposes no weather protection for 18 of the 40 long-term bicycle parking spaces.

SECURED / WEATHER PROTECTED	22 SPACES
SECURED / NOT WEATHER-PROTECTED	18 SPACES

Requested Departure #8: Bicycle Parking Performance Standards

SPS is proposing to provide 18 of the 40 long-term bicycle parking spaces without weather protection per SDOT performance standards.

The parking spaces will meet all other code requirements for bicycle parking performance standards including: being separated from vehicles, not requiring to go up any stairs, and located behind a locked gate.



Proposed Departure Requested: SPS proposes no weather protection for 18 of the 40 long-term bicycle parking spaces.

Departure #9 – Signage/changing message board sign

Requested Departure #9: Changing-Image Message Board

CHANGING IMAGE
MESSAGE BOARD SIGN

SMC 23.55 -
SMC 23.55.022 -

SIGNS
SIGNS IN MULTIFAMILY ZONES

B. NO FLASHING, CHANGING-IMAGE OR MESSAGE BOARD SIGNS SHALL BE PERMITTED.

D. THE FOLLOWING SIGNS ARE PERMITTED IN ALL MULTIFAMILY ZONES:

9. FOR ELEMENTARY OR SECONDARY SCHOOLS, ONE ELECTRIC OR NONILLUMINATED DOUBLE-FACED IDENTIFYING SIGN, NOT TO EXCEED 30 SQUARE FEET OF AREA PER SIGN FACE ON EACH STREET FRONTAGE, PROVIDED THAT THE SIGNS SHALL BE LOCATED AND LANDSCAPED SO THAT LIGHT AND GLARE IMPACTS ON SURROUNDING PROPERTIES ARE REDUCED, AND SO THAT ANY ILLUMINATION IS CONTROLLED BY A TIMER SET TO TURN OFF BY 10 PM.

DEPARTURE REQUESTED

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

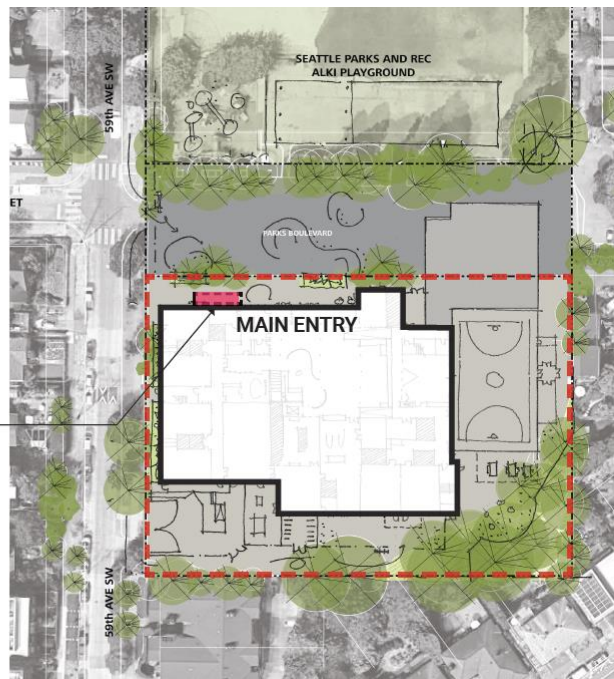
Requested Departure #9: Changing-Image Message Board Proposed Location

SPS proposes to provide one changing-image message board on the north face of the new addition facing Parks Boulevard and Alki Playground and adjacent to the main entry. This location is proposed for its visibility to vehicles, bicyclists, and pedestrians while not impacting the neighbors living on 59th Ave. NW.



Sign type example:

PROPOSED SIGN
LOCATION



Requested Departure #9: Changing-Image Message Board

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.

Proposed Departure Conditions

Proposed Departure Conditions

- a. The proposal is limited to one single-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 every day of the week;
- c. The sign is limited to be lit using one color with a dark background;
- d. No tumbling, video, or moving images will be allowed.

Proposed Departure Requested: SPS proposes one single-faced, electric, changing-image message board sign.

2.2 DON Review

2.2.1 Public Comment

The public comment period began via a press release issued by DON on August 8, 2022. The press release was sent to media outlets, and postcards soliciting for public comments were mailed to nearby neighbors and addresses within approximately 600 feet of the school property.

DON also created a webpage where the public could submit their comments and instructed SPS to post signs about the public comment period at the perimeter of the school property. The departure information and public comment notice was also published in the City's Land Use Information Bulletin Board (LUIB). The public comment period ran through September 9, 2022.

DON heard from several nearby neighbors that they did not receive the postcards and others noted the link to the presentation provided on the postcard was not accurate. DON extended the public comment period for two more weeks and updated postcards were mailed to nearby neighbors and addresses on file within approximately 600 feet of the school property.

DON received 30 public comments via email, 16 postcards, one letter via fax, and one individual called and left a voicemail message. In total, DON received 48 public comments about the requested departures.

2.2.2 Review Criteria

Until December 30, 2022, Section 23.79 of the Code temporarily allowed the DON Director to evaluate requested school departures administratively for consistency with the general objectives and intent of the Code, and to balance the interrelationships among the following factors:

a. Relationship to Surrounding Areas:

- (1) Appropriateness in relation to the character and scale of the surrounding area.
- (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
- (3) Location and design of structures to reduce the appearance of bulk.
- (4) Impacts on traffic, noise, circulation, and parking in the area; and
- (5) Impacts on housing and open space.

b. Need for Departure: The physical requirements of the specific proposal and the project's relationship to educational needs shall be balanced with the level of impacts on the surrounding area. Greater departures 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.

2.2.3 Application of Review Criteria to Requested Departures

Code departures may be granted to accommodate the educational needs of public school programs located in neighborhood residential zoned neighborhoods. For Alki Elementary School, SPS has demonstrated it cannot accommodate the necessary educational programs without development departures for: 1) greater than allowed building height, 2) reduced vehicular parking quantity, 3) bus loading and unloading, 4) new curb cut to service area without vehicular parking, 5) increased curb cut width, 6) increased curb cut flare, 7) reduced bicycle parking (long-term) quantity, 8) amended bicycle parking standards, and 9) a signage, changing image sign.

2.2.4 Need for Departures

The public comments submitted to DON expressed a range of support and concerns regarding the departure requests. This includes comments received by DON that expressed opposition to all departures without further explanation. DON also received several comments that were outside the scope of the departure process and unrelated to the requested deviations from the Land Use Code.

In response to the concerns raised in the received comments, SPS and the Project Team provided a response letter to DON to clarify the potential impacts of the proposed departures on the surrounding neighborhood.

Per SMC 23.79.008, the DON Director evaluates the departure requests balancing the interrelationships as enumerated in SMC 23.79.008.C.1.a.1-5. Per SMC 23.79.008.C.1.b and upon review and consideration of all public comments and response letter received, the DON Director recommends the following:

3. DON Recommendations

Departure #1 – Greater than allowed building height

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about greater than allowed building height having an impact on its relationship to the character and scale of the surrounding neighborhood.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** was considered and DON did not have concerns about greater than allowed building height having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about greater than allowed building height having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered, and DON did not have concerns about greater than allowed building height having an impact on traffic, circulation, and parking in the neighborhood.

- 5) **Impacts on housing and open space** was considered and DON did not have concerns about greater than allowed building height having an impact on housing and open space.

DON received several comments opposing and expressing concerns about the requested departure. Nearby neighbors requested that this departure be denied because the proposed building height is more than double the height of the existing school building along SW 59th St. and creates potential adverse impacts to the adjacent residences, including views, shadowing, and noise from the rooftop mechanical units.

SPS and the Project Team noted in their presentation and in their response letter to the public comments that the proposed design calls for this departure to meet SPS' educational program specifications. A 500-seat school facility for the Alki Elementary School community accommodates potential growth, provides flexibility for changing program needs and demographics, and provides students with a safe and positive learning environment.

To address the views, shadowing, and noise, the project team noted that they had progressed in the design since the departure's presentation including updating the roof plan and rotating the mechanical penthouse away from the adjacent neighbors to the south. The project team noted that the building's interior lighting will be tied to occupancy sensors as required by the Seattle Energy Code; thus, lights will not be inadvertently left on to disturb neighboring residences after hours. Also, the completed shadowing study indicated shadowing from the building will fall primarily on the playfield and will not impact the residences to the south. In addition, the mechanical penthouse will be enclosed to increase longevity and reduce mechanical noise.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 1 – That the departure to allow greater than allowed building height be GRANTED as requested by Seattle Public Schools.

Departure #2 – Reduced vehicular parking quantity

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about reduced vehicular parking quantity having an impact on its relationship 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** was considered and DON did not have concerns about reduced vehicular parking quantity affecting the presence of edges which provides a transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about reduced vehicular parking quantity affecting the location and design to reduce the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and, based on the public comments received, DON did have concerns about reduced vehicular parking quantity impacting on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about reduced vehicular parking quantity impacting housing and open space.

DON received several comments opposing the requested departure. Several individuals commented that because the project's intention is to significantly increase the school's student capacity, this will result in negatively impacting traffic, pedestrian safety, circulation, and parking in the area. Neighbors suggested that SPS should take action to encourage the number of students and staff to walk, bike, and take public transportation to reduce the use of private vehicles.

SPS and the Project Team noted in their presentation and in their response letter to public comments that currently there is no striped vehicular parking at the school and some staff informally park on the paved area south of the school.

The proposed design maintains the existing conditions related to striped vehicular parking. Due to the limited area of this site, providing on-site vehicular parking would result in sacrificing educational program and outdoor learning opportunities.

SPS and the Design Team noted that a traffic study was done by Heffron Transportation and indicated that on-street parking space utilization was below levels considered full capacity and that there was sufficient available on-street parking to accommodate daily parking.

SDOT, the Seattle School Traffic Safety Committee, and Safe Routes to School support the proposed site plan and, through a Transportation Management Plan (TMP), SPS will work with SDOT, the Seattle School Traffic Safety Committee and Safe Routes to School to confirm access routes and drop-off/pick-up protocols with a focus on encouraging walking, biking, public transportation prior to opening the new school.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 2 – That the departure to allow reduced vehicular parking quantity be GRANTED as requested by Seattle Public Schools with the following conditions:

- 1) **TMP:** Prior to the school reopening, SPS and the principal of Alki Elementary should establish a TMP to educate families about access load/unload procedures for the site. They should require the school to distribute information to families about onsite vehicular access as well as travel routes for approaching and leaving the school. Staff and parents should also be instructed to not block or partially block any residential driveways with parked or stopped vehicles.
- 2) **Engage Seattle School Traffic Safety Committee:** SPS should continue ongoing engagement with the Seattle School Traffic Safety Committee (led by SDOT) to review access if any changes should be made to crossing paths with school buses or traffic control to help encourage pedestrian and non-motorized flows at designated crosswalk locations.
- 3) **Neighborhood Communication Plan for School Events:** SPS and Alki Elementary's administration should develop a neighborhood communication plan to inform nearby neighbors of large events each year. The plan should be updated annually (or as events are scheduled) and provide information about the dates, times, and magnitude of large-attendance events. The communication would be intended to allow neighbors to plan for occasional increases in on-street parking demand that would occur with large events.

- 4) **Update right-of-way and curb-side signage:** SPS should work with SDOT to confirm locations, extents, and signage (such as times of restrictions) of the school bus and/or school load zones established or eliminated on adjacent streets.
- 5) **Construction Management Plan (CMP):** SPS and Alki Elementary School should work with SDOT to review and approve construction access and haul routes to minimize negative impacts on the surrounding neighborhood.

Departure #3 – Bus loading and unloading

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about bus loading and unloading having an impact on 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** was considered and DON did not have concerns about bus loading and unloading having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about bus loading and unloading having an impact on the location and design of structures to reduce the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about bus loading and unloading having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about bus loading and unloading having an impact on housing and open space.

DON received comments opposing and expressing concerns about the requested departure. These included comments that the district's request is illogical since the existing number of buses have the capacity for the anticipated growth given that the attendance area is proposed to remain unchanged. Other comments include that buses should be provided an off-street loading and unloading location that would improve vehicular traffic and be safer for the kids.

SPS and the Project Team noted in their presentation and in their response to public comments that the current school bus loading and unloading occur on-street in front of the mid-block entrance along 59th Ave SW. The area is currently designated bus loading zone.

The proposed design maintains the existing bus loading zone along 59th Ave SW, with replacement of the curb, sidewalk, and street trees and the relocation of the speed hump to accommodate the accessible loading zone and a more efficient, safer bus staging arrangement. No change to the number of school buses that have historically served the site is anticipated with the proposed project. The existing on-street school bus load/unload is adequately sized for the demand. Due to the limited area of the site, providing on-site bus loading would either require the removal of educational programming and outdoor learning space or would require the site to expand into the surrounding residential neighborhood.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 3 – That the departure to allow bus loading and unloading be GRANTED as requested by Seattle Public Schools with the following conditions:

- 1) **TMP:** Prior to the school reopening, SPS and the principal of Alki Elementary should establish a TMP to educate families about access load/unload procedures for the site. They should require the school to distribute information to families about onsite vehicular access as well as travel routes for approaching and leaving the school. Staff and parents should also be instructed to not block or partially block any residential driveways with parked or stopped vehicles.
- 2) **Engage Seattle Safety School Committee:** SPS should continue ongoing engagement with the Seattle School Safety Committee (led by SDOT) to review access if any changes should be made to crossing paths with school buses or traffic control to help encourage pedestrian and non-motorized flows at designated crosswalk locations.
- 3) **Update right-of-way and curb-side signage:** SPS should work with SDOT to confirm locations, extents, and signage (such as times of restrictions) of the school bus and/or school load zones established or eliminated on adjacent streets.

Departure #4 – New curb cut to service area without vehicular parking

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about the new curb cut service area without vehicular parking having an impact on 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** was considered and DON did not have concerns about the new curb cut service area without vehicular parking having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about the new curb cut service area without vehicular parking having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did have concerns about the new curb cut service area without vehicular parking having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about the new curb cut service area without vehicular parking having an impact on housing and open space.

DON received few comments expressing concerns about the requested departure. Some of the comments expressed support for either granting or denying the departure without further explanation, while other comments noted that wider vehicular driveways conflict with pedestrian safety.

SPS and the Project Team noted in their presentation and their response to public comments that the proposal maintains that the driveway does not pose a risk to pedestrians because it would only be accessed by professional drivers for either waste collection or deliveries during non-active hours. The Protect Team are actively working on a new plan with SDOT that would reduce the curb cut and/or flare widths. There are ongoing conversations with SDOT to identify flexibility in finding a solution for the requested departure.

After consideration of the public comments received and SPS' response, DON recommends:

Recommendation 4 – That the departure to allow a new curb cut service area without vehicular parking be GRANTED as requested by Seattle Public Schools.

Departure #5 – Increased curb cut width

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about an increased curb cut width having an impact on 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** was considered and DON did not have concerns about an increased curb cut width having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about an increased curb cut width having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about an increased curb cut width having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about an increased curb cut width having an impact on housing and open space.

DON received very few comments on this departure. Some of the comments received expressed neutrality about the departure while others supported denying the departure due to pedestrian safety concerns. Others commented that a possible mitigation should include a secure gate set back from the sidewalk to allow for gate swing and transparency into the walkway from the sidewalk and the building. Pedestrian-scale lighting during hours of darkness when the preschool area is in use was also suggested.

SPS and the Project Team noted in their response to public comments that they will be in ongoing conversations with SDOT to address potential impacts and identify mitigations.

After consideration of the public comments received, DON recommends:

Recommendation 5 – That the departure to allow an increased curb cut width be GRANTED as requested by Seattle Public Schools.

Departure #6 – Increased curb cut flare

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about the increased curb cut flare having an impact on 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** was considered and DON did not have concerns about the increased curb cut flare having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about the increased curb cut flare having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about the increased curb cut flare having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about the increased curb cut flare having an impact on housing and open space.

DON received very few comments on this departure. Some of the comments received expressed support for denying this departure request due to pedestrian safety concerns like those noted under Departure #5.

SPS and the Project Team noted in their response to public comments that they will be in ongoing conversations with SDOT to address potential impacts and identify mitigations.

After consideration of the public comments received, DON recommends:

Recommendation 6 – That the departure to allow an increased curb cut flare be GRANTED as requested by Seattle Public Schools.

Departure #7 – Reduced bicycle (long-term) quantity parking

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about reduced bicycle (long-term) quantity parking having an impact on 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** was considered and DON did not have concerns about reduced bicycle (long-term) quantity parking having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about reduced bicycle (long-term) quantity parking having an impact on the appearance of bulk.

- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about reduced bicycle (long-term) quantity parking having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about reduced bicycle (long-term) quantity parking having an impact on housing and open space.

DON received several comments that expressed concerns regarding the requested departure for long term bicycle parking quantity. One comment noted that a departure from bicycle parking requirements works against the need to minimize vehicle trips to the school and on-site car parking by making the alternative of biking less convenient and secure. Others commented that SPS and the Project Team should propose effective measures to increase the number of students and staff walking, biking, and taking buses to reduce the use of private vehicles.

SPS and the Project Team noted in their presentation and their response to public comments that the proposed design provides 40 long-term bicycle spaces whereas the current site does not provide any bike parking that meets the standards for long-term bike parking. SPS is in conversation with Seattle Parks & Recreation to provide additional bicycle parking stalls for joint use on the Parkway north of the new main entry. SPS is in conversations with SDOT to locate and install stalls within the right of way along 59th Ave SW, without any impact to vehicle parking spaces. Through these partnerships, the intent is to increase the number of bicycle parking stalls at and around the school.

After consideration of the public comments received, DON recommends:

Recommendation 7 – That the departure to allow reduced bicycle parking (long-term) quantity be GRANTED as requested Seattle Public Schools.

Departure #8 – Amended bicycle parking performance standards

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on 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** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on traffic, noise, circulation, and parking in the area.

- 5) **Impacts on housing and open space** was considered and DON did not have concerns about the amended bicycle parking performance standards having an impact on housing and open space.

DON received very few comments about this departure. The comments received expressed support for covered bike sheds as an acceptable alternative to locked bike rooms or roofed cages provided the sheds are in a secure location and observable from offices or classrooms that are normally occupied during school hours.

After consideration of the public comments received, DON recommends:

Recommendation 8 – That the departure to amend bicycle parking performance standards be GRANTED as requested Seattle Public Schools.

Departure #9 – Signage/changing-image sign

- 1) **Appropriateness in relation to the character and scale of the surrounding area** was considered and DON did have concerns about the electric changing-image sign having an impact on the character and scale of the surrounding area. SPS and the Design Team responded with a variety of mitigation measures for the design and use of the sign.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** was considered and DON did not have concerns about the electric changing-image sign having an impact on the presence of edges.
- 3) **Location and design of structures to reduce the appearance of bulk** was considered and DON did not have concerns about the electric changing-image sign having an impact on the appearance of bulk.
- 4) **Impacts on traffic, noise, circulation, and parking in the area** was considered and DON did not have concerns about the electric changing-image sign having an impact on traffic, noise, circulation, and parking in the area.
- 5) **Impacts on housing and open space** was considered and DON did not have concerns about the electric changing-image sign having an impact on housing and open space.

DON received several comments that expressed concerns about or opposition to the departure to allow an electric changing-image sign. These comments stated the sign would be unnecessary and/or intrusive, and out of character with the residential neighborhood.

SPS and the Design Team noted the use of the proposed message board sign is to alert families and 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.

The sign would also enable SPS to alert families and the community to events taking place at the school and allows for the display of messages in multiple languages.

The proposed location of the sign faces north towards the park, therefore there are no direct lines of sight between it and the surrounding residences.

After consideration of the public comments received and the SPS response, DON recommends:

Recommendation 9 – That the departure to allow an electric changing-image sign be GRANTED as requested Seattle Public Schools with the following conditions:

- 1) **Limited to a one single-faced sign which may change images.**
- 2) **The electric reader board may only be turned on between 7am to 9pm every day of the week.**
- 3) **No video, flashing, scrolling, or moving images; however, messages can change to show content.**
- 4) **Sign illumination should be limited to one color with a dark background.**

Recommendation Summary:

Departure #1	Building Height	Granted
Departure #2	Vehicular Parking Quantity	Granted with conditions
Departure #3	Bus loading and unloading	Granted with conditions
Departure #4	Curb cut to service area without vehicular parking	Granted
Departure #5	Increased curb cut width	Granted
Departure #6	Increased curb cut flare	Granted
Departure #7	Bicycle parking long-term quantity	Granted
Departure #8	Bicycle Parking Performance Standards	Granted
Departure #9	Signage/Changing Image Sign	Granted with conditions

Per SMC 23.79.008.C.1.b, the DON Director has considered the need for the above departure requests. DON has determined that for the Seattle Public Schools to meet its educational specifications, the above departures are required at this site. The physical requirements of the specific proposal and the project's relationship to educational needs are balanced with the level of impacts on the surrounding area.

Nelson Pesigan,
Department of Neighborhoods



MEMORANDUM

02 December 2022 (*revised 13 December 2022*)

To: Nelson Pesigan – Department of Neighborhoods
From: Rebecca Hutchinson – Mahlum

**RE: Alki Elementary School – Departure Comment Responses
3039297-SD**

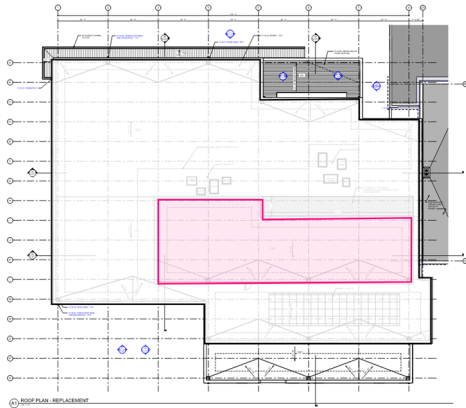
We received several emails and postcard comments related to our requested Departures from the City of Seattle Land Use Code. Some comments supported the Departures request and some comments raised concerns over the proposals. There were also several comments outside of the scope of the Departures process that are unrelated to the requested deviations from the Land Use Code. Mahlum and Seattle Public Schools will continue to work to address these comments in forums outside the Departures process, such as communications through the Lets Talk program and dialogue in Community Meetings like the one held on June 14, 2022. This letter is intended to clarify the Seattle Public School's thinking related specifically to the proposed Departures from the Land Use Code.

Departure for Building Height SMC 23.51B.002.D

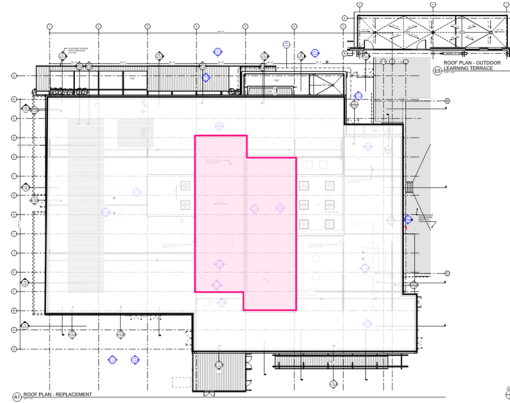
Several comments expressed concern over the requested Departure for building height stating the proposed design results in a building out-of-scale with the surrounding residential neighborhood and with potential adverse impacts to adjacent residences including views, shadowing, and noise from the rooftop mechanical units.

The proposed design calls for this Departure in order to meet the Seattle Public Schools' educational program specifications. A 500-seat school facility for the Alki Elementary School community accommodates potential growth, provides flexibility for changing program needs and demographics, and provides students with a safe and positive learning environment. SPS's planning approach balances the projected future regional and city growth with historical trends. The portions of the building that exceed the maximum height include the third floor of the main school building, the main school building roof parapet, and the mechanical penthouse, which is an enclosed room that protects equipment on the building roof. Enclosing the equipment increases longevity, reduces maintenance needs, allows for more energy-efficient equipment, and helps to reduce mechanical noise. The project team has progressed the design further since the Departure's presentation was completed a few months ago. As you can see from the updated roof plan on the following page, the long-side of the mechanical penthouse has been rotated away from the adjacent neighbors to the south.

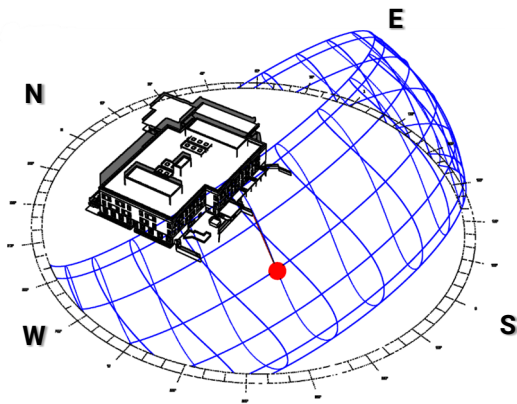
The building's interior lighting will be tied to occupancy sensors as required by the Seattle Energy Code so that lights are not inadvertently left on to disturb neighboring residences after hours. The sun path diagram below illustrates that shadowing from the building will fall primarily on the playfield and will not impact these homes to the south.



Above Left: Roof Plan with highlighted Mechanical Penthouse, oriented east-west, as illustrated in the Departures Presentation dated August 2022



Above Right: Updated Roof Plan with highlighted Mechanical Penthouse, oriented north-south, dated December 2022



Above Right: Sun path study

Departure for Vehicular Parking Quantity SMC 23.54.015 Table C

Several neighbors expressed concern over the lack of vehicular parking on site. Currently, there is no striped vehicular parking at the school, although some staff informally park on the paved area south of the school.

The proposed design maintains the existing conditions related to striped vehicular parking. Due to the limited area of this site, providing on-site vehicular parking would result in sacrificing educational program and outdoor learning space. The tables on the Departures' presentation slides 59 and 60 demonstrate the consistent approach that SPS has taken towards the allocation of site area for educational programming over the private vehicle. Results of a traffic study conducted by Heffron Transportation, Inc. indicated that on street parking space utilization is below levels considered full capacity and that there is sufficient

available on-street parking to accommodate daily parking. Transportation and parking recommendations for large events are provided within the above-mentioned traffic study. Those recommendations are also included on slide 63 of the Departures' presentation dated August 2022.

SDOT, the Seattle School Traffic Safety Committee, and Safe Routes to School Committee support the proposed site plan. Strategic planning decisions that align with their published best practices include: locating the new school entrance near the crosswalks connecting to SW Stevens Street; prioritizing space for education and community over that for private car infrastructure; providing safe and convenient bicycle access; and locating the school bus loading separate from the parent pick-up area. Recent coordination with SDOT has confirmed the ability to add an accessible loading zone within the right of way along 59th Ave SW.

Through the Transportation Management Plan, SPS will work with SDOT and the Seattle School Traffic Safety Committee and Safe Routes to School to confirm access routes and drop off / pick up protocols with a focus on encouraging walking, biking, and bus (for those eligible) prior to opening the new school.

Departure for Bus Loading and Unloading SMC 23.51B.002.I.4

Several neighbors expressed concern over traffic from buses and the school's arrival and departure operations. Currently, school bus loading and unloading occur on-street in front of the mid-block entrance along 59th Ave SW. This area is currently a designated bus loading zone.

The proposed design maintains the existing bus loading zone along 59th Ave SW, with replacement of the curb, sidewalk, and street trees, and the relocation of the speed hump to accommodate the accessible loading zone and a more efficient, safer bus staging arrangement. No change to the number of school buses that have historically served the site is anticipated with the proposed project, which is why the existing on-street school-bus load/unload is adequately sized for the demand. Due to the limited area of this site, providing on-site bus loading would either require the removal of educational program and outdoor learning space, or would require the site to expand into the residential neighborhood.

Through the Transportation Management Plan, SPS will work with SDOT and the Seattle School Traffic Safety Committee and Safe Routes to School to confirm access routes and drop off / pick up protocols with a focus on encouraging walking, biking, and bus (for those eligible) prior to opening the new school.

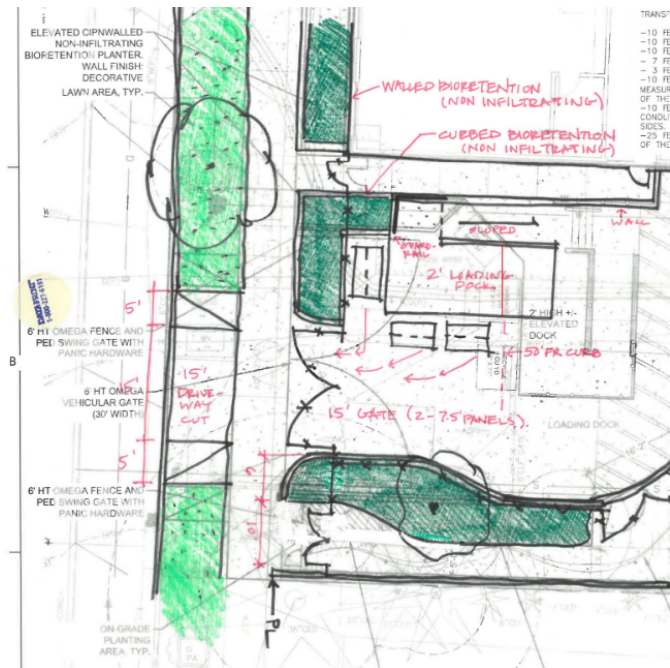
Departure for Curb Cut to Service Area without Vehicular Parking Spaces SMC 23.54.030.F.2

No comments were received regarding this Request for Departure.

Departure for Curb Cut Width SMC 23.54.030.F.2.b.3

Departure for Curb Cut Flare SMC 23.54.030.F.2.b.3

There were a few people expressing concern about the requested Departure for Curb Cut and Curb Cut Flare Width, stating that wider vehicular driveways are in conflict with pedestrian safety. The proposal maintains that this driveway does not pose a risk to pedestrians because it would only be accessed by professional drivers for either waste collection or deliveries during non-active hours. We are actively working on a new plan with SDOT that would reduce the curb cut and/or flare widths per the preliminary sketch below. While it is our hope to not exceed the allowable widths, conversations are ongoing with SDOT and we request the Departure in order to give them and the team flexibility in finding a solution.



Above: Site Plan Sketch illustrating reduced curb cut and curb cut flare widths

Departure for Bicycle Parking (Long-Term) Quantity SMC 23.54.015 Table D

Comments were received regarding the requested Departure for long term bike parking quantity, citing the City's commitment to be more bike friendly and the opportunity for bike transportation to offset vehicular travel to/from the site. The proposed design provides 40 long-term bicycle spaces whereas the current site does not provide any bike parking that meets the standards for long-term bike parking. SPS is in conversation with Seattle Parks and Recreation to provide additional bicycle parking stalls for joint use on the Parkway north of the new main entry. Additionally, SPS is in conversations with SDOT to locate stalls within the right of way along 59th Ave SW, without impact to vehicle parking spaces. Through these partnerships, the intent is to increase the number of bicycle parking stalls located at and around Alki Elementary School by 38 stalls in order to meet the code-required quantities.

Departure for Bicycle Parking Performance Standards SMC 23.54.015.K.2

No comments were received regarding this Request for Departure.

Departure for Changing-Image Message Board Sign SMC 23.55.020

Several comments expressed concern over the Departure to allow a changing image message board sign, stating that it would be unnecessary and/or intrusive to the residential neighborhood. As indicated in the Departures request, the sign will be one-side and will not include video, flashing, scrolling, tumbling, or moving images and will operate during specific times (7am to 9pm). The sign allows SPS to alert families and the community to events taking place at the school and allows for the display of messages in multiple languages. The proposed location of the sign faces north towards the Park, therefore there are no direct

lines of sight between it and the surrounding residences. As such, the sign will not be of significant impact to the adjacent neighbors.

Notifications

Lastly, there a few comments requesting to be included on the notification list for public meetings related to the Departures process. We assume you will notify individuals regarding further opportunities for public comment, whether that be virtual or in-person.

Thank you for the opportunity to respond to comments on the proposed design.

TO: Nelson Pesigan

Nelson.pesigan@seattle.gov

City of Seattle, Department of Neighborhoods

FROM: Alki School Neighbors

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mdtorthopa@comcast.net (owner of 5736 SW Admiral Way)

Bradley Leff, 5768 SW Admiral Way, Seattle, WA 98116. brad@power-us.com

Shauna Causey, 5723 SW Stevens Street, Seattle, WA 98116. shaunacausey@gmail.com

Steve and Terri Saxlund, 5731 SW Stevens Street, Seattle, WA 98116. alkisax@comcast.net

Please accept these comments regarding the Alki Elementary School Project requested departures.

We are residents and property owners within 300 feet of the proposed project. Some of us did not receive mailed notice of the Departures request as is required by SMC 23.79.006.

We request notice of the Director's decision in writing at the addresses listed above.

General comments applicable to departures #1 through #9

Renovation, replacement, or relocation of Alki School is needed. However, some of the requested departures from land use code requirements are not justified. The requested departures would have significant impacts and would not meet the intent of Seattle's code provisions for public schools. Modifications to project scope and design are needed. Mitigation measures and conditions are needed.

The District is requesting nine departures from code requirements, but has not demonstrated an educational need. The proposed capacity of 542 students is a 77 percent increase over current enrollment of 309 students. The District's School Capacity and Enrollment figures show declining enrollment for Alki School and District-wide, but the proposed project would greatly increase student capacity. No other nearby SPS elementary schools are planned to be closed or reduced in capacity. The need for a larger facility with consequently greater neighborhood and environmental impacts has not been justified. The need to use this site rather than an alternative site that would not require such extensive departures has not been established. The nearby and much larger site at closed Schmitz Park School could much more easily house an expanded Alki School program and would be available for use as soon as other West Seattle BEX projects are completed and Schmitz Park is no longer needed for swing space. Travel time to most homes in the Alki School attendance area is nearly the same to Schmitz

Park School as to Alki School. The Schmitz Park site is sloped, with opportunities for a two-story building at lower height. The proposed project does not balance reasonable educational needs with the level of impacts on the surrounding area.

Having smallest school site in the District is not cause for “bragging rights” (noted on page 26). It is a deficiency that the proposed project would worsen by grossly increasing the number of students and staff. The District should not dismiss this deficiency and the neighborhood so lightly. The program should be scaled to fit the site.

The presentation is missing essential information, including design drawings showing site plan, floor plans and 3D views from street level illustrating neighborhood context and impacts. The drawings should have been attached to the presentation to allow adequate analysis and informed agency and public review. A revised presentation including sufficient information should be issued, with public comment period following.

A Memorandum of Understanding between Seattle Public Schools and City of Seattle Department of Parks & Recreation should be included to describe joint use of the Alki Community Center, Alki Playfield and playgrounds, and the SW Stevens Street right-of-way. The use and responsibilities for maintenance of the buildings and the street right-of-way should be established. These affect the basis of several of the requested departures from the land use code.

Review and conditioning of departure requests should consider the added impacts that more intensive development of the site will have upon the environment. The review should consider that this project includes two and possibly three Environmentally Critical Areas (ECA's) on site and six other types of ECA's adjacent to or very near the site.

Departure #1: Building Height

This departure request should be denied. The proposed building height of 57 feet is more than double the height of the existing school building along SW 59th Street. It is 22 feet higher than the 35-foot-maximum allowed by code for public schools in residential zones. Impacts for neighbors will be severe. The District's assertion that “not building taller would require a property expansion into adjacent residential areas” ignores whether it is feasible to expand into adjacent residential properties, and ignores alternatives such as maintaining the existing capacity or moving an expanded program to the Schmitz Park School site after the District no longer needs Schmitz Park for swing space. The District should be required to demonstrate that alternatives are infeasible. Alternatives should be tested for comparison of costs, benefits, and environmental impacts.

The departure request does not meet the requirement for consistency with the rezone criteria in 23.34.

- The proposed project does not include buffers or transitions in height to adjacent properties with lower height limits.
- The proposed project exceeds the 55-foot-maximum height for areas outside of urban villages.
- The proposed design does not reduce the appearance of bulk.
- The proposed project is intended to increase the school student capacity by 77 percent, which will negatively impact traffic, noise, circulation, and parking in the area.

Incorrect basis of height increase request

The proposed project requests a waiver from the normal 35-foot height limit allowed for public schools in a residential zone. The cited code paragraph states, “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.” Because the request does not demonstrate feasibility or need to demolish residential structures, the District’s request for increased height would instead require a Variance, a Type II decision.

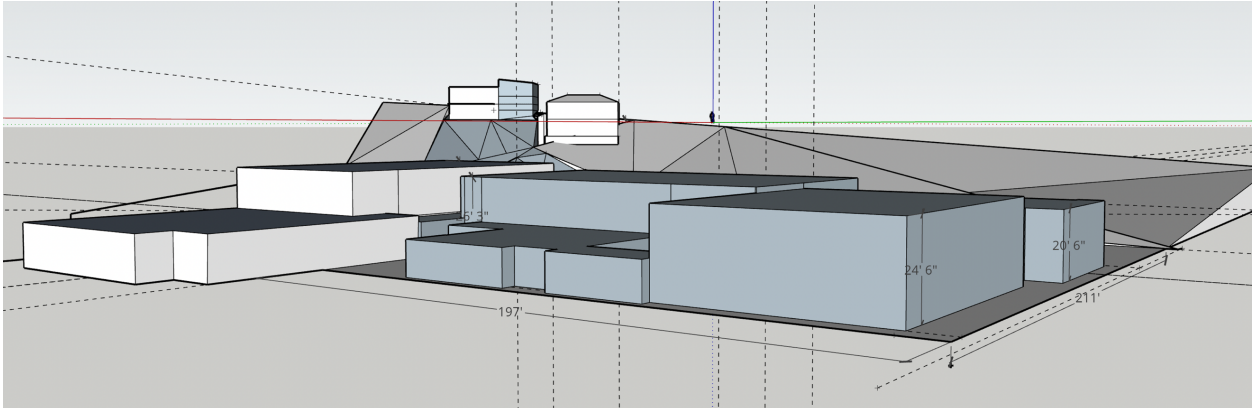
Page 50 of the presentation states that the District would have to vacate street right-of-way to add buildable area for a two-story design, illustrated by a diagram of 15,000 SF of added site area extending west across 59th Ave SW and partially into four residential lots across the street. Not only is this absurd as a baseline design, but this request also ignores the Departures requirement that height maximums may be waived only when the waiver would contribute to reduced demolition of residential structures. There are no residential structures in the street right-of-way, and it is not programmatically feasible for the school to build on portions of lots across 59th Ave SW. The District should be required to demonstrate the feasibility of acquisition and building on 15,000 SF of adjoining residential property, and the impacts for demolishing residences on that property. Otherwise, there is no basis for the Director to waive the height maximum. The height waiver request should be denied unless the District can demonstrate and compare the physical, financial, and legal feasibility of expanding into adjoining residential property.

Impacts

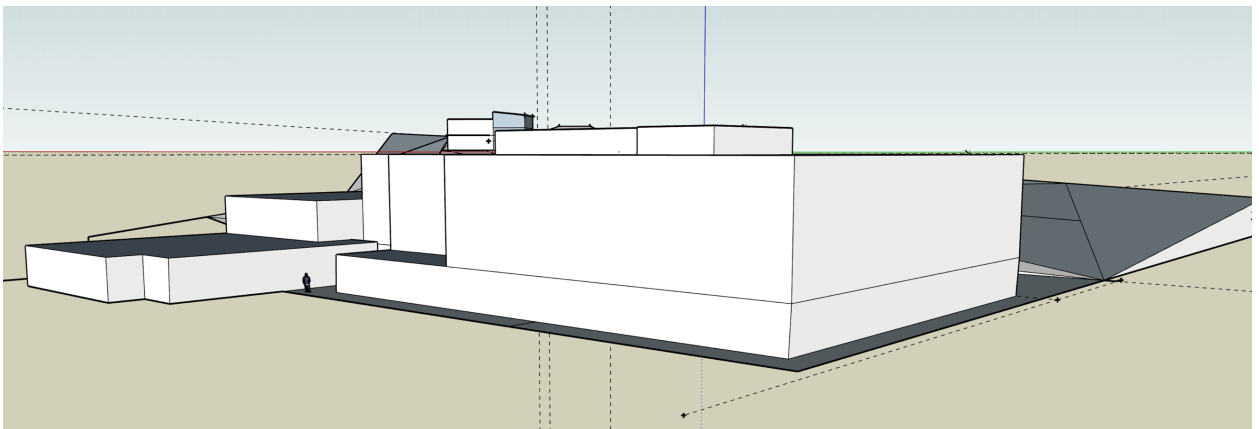
If the departure request is granted, neighbors to south, east, and west will be facing a massively larger building than the existing. Neighbors will be facing three stories of classrooms with 9-foot-high windows, lit in hours of darkness, and reflecting sun in daytime, and intruding with views from the school to our houses and yards.

October 10, 2022

The height departure would result in rooftop mechanical system penthouses located much higher and closer to adjacent residences than in a building designed to conform to the land use code. Noise from this equipment will impact residents.



Massing model of existing community center and school, looking southeast from 59th Ave SW. Representative houses beyond on SW Admiral Way.



Massing model of proposed replacement building with existing community center and gym at left. View looking southeast from 59th Ave SW. Sketchup model by Don Brubeck based on Mahlum 100% Schematic Design drawings for Alki School.

The impacts of the proposed height increase of at 22 feet above code maximum of 35 feet for the main would be significant for surrounding residential neighbors. The 3-story 57-foot-tall bulk of the proposed building is located much closer to the neighboring residential properties to the south than the existing 26-foot-tall school building wing. The District's assertion that the proposed taller design maximizes distance from neighboring residential properties to the south is false. Neighbors purchased their homes with a reasonable expectation that the building height on the school property would not exceed 35 feet. The impacts to neighbors' property values should be considered. The request should be denied or mitigated with significant measures.

Mitigation and Conditions

If a building height increase above 35 feet is granted, mitigation and conditions should include:

- Compensation for taking of real estate value from residents whose views are impacted by the increase in height above the code's allowed 35 feet maximum.
- Added setback distance on the south and east for third story and penthouse areas exceeding 35-foot height in addition to the setback distance required for building areas that do not exceed 35-foot height.
- Shielding of south facing windows with sunshades that would also shield views to neighbors on south and east.
- Limiting clear vision glass in windows to a band from sill height to five or six feet above floor, with translucent instead of transparent glazing used above that height at windows facing residential properties to south and east.
- Exterior and interior lighting design and controls to implement a dark-sky policy during hours when the school is not in use.
- Sound level analysis of noise of ventilation equipment, kitchen exhaust and emergency generator, with appropriate equipment selection, location, ductwork design and enclosure design required to minimize impact on adjacent residences.
- Modeling and design to minimize glare impacts on neighbors from Solar PV panel arrays.
- Landscape design and management plan meeting city requirements for steep slopes and mitigating neighbor impacts. The site design should protect the slopes from erosion, restore the degraded wetland area, improve soil, remove invasive plants, restore native planting and habitat, screen views of the buildings from immediately adjacent neighbors and preserve neighbors' views.

Inadequate and inconsistent presentation:

The site section drawing on pages 29 and 47 is grossly out of scale and has no plan reference to show the location of this view. It is misleading for height increase impacts.

The "buildable area" diagrammed on page 32 is missing all dimensions and labeling for setbacks, ECA buffers and fire separations. It is not possible to evaluate the validity of the claimed buildable area from the documents.

Page 33 claims that, "working with the existing buildings to remain, property setbacks, ECA buffers and fire separations, the three-story addition maximizes the site's buildable area to minimize the height of the new structure." This claim cannot be verified, because the property setbacks, ECA buffers and fire separations are not shown on the plans, and because there are no alternatives shown that would replace the existing one-story existing gym and community center wings with two-story wings, or would

expand the building to the north on the closed Stevens Street right-of-way, or would replace the school on an alternative site such as the Schmitz Park School site.

The proposed plans on pages 32 and 33 do not acknowledge that the existing community center wing is built out to the centerline of the SW Stevens Street right-of-way on the north. The plans fail to propose an alternative to expand the footprint of the proposed replacement building to the same line to reduce the height of the proposed replacement building.

Page 33 incorrectly states that the “design orients the building north-south for ideal daylighting and vistas to Alki Park and Puget Sound.” In fact, the proposed replacement building is almost square, and many classrooms, other instructional spaces, offices, and assembly spaces do not have north or south facing windows for ideal daylighting, or any windows at all for many occupied spaces. The “vistas to Puget Sound” that will be given to third floor north side classrooms will be taken from surrounding residential neighbors who will instead have views of mechanical penthouses and classroom windows. The lack of optimal daylighting and view access for the school students and staff is a direct result of the decision to cram a much larger capacity program onto the District’s smallest school site.

Departure #2: Vehicular Parking Quantity

The project is intended to significantly increase the school student and staff capacity. This will negatively impact traffic, pedestrian safety, circulation, and parking in the area.

Mitigation or conditions should include greater than code-minimum biking and pedestrian safety improvements and bike parking. The District should take action to increase the number of students and staff walking, biking, and taking buses, to reduce the use of private vehicles. The potential increase in walking and biking should be based upon pro-active implementation of Safe Routes to Schools measures by the District. The project team should investigate with SDOT the inclusion of a “School Street” with more dispersed drop-off and pickup.

Departure #3: Bus Loading and Unloading

The project is not eligible for a Departure to allow retention of an on-street bus load zone, because the student capacity is proposed to be expanded by more than the 25 percent limit for a Departure [SMC 23.51B.002-002.1]. The proposed expansion is 77 percent, more than three times the maximum for granting of a Departure. This request for a Departure must be denied. Instead, the District would need to request a Variance from the requirements or reduce the proposed capacity increase to not more than 25 percent.

The District’s rationale for the request is illogical. The District states that the existing number of buses have the capacity for the anticipated growth, given that the Attendance Area is proposed to remain unchanged. If the unchanged attendance area means that there would not be an increase in the number of students arriving by bus, then why is the District proposing to increase the school student capacity by 77 percent?

The District is also ignoring the fact that school students attending other District schools, such as Pathfinder K-8, are picked up and dropped by off by school bus at the Alki School bus load zone.

Departure #5: Departure for Curb Cut Width

The development standard for public schools is 25 feet wide. The code states that the Director may approve a curb cut width of up to 30 feet for exactly the conditions that proposed for this project: a single traffic lane and off-street loading berth access. The request is for 35 feet. There is no need for the Director to exceed the maximum of 30 feet that has already proven to be a workable safe maximum width. This request for a Departure should be denied.



Young children cross this drive. 30 feet is the maximum width for good reason: to protect pedestrians on the sidewalk. One of us personally chases a three-year old zooming down this sidewalk on her way to preschool. We want her and the other kids to be safe. 30 feet width is workable on this street for delivery and waste removal trucks backing across this sidewalk with huge blind spots for the drivers. Minimizing curb width requires backing drivers to go more slowly and take more care.

The stated rationale for the increased width does not make sense. The waste removal trucks drive forward into the site to the containers and are only on site for a few minutes. The delivery trucks will back in. Even if both types of truck are on site simultaneously, they can share the service area. Superimposing AutoTurn diagrams of typical waste removal and delivery truck turns will show that they can share a 30-foot-wide drive without conflict. It also is not true that a wider curb cut will improve sight lines for the driver. Sight lines will be identical.

The excessive curb cut width causes an additional safety problem. Page 35 shows that the “Preschool is proposed to be accessed on 59th Ave SW south of the service yard, with safety as a priority as this access point develops“. The access way is shown as an un-gated narrow path bounded by opaque fencing to the service yard, widening out next to gates to the preschool yard. This creates an area that will be impossible to supervise when school is in session and will be an attractive nuisance after school hours. This access should re-designed following crime-prevention-through-environmental-design (CPTED) principles. Mitigation should include a secure gate set back from sidewalk only far enough to allow for gate swing, with transparency to provide a view into the walkway from the sidewalk and the building, and pedestrian-scale lighting during hours of darkness when the preschool area is in use.

Departure #6: Departure for Curb Cut Flare

This request should be denied, for same safety reasons as Departure #5 denial. The flares would be in a paved sidewalk area, effectively increasing the curb cut width by five feet above the maximum allowed by code.

Departure #7: Departure for Bicycle Parking (Long-Term) Quantity

Biking should be encouraged by including convenient, secure, covered bike racks meeting at least the minimum requirements of the Seattle Land Use Code for elementary schools, instead of seeking Design Departures to reduce bike parking.

The District is requesting a departure from bike parking requirements as well as vehicle parking requirements. A departure from bike parking requirements works against the need to minimize vehicle trips to the school and on-site car parking, by making the alternative of biking less convenient and less secure. This departure would worsen the traffic and parking impacts of the project. The request should be denied.

The District should honor the Seattle School Board’s 2022 commitment to provide at least the minimum number of secure bike parking spaces required by the land use code for schools. The City should enforce the legal minimum intentionally established for exactly this elementary school use.



The District’s rationale for usage is based on hearsay instead of actual observation. It relies upon the same illogic for not building a bridge across a river: no one is driving across the river now. Without secure bike parking, it is no wonder that not many staff, parents or students are regularly biking to Alki School at present. One of us (Don Brubeck) has led bike trains to Alki ES on Bike to School Day for the past several years. Families and staff are willing bike to school when encouraged, when routes are safe, and when they can park their bikes securely.



The project should propose effective measures to increase the number of students and staff walking, biking, and taking buses, to reduce the use of private vehicles. The mitigation or conditions needed to accomplish an increase in walking and biking should include pro-active implementation by the District of Safe Routes to Schools measures. The project team should investigate with SDOT the inclusion of a “School Street” with more dispersed drop-off and pickup. The District and the City should explore options to provide covered bike parking in the SW Stevens Street right-of-way.



Departure #8: Departure for Bicycle Parking Performance Standards

Covered bike sheds are an acceptable alternative to locked bike rooms or roofed cages if they are in a secure location. Mitigation for this departure should include location of covered bike sheds where observable from offices or classrooms that are normally occupied during school hours.

End of Comments

August 29, 2022
File alki letter to sb

TO: Seattle School Board
President Brandon Hersey (Board district 7),
Vice-President Chandra Hampson (3),
Member-at-Large Lisa Rivera Smith (2), Liza Rankin (1),
Vivian Song Maritz (4), Michelle Sarju (5), Leslie Harris (6)
★ Superintendent Brent Jones
Seattle Public Schools, P.O. Box 34165, Seattle WA 98124

FROM: Chris Jackins, Coordinator
Seattle Committee to Save Schools
P.O. Box 84063, Seattle WA 98124
206-521-3288

REGARDING: Alki Elementary construction project (3010 59th Ave SW)

Dear Seattle School Board and Superintendent Brent Jones,

Please alter the construction plans on Alki Elementary to downsize the project: it is way out of proportion to the site and to the neighborhood.

Here is a summary of some of our concerns, including references to the Draft Environmental Checklist for the project.

1. The District is asking for five departures and a waiver from the zoning code [pages 24-25, B.8.I]:
 - A. Smaller setbacks than required.
 - B. Less than required on-site parking.
 - C. Less than required onsite bicycle parking.
 - D. On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic).
 - E. An electronic changing-image reader board sign (not allowed by City code).
Bright electronic night-time signs are not consistent with residential neighborhoods, and many school neighborhoods have successfully rejected allowing such signs.
 - F. Waiver under SMC 23.51B.002.D4 to allow higher than allowed buildings (3-story planned versus current 2-story).
2. Open space. 75% more students will be sent to use the adjacent off-site Parks Dept. Alki Playfield. [page 30, B.12.c, Checklist]
3. Too-large-sized school. The project is too large for the site, which will cause probable significant adverse impacts.
 - A. This is an example of a standardized, cookie-cutter-sized school with capacity increasing 75% from current enrollment of 308 students to 542 students. [page 4, A.11, Checklist]
 - B. Building square footage will greatly increase, demolishing the long-time 46,330 sq. ft. 2-story school (with portables) to build a new 75,000 sq. ft. 3-story building that is less compatible with the neighborhood. [pages 3-4, A.11, Checklist]
 - C. The more than doubling of the building height (115% taller) is caused because "the existing site is so small". [page 25, B.8.I]
 - D. The peak enrollment was 620 when Alki was a K-6 school in 1958. That peak enrolment is from a very different era. [page 4, A.11]
 - E. Neighborhood parking is constantly tight, and Alki Beach just down the street is a city-wide draw.
 - F. Using 1958 enrollment to try to justify a new target capacity of 542 for Pre-K-5 is incompatible with the current neighborhood, when the enrollment was only 308 in 2021-2022, and the most recent peak enrollment was 413 in 2015. [page 4, A.11]
4. Views. There will be impacts on views for neighbors on the south, and from SW Admiral Way and Schmitz Preserve Park.
5. No onsite parking. Despite increasing enrollment by 75%, all current onsite parking (20 spaces) would be eliminated. [pages 36-37, B.14.c, Checklist]
6. Loss of trees. 81% of significant trees on the site would be removed, including an exceptional tree. [page 15, B.4.b, Checklist]
7. Native American cultural resources at risk. The Checklist states "the cultural resource analysis also indicates an elevated risk that deeply-buried archeological resources could lie within the site area." [page 32, B.13.b] Further study in an EIS and consideration of alternatives that would dial back the size of the project could help protect these resources.
8. Noise. Construction activities "are allowed to exceed the maximum noise levels between 7 AM and 7 PM on weekdays and 9 AM to 7 PM on weekends." [B.7.b(2), page 20] During construction, workers will be "arriving between 6:30 and 6:45 AM". [page 28, section 3.8, Appendix G, Transportation Report] There would be 4 to 5 months of excruciating noise from drilling geothermal wells. [B.7.b(2)&(3), pages 19-21, Checklist]
9. Earthwork transport. Earthwork transport would involve 1 or 2 truckloads per hour (up to 2 in, 2 out) for 4 weeks, and "would be noticeable to the residents living adjacent to the site". [page 28, section 3.8, Appendix G, Transportation Report]
10. No public meeting. On other projects, the District has held a public meeting to discuss the Draft Checklist.

Background. The proposed project to demolish, add to, and renovate the school would start in July 2023 and the school would be ready by July 2025. "During the construction process, student and staff would be temporarily housed at the Schmitz Park School site (5000 SW Spokane Street)." [page 1, A.6] [page 4, A.11] The project "would require the demolition of the existing main school building and portable building to accommodate construction of the new, three-story, approximately 75,000 sq. ft. addition. The existing fieldhouse building would be retained and the school gymnasium portion of the building would be renovated". "The renovated and expanded school would have capacity for ... approximately 542 students in grades Pre-K (pre-school) through 5th grade." "As under existing conditions and per their agreement with the City of Seattle Parks and Recreation Department, the school would also continue to utilize the adjacent Alki Playfield". "The existing on-site parking lot would be eliminated, and no onsite parking is proposed with the project." "The on-street school-bus load/unload zone would be retained along the east side of 59th Avenue SW adjacent to the school building." [pages 4-5, A.11]

SEPA (State Environmental Policy Act) information is intended in part to help inform District decision-makers.
The Draft SEPA Checklist is posted on the School District website at <https://www.seattleschools.org/departments/sepa/>

Sincerely, **Chris Jackins**

Regarding: Draft Environmental Checklist for Alki Elementary School (3010 59th Ave SW)

Dear Fred Podesta, Assistant Superintendent of Operations for the Seattle School District;

I believe that the Alki Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an Environmental Impact Statement (EIS). Please include me on the list of people to be notified about the status of the environmental review of this project.

Signature

[Handwritten signature]

Printed name

Cotter Clinch

Address

2723 59th Ave SW Unit A Seattle, WA

Email

cotterclinch@gmail.com

Phone

425-492-0352

98116

Further comment:

To: Seattle School Board and Superintendent Brent Jones

Board President Brandon Hersey (Board district 7), Vice-President Chandra Hampson (3), Member-at-Large Lisa Rivera Smith (2), Liza Rankin (1), Vivian Song Maritz (4), Michelle Sarju (5), Leslie Harris (6)

Regarding: Alki Elementary School construction project (3010 59th Ave SW)

Please alter the construction plans on Alki Elementary to downsize the project. The project is way out of proportion to the site and to the neighborhood.

1. The project as proposed will not meet City zoning code.
2. Trees. 81% of significant trees on the site would be removed.
3. Parking. Despite 75% increase in enrollment, there would be no on-site parking.
4. Building height. The new building will be higher than allowed by the zoning code.
5. History. The Checklist states "the cultural resource analysis also indicates an elevated risk that deeply-buried archeological resources could lie within the site area." [page 32]

Signature



Printed name

TERRIE SAXLUND

Address

5731 SW STEVENS ST

Email

alkiterrie@comcast.net

Phone

206-949-2119

Further comment:

From: [Alexander Chacharon](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary Remodel
Date: Saturday, September 17, 2022 1:34:56 PM

CAUTION: External Email

Good afternoon.

I am a concerned citizen of our fine city of Seattle. I am currently a resident of Alki and live in the apartment building on 59th Ave SW, directly south of Alki Elementary School. I am writing to voice my concerns and opinions on the proposed upcoming remodel.

First off, I am 100% in favor of our teachers and our students. I am not looking forward to a couple years of loud, dusty construction right next to my apartment but I understand this needs to happen, in order to upgrade one of the oldest schools in the district & city. Alki is a small community, and many of the folks living in the immediate area love the Alki area and all it has to offer. Parking and traffic can be an issue at times as well.

I have some real concerns and some ideas.

First off, the height of the proposed new building may block sunlight.

If the new school building will be closer to the property line on the south side, next to my apartment building, as well as being that much taller, this will impact us. What happens if/when this new proposed building blocks our sunlight to the apartment from the north side? This will effect our quality of living. The building should be left at 2 stories or not to exceed the curr height limit.

Second, parking is a real issue.

Why can't the City of Seattle and the Seattle Public School District strike an agree and use some of the area currently occupied by the city park field and use that for a portion of the new building / new front entrance to the school? Also, the teachers work hard and never seem to be paid enough. Their job will be that much harder if there is no designated teacher/staff parking. Are you expecting the teachers & staff to have to drive around every morning, looking for parking in the cold / dark / rain, then walk several blocks into the building with their supplies for the day? This does not seem to be very appropriate or fair to them. Most schools, in less crowded areas have faculty parking. I realize that the land available is not very large, but still seems like at least some parking needs to be provided on-site. I know you plan to increase the capacity of students, thus meaning more teachers and staff would be needed. This is all the more reason for needing designated teacher & staff parking.

Third, bus loading and unloading on the street is not a great option.

Having the school bus load / unload on the street (59th Ave SW), as opposed to have a designated bus turn in spot along or in front of the new school entrance is unsafe. To me there should be some

sort of bus load / unload zone in front of the new school entrance.

Thank you for time in reading this email and in considering my and any of my fellow Alki community resident neighbors and their thoughts / concerns on the upcoming project as well.

-Alex Chacharon

Sent from [Mail](#) for Windows

TO: Nelson Pesigan

Nelson.pesigan@seattle.gov

City of Seattle, Department of Neighborhoods

FROM: Alki School Neighbors

Jan and Brant Watson, 5710 SW Admiral Way, Seattle, WA 98116. janner5710@comcast.net

Ben Lormis, 5716 SW Admiral Way, Seattle, WA 98116. BenLormis@gmail.com

Jackie Szikszoy, 5722 SW Admiral Way, , Seattle, WA 98116. jszikszoy@gmail.com

Steve Ramels, 5722 SW Admiral Way, Seattle, WA 98116. steveramels@gmail.com

Zach Ramels, 5722 SW Admiral Way, Seattle, WA 98116. zramels@gmail.com

Melissa Russell, 5722 SW Admiral Way, Seattle, WA 98116. m.russell325@gmail.com

Christopher Thayer, 5726 SW Admiral Way, Seattle, WA 98116. christopher.l.thayer@gmail.com

Feibi Mao, 5726 SW Admiral Way, Seattle, WA 98116. maofeibi@hotmail.com

Donald Brubeck, 5730 SW Admiral Way, Seattle, WA 98116. d2brubeck@gmail.com

Lynn Shimamoto, 5730 SW Admiral Way, Seattle, WA 98116. shimamoto.lynn@gmail.com

Michael and Maria Taylor, D&N Properties, #139, 4701 SW Admiral Way, Seattle, WA 98116.

mdtorthopa@comcast.net (owner of 5736 SW Admiral Way)

Bradley Leff, 5768 SW Admiral Way, Seattle, WA 98116. brad@power-us.com

Shauna Causey, 5723 SW Stevens Street, Seattle, WA 98116. shaunacausey@gmail.com

Steve and Terri Saxlund, 5731 SW Stevens Street, Seattle, WA 98116. alkisax@comcast.net

Please accept these comments regarding the Alki Elementary School Project requested departures.

We are residents and property owners within 300 feet of the proposed project. Some of us did not receive mailed notice of the Departures request as is required by SMC 23.79.006.

We request notice of the Director's decision in writing at the addresses listed above.

General comments applicable to departures #1 through #9

Renovation, replacement, or relocation of Alki School is needed. However, some of the requested departures from land use code requirements are not justified. The requested departures would have significant impacts and would not meet the intent of Seattle's code provisions for public schools. Modifications to project scope and design are needed. Mitigation measures and conditions are needed.

The District is requesting nine departures from code requirements, but has not demonstrated an educational need. The proposed capacity of 542 students is a 77 percent increase over current enrollment of 309 students. The District's School Capacity and Enrollment figures show declining enrollment for Alki School and District-wide, but the proposed project would greatly increase student capacity. No other nearby SPS elementary schools are planned to be closed or reduced in capacity. The need for a larger facility with consequently greater neighborhood and environmental impacts has not been justified. The need to use this site rather than an alternative site that would not require such extensive departures has not been established. The nearby and much larger site at closed Schmitz Park School could much more easily house an expanded Alki School program and would be available for use as soon as other West Seattle BEX projects are completed and Schmitz Park is no longer needed for swing space. Travel time to most homes in the Alki School attendance area is nearly the same to Schmitz

Park School as to Alki School. The Schmitz Park site is sloped, with opportunities for a two-story building at lower height. The proposed project does not balance reasonable educational needs with the level of impacts on the surrounding area.

Having smallest school site in the District is not cause for “bragging rights” (noted on page 26). It is a deficiency that the proposed project would worsen by grossly increasing the number of students and staff. The District should not dismiss this deficiency and the neighborhood so lightly. The program should be scaled to fit the site.

The presentation is missing essential information, including design drawings showing site plan, floor plans and 3D views from street level illustrating neighborhood context and impacts. The drawings should have been attached to the presentation to allow adequate analysis and informed agency and public review. A revised presentation including sufficient information should be issued, with public comment period following.

A Memorandum of Understanding between Seattle Public Schools and City of Seattle Department of Parks & Recreation should be included to describe joint use of the Alki Community Center, Alki Playfield and playgrounds, and the SW Stevens Street right-of-way. The use and responsibilities for maintenance of the buildings and the street right-of-way should be established. These affect the basis of several of the requested departures from the land use code.

Review and conditioning of departure requests should consider the added impacts that more intensive development of the site will have upon the environment. The review should consider that this project includes two and possibly three Environmentally Critical Areas (ECA's) on site and six other types of ECA's adjacent to or very near the site.

Departure #1: Building Height

This departure request should be denied. The proposed building height of 57 feet is more than double the height of the existing school building along SW 59th Street. It is 22 feet higher than the 35-foot-maximum allowed by code for public schools in residential zones. Impacts for neighbors will be severe. The District's assertion that “not building taller would require a property expansion into adjacent residential areas” ignores whether it is feasible to expand into adjacent residential properties, and ignores alternatives such as maintaining the existing capacity or moving an expanded program to the Schmitz Park School site after the District no longer needs Schmitz Park for swing space. The District should be required to demonstrate that alternatives are infeasible. Alternatives should be tested for comparison of costs, benefits, and environmental impacts.

The departure request does not meet the requirement for consistency with the rezone criteria in 23.34.

- The proposed project does not include buffers or transitions in height to adjacent properties with lower height limits.
- The proposed project exceeds the 55-foot-maximum height for areas outside of urban villages.
- The proposed design does not reduce the appearance of bulk.
- The proposed project is intended to increase the school student capacity by 77 percent, which will negatively impact traffic, noise, circulation, and parking in the area.

Incorrect basis of height increase request

The proposed project requests a waiver from the normal 35-foot height limit allowed for public schools in a residential zone. The cited code paragraph states, “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.” Because the request does not demonstrate feasibility or need to demolish residential structures, the District’s request for increased height would instead require a Variance, a Type II decision.

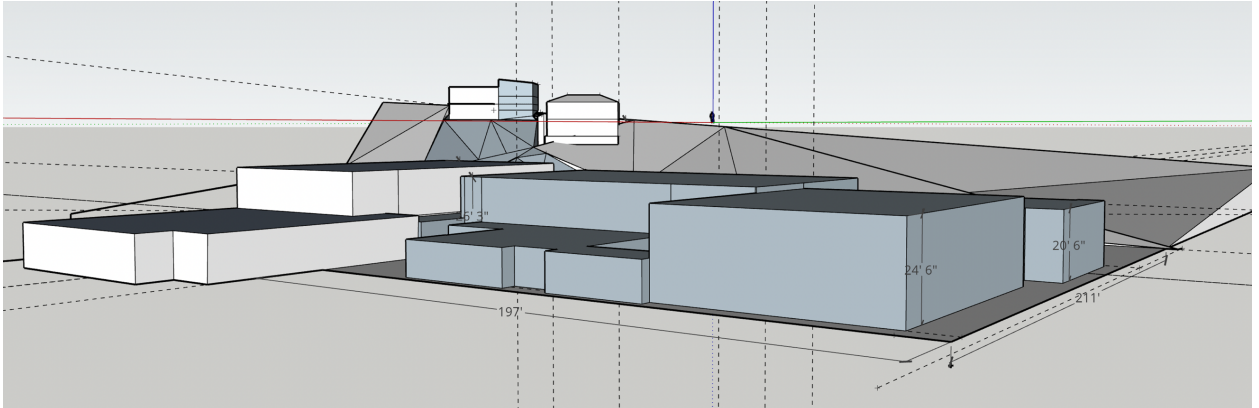
Page 50 of the presentation states that the District would have to vacate street right-of-way to add buildable area for a two-story design, illustrated by a diagram of 15,000 SF of added site area extending west across 59th Ave SW and partially into four residential lots across the street. Not only is this absurd as a baseline design, but this request also ignores the Departures requirement that height maximums may be waived only when the waiver would contribute to reduced demolition of residential structures. There are no residential structures in the street right-of-way, and it is not programmatically feasible for the school to build on portions of lots across 59th Ave SW. The District should be required to demonstrate the feasibility of acquisition and building on 15,000 SF of adjoining residential property, and the impacts for demolishing residences on that property. Otherwise, there is no basis for the Director to waive the height maximum. The height waiver request should be denied unless the District can demonstrate and compare the physical, financial, and legal feasibility of expanding into adjoining residential property.

Impacts

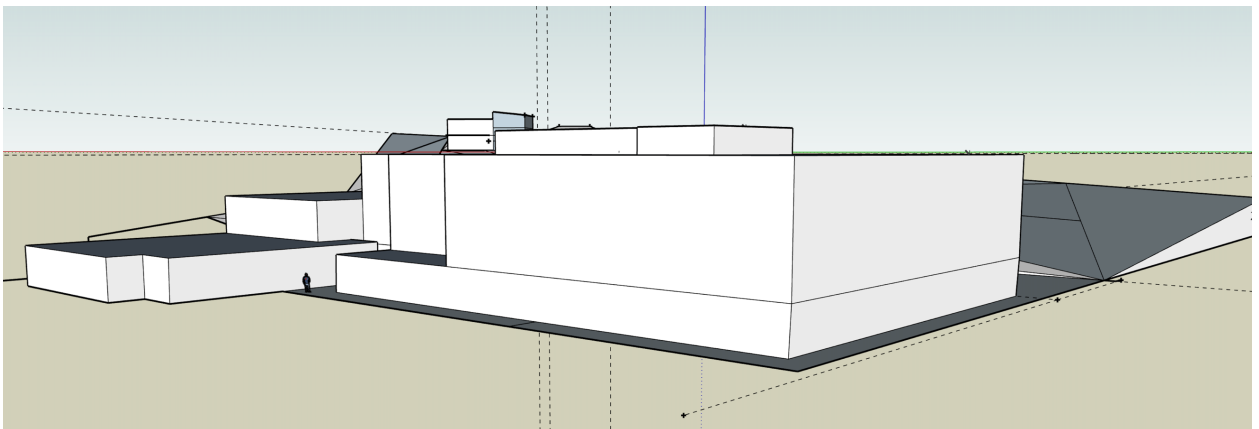
If the departure request is granted, neighbors to south, east, and west will be facing a massively larger building than the existing. Neighbors will be facing three stories of classrooms with 9-foot-high windows, lit in hours of darkness, and reflecting sun in daytime, and intruding with views from the school to our houses and yards.

October 10, 2022

The height departure would result in rooftop mechanical system penthouses located much higher and closer to adjacent residences than in a building designed to conform to the land use code. Noise from this equipment will impact residents.



Massing model of existing community center and school, looking southeast from 59th Ave SW. Representative houses beyond on SW Admiral Way.



Massing model of proposed replacement building with existing community center and gym at left. View looking southeast from 59th Ave SW. Sketchup model by Don Brubeck based on Mahlum 100% Schematic Design drawings for Alki School.

The impacts of the proposed height increase of at 22 feet above code maximum of 35 feet for the main would be significant for surrounding residential neighbors. The 3-story 57-foot-tall bulk of the proposed building is located much closer to the neighboring residential properties to the south than the existing 26-foot-tall school building wing. The District's assertion that the proposed taller design maximizes distance from neighboring residential properties to the south is false. Neighbors purchased their homes with a reasonable expectation that the building height on the school property would not exceed 35 feet. The impacts to neighbors' property values should be considered. The request should be denied or mitigated with significant measures.

Mitigation and Conditions

If a building height increase above 35 feet is granted, mitigation and conditions should include:

- Compensation for taking of real estate value from residents whose views are impacted by the increase in height above the code's allowed 35 feet maximum.
- Added setback distance on the south and east for third story and penthouse areas exceeding 35-foot height in addition to the setback distance required for building areas that do not exceed 35-foot height.
- Shielding of south facing windows with sunshades that would also shield views to neighbors on south and east.
- Limiting clear vision glass in windows to a band from sill height to five or six feet above floor, with translucent instead of transparent glazing used above that height at windows facing residential properties to south and east.
- Exterior and interior lighting design and controls to implement a dark-sky policy during hours when the school is not in use.
- Sound level analysis of noise of ventilation equipment, kitchen exhaust and emergency generator, with appropriate equipment selection, location, ductwork design and enclosure design required to minimize impact on adjacent residences.
- Modeling and design to minimize glare impacts on neighbors from Solar PV panel arrays.
- Landscape design and management plan meeting city requirements for steep slopes and mitigating neighbor impacts. The site design should protect the slopes from erosion, restore the degraded wetland area, improve soil, remove invasive plants, restore native planting and habitat, screen views of the buildings from immediately adjacent neighbors and preserve neighbors' views.

Inadequate and inconsistent presentation:

The site section drawing on pages 29 and 47 is grossly out of scale and has no plan reference to show the location of this view. It is misleading for height increase impacts.

The "buildable area" diagrammed on page 32 is missing all dimensions and labeling for setbacks, ECA buffers and fire separations. It is not possible to evaluate the validity of the claimed buildable area from the documents.

Page 33 claims that, "working with the existing buildings to remain, property setbacks, ECA buffers and fire separations, the three-story addition maximizes the site's buildable area to minimize the height of the new structure." This claim cannot be verified, because the property setbacks, ECA buffers and fire separations are not shown on the plans, and because there are no alternatives shown that would replace the existing one-story existing gym and community center wings with two-story wings, or would

expand the building to the north on the closed Stevens Street right-of-way, or would replace the school on an alternative site such as the Schmitz Park School site.

The proposed plans on pages 32 and 33 do not acknowledge that the existing community center wing is built out to the centerline of the SW Stevens Street right-of-way on the north. The plans fail to propose an alternative to expand the footprint of the proposed replacement building to the same line to reduce the height of the proposed replacement building.

Page 33 incorrectly states that the “design orients the building north-south for ideal daylighting and vistas to Alki Park and Puget Sound.” In fact, the proposed replacement building is almost square, and many classrooms, other instructional spaces, offices, and assembly spaces do not have north or south facing windows for ideal daylighting, or any windows at all for many occupied spaces. The “vistas to Puget Sound” that will be given to third floor north side classrooms will be taken from surrounding residential neighbors who will instead have views of mechanical penthouses and classroom windows. The lack of optimal daylighting and view access for the school students and staff is a direct result of the decision to cram a much larger capacity program onto the District’s smallest school site.

Departure #2: Vehicular Parking Quantity

The project is intended to significantly increase the school student and staff capacity. This will negatively impact traffic, pedestrian safety, circulation, and parking in the area.

Mitigation or conditions should include greater than code-minimum biking and pedestrian safety improvements and bike parking. The District should take action to increase the number of students and staff walking, biking, and taking buses, to reduce the use of private vehicles. The potential increase in walking and biking should be based upon pro-active implementation of Safe Routes to Schools measures by the District. The project team should investigate with SDOT the inclusion of a “School Street” with more dispersed drop-off and pickup.

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The District’s rationale for the request is illogical. The District states that the existing number of buses have the capacity for the anticipated growth, given that the Attendance Area is proposed to remain unchanged. If the unchanged attendance area means that there would not be an increase in the number of students arriving by bus, then why is the District proposing to increase the school student capacity by 77 percent?

The District is also ignoring the fact that school students attending other District schools, such as Pathfinder K-8, are picked up and dropped by off by school bus at the Alki School bus load zone.

Departure #5: Departure for Curb Cut Width

The development standard for public schools is 25 feet wide. The code states that the Director may approve a curb cut width of up to 30 feet for exactly the conditions that proposed for this project: a single traffic lane and off-street loading berth access. The request is for 35 feet. There is no need for the Director to exceed the maximum of 30 feet that has already proven to be a workable safe maximum width. This request for a Departure should be denied.



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Departure #6: Departure for Curb Cut Flare

This request should be denied, for same safety reasons as Departure #5 denial. The flares would be in a paved sidewalk area, effectively increasing the curb cut width by five feet above the maximum allowed by code.

Departure #7: Departure for Bicycle Parking (Long-Term) Quantity

Biking should be encouraged by including convenient, secure, covered bike racks meeting at least the minimum requirements of the Seattle Land Use Code for elementary schools, instead of seeking Design Departures to reduce bike parking.

The District is requesting a departure from bike parking requirements as well as vehicle parking requirements. A departure from bike parking requirements works against the need to minimize vehicle trips to the school and on-site car parking, by making the alternative of biking less convenient and less secure. This departure would worsen the traffic and parking impacts of the project. The request should be denied.

The District should honor the Seattle School Board’s 2022 commitment to provide at least the minimum number of secure bike parking spaces required by the land use code for schools. The City should enforce the legal minimum intentionally established for exactly this elementary school use.



The District’s rationale for usage is based on hearsay instead of actual observation. It relies upon the same illogic for not building a bridge across a river: no one is driving across the river now. Without secure bike parking, it is no wonder that not many staff, parents or students are regularly biking to Alki School at present. One of us (Don Brubeck) has led bike trains to Alki ES on Bike to School Day for the past several years. Families and staff are willing bike to school when encouraged, when routes are safe, and when they can park their bikes securely.



The project should propose effective measures to increase the number of students and staff walking, biking, and taking buses, to reduce the use of private vehicles. The mitigation or conditions needed to accomplish an increase in walking and biking should include pro-active implementation by the District of Safe Routes to Schools measures. The project team should investigate with SDOT the inclusion of a “School Street” with more dispersed drop-off and pickup. The District and the City should explore options to provide covered bike parking in the SW Stevens Street right-of-way.



Departure #8: Departure for Bicycle Parking Performance Standards

Covered bike sheds are an acceptable alternative to locked bike rooms or roofed cages if they are in a secure location. Mitigation for this departure should include location of covered bike sheds where observable from offices or classrooms that are normally occupied during school hours.

End of Comments

From: [Bryan Fiedorczyk](#)
To: [Gayle Fiedorczyk](#)
Cc: [Pesigan, Nelson](#)
Subject: Re: Alki elementary rebuild
Date: Wednesday, October 12, 2022 7:12:27 PM

CAUTION: External Email

In addition to my wife's well worded concerns, I'll like to add a little too. I have been on the school design advisory team (SDAT) and while I appreciate the design team's interest in engaging with the community and incorporating suggestions to the school redesign, it rings a bit hollow. Almost all of the parents and staff on the SDAT raised the concerns of drop off traffic flow along 59th, staff parking, and lack of control for neighbors to access the park site that functions as part of the school grounds.

Early on, several of the SDAT team inquired about the school district negotiating with SDOT and SPS to either swap, purchase or lease land to create a larger complete school site. That idea was rejected, even though part of the city's community center encroaches on the school site. Regardless of the jurisdictional boundaries, this area functions as one public site from the local community's perspective - it is a central gathering place for nearby residents and families to bring their dogs, play sports, have picnics, and participate in community center activities. There is a continuous flow between Whale Tail Park, the fields, the playground near the school, the paved area and basketball courts. It seems particularly disappointing that the lack of intergovernmental coordination is leading to a very compromised design for the new school.

If the school district really is unable to negotiate a larger site, then the current school size (approx 350) should be maintained and the current site (smallest in the district) does not support a larger 500+ student capacity. There is also the nearby Schmitz Park Elementary site that could be redeveloped to help meet student capacity needs.

Thank you for the opportunity to voice our concerns.

Bryan FIEDORczyk

On Tue, Oct 11, 2022 at 5:47 PM Gayle Fiedorczyk <gkfiedorczyk@gmail.com> wrote:

Hello,

I am currently a teacher at Alki Elementary School as well as a parent of a 2nd grade student at Alki. I am greatly disappointed in the school district's decision to rebuild our new school to accommodate a larger population on such a small site while simultaneously taking away all staff parking (which will be needed for the extra staff at a larger school).

We, the staff and parents, have repeatedly shared our concerns about the planned size increase, lack of parking and difficulties managing a shared playground with the Seattle parks and recreation department. Yet, none of the concerns we have shared are being addressed by the school district. I would think this would be the opportune time to buy some extra land from the Seattle parks department or to rebuild the school on a different site. Instead, the school district is ignoring the current problems that exist on the site and making them worse by increasing the size of the school.

We have many teachers that commute to the school and need somewhere to park. There is

definitely not adequate street parking since we are so close to Alki Beach and this poses a problem not only for staff, but for parents as well at pickup time. The lack of parking will be a deterrent for teachers who drive to work (which is almost 100%). We may lose good teachers because of this lack of planning.

The shared blacktop area, playground / field and having the community center on-site make it extremely difficult to keep students safe while out at recess. The general public have access to all of this area during the school day, so that non staff people often walk through the playground while students are out at recess. Some are out for walks, taking shortcuts through the playground, or picking up their preschoolers from the community center. Many people also take their dogs to run off leash in the field. All of these issues make it very difficult and stressful for staff to keep students safe. With non staff adults approaching and talking to students and dogs jumping on students we have to be on constant high alert to protect our students. I would think the school district would be concerned with the potential for legal issues if not for the safety of its students.

I urge the school district to listen to its staff, parents and community members to rethink the plans for the new building. We need parking and we need our own playground that is not shared with the community.

Thank you,
Gayle Fiedorczyk

--

Bryan Fiedorczyk
206.397.9124

bryan.fiedor@gmail.com

<http://www.linkedin.com/in/bryanfiedor>

To: Seattle School Board and Superintendent Brent Jones

Board President Brandon Hersey (Board district 7), Vice-President Chandra Hampson (3), Member-at-Large Lisa Rivera Smith (2), Liza Rankin (1), Vivian Song Maritz (4), Michelle Sarju (5), Leslie Harris (6)

Regarding: Alki Elementary School construction project (3010 59th Ave SW)

Please alter the construction plans on Alki Elementary to downsize the project. The project is way out of proportion to the site and to the neighborhood.

1. **The project as proposed will not meet City zoning code.**
2. **Trees.** 81% of significant trees on the site would be removed.
3. **Parking.** Despite 75% increase in enrollment, there would be no on-site parking.
4. **Building height.** The new building will be higher than allowed by the zoning code.
5. **History.** The Checklist states "the cultural resource analysis also indicates an elevated risk that deeply-buried archeological resources could lie within the site area." [page 32]

Signature

Printed name

Address

Email

Phone

Further comment:

Carolyn Elliott
Carolyn Elliott
3015 59 Ave SW
elliottsalon@comcast.net
206 465 6862

To: Seattle School Board and Superintendent Brent Jones

Board President Brandon Hersey (Board district 7), Vice-President Chandra Hampson (3), Member-at-Large Lisa Rivera Smith (2), Liza Rankin (1), Vivian Song Maritz (4), Michelle Sarju (5), Leslie Harris (6)

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Signature

Printed name

Address

Email

Phone

Further comment:

Handwritten signature: C. Elliott

Printed name: Carolyn Elliott

Address: 3015 59 Ave SW

Email: celliott@seattleschools.org

Phone: 206 465 6862

TO: Nelson Pesigan, Departures
Seattle Dept. of Neighborhoods (DON)
P.O. Box 94649, Seattle WA 98124-4649
FAX 206-233-5142; Nelson.pesigan@seattle.gov

FROM: Chris Jackins, Coordinator
Seattle Committee to Save Schools
P.O. Box 84063, Seattle WA 98124
206-521-3288

REGARDING: Comments on proposed zoning departures for Alki Elementary School project

Dear Nelson Pesigan, Departures at DON,

1. I have concerns about the Seattle School District's request to allow the Alki Elementary School project to not meet City zoning code. I oppose granting any of the requested departures.
2. The District is asking for five departures from the zoning code and a waiver from the zoning code [pages 24-25, B.8.I, Draft Environmental Checklist]:
 - A. Smaller setbacks than required.
 - B. Less than required on-site parking.
 - C. Less than required onsite bicycle parking.
 - D. On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic).
 - E. An electronic changing-image reader board sign (not allowed by City code).
Bright electronic night-time signs are not consistent with residential neighborhoods, and many school neighborhoods have successfully rejected allowing such signs.
 - F. Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).
3. Not only does the project have significant adverse impacts, but the project is too large and does not make sense for this neighborhood.
 - A. Open space impacts. 75% more students will be sent to use the adjacent off-site Parks Dept. Alki Playfield. [page 30, B.12.c, Checklist]
 - B. Too-large-sized school. The project is too large for the site, which will cause probable significant adverse impacts.
 - a. This is an example of a standardized, cookie-cutter-sized school with capacity increasing 75% from current enrollment of 308 students to 542 students. [page 4, A.11, Checklist]
 - b. Building square footage will greatly increase, demolishing the long-time 46,330 sq. ft. 2-story school (with portables) to build a new 75,000 sq. ft. 3-story building that is less compatible with the neighborhood. [pages 3-4, A.11, Checklist]
 - c. The more than doubling of the building height (115% taller) is caused because "the existing site is so small". [page 25, B.8.I]
 - d. The peak enrollment was 620 when Alki was a K-6 school in 1958. That peak enrolment is from a very different era. [page 4, A.11]
 - e. Neighborhood parking is constantly tight, and Alki Beach just down the street is a city-wide draw.
 - f. Using 1958 enrollment to try to justify a new target capacity of 542 for Pre-K-5 is incompatible with the current neighborhood, when the enrollment was only 308 in 2021-2022, and the most recent peak enrollment was 413 in 2015. [page 4, A.11]
 - C. Views. There will be impacts on views for neighbors on the south, and from SW Admiral Way and Schmitz Preserve Park.
 - D. No onsite parking. Despite increasing enrollment by 75%, all current onsite parking (20 spaces) would be eliminated. [pages 36-37, B.14.c]
 - E. Loss of 81% of trees. 81% of significant trees on the site would be removed, including an exceptional tree. [page 13, B.4.b, Checklist]
 - F. Native American cultural resources at risk. The Checklist states "the cultural resource analysis also indicates an elevated risk that deeply-buried archeological resources could lie within the site area. The vicinity represents an environmental and geographic context that has been intensively used by local populations for millennia, multiple historically important locations and events have been documented nearby, and human remains have also been previously found nearby. Further, available geotechnical, geomorphic and archaeological information suggest the project area lies atop a former coastal wetland and such context can contain historically-significant archaeological materials and contexts." [page 32, B.13.b] If the District intends to proceed with plans for such a large project at this small and sensitive site, there are probable significant adverse environmental impacts, and an EIS should be required. Further study in an EIS and consideration of alternatives that would dial back the size of the project could help protect these resources.
 - G. Noise. Construction activities "are allowed to exceed the maximum noise levels between 7 AM and 7 PM on weekdays and 9 AM to 7 PM on weekends." [B.7.b(2), page 20] During construction, workers will be "arriving between 6:30 and 6:45 AM". [page 28, section 3.8, Appendix G, Transportation Report] There would be 4 to 5 months of excruciating noise from drilling geothermal wells. [B.7.b(2)&(3), pages 19-21, Checklist]
4. The proposed departures from Code are too large, they would harm the neighborhood, and the impacts on the neighborhood are out of balance with the need for the departures. These impacts cannot be satisfactorily mitigated within the current design. By SMC 23.79.C1.a and b, no departures should be allowed. Public meetings should be held regarding the requested departures. – if not in-person, then remotely. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Sincerely,

Chris Jackins

From: [Christopher Thayer](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary Project
Date: Monday, October 3, 2022 1:07:33 PM

CAUTION: External Email

Greetings -

My wife and I own 5726 SW Admiral Way, Seattle, WA 98116 and I am submitting this email to offer some comments on the project.

(1) Greater than allowed building height. We object to any exception for the allowable building height. I see no reason to disrupt the character of the neighborhood. A taller building may impair some of our view, but I know we do not have a legal right to our view. However, I do not see why the school district should be allowed to construct something taller than any other builder/developer would be allowed to do. If the proposed building cannot be constructed without increasing its height beyond that which the code allows, then perhaps the building should be redesigned, or perhaps this site is not well-suited to the remodel as planned.

(2) Reduced vehicular parking quantity. I strongly object to this. Alki Elementary is 1 block from Alki Beach. Alki Beach is an over 2 mile long park - with zero dedicated off street parking. The neighborhood streets bear the brunt of all of the visitors to Alki, particularly in the summer. 59th Street is typically full with little to no parking. In the mornings and afternoons, the street is clogged with traffic with parents picking up/dropping off kids. When the school holds events, it is essential to maintain the existing limited off street parking. This is all the more true as the school is immediately adjacent to the Alki Community Center, which shares this parking. During summer months, the thousands of visitors to Alki Beach park in the neighborhood. To eliminate this off street parking in a neighborhood that already is stretched to the limit on street parking is unwise and inappropriate.

(3) Bus loading/unloading. With parking allowed on the west side of 59th, school buses block 59th from all traffic during pick up/drop off. Buses should be provided an off-street loading and unloading location - which would improve vehicular traffic and be safer for the kids.

(4) Curb cut for service area. No comment, other than #1 above, which is that the existing # of off street parking spaces should be preserved.

(5) Curb cut width - no comment

(6) increase curb cut flare - no comment

(7) reduce bicycle parking - at a time when the city is trying to encourage everyone to ride bikes or take public transit, reducing the number of bike parking spaces does not make sense.

(8) amended bicycle standards - no comment

(9) signage - no comment

--

Thank you,

Chris

Christopher.L.Thayer@gmail.com

Regarding: Draft Environmental Checklist for Alki Elementary School (3010 59th Ave SW)

Dear Fred Podesta, Assistant Superintendent of Operations for the Seattle School District;

I believe that the Alki Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an Environmental Impact Statement (EIS). Please include me on the list of people to be notified about the status of the environmental review of this project.

Signature

[Handwritten signature]

Printed name

Cotter Clinch

Address

2723 59th Ave SW Unit A Seattle, WA

Email

cotterclinch@gmail.com

Phone

425-492-0352

98116

Further comment:

From: [danobeal](#)
To: [Pesigan, Nelson](#)
Subject: New Alki building
Date: Saturday, October 8, 2022 11:06:04 AM

CAUTION: External Email

Thank you for taking our comments....

I am a teacher at Alki Elementary, and I live two blocks from the school. I have also served on the School Design Team that has worked with the architects since the announcement that Seattle Schools would be replacing Alki Elementary.

When the levy presentations were made several years ago, the community was told that a replacement school building would have no more than 400 students. We were told that this was due to the small size of the property, which we are (and always have been....) aware of. The levy was passed, and Seattle schools was given the levy dollars and the go ahead to replace Alki elementary.

Fast forward to THIS year, and suddenly the school is designed for up to 652 students, with a "projected" number of 500. When this deceit was brought up at the design meetings, the school district response was "Well, no one from that original levy process is with the district any longer, and so plans were changed..."

Such a response is dishonest, but it's only the beginning of the district's lies and complete disregard for the community's heartfelt input or needs.

The Alki school currently has about 20 parking spaces for our staff of approximately 30.... The district has decided that the new building will have only 5 parking spaces, ALL of which will be dedicated to the Principal, custodian, and administration..... we were told that the staff (close to 60 personnel) will be expected to park on the neighborhood streets. However, our neighbors have NEVER been told that this will severely impact the neighborhood..... also, the #1 expectation as communicated by staff and families, was that there be a new, SAFE loading and drop off area for our students. The current drop off /pick up area is on 59th, snarling traffic and making an unsafe situation for everyone..... However, even though this issue and parking were identified as the very top priorities, NOTHING was built into the design.... In fact, it will be worse than what currently exists.... And when the neighborhood sees all of these problems, it will be too late to do anything. The district is aware of the public comment period, and is depending on lack of outrage or commenting before the construction begins.

The design team has created a very sterile and cramped design. Classrooms will be drastically smaller.... Two pre-schools and four kindergartens.... No charm or character as there is in our current building.... And we cannot forget, so many MORE students, requiring a huge increase in early morning deliveries, trash removal, and traffic snarls.

There will still be no school owned play area.... We are STILL at the mercy of the Parks department for ANY playground structure.

In short, the process has been dishonest, and orchestrated to LOOK as if there has been substantial community and staff input.... It is being made to LOOK as if this will be a wonderful addition to our neighborhood.

Sadly, when the realities set in for our community, it will be far too late to do anything.

And yet, there will be many staff and parents that will be able to quietly whisper, "we told you so...."

Shaking my head with frustration,

Dano Beal
3rd grade teacher
Alki Elementary

From: [Gayle Fiedorczyk](#)
To: [Pesigan, Nelson](#)
Cc: [Bryan Fiedorczyk](#)
Subject: Alki elementary rebuild
Date: Tuesday, October 11, 2022 5:47:39 PM

CAUTION: External Email

Hello,

I am currently a teacher at Alki Elementary School as well as a parent of a 2nd grade student at Alki. I am greatly disappointed in the school district's decision to rebuild our new school to accommodate a larger population on such a small site while simultaneously taking away all staff parking (which will be needed for the extra staff at a larger school).

We, the staff and parents, have repeatedly shared our concerns about the planned size increase, lack of parking and difficulties managing a shared playground with the Seattle parks and recreation department. Yet, none of the concerns we have shared are being addressed by the school district. I would think this would be the opportune time to buy some extra land from the Seattle parks department or to rebuild the school on a different site. Instead, the school district is ignoring the current problems that exist on the site and making them worse by increasing the size of the school.

We have many teachers that commute to the school and need somewhere to park. There is definitely not adequate street parking since we are so close to Alki Beach and this poses a problem not only for staff, but for parents as well at pickup time. The lack of parking will be a deterrent for teachers who drive to work (which is almost 100%). We may lose good teachers because of this lack of planning.

The shared blacktop area, playground / field and having the community center on-site make it extremely difficult to keep students safe while out at recess. The general public have access to all of this area during the school day, so that non staff people often walk through the playground while students are out at recess. Some are out for walks, taking shortcuts through the playground, or picking up their preschoolers from the community center. Many people also take their dogs to run off leash in the field. All of these issues make it very difficult and stressful for staff to keep students safe. With non staff adults approaching and talking to students and dogs jumping on students we have to be on constant high alert to protect our students. I would think the school district would be concerned with the potential for legal issues if not for the safety of its students.

I urge the school district to listen to its staff, parents and community members to rethink the plans for the new building. We need parking and we need our own playground that is not shared with the community.

Thank you,
Gayle Fiedorczyk

From: [Jackie Szikszoy](#)
To: [Pesigan, Nelson](#)
Cc: [Strauss, Dan](#); [Morales, Tammy](#); [Herbold, Lisa](#)
Subject: Alki School Project Departures Request, Comments.
Date: Thursday, October 13, 2022 7:42:22 PM

CAUTION: External Email

Dear Mr. Pesigan:

I have signed on to the community response to the Alki School Departures Presentation, submitted by Donald Brubaker on 11 October 2022. I agree wholeheartedly with all those comments, and I have some additional observations in regards to the requested departures for the proposed design and construction of Alki School.

1. The process to date has been plagued with errors. The first postcard, sent to some neighbors, had an incorrect link. We were subsequently informed that a new postcard would be mailed; many of my neighbors did not receive the new postcard, and some neighbors never got any postcard at all. These are neighbors who are probably most severely impacted by the potential project, although there are likely others I am not aware of, as well. The "Departures Presentation" document and links have grammatical and directional errors. These facts do not inspire confidence.
2. The "Departures Presentation" document lacks environmental and demographic context.
 - The whole of Alki School is located in an environmentally critical "Liquefaction Zone". (<https://data-seattlecitygis.opendata.arcgis.com/datasets/SeattleCityGIS::liquefaction-zones-eca/explore?location=47.579345%2C-122.411556%2C14.67>) This is not mentioned. I may be one of the few residents who was in the neighborhood during the Nisqually earthquake of February 28, 2001, and our house, almost directly behind the community center, suffered damage and required significant repairs thereafter. This is true of other houses with lots abutting the school and/or community center to the south and southeast.
 - All the lots directly behind the school on Admiral Way are designated environmentally-critical "Steep Slopes", some as much as 50%. This is not addressed.
 - The whole of the Alki Playground is designated an environmentally critical "Peat-Settlement-Prone" area (<https://data-seattlecitygis.opendata.arcgis.com/datasets/SeattleCityGIS::peat-settlement-prone-areas/explore?location=47.579255%2C-122.405794%2C16.83>). This is not

addressed.

- School enrollment is decreasing and has been decreasing in grades 1-5 since at least 2017 and certainly since 2019. (<https://www.seattleschools.org/wp-content/uploads/2022/08/Section-1-w-ADA-Cover.pdf>) There is no existing rationale to increase building capacity by 77%.

Regarding requested departure #1 - Building Height:

1. Environmental factors noted above must be addressed.
2. Bulk is not appropriate to the character and scale of the surrounding area, especially the surrounding area behind the school.
3. A presence of edges, providing transitions in scale, is missing, especially in regards to the surrounding area behind the school along Admiral Way.
4. The document describes attempts to reduce the appearance of bulk, pertaining ONLY to the appearance from the front of the school, i.e. the side facing towards the playground. Given the existing proposal, some houses behind the school would be completely blocked by the proposed "mechanical penthouse" with potential sounds and emissions taking place around the clock. These houses would have their views and daylight blocked and be subject to potential environmental hazards. No consideration is given to these possible consequences.

Regarding requested departure #2 - Vehicle Parking

It's incredible that the document makes no mention whatsoever of the fact that the school is wholly within the Alki Area Parking Overlay (SMC Map B 23.54.015), where parking requirements are more stringent than other places, not less. Any party who builds or develops properties in Alki is required to provide more parking than code. It's inconceivable that NO parking would be required for a new project, especially one of this magnitude. The cited parking study is just not credible. Ask anyone who lives here. Actually, ask those government officials who authored the Alki Area Parking Overlay document.

Regarding requested departure #5 and #6 - Curb Cut Width and Curb Cut Flare

Especially considering departure #2 request, there will be many children and adults walking to school (conceivably 77% more than there are now), because this is a major access route from the surrounding neighborhood. Since my son was almost hit by a vehicle in this exact location in 1996, a wider curb cut width and flare, on a

street with increased pedestrian and vehicular traffic, *with no parking*, is extremely dangerous and must be denied.

Jackie Szikszoy Ramels

<http://about.me/jackieramels>

jszikszoy@gmail.com

5722 SW Admiral Way, Seattle 98116

From: [ken](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary School rebuild comments
Date: Thursday, October 13, 2022 10:27:17 PM

CAUTION: External Email

Nelson,

I am contacting you today to comment on the Alki Elementary School rebuild. Specifically, the absurd parking situation which is planned at the new school. I have lived in this neighborhood for several years and street parking is virtually nonexistent as is. There are numerous apartment buildings within just two to four blocks of the school which provide little to no parking. And many of the private homes have no driveways for the residents to park their own vehicles. I'm sure you can visualize where I am going with this - the streets are nearly constantly full now. Just where exactly does the City and the School District expect the staff to be able to park? Obviously, the streets are definitely not an option and if only a handful of spaces are provided at the school, that leaves nowhere for the staff to go unless they're willing to park several blocks away and fight for nearly no street parking.

In my opinion, the entire design as it stands now is a complete failure with absolutely zero consideration or respect given to the staff, nor the neighborhood community where the school is located. It's just completely unconscionable that this current design could have ever been considered as even remotely appropriate. Please do what is necessary to ensure that the design team realizes the utter fiasco they have created and find a truly meaningful solution that would show the staff and the neighborhood that the School District and City are willing to find a workable compromise that demonstrates to all involved that they are valued. To continue with the plan now will do just the opposite.

Thank you for your time.

Regards,

Ken Krishon

From: alkithorn@yahoo.com
To: [Pesigan, Nelson](#)
Cc: schoolboard@seattleschools.org
Subject: Concerns about Alki Elementary School Renovation Project
Date: Friday, October 14, 2022 4:59:17 PM

CAUTION: External Email

Dear Mr. Pesigan and the Seattle Public Schools Board:

We are local residents that live one block from Alki Elementary School. We are very happy to see Alki Elementary School finally in line for a renovation and addition.

We appreciate the new design - it's beautiful with light and open air. Moving the front entrance to face the playfield is a nice welcoming design.

However - we have concerns about the proposed renovation and addition:

- 1) **Size of building** - it is too large for such a small site. Alki site is 1.45 acres. Magnolia Elementary school was renovated a 3-4 years ago with additional square footage to accommodate up to 490 students - on 2.5 acres. The Alki renovation building with 77% more students is too big with real potential adverse impacts to the neighborhood.
- 2) **Departure from LR1 zone - Size incompatible with the neighborhood**- Alki Elementary is surrounded by residential housing and some multi-story buildings. The 3 story proposed school with 82,000 sq feet is out of character with the local buildings.
- 3) **No bus load/unload pull out and increased traffic**- currently buses line up down 59th Ave SW in the mornings and afternoons. 59th Ave SW is a narrow street. When the buses are there, no other vehicles can pass by, affecting the immediate neighbors. With the increase in the number of students to the school, there will be even more buses. Traffic snarls will be worse with the biggest impact to close neighbors.
- 4) **Elimination of parking** behind the school: the removal of parking for teachers and other staff means that our neighborhood's off street parking will be filled with cars and leave less parking available for local residents. Increasing enrollment by 75% and eliminating parking will have an adverse impact on us as residents.
- 5) **Removal of the portable building and parking lot on NW side**: This greatly impacts the community center's parking availability for parents picking up children after school and parking for playfield activities. Thus parents and others will need to seek parking on the surrounding streets, again reducing availability of parking for local residents (an adverse impact)
- 6) **Traffic management - are there other SPS schools located in a residential neighborhood where only one car or bus can drive down the street at a time?**
How is traffic going to be managed with 77% more students, thus cars and pedestrian volume? Most other SPS schools are located on more high traffic, 2 way lane roads where traffic flow through is possible. Narrow streets that only allow one car at a time to drive through is a major issue along 59th and 58th Ave SW as well as SW Lander and SW Stevens streets.
- 7) **Electronic reader board** - there is not any electronic signage currently at Alki Elementary school nor on the surrounding streets close to the school. Electronic signage can be found on

businesses along Alki Avenue. We have concerns about the impacts of an electronic reader board from a "light pollution" perspective for immediate local residents. Why is the reader board needed with so much other electronic communications to families? Who is the target audience? Can you change it to just a lighted sign with the school name? A reader board that is lighted until 10 pm will impact immediate residents with unwanted light and signage. Animals and birds will also be affected by the additional light.

7) **Construction impacts to local residents for 2 years:** Per the project checklist, the construction activities are allowed to exceed the maximum noise levels between 7 am and 7 pm weekdays and 9 am to 7 pm on weekends. The project will have a great impact to local neighbors for years. Alki streets are narrow with only one car allowed through at a time, as many residents park on the streets. The construction noise starting early in the morning, number of trucks, workers parking their cars, traffic jams will have a **severe adverse impact** on us as local residents. We anticipate having a difficult time driving out of our street with the construction traffic.

8) **No public meeting** - the local residents deserve to have a public meeting at Alki school to discuss the renovation plans and concerns.

9) Justification of increased enrollment questions:

We also want to know how SPS decided that Alki Elementary School should be much bigger than the current enrollment. What was the justification?

As you know, Alki is the smallest school in SPS District. 1.45 acres. **How did you decide that the smallest site should hold 542 students?** Enrollment in SPS is decreasing and was before the pandemic.

From SPS enrollment report of 2021-2022 data for elementary schools in our area:

	2020 enrollment	2021 Projected enrollment	2021 enrollment	difference
Alki	325	325	314	-11
Fairmont Park	459	459	425	-34
Gatewood	363	338	349	-14
Genesee Hill	591	558	538	-53

Genesee Hill Elementary has an enrollment capacity of 650 students on 6.82 acres. It is a huge school with a large separate parking lot, and is still under capacity for enrollment. Magnolia Elementary school which has capacity for 490 students on 2.5 acres only has 309 enrolled in 2021. **SPS 2021 data report shows that not a single K-5 elementary school in the District has over 500 students enrolled. District schools have enrollment capacity regardless of size of school.**

Given that other local schools have capacity - Alki, as the smallest site, does not need a school with capacity for 542 students. If the enrollment capacity was decreased, the building size could be decreased and the site plans adjusted to allow for onsite parking and a bus load pullout area.

We urge the School Board to reconsider the size of a renovated Alki Elementary school and the impacts of this proposed large school on the surrounding residents and hold a public meeting at Alki school to address local community concerns.

Sincerely

Liesa Rose

From: [Michael Hickey](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary Remodel Comments
Date: Friday, October 14, 2022 12:00:00 PM

CAUTION: External Email

Hi Nelson,

My name is Michael Hickey and I am submitting feedback for the upcoming Alki Elementary remodel project. For context, I live very near the school. I've reviewed the zoning modifications and largely am fine with most deviations but am requesting you consider the choice to not have a dedicated bus loading/unloading area. Currently, with street parking on one side and bus parking on the other side of 59th it creates a traffic and safety issue. Schools that I and my family have attended have dedicated bus areas, and don't see why a new remodel should be exempt from the norm. Thank you for your consideration.

Michael

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods,

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Terry Saxlund

Printed name TERRY Saxlund

Address 5731 SW Stevens St

Email alkiferri@comcast.net Phone 206-938-0183

Further comment:

The lack of parking will greatly impact my ability to get from my drive way. My thought is Alki Elementary should be built at Schmidt Park School & make Alki the school for temporary use.

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods,

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Darryl Keith Dasher

Printed name DARRYL KEITH Dasher

Address 2644 58th Ave S.W

Email dasherkeith@gmail.com Phone 206-769-1014

Further comment:

Parking in the immediate area is already a huge problem for residents. You have employees of all the business parking illegally. All the visitors to the beach parking illegally for lack of space. Add in the narrow streets, the playground, the children park and a disaster is in the making.

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Joseph Lee
Printed name Joseph Lee
Address 3031 59th Ave SW Unit B
Email leej@u.wm.edu Phone 763 355 8222

Further comment:

Noise fatigue
Covid
West Bridge fatigue

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature [Signature]
Printed name Carolyn Elliott
Address 3015 59th Ave SW Seattle WA 98116
Email elliottsalonalki@gmail.com Phone _____

Further comment:

Regarding: Proposed zoning departures for the Alki Elementary School Project
Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.1, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature V. Schmidt
Printed name Vicki Schmidt
Address 9107 Hawthorn Way SW, Seattle WA 98136
Email V.Schmidt@comcast.net Phone _____
Further comment: _____

*Relax too large protests
could be better parking NOT adequate*

Regarding: Proposed zoning departures for the Alki Elementary School Project
Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.1, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature _____
Printed name Bridget Baker
Address 5909 SW Stevens St. Seattle WA
Email bridgetbaker@comcast.net Phone _____
Further comment: gnail.com 206-822-1010

Regarding: Proposed zoning departures for the Alki Elementary School Project
Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.1, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature David A Resler
Printed name DAVID A RESLER
Address 5717 SW LANDER ST
Email DVERBER@MSN.COM Phone 206-730-4865
Further comment: _____

*I am also very concerned about The dwelling I
My house, built in 1900, is resting on split logs posts
in cement w/iskey barrels. Just garbage Trucks waste
This house and I work till 3-5 am.*

Regarding: Proposed zoning departures for the Alki Elementary School Project
Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.1, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature _____
Printed name _____
Address _____
Email _____ Phone _____
Further comment: _____

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) ~~On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic).~~ (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Robert P.O.

Printed name ROBERT LAIRD

Address 3023 59th AVE SW

Email _____ Phone _____

Further comment:

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.I, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Laura Lopez

Printed name Laura Lopez

Address 3027 59th Ave SW Unit B 98116

Email LauraSubinrn@gmail.com Phone _____

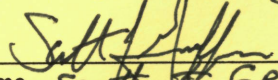
Further comment:

Regarding: Proposed zoning departures for the Alki Elementary School Project

Dear City of Seattle Dept. of Neighborhoods;

I do not favor the Seattle School District's request [pages 24-25, B.8.1, Draft Environmental Checklist] to allow the project to not meet City zoning code with regard to: (A) Smaller setbacks than required. (B) Less than required on-site parking. (C) Less than required onsite bicycle parking. (D) On-street bus loading and unloading (rather than onsite bus loading which is safer as it is away from on-street traffic). (E) An electronic changing-image reader board sign (not allowed by City code). (F) Waiver to allow higher than allowed buildings (3-story planned versus current 2-story).

Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature 
Printed name Scott R. Griffin
Address 5639 SW Teiga Pl. Seattle WA 98116
Email Alkirose@yahoo.com Phone 206 793-8125
Further comment:

From: [Shiree Nguyen](#)
To: [Pesigan, Nelson](#)
Subject: Alki elementary building
Date: Friday, October 7, 2022 6:12:00 PM

CAUTION: External Email

Alki elementary currently educates around 350 students. The new building plans to house 650 students. The construction plans do not include parking for teachers even though the current sight has parking. The neighborhood will now have the burden of teachers parking on the street. To make matters worse, there is no safe place to stay drop off students. The new building plans to add several special education classrooms and two preschool classrooms with no parking as teachers wi take all the close street parking. This is a dangerous plan and will cause stressful traffic jams on 59th leading onto admiral. The district has ignored staff input about how dangerous this plan is. The city must do something to stop this or the new building will be worse than the current dilapidated one.

Thanks

Shiree Nguyen

Sent from my iPhone

From: [O'Steen, Shyril](#)
To: [Pesigan, Nelson](#)
Subject: Alki elementary comments
Date: Wednesday, October 5, 2022 9:50:21 AM

CAUTION: External Email

I have read the detailed Departures explanations and consider the bicycle parking departures to be short-sighted and unreasonable. This is a building for the future with greatly increased capacity, thus arguing bike parking based on the current year is illogical. The plans call for car parking departures (reductions), reasonable given the crowded conditions in the area, but simultaneously reducing support for an alternate and healthier transportation option is senseless. Encouraging people to switch out of cars requires safe accommodations, eg plentiful and protected bike parking. I grew up attending Seattle public schools, grade 1 through 12, then college at UW, and always walked, biked or took a public school bus for transport. I currently commute 60 miles a week by bike, largely due to ample, secure, covered parking provided by my employer. I strongly protest the proposed bike parking departures (nos. 7 and 8) for Alki Elementary.

Thank you,
Shyril O'Steen
West Seattle

To: Seattle School Board and Superintendent Brent Jones

Board President Brandon Hersey (Board district 7), Vice-President Chandra Hampson (3), Member-at-Large Lisa Rivera Smith (2), Liza Rankin (1), Vivian Song Maritz (4), Michelle Sarju (5), Leslie Harris (6)

Regarding: Alki Elementary School construction project (3010 59th Ave SW)

Please alter the construction plans on Alki Elementary to downsize the project. The project is way out of proportion to the site and to the neighborhood.

1. The project as proposed will not meet City zoning code.
2. Trees. 81% of significant trees on the site would be removed.
3. Parking. Despite 75% increase in enrollment, there would be no on-site parking.
4. Building height. The new building will be higher than allowed by the zoning code.
5. History. The Checklist states "the cultural resource analysis also indicates an elevated risk that deeply-buried archeological resources could lie within the site area." [page 32]

Signature



Printed name

TERRIE SAXLUND

Address

5731 SW STEVENS ST

Email

alkiterrie@comcast.net

Phone

206-949-2119

Further comment:

From: [Yuna Wang](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary School Project - SERIOUS CONCERNS
Date: Friday, August 5, 2022 11:05:10 AM

CAUTION: External Email

Attn: Nelson Pesigan, Departures, Seattle Department of Neighborhoods

To whom it may concern,

I am a resident on 5614 SW Admiral Way and I have very serious concerns about the Alki Elementary School project. The project does not meet City zoning codes with respect to many issues, including noise and environmental impact. I believe the project is ill-suited for this neighborhood and would cause serious harm to both the neighborhood itself and its residents. I oppose its continuation until the concerns below are addressed with the community, and the community signs off on the mitigation.

Of particular concern is the request to waive five items from the zoning code. There is no good reason to waive any of these items and the plan fails to address the adverse effects this will have on the community. Parking, setbacks, building height, and loading zone restrictions exist for a reason and the proposed construction would cause turmoil to the surrounding residential streets and homeowners.

Also of serious concern is the noise levels. There is no reason that the project should be allowed to exceed maximum noise levels when in the middle of residential areas, especially if construction starts between 6:30 and 7:00 AM on every weekday and continues for 12 hours. Those of us who work from home would essentially be driven from our own homes to find an environment with peace and quiet. In addition, there would be 4 to 5 months of incredibly loud drilling, which causes noise levels that are completely unacceptable for any residential area.

This project was ill-conceived, unnecessary, and poses serious threat to the community.

Yuna Wang, Homeowner
5614 SW Admiral Way
Seattle WA 98116
Cell: 425 633 9174

From: [Amy Reese](#)
To: [Pesigan, Nelson](#)
Subject: Comments on alki elementary design departure
Date: Tuesday, October 25, 2022 5:39:14 PM

CAUTION: External Email

1. Please add a more detailed description of how the hard surface area north of the building will be used for special event parking. Are there plans in place to maintain 27 parking spaces for events in that location? What is the plan?
2. Mentioned in the bus loading decision but also applicable here, student enrollment is projected to increase 77%. How's is that possible without expanding the service area? If you are expanding service area, those folks will need to park for evening events.
3. I disagree it is a reasonable whether to have all school events spread out to multiple evenings. Do other schools do this?
4. The parking available survey is based on small sample size and undoubtedly did not happen on a sunny day in fall or spring when parking is at a premium near the beach.
5. Was underground parking considered?

From page 57: The impact of school events on neighborhood parking will be mitigated by using the hard-surface area north of the building (referred to as a Parks Boulevard). Historical aerials indicate the surface can accommodate about 27 parked vehicles. Additionally, the school will manage the number of families coming to the site by dividing all-school events across multiple evenings. Additional mitigation measures will be informed by the Transportation Management Plan.

From: [Anna Coghill](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary
Date: Saturday, October 29, 2022 6:59:54 AM

CAUTION: External Email

Hello,

I think the current plan will create a larger than necessary school that will rely on several buses to bring students to the site. Without parking and road modifications it will be a big mess for the entire community. The daily drop off and pick up will be a mess 180 days a year. Night events that bring hundreds of families to the site will be a huge burden on the roads and surrounding area.

I would like to see the current Alki site revamped into a wonderful community center with meeting rooms, performance rooms, gathering centers, workout/dance rooms, and more. A building that serves the community and has some (although limited) parking. The school district could grant a 99 year lease to the city or another arrangement.

The school district should build a giant school at the Schmitz Park Elementary site. They own plenty of land for a big building and parking. They could incorporate a new bus lane into that site. The Schmitz agreement requires that the site be used as a school so building a new one there keeps the site useful for another 100 years.

Sincerely,
Anna Coghill

Sent from my iPhone

From: anni.mizuta@gmail.com
To: [Pesigan, Nelson](#)
Subject: Alki Design
Date: Monday, October 24, 2022 9:23:36 PM

CAUTION: External Email

Hi -

In reviewing the design exceptions I floored to find out that accessibility and student safety were not made a priority.

There is no explanation that is reasonable for not having accessible parking spaces for those that require it. It is exclusive and ableist to assume these are not necessary and vital for our staff, students and families. It doesn't make sense to have an elevator when they can't actually easily access the building!

Many of us live in the bus zone for Alki and therefore are also concerned about the lack of a proper bus zone that is off the street. Is it not safe the way the buses currently pull up and people got zooming past them. The only saving grace we've had is Mason is willing to risk his safety and spend time every day managing that intersection.

Not having a drop off zone/visitor parking is becoming harder and harder. As the density is supposed to increase (why we're adding to the size of the building right?) not having at least a couple spaces to this is crazy. At pick up and events people are always parked on the field side of the street half on the curb. Again, not safe but because we don't have parking or even a designated zone.

Finally not having staff parking is going to only increase the tough parking situation at drop off/pick up due to staff being in those 'unused' spaces for the day. I can't imagine teaching at this school building - having supported Lowell which is in a similar parking situation it's so tough to have to trek all of your materials from blocks away every day. There they do have a couple places they can quickly drop items and park, but it's rough and creates a really uninviting feeling for staff and guests.

I urge you to please reconsider these exemptions. It seems that the idea of building for twice as many students on one of the smallest pieces of land might not work out. I would also urge the district to reconsider what the space can actually provide and for how many in the way they want to to.

Annika

Alki Parent and former SPS employee

From: [Colter Clinch](#)
To: [Pesigan, Nelson](#)
Subject: Alki public comment
Date: Saturday, November 5, 2022 12:19:54 PM

CAUTION: External Email

Nelson,

Just writing this email to you about a couple of concerns I had about the proposed Alki Elementary rebuild. I live just across the street from Alki Elementary and have a few observations to share.

- 1.) Height and size departures of building. I don't understand why a school with an enrollment of just over 300 students is building a school to fit 542 students? Especially without any change to the attendance area. I don't see enrollment increasing to this amount due to population density of the Alki area. Also with our population shrinking, there are going to be less children coming from generations ahead. I don't know where all of these extra students will be coming from.
- 2.) Parking Departure. Parking in the Alki neighborhood is already packed, tricky, and hard to come by. Reducing the limited number of parking spaces that the school already has will only make things harder for staff members commuting to work, residents who live in the area and drive to and from work or school, and also people wanting to visit Alki for the park or entertainment and dining around.
- 3.) Why do we create these building codes and regulations and then proceed to ask to violate them? They are there for a reason. I do not believe that Departures should be granted to the school. I feel like that is special treatment.
- 4.) Construction noise and Construction Worker parking. This obviously will be annoying to anyone living near the construction zone. And for those of us who work off hours and night shifts will be kept awake by constant construction noise during the day. Everyday a flood of workers will come in needing parking and space for equipment with limited parking.
- 5.) 0 ADA parking. I believe there needs to be better ADA parking and unloading areas in this area and at the School. Eliminating this will make unloading sites for wheelchairs challenging.

I believe this building project needs to be reevaluated somewhat. I don't think it is necessary to rebuild a school that's bigger for students that are not there. It will create negative impacts to the neighborhood, parks, inhabitants, and visitors to the Alki area.

Thank you for your time and thought.

Colter Clinch
2723 59th Ave SW Unit A
Seattle, WA

From: [Dave resler](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary School Development Standards Departure Recommendations
Date: Saturday, November 5, 2022 12:08:32 AM

CAUTION: External Email

Nelson Pesigan,

I'll just go down the list.

Building Height- I object to any departure to the zoning height, I don't believe any increased enrollment number I've read. I see no need to build a new larger capacity school on such a small parcel.

Parking Quantity- I read the studies you listed to justify parking availability and I object to using any parking study during a cold rainy day during a pandemic. You lose all credibility with using that 2-day study to justify any parking availability around Alki Elementary. Eliminating staff parking is uncalled for.

Bus loading and Unloading- No proposed changes If a current safety traffic study was performed I imagine a lot of changes would be recommended. The first and foremost would be a traffic light on 59th and Admiral, it's dangerous for the parents, their children and locals driving thru that curved intersection with extremely poor visibility and a speed limit that has never seen enforcement in the 25 years I've live here.

Bicycle Parking- With the investment Seattle has made to making the city more bike friendly and safer maybe the current school program would get more bike use if they had an area for proper bike parking and storage.

Image Changing Message Board- No, Just plain NO!

Thank You,
David Resler and Glenda Cook
5717 SW Lander St.

From: [Michael Lu](#)
To: [Pesigan, Nelson](#)
Subject: Alki Elementary Departures
Date: Sunday, October 30, 2022 6:46:35 AM

CAUTION: External Email

Proposal for all departures seen reasonable. Am in favor of getting it onwards towards construction.

From: [Robin Kumar](#)
To: [Pesigan, Nelson](#)
Subject: Alki elementary project
Date: Wednesday, October 26, 2022 10:18:43 AM

CAUTION: External Email

Hello,

I'm writing to voice my concerns over proposed elimination of vehicle parking at Alki Elementary. The neighbor cannot support a school with zero parking spaces, and I'm shocked that's even the proposal. Where are educators and staff supposed to park in an already overcrowded neighborhood? We can't expect them to circle around every day looking for a spot and then possibly walking several blocks on top of that. It's absolutely unreasonable and unacceptable! I'm sure those involved in the planning of this have parking at their employer & would never stand for such a thing.

Please reconsider this proposed plan. No one involved with day to day life at Alki is okay with this (that includes staff and families of students).

Thank you,

Robin Kumar (parent of 2 Alki students & concerned community member)

From: [Suzanne Dennison](#)
To: [Pesigan, Nelson](#)
Subject: Alki Parking
Date: Monday, October 24, 2022 9:01:55 PM

CAUTION: External Email

Hello Nelson Perisgan,

Please consider a parking lot for the new Alki Elementary School. Parking is already a nightmare in the neighborhood and taking parking away is a terrible idea. I feel bad for the community and staff that they have to beg for a parking lot. Does any other school in the city/state/country not have a designated parking lot? Let's use some common sense and include a parking lot in the design.

Best regards,
Suzanne Dennison