

Welcome to the Departures Presentation for John Rogers Elementary School Replacement

Seattle Public Schools

June 2022

Land Acknowledgment

We would like to show our respect and acknowledge the Puget Sound Coast Salish peoples, past and present, on whose lands we gather today. The Suquamish Tribe and Muckleshoot Indian Tribe are the federally recognized Indian tribes of greater Seattle, under the treaties of Point Elliott and Medicine Creek.

Departures Presentation Summary

The Seattle Land Use Code does not include a “school zone.” Most schools are located in single family residential zones and often do not meet the underlying zoning requirements. Therefore, public schools can request exemptions, known as departures, from the land use code.

This document presents the Departures from the City of Seattle Land Use Code sought by Seattle Public Schools for the construction of the John Rogers Elementary School Replacement project.

The following departures will allow the project to fulfill the community-developed vision and provide teaching, learning and play spaces consistent with the educational standards of Seattle Public Schools within the specific site constraints described in this presentation.

Requested Departures Summary

- 1. Departure for Building Height: SMC 23.51B.002.D.**
 - The code allows a maximum building height of 35' above existing average grade plane. SPS proposes a maximum building height of 55' above existing average grade plane for a departure of 20'.
- 2. Departure for Vehicular Parking Quantity: SMC 23.54.015 Table C**
 - The code requires 145 automobile parking spaces. SPS proposes 39 automobile parking spaces for a departure of 106 spaces.
- 3. Departure for Bicycle Parking Performance Standards: SMC 23.54.015.K.2.**
 - The code requires secure locations and arrangements for all long-term bicycle parking. SPS proposes secure long-term bicycle parking for 19 of the required 73 long-term bicycle parking spaces for a departure of 54 secure parking spaces.
- 4. Departure for Changing Image Message Board Sign: SMC 23.55.020**
 - The code does not allow flashing, changing-image or message board signs in single-family zones. SPS proposes (1) electric changing image message board sign as a departure.



Project Scope

John Rogers Elementary School Replacement:

Demolish the existing elementary school and construct a new 88,000 square foot Pre-K through 5th Grade elementary school for a capacity of 500 students to address projected growth in Seattle Public Schools.

Anticipated Start of Construction: Summer 2023

Anticipated Occupancy: Fall 2025

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DEVELOPMENT STANDARD SCHOOL DEPARTMENT

Nelson Pesigan

City of Seattle

Major Institutions and School Coordinator

Process Changes Due to COVID-19

- The school departure recommendation process typically requires in-person public meetings, which are prohibited due to public health mandates on social distancing and limited gatherings.
- While this ordinance is in effect, DON staff will accept written public comment and the Director of Seattle Department of Neighborhoods (DON) will make a recommendation to the Seattle Department of Construction and Inspections (SDCI), taking into consideration the public's comments, in lieu of the committee holding public meetings.
- Due to public health mandates on social distancing and limited public gatherings related to COVID-19, the Seattle City Council approved, and Mayor Durkan signed, Ordinance 126188 in October 2020.
- The ordinance allows certain City land use processes to be handled administratively for the duration of the COVID-19 civil emergency declared for the City of Seattle in March 2020.
- Thus, the DON Director is temporarily authorized to submit this recommendation report to SDCI in lieu of a public advisory committee process. The content of the report is informed by public comments solicited and reviewed by DON staff.

Purpose and Intent

- Most schools are in single family zone neighborhoods, the land use code does not include a “school zone”
- Renovation and additions often will not meet the underlying zoning; therefore, the public schools can request exemptions, known as departures, from the land use code.
- This process is an opportunity for neighbors and the surrounding community to give the City feedback on the requested departures.
- At this time, the Director of Department of Neighborhoods (DON), taking into consideration public comment, can recommend to grant, grant with condition, or deny the requested departures.

Evaluation Criteria – Consistency

(SMC 23.79.008)

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

Evaluation Criteria – Relationship

(SMC 23.79.008)

In reaching recommendations, the Director of Department of Neighborhoods (DON) shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas. The Director of Department of Neighborhoods (DON) shall evaluate the acceptable or necessary level of departure according to:

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

Evaluation Criteria – Need

(SMC 23.79.008)

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

Recommendations

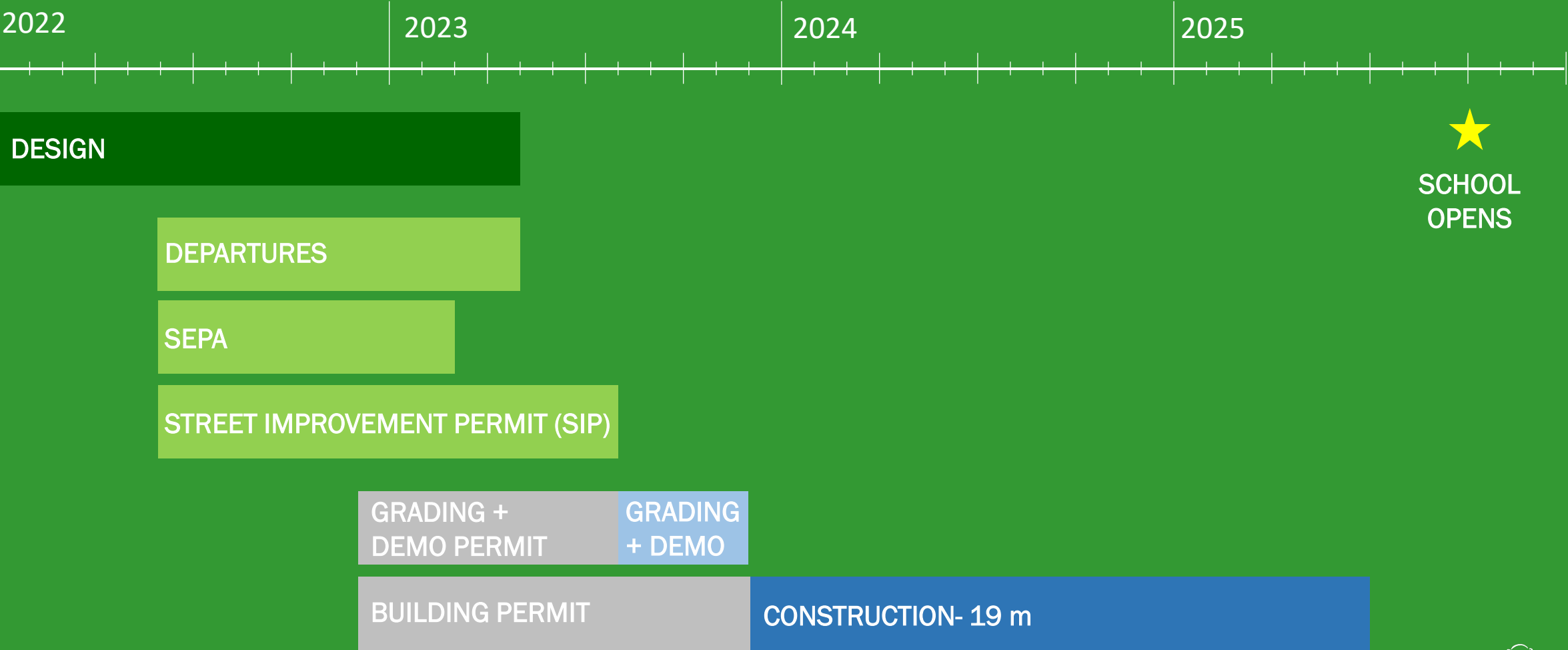
Recommendations must include consideration of the interrelationship among height, setback and landscaping standards when departures from height or setback are proposed.

Project Overview

Schedule
Design Review Agencies and Processes
SDAT and Community Engagement
Project Vision
Site Context and Analysis

John Rogers Elementary School Replacement

Project Schedule



John Rogers Elementary School Replacement

Design Review Process

The Project Team is working with many stakeholders throughout the design of John Rogers Elementary School Replacement including, but not limited to, the following:

City Agencies

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Transportation (SDOT)

Department of Neighborhoods (DON)

King County - Public Health

Seattle Public Utilities (SPU)

Seattle City Light (SCL)

School Traffic Safety Committee

School District Departments

School Board

Teaching and Learning

Capital Projects

Operations

Maintenance

Department of Technology Services

Risk Management

Legal

John Rogers Elementary School Replacement

School Design Advisory Team (SDAT)

The Project Team engaged with a team of teachers, parents and neighbors through a series of seven workshops, over the course of four months, in developing the project's goals, vision and preliminary building and site adjacencies. The following individuals participated in the John Rogers Elementary School Replacement SDAT :

Brent Ostbye, Principal

April Boyce, Teacher

Kristina Bartleson, Neighbor

Amanda Fulford, SPS

Lexi Thomas, Teacher

Veronica Ainsa, Teacher

Daisha Ganaway, Teacher

Mahlon Landis, Librarian

Lacy Muhich, Parent

Tina-Marie Tudor, Neighbor

Tim Jarsky, Parent

Jason Jones, Parent

Jennifer Mackler, Teacher

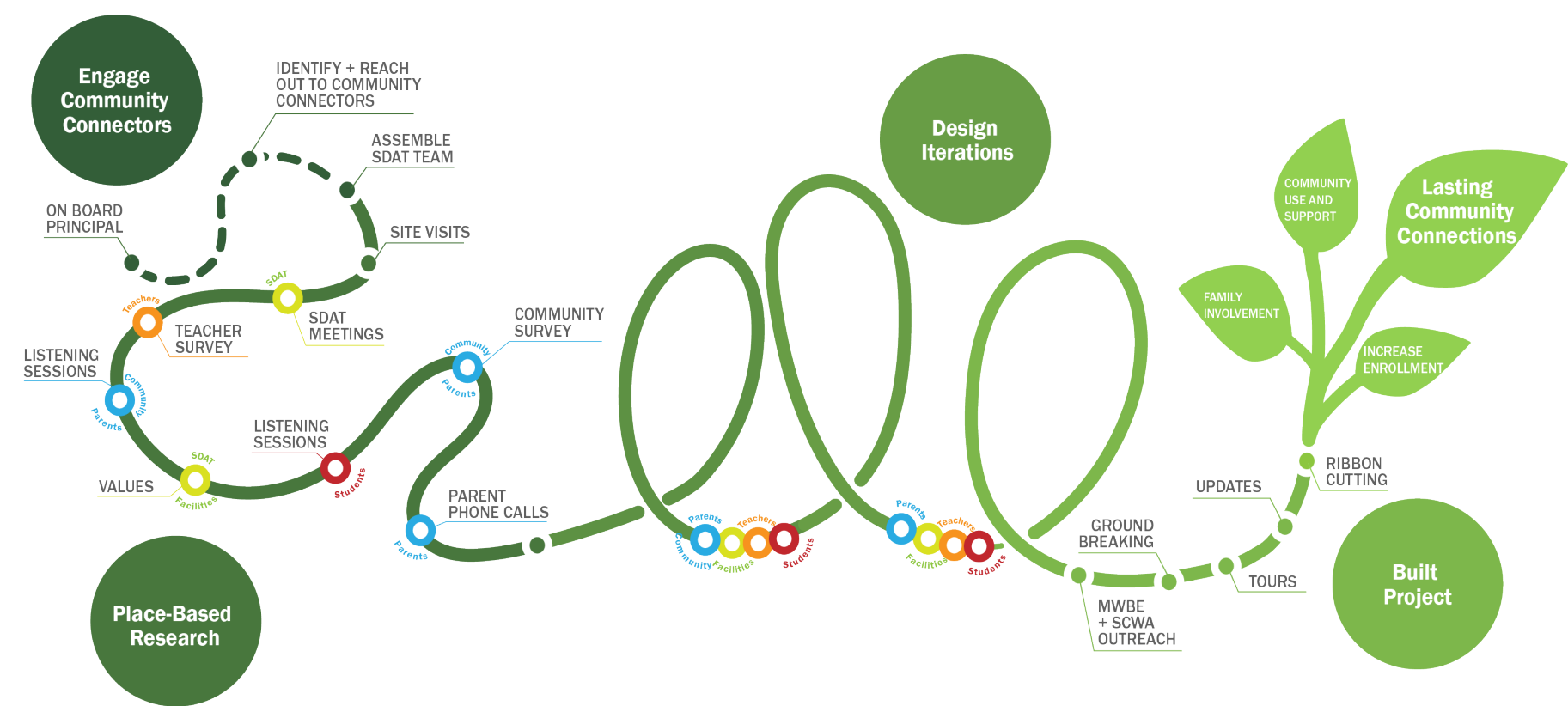
Walt Bubelis, Neighbor

Terousha Thomas, Neighbor

Ned Gignoux, Parent

Community Engagement

Through both the Pre-Design and Schematic Design phases of the project, the design team worked to understand priorities, concerns, hopes, and desires from the broad community surrounding John Rogers Elementary School.



John Rogers Elementary School Replacement

Project Vision + Goals

Through Community Listening Sessions, Teacher Input, Community Surveys, and the School Design Advisory Team process, a Project Vision and guiding direction for the project was established. The Project Team referenced the school's mascot, "Otters," in defining the project Vision:

A Thriving Culture of Otter Excellence

The John Rogers Elementary School Community will foster an ecosystem of success, positioning all students, staff, and community members for growth and understanding. Focus will be placed on the development of the whole student and creating spaces for high achieving students and staff through: Connection to the Natural World; Recognizing our Collective Impact; Nurturing Health and Well-being; Understanding Equitable Ownership of Place; and always highlighting the Joy of Learning.



*Connection to the
Natural World*



Collective Impact



*Health +
Well-being*



*Equitable Ownership
of Place*



Joy Of Learning

Please see: <https://www.seattleschools.org/departments/capital-projects-and-planning/school-construction/projects/rogers/john-rogers-sdat/> for more information on the John Rogers Elementary School Replacement SDAT Process.

Site Context

John Rogers Elementary School Existing Site

The John Rogers Site is located in a quiet residential area near the Lake City Neighborhood in Seattle, Washington. The site is bound on the North by 110th Street NE and 105th Street NE to the South. The current site includes the existing John Rogers Elementary School, built in the 1950s, a play area with hard surface play and play equipment, and a large field. At the northeast corner of the site, large trees and undergrowth cover a steep slope. The remainder of the site was graded in the 1950s into two level areas, a higher one on the North side where the school and play equipment reside and another, 20' lower, that holds the field. Access between the two levels is through a series of ramps or stairs. The site is currently accessed off 109th street to the west, with a connection to 110th up the steep slopes. At the southwest corner of the site, a small portion of Thornton Creek runs along the edge of the site through neighboring homes' backyards. The lower portion of the site is used by community members, Seattle Parks and Recreation, and neighbors. The field is often soggy, and it not used frequently by the school community during school hours due to its distance from the school and access difficulties.



Site Context

Thornton Creek Watershed

Thornton Creek, which runs along the Southwestern edge of the site, contributes to the wet soils to the South. It is a key component of the local and regional watersheds and a tremendous opportunity to connect to an important regional ecosystem and celebrate placed-based teaching and learning.



- Student Catchment Area
- Thornton Creek Watershed Extents
- Project Site

Site Context

Neighborhood Amenities

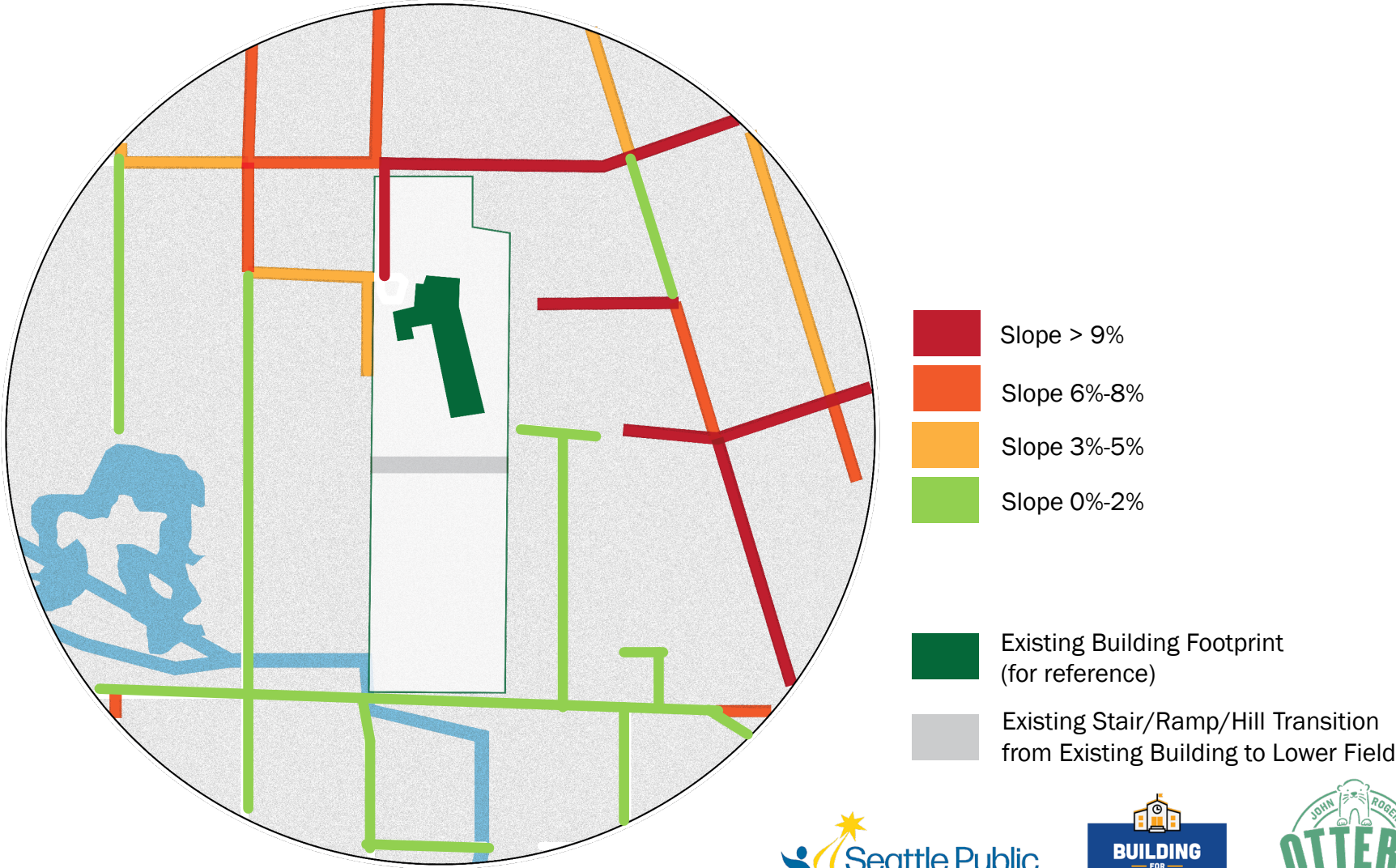
Within a 30 minute walking area from the site, there are many community resources and amenities available to the John Rogers Community. Fields, playgrounds, schools, parks, courts, trails, public transit access points, and community centers provide a strong network of resources. The John Rogers current site also provides resources of play field, park, and playground back to the community. With the design of the new site and building, the team will look for further opportunities of how the project can expand the resources it is able to provide to the community in educational opportunities and site amenities



Site Context

Site Access | Road Slopes

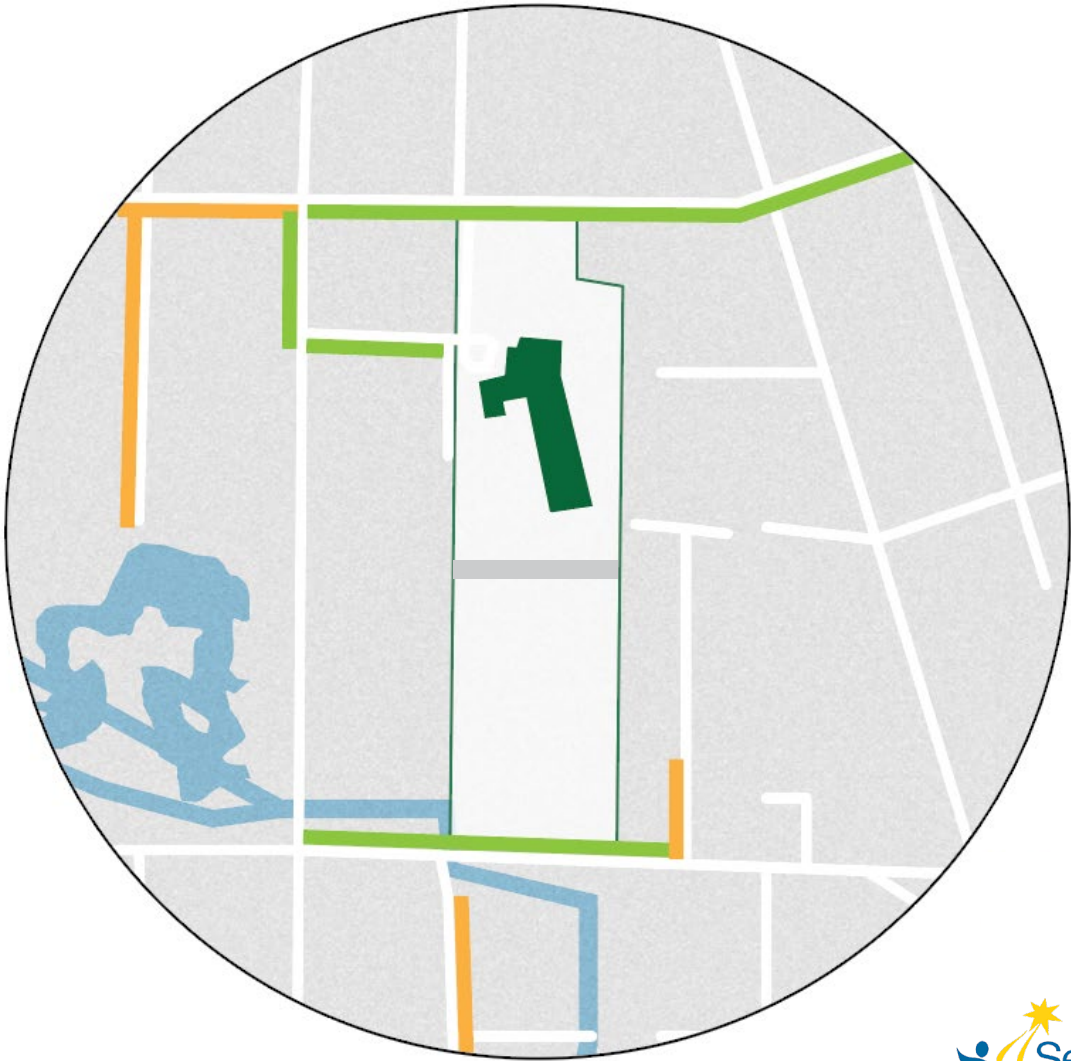
The neighborhood streets around John Rogers have varying levels of accessibility and safety associated with slopes. Road slopes were identified and helped to determine appropriate access points for all modes of transportation accessing the site.



Site Context

Site Access | Sidewalk Conditions (Pedestrian)

The neighborhood sidewalks around John Rogers have varying levels of accessibility and development. Improved sidewalk locations were identified and helped to determine appropriate access points bike and pedestrian access to the site.



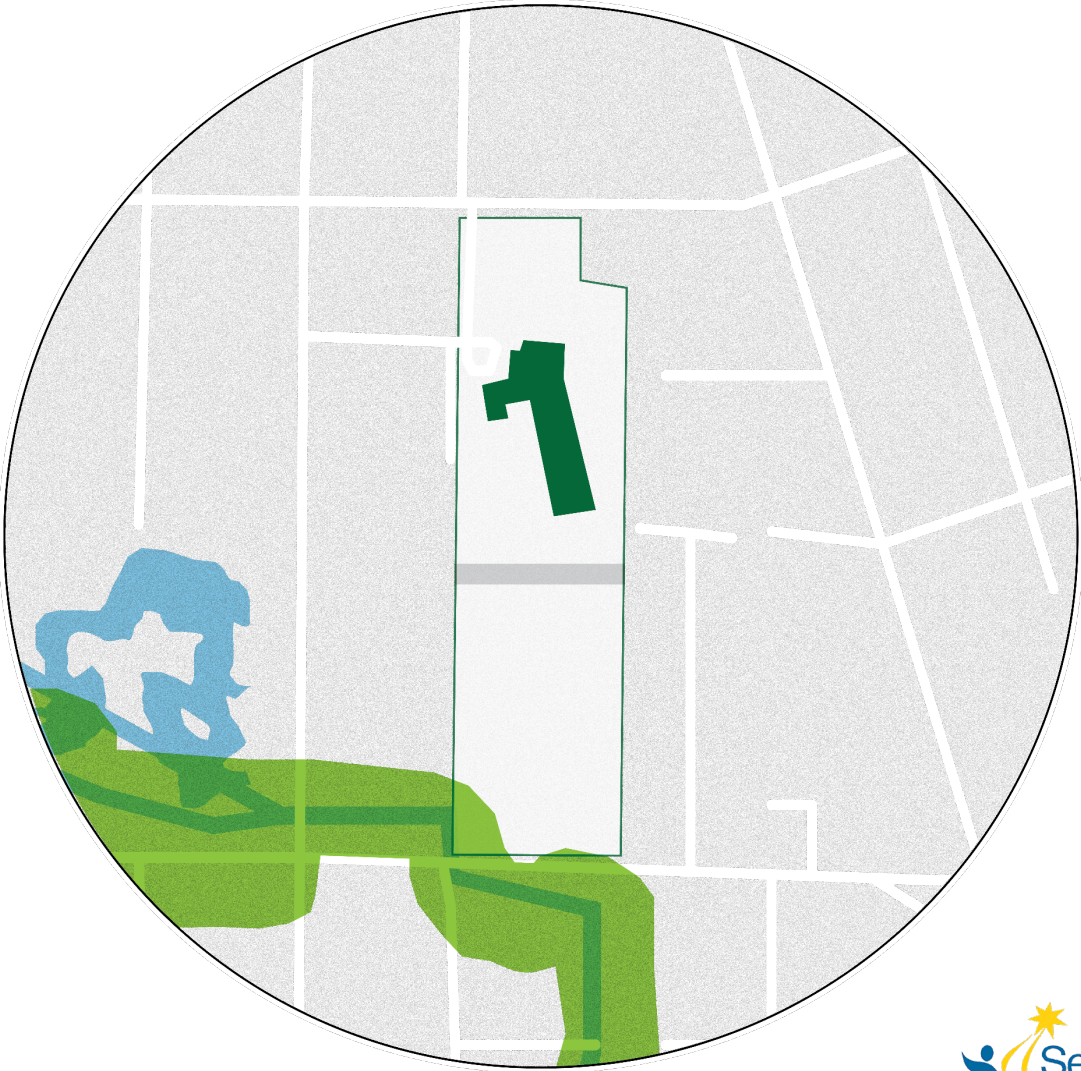
- Good Condition
- Poor to Fair
- No Improved Sidewalk




- Existing Building Footprint (for reference)
- Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field

Site Context

Riparian Corridor

Thornton Creek crosses onto the John Rogers Elementary School property at the southwest corner of the site. Per SDCI GIS and subsequent site analysis, a riparian corridor is associated with the creek and includes a management area that extends 100 feet from the top of the bank or ordinary high-water mark. Limited development is allowed in the outer 25 feet of this 100-foot buffer. The design team is working with SDCI to meet the city's ECA requirements.

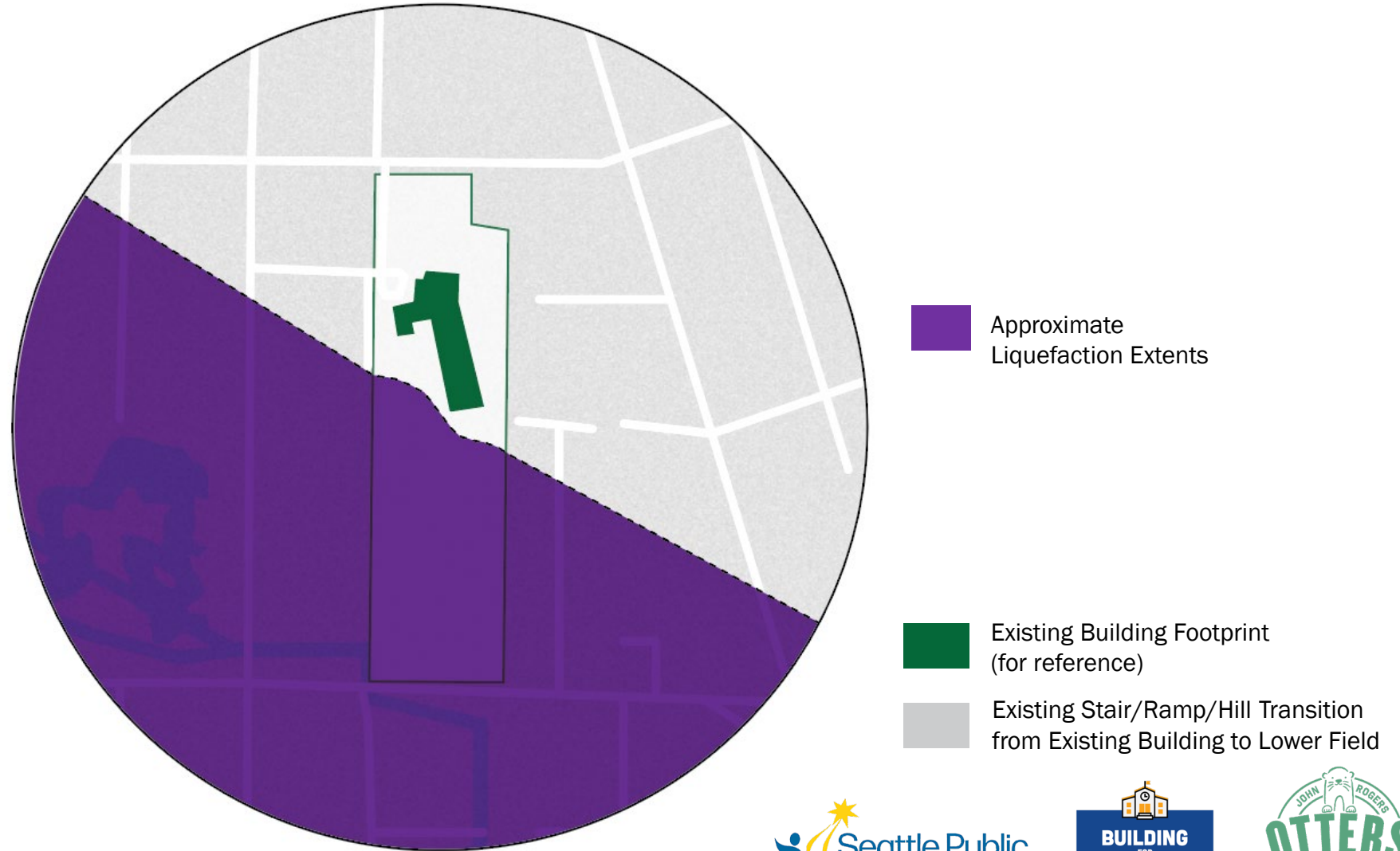


-  Riparian Corridor Setbacks
-  Existing Building Footprint (for reference)
-  Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field

Site Context | Constraints

Soil Mitigation Area

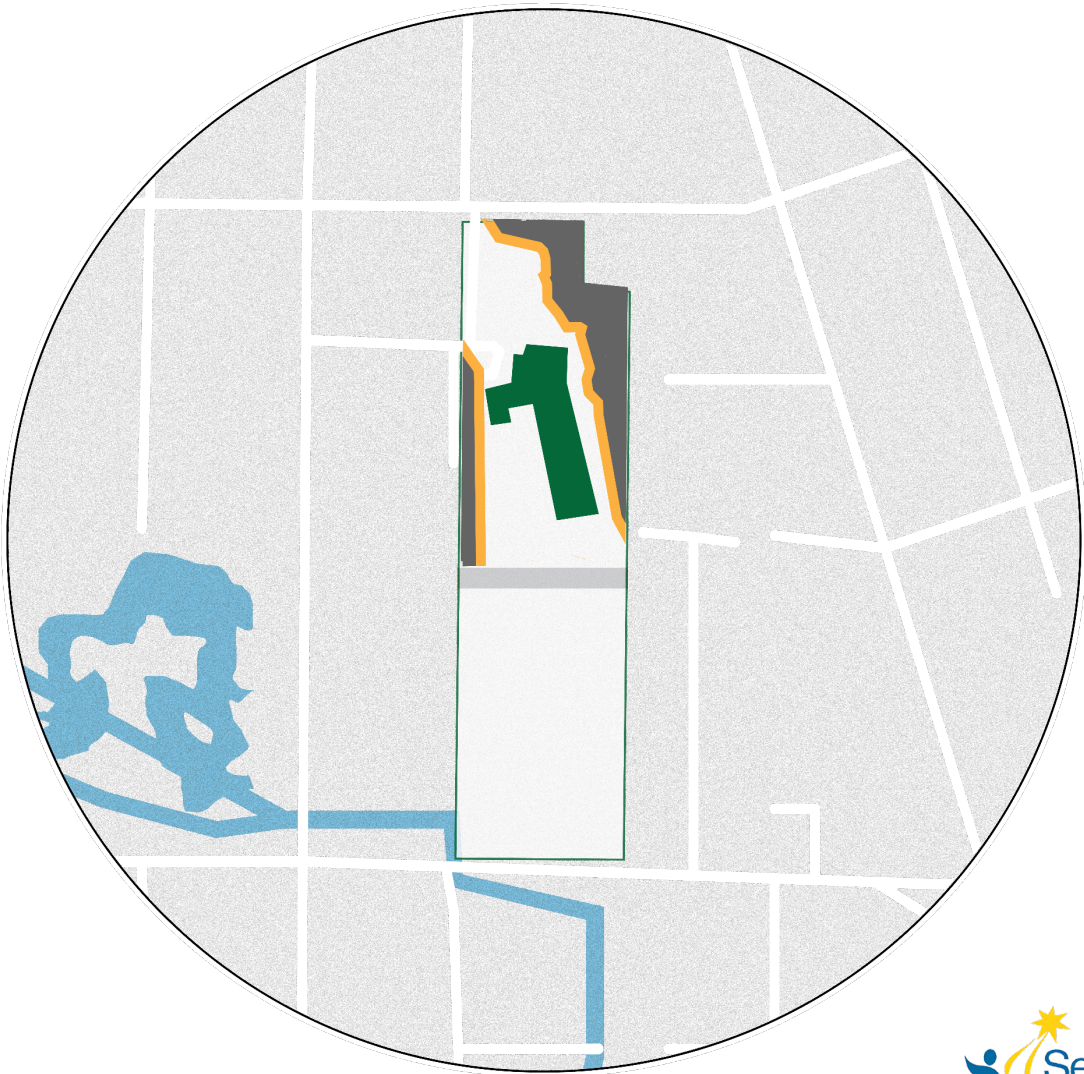
Throughout the history of Thornton Creek, its edges have ebbed and flowed, leaving silty soil deposits as it moved. These soils have been approximately mapped by SDCI GIS and identified as a liquefaction prone area, taking up about half of the project site. Liquefiable soils are not suitable to building without additional structural ground improvements. Based on feedback from the Seattle Public Schools District, the building will be situated mostly outside of this liquefaction area to prioritize the budget for building elements that will create meaningful learning environments. The project team is continuing to pinpoint the extents of the soil mitigation area.



Site Context | Constraints

Steep Slopes

SDCI GIS and subsequent geo technical analysis have identified steep slope hillsides at the north, east and west sides of the site. The steep slopes at the north and east, exceeding a 40% incline, are covered with tall cottonwood and coniferous trees, as well as vines, blackberries, and other non-native plantings. Building elements near this slope will need to maintain an offset distance as determined by SDCI and geotechnical recommendations. Steep slope areas along the west side of the site begin just south of the present-day access drive and continue about halfway down the site. This lesser slope connects the current hard surface play and street below. Setbacks will need to be maintained at the top of the slope, restricting the building of certain elements in this area as well. These slopes and their buffers determine edges where siting the building would be cost and schedule prohibitive.

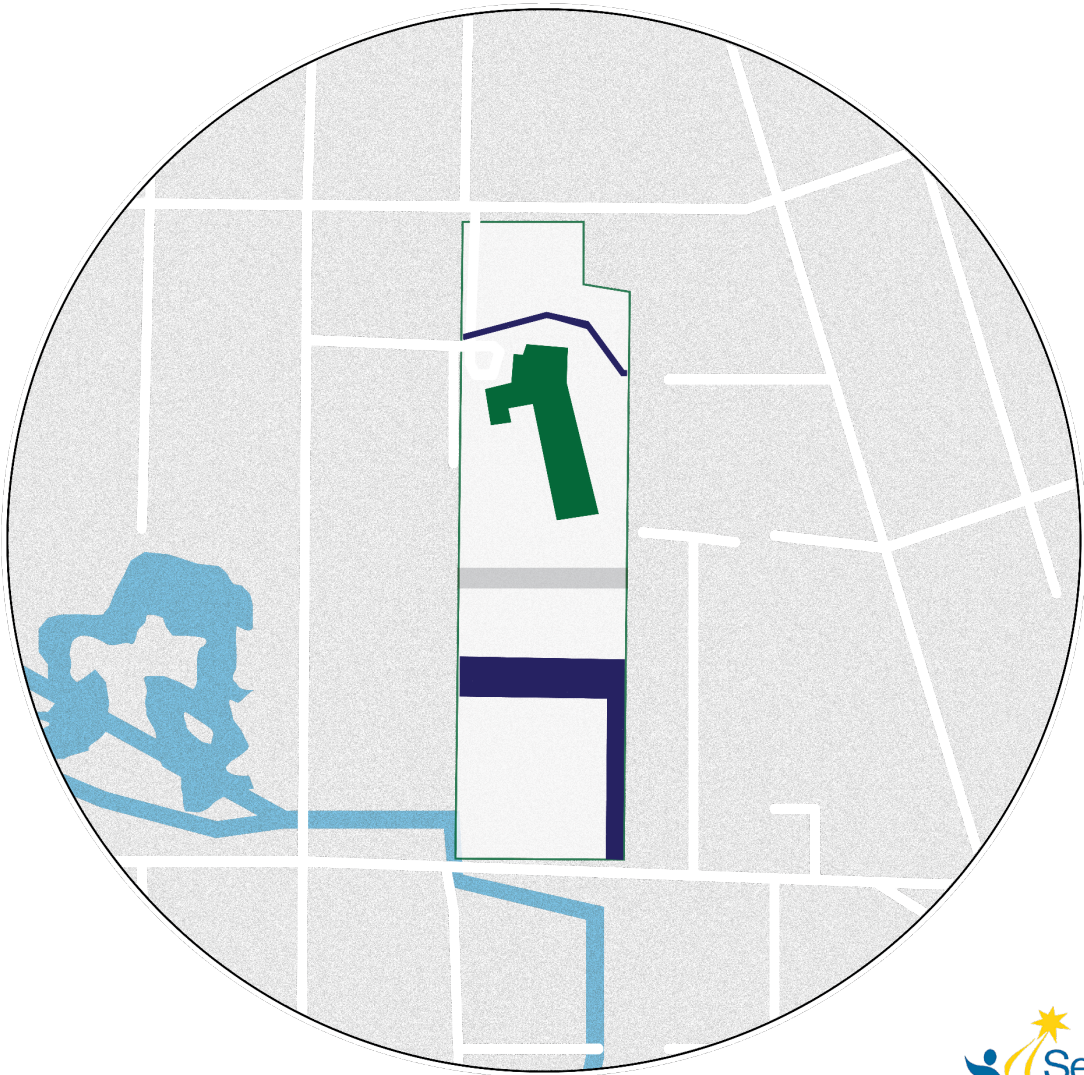



- Steep Slopes > 40%
- 20' Setback
- Existing Building Footprint (for reference)
- Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field


Site Context | Constraints


Sewer Easements

At the center of the site, running east/west is a large easement for a local storm water and sewer pipe. This easement runs south as it reaches the east edge of the site. This area is considered a ‘no build zone’ for building components, but can accommodate fields, roads, and paving above it. Another easement to the north side of the site will also provide an edge of ‘no build’ for building components. These two easement lines create a bounding area for building footprint and components at north and south sides of the site



 Sewer Easement Extents

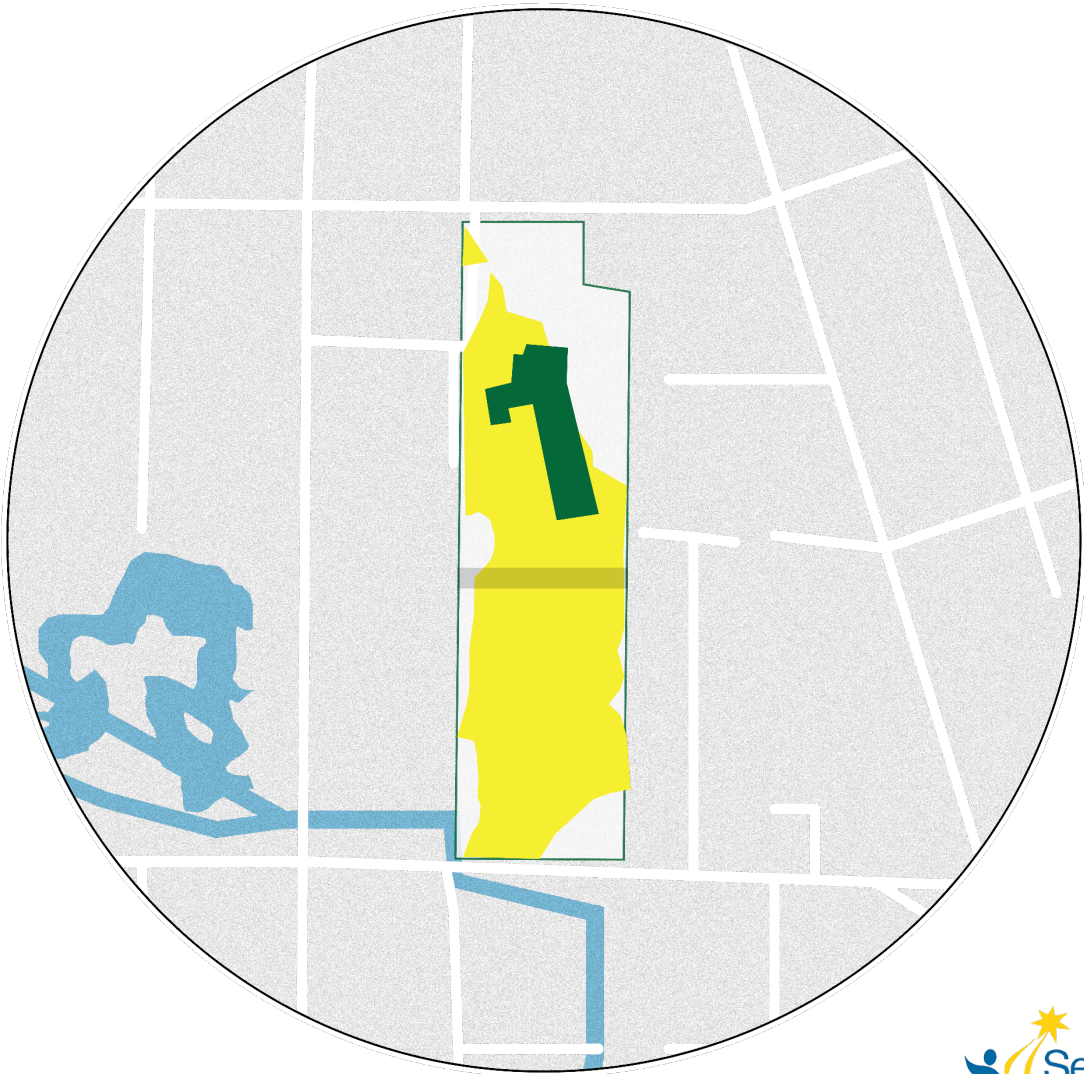
 Existing Building Footprint (for reference)

 Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field

Site Context | Constraints

Solar Potential + Daylighting

In order to achieve Net Zero Energy, a majority of roof area will be required for solar panels to offset building energy use. The design team identified the site area with the greatest solar gathering potential considering trees and shadow coverage from neighboring lots. Building sun exposure also contributes to creating the best daylighting opportunities to all learning environments and regularly occupied spaces within the building.



Areas of Highest Solar + Daylight Potential

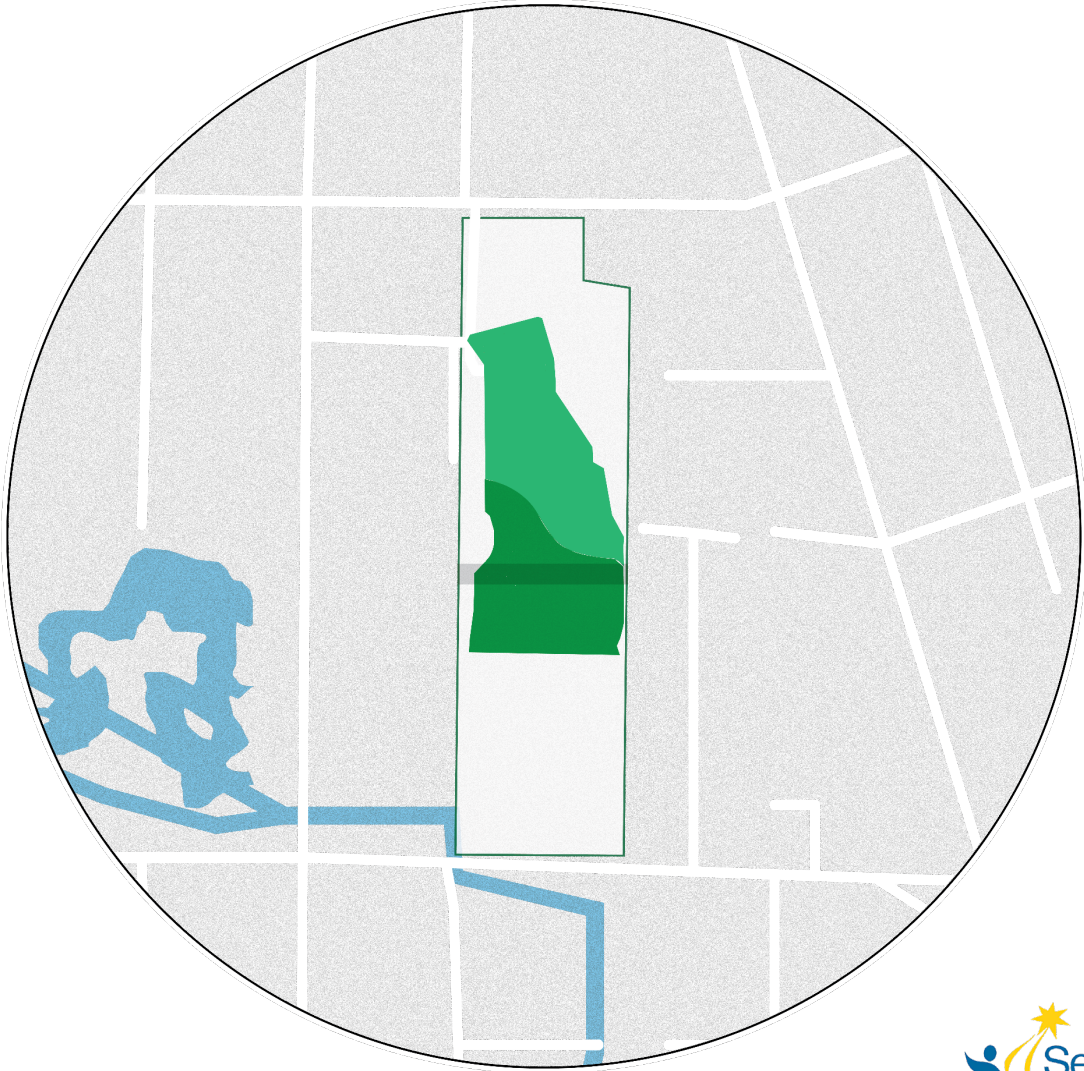
Existing Building Footprint (for reference)




Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field

Site Context | Constraints

Overlay and Conclusion

With these site constraints overlayed, a ‘best buildable’ area was identified for where the building should be situated.

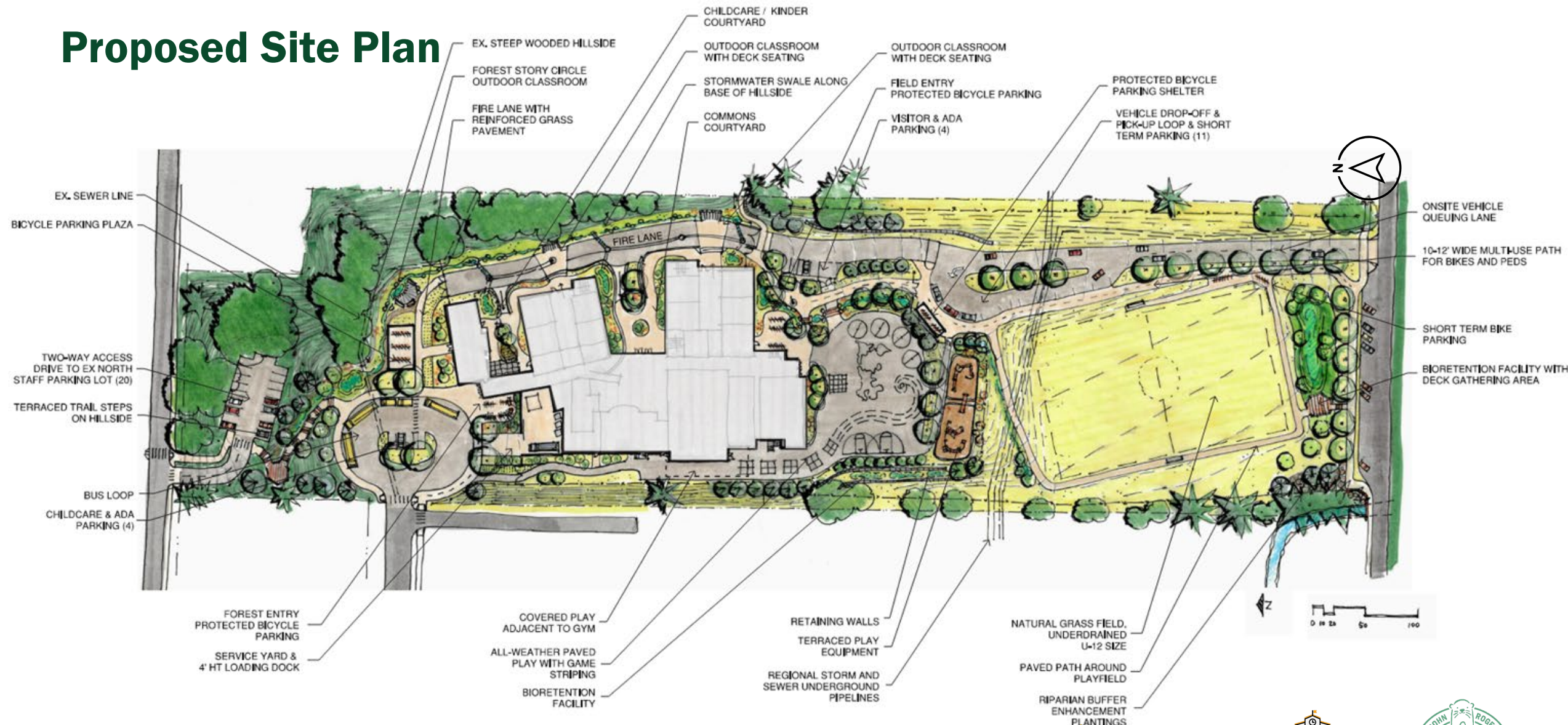


-  Solar Area + Non-Liquefaction Building Area [roughly 78,000 sf]
-  Solar Area + Additional Building Area [roughly an additional 71,000 sf within liquefaction]
-  Existing Stair/Ramp/Hill Transition from Existing Building to Lower Field




Proposed Design

- Site Plan
- Building

Proposed Site Plan



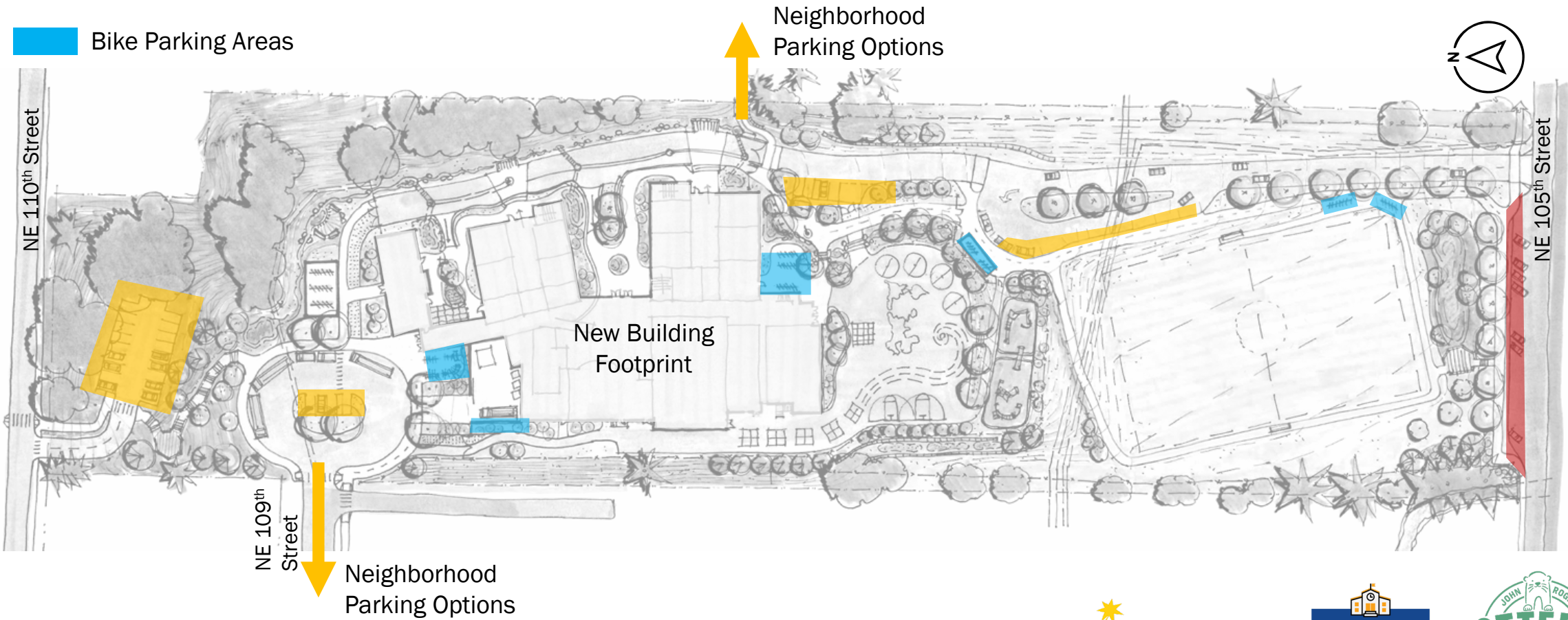
Proposed Site Plan | Vehicular Access

-  Parent Drop off Loop from NE 105th Street
-  Bus Drop off Loop from NE 110th Street
-  Service Access to Loading Dock



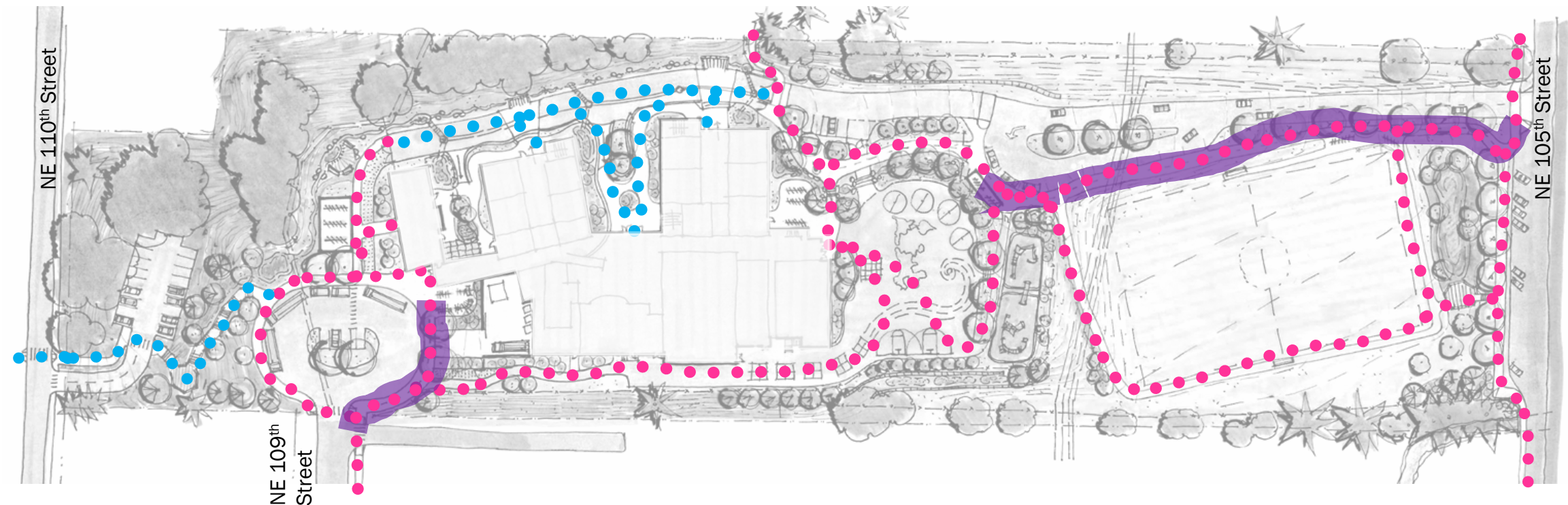
Proposed Site Plan | Parking

- On-Site Vehicular Parking
- Existing Right-of-Way Vehicular Parking
- Bike Parking Areas



Proposed Site Plan | Pedestrian and Cyclist Access

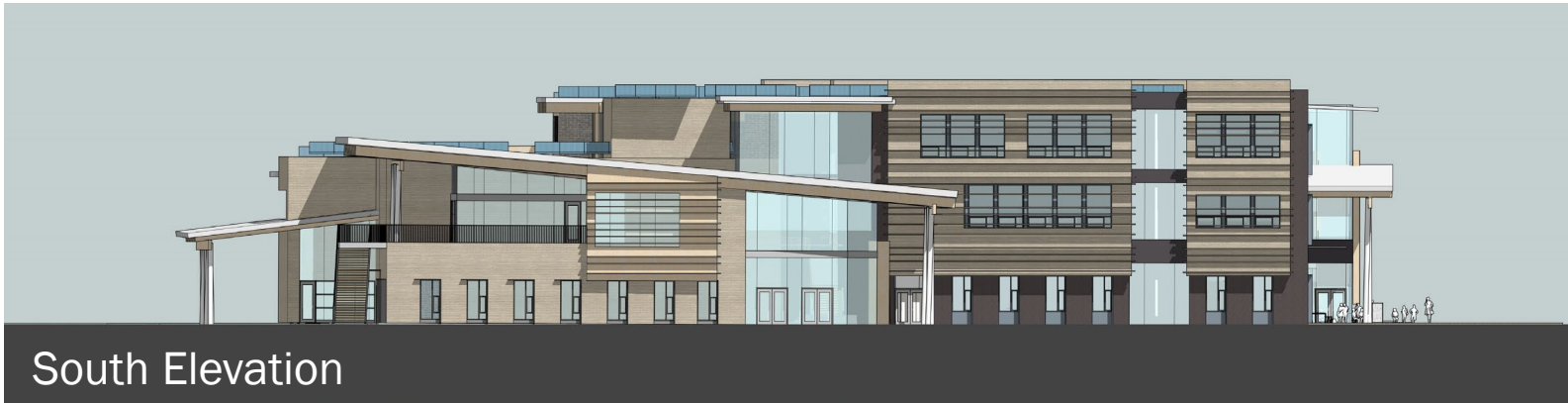
- ● ● Pedestrian Only Pathways (Includes Stairs and Protected Areas)
- ● ● Shared Pedestrian/Cyclist Pathways
- Widened Pedestrian/Cyclist Path (10'-12' Wide)



Proposed Elevations

Primary Exterior Building Materials:

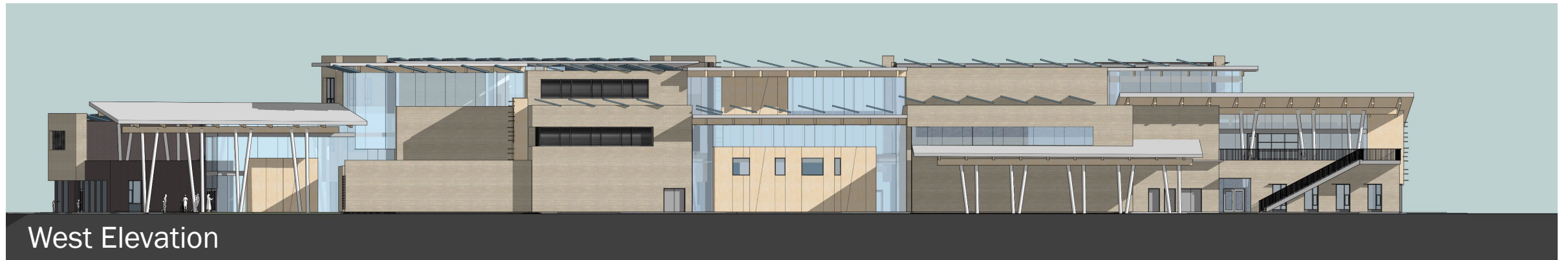
- Brick
- Metal Panel



Proposed Elevations

Primary Exterior Building Materials:

- Brick
- Metal Panel



Requested Departures

1. Building Height
2. Vehicular Parking Quantity
3. Bicycle Parking
Performance Standards
4. Electric Changing Image
Message Board Sign

Requested Departure #1: **Building Height**

Requested Departure #1 : Building Height

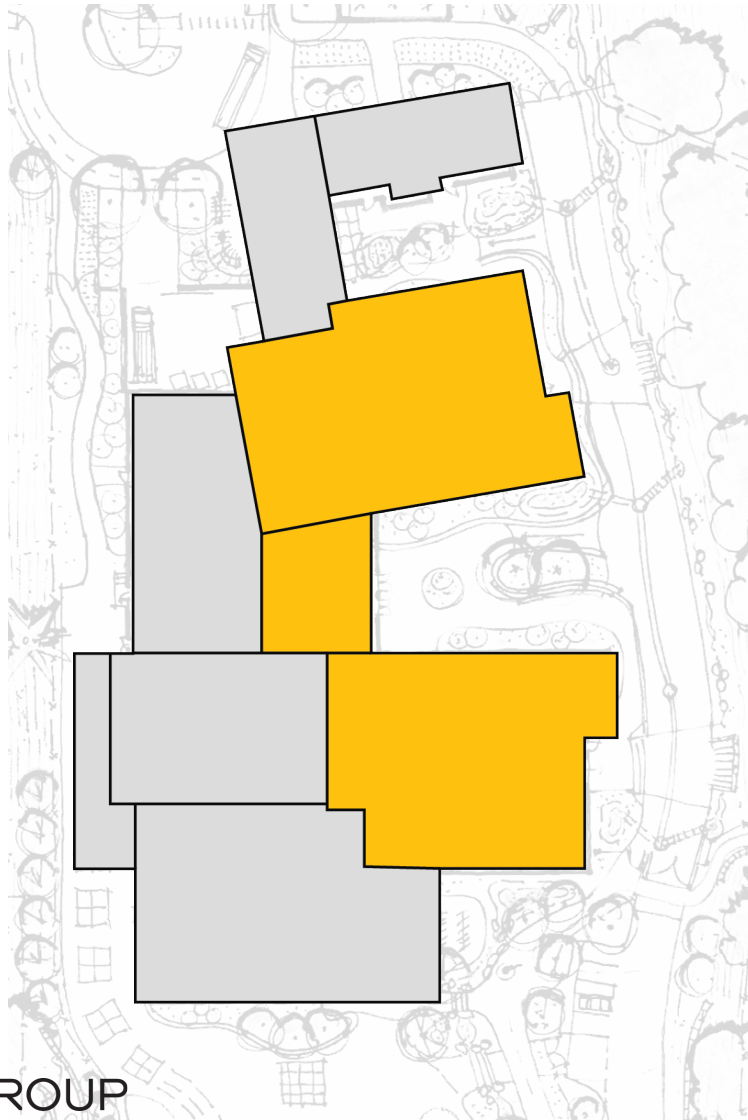
Seattle Municipal Code Sections: SMC 23.51B.002 – Public Schools in Residential Zones
SMC 23.51B.002.D. – Height

D.1.b. For new public school construction on existing public school sites, the maximum permitted height is 35 feet plus 15 feet for a pitched roof. All parts of the roof above the height limit must be pitched at a rate of not less than 4:12. No portion of a shed roof is permitted to extend beyond the 35 foot height limit under this provision.

Departure Requested:

The Seattle Land Use Code allows a maximum building height of 35 feet above existing average grade plane in single-family residential zones. Seattle Public Schools proposes a maximum building height of 55' above existing average grade plane for a departure of 20'.

Requested Departure #1 : Building Height



Area of roof under height limit
(55% of Roof Area)



Area of roof that extends above 35' height limit
(45% of Roof Area)

Site constraints such as topography, soil mitigation areas, steep slope buffers, utility easements and fire lanes limit the available area for the location of the new building on-site. A 3-story structure is necessary to meet the requirements of the SPS Educational Specification while also addressing the many site constraints.

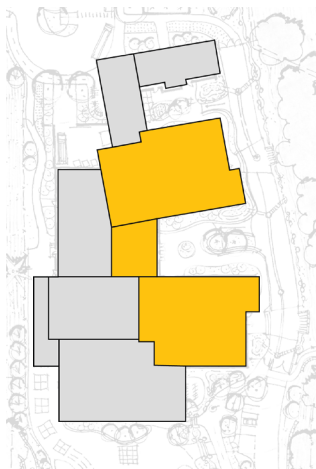
Portions of the building that request a departure to maximum building height are located on the east side of the site, adjacent to a steep slope and existing tall trees. This topography, in addition to the existing tall trees along the steep slope, help mitigate the impact of the 3-story building to the surrounding neighborhood.



In lieu of rooftop mechanical penthouses above the 3-story structure, mechanical spaces are located throughout the building on different floor levels. This helps limit the building height and limit the requested departure to 20' above the maximum allowable height above existing average grade plane.

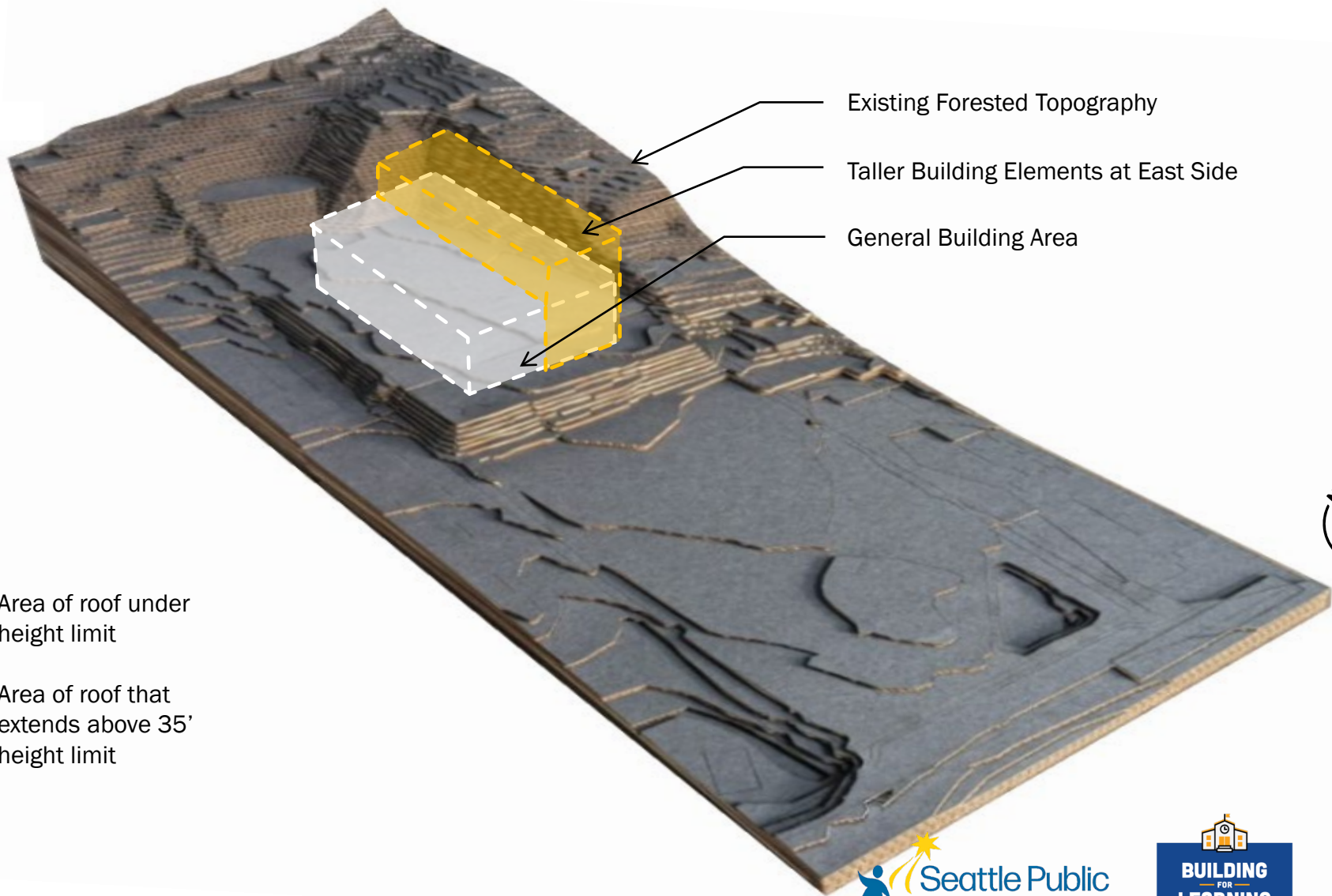
Requested Departure #1: Building Height

Site Existing Topography | General Building Location

- Building located at North end of site near steep slope
- Taller Building Elements at the East Side near hill

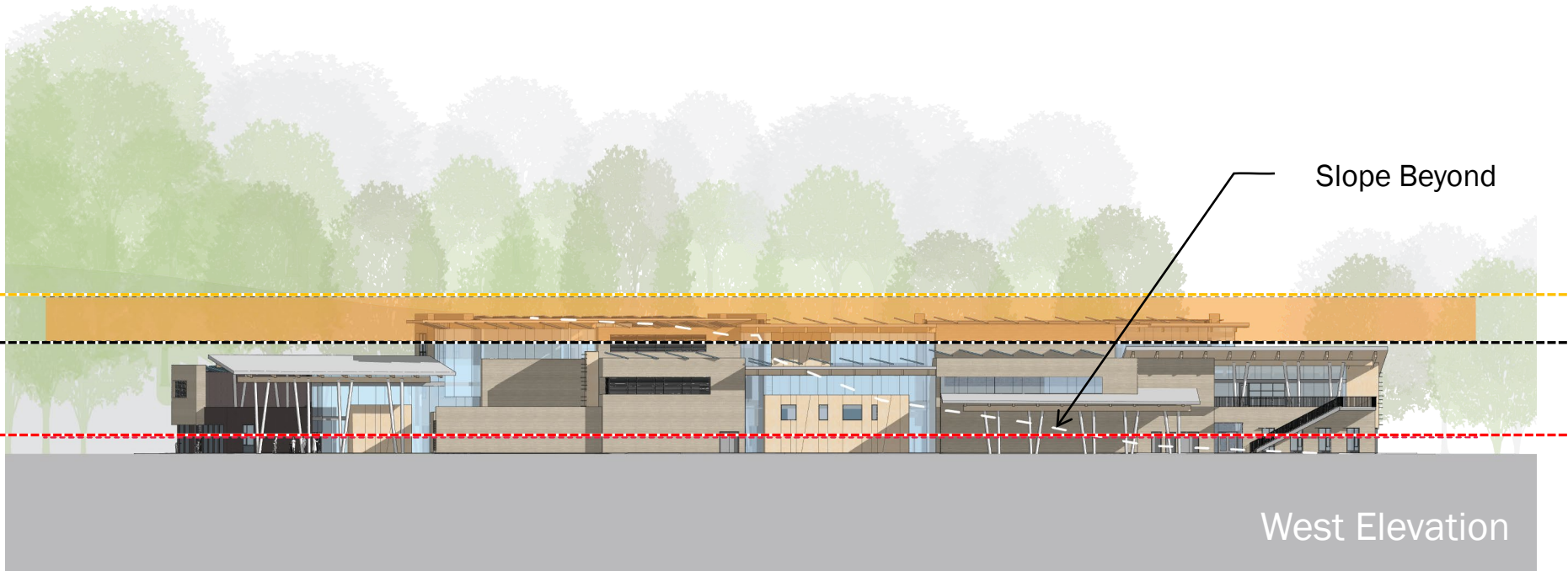


-  Area of roof under height limit
-  Area of roof that extends above 35' height limit



- Existing Forested Topography
- Taller Building Elements at East Side
- General Building Area

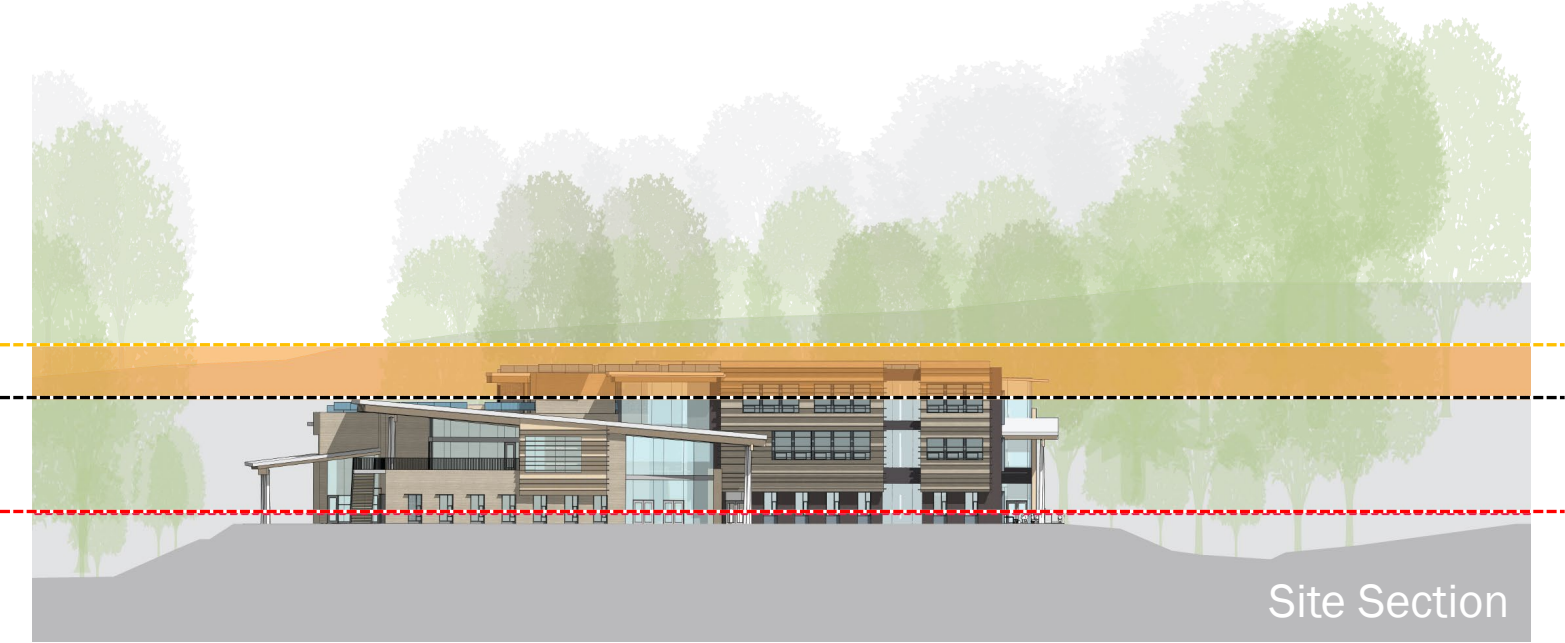
Requested Departure #1 : Building Height



- Average Existing Grade
- 35' Maximum Building Height Above Average Existing Grade
- Requested Departure Height of 20' Above Maximum Building Height Allowed by Zoning Code (for a portion of the building)
- Area above 35' Limit

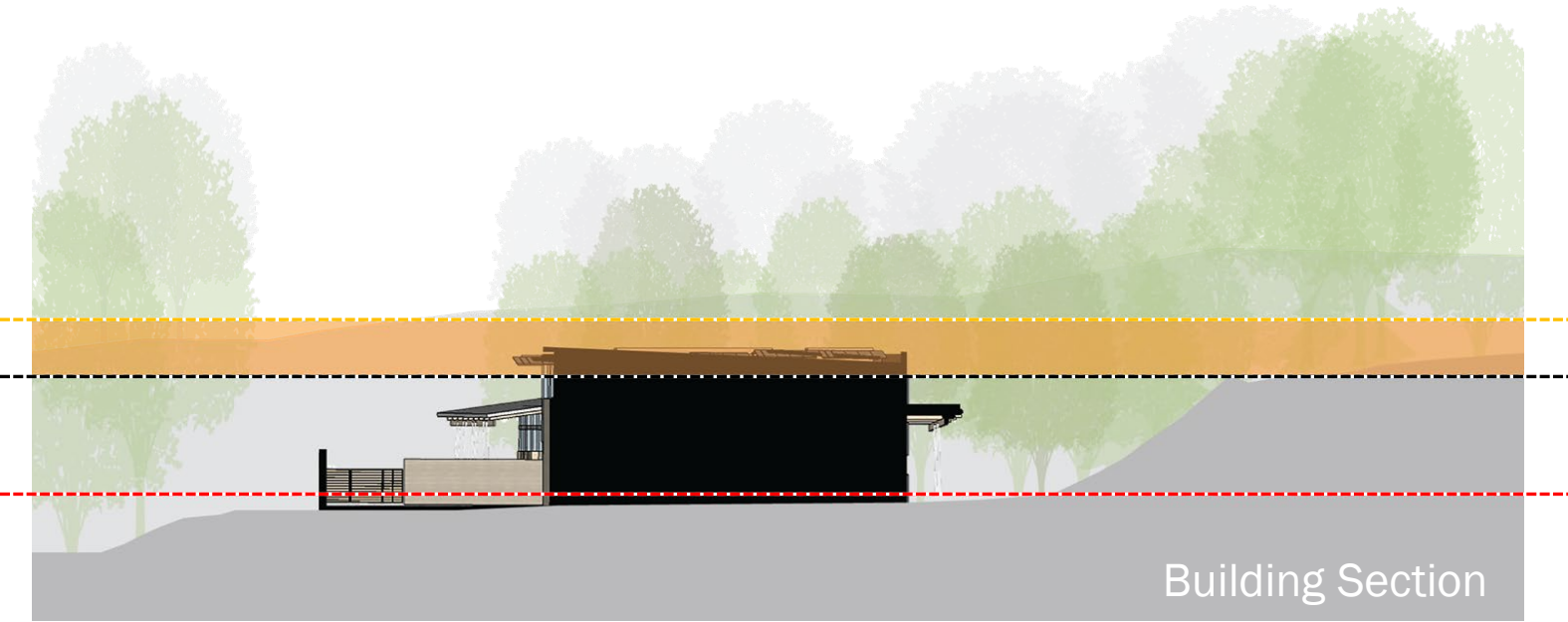


Requested Departure #1 : Building Height



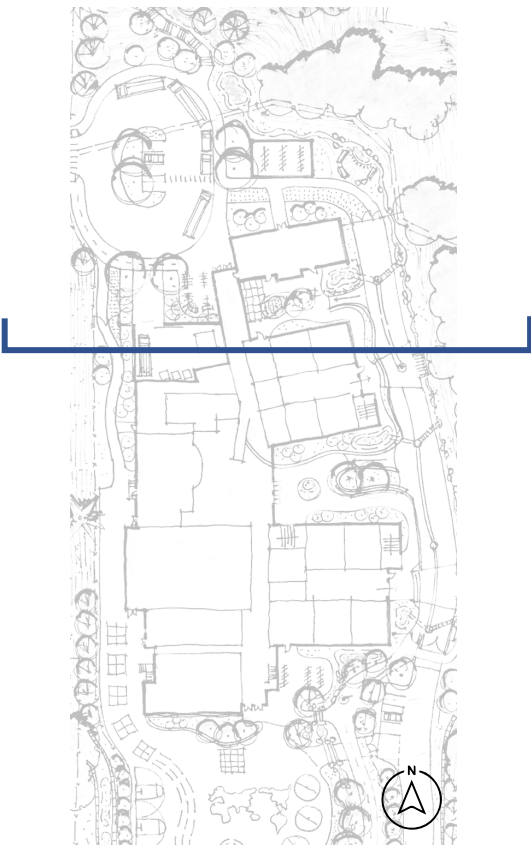
- Average Existing Grade
- 35' Maximum Building Height Above Existing Grade
- Requested Departure Height of 20' Above Maximum Building Height Allowed by Zoning Code (for a portion of the building)
- Area above 35' Limit

Requested Departure #1 : Building Height



Building Section

- Average Existing Grade
- 35' Maximum Building Height Above Existing Grade
- Requested Departure Height of 20' Above Maximum Building Height Allowed by Zoning Code (for a portion of the building)
- Area above 35' Limit



Departure #1 Summary

The Seattle Land Use Code allows a maximum building height of 35 feet above existing average grade plane in single-family residential zones.

Seattle Public Schools requests a maximum building height of 55' above existing average grade plane, for a portion of the new building, for a departure of 20'.

Requested Departure #2: **Vehicular Parking Quantity**

Requested Departure #2 : Vehicular Parking Quantity

Seattle Municipal Code Sections: SMC 23.51B.002 – Public Schools in Residential Zones
SMC 23.51B.002.G. – Parking Quantity
SMC 23.54 – Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage.
SMC 23.54.015 Table C – Required Parking for Public Uses and Institutions

Required Parking:

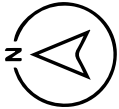
<u>Childcare Calculation</u>		
1 Parking Space per 10 Children	60/10 =	6 spaces
<u>Childcare Loading Zone Calculation</u>		
1 Loading Zone Space per 20 Children	60/20 =	3 spaces
<u>Elementary School Calculation</u>		
Public Assembly Spaces @ 80 spaces/SF		
Dining Commons + Gymnasium	10,820/80 =	136 spaces
Total:		145 spaces

Departure Requested:	Required Parking Spaces	145 Spaces
	Provided Parking Spaces	39 Spaces
Departure:		106 Spaces

Requested Departure #2 : Vehicular Parking Quantity

Existing On-Site Parking Quantity

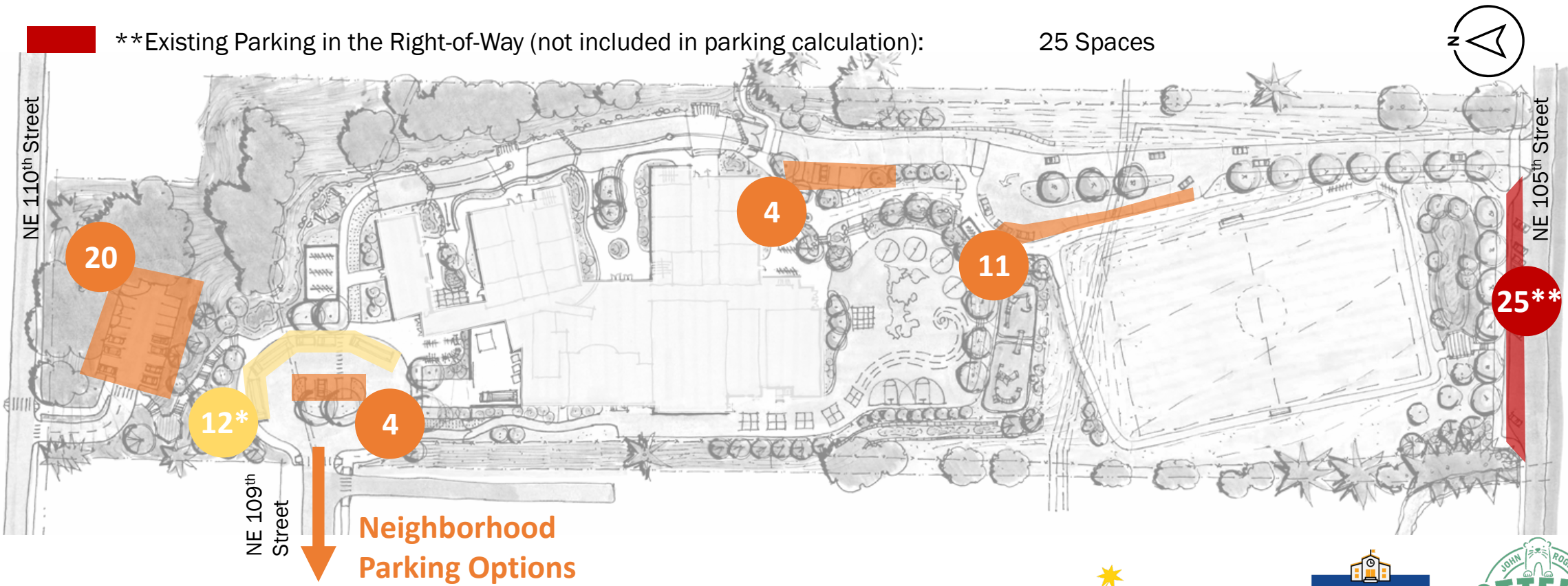
<div></div> Striped Spaces:	35 Spaces
<div></div> *Informal Parking behind Existing Building	No Striped Spaces
<div></div> **Existing Parking in the Right-of-Way (not included in parking calculation):	25 Spaces



Requested Departure #2 : Vehicular Parking Quantity

Proposed On-Site Parking Quantity

- Striped Spaces: 39 Spaces (36 Standard and 3 ADA)
- *Evening and Weekend Event Parking (not included in parking calculation): 12 Spaces
- **Existing Parking in the Right-of-Way (not included in parking calculation): 25 Spaces



Requested Departure #2 : Vehicular Parking Quantity

The available site square footage for the construction of the new elementary school is limited as a result of topography, soil mitigation areas, steep slope buffers, utility easements, fire lanes and SPS Educational Specifications for outdoor play. Subsequently, the available square footage for on-site parking is also limited.

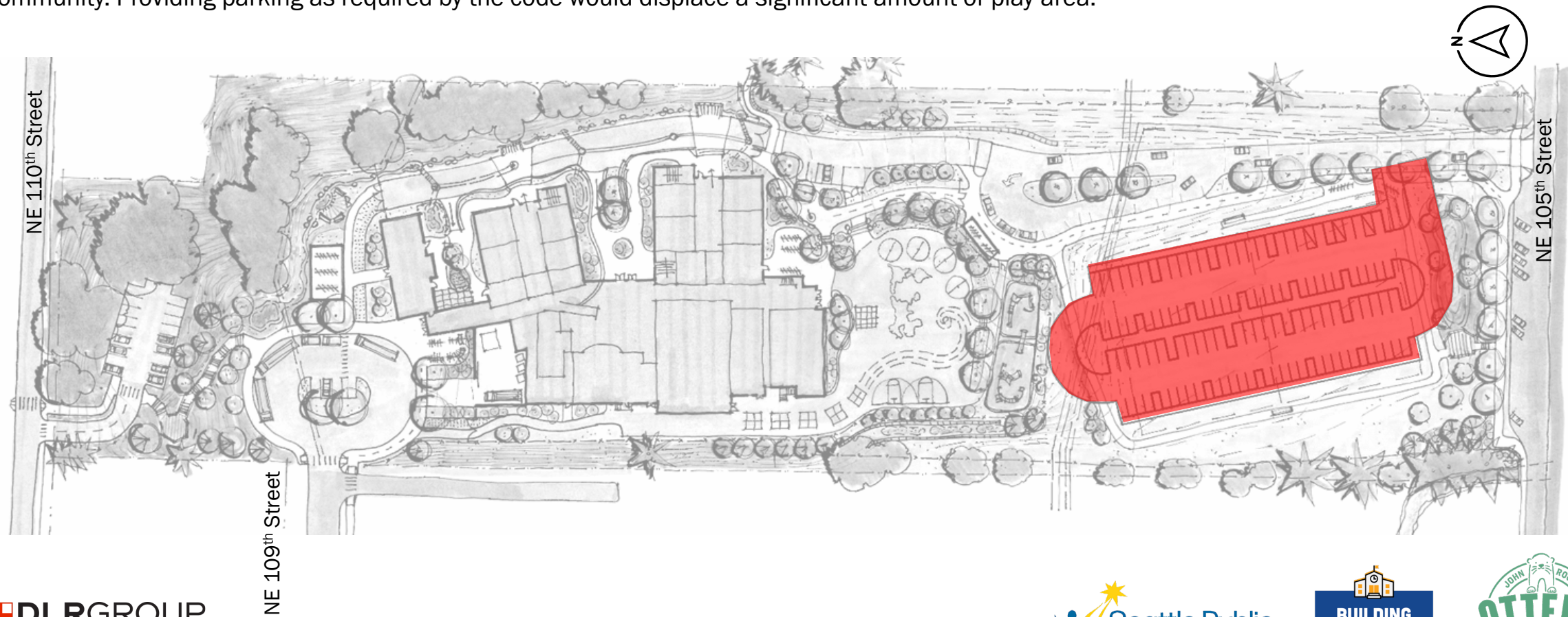
The proposed number of parking spaces is less than the code required number in order to maximize the amount of play and outdoor learning opportunities on the site, while meeting the SPS Educational Specifications to the greatest extent possible. Building placement and site topography further limit available parking areas on-site. Additionally, the School Design Advisory Team (SDAT) and results from Community Surveys, reinforced the desire that the new John Rogers Elementary School provide outdoor play and learning opportunities that supported both the school and broader neighborhood community. Parking quantities that meet the municipal code could be achieved but only at the expense of available student and community building and site amenities.

The code required number of parking spaces is derived from the number of spaces needed during a large assembly event, rather than a more typical day-to-day need. An on-street parking availability study, preformed by Heffron Transportation, Inc., demonstrates that on-street parking capacity can easily support the code required parking demand for large assembly events. An additional 250 vehicles can be supported within an 800-foot walking distance during evening hours and remain under the rate at which the City of Seattle considers full capacity (85% of available spots filled).

The proposed quantity of striped parking stalls exceeds the current site's striped parking by four stalls while maintaining the parking quantity in the right-of-way immediately south of the school site. Further, bus queuing at the new John Rogers Elementary School will occur within the on-site bus loop in lieu of NE 109th St. As a result, additional street parking is available at loading and unloading times.

Requested Departure #2 : Vehicular Parking Quantity

If all code required parking were provided, a lot approximately the size of the U-12 soccer/play field would be needed. Throughout the School Design Advisory Team process, both the hard surface play area and play field were identified as desirable, neighborhood amenities that are heavily used by both the school and community. Providing parking as required by the code would displace a significant amount of play area.



Requested Departure #2 : Vehicular Parking Quantity

Previous Seattle Public Schools Departures:

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

School Name	Enrollment Capacity	Site Area (Acres)	On-Site Parking Provided/Required	Departure
Arbor Heights Elementary	650	5.65	55 / 138	80
Genesee Hill Elementary	650	6.82	71 / 135	64
Loyal Heights Elementary	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
John Rogers Elementary	500	9.24	39 / 145 (proposed)	105

Requested Departure #2 : Vehicular Parking Quantity

Transportation and Parking Impacts Analysis Summary:

Elements Evaluated:

- **Replacement school** – Up to 500 students in grades K-5 plus two 20-student pre-K classrooms for total up to 540 students in Pre-K-5 (an increase of about 278 students compared to 2022 enrollment).
- **Number & time of added school trips** – Morning Arrival (7:15-8:15 A.M.) increase = 256 trips (143 in, 113 out); Afternoon Dismissal (2:15-3:15 P.M.) increase = 147 trips (61 in, 86 out).
- **Reconfigured site – On-site school-bus & automobile load/unload**
- **Traffic operations & safety** – Eight intersections; all forecast to operate at Level of Service (LOS) B or better overall. Shifts traffic to the south at NE 105th Street with increases in delay. No significant adverse impacts to study area traffic operating conditions. Collision data did not indicate any unusual collision patterns.
- **On-street parking** – Daily use & evening events. City considers occupancy of 85% or higher as effectively full. Currently, 17% to 18% occupied on school days (314 to 323 unused). With project, school-days to remain below 30%. During occasional large events (~1 per month) expected to remain below 75% occupied.
- **Construction traffic & Mitigation**

Source: *John Rogers Elementary School Replacement Transportation Technical Report*, Heffron Transportation, Inc., 2022.

Requested Departure #2 : Vehicular Parking Quantity

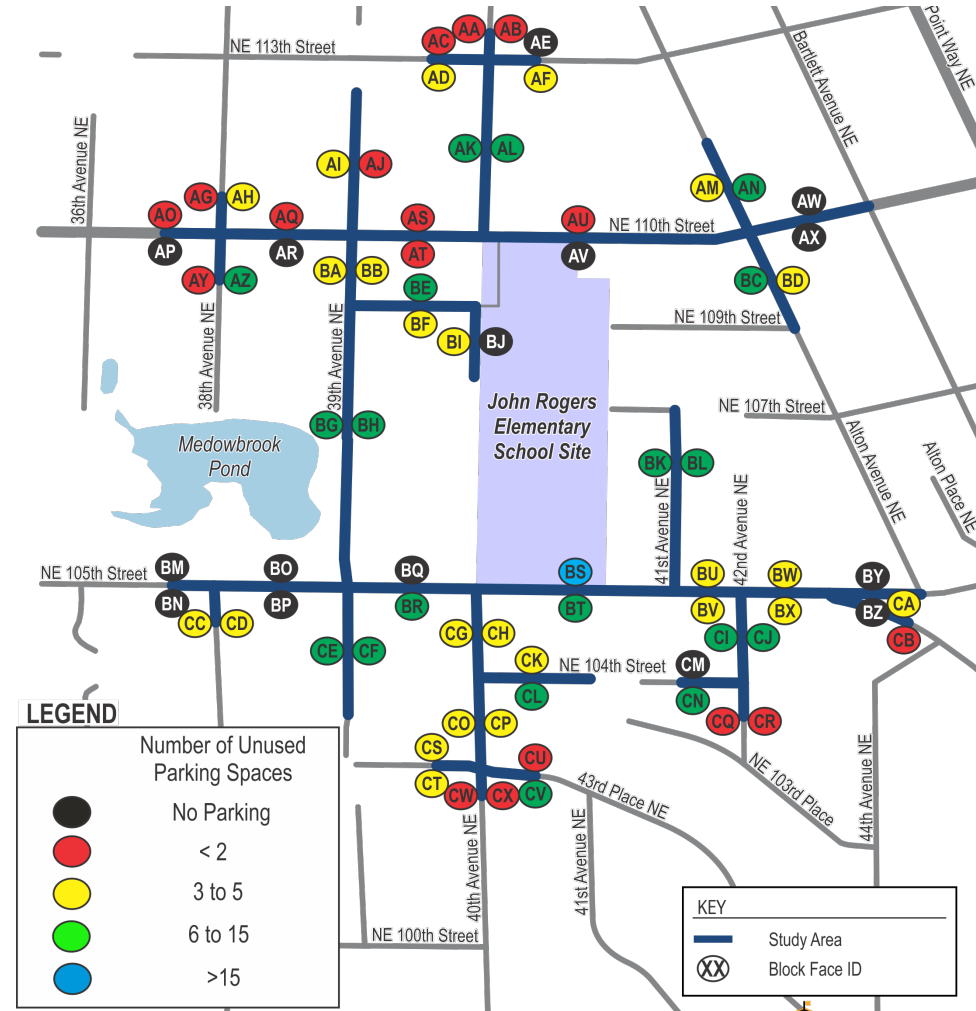
On-Street Parking Occupancy – Weekday Early Morning

Total On-Street Parking Spaces within 800-ft walking distance = 382 Spaces

- 59 to 68 cars (7:00 - 7:45 a.m.) (15% to 18% occupied)*
- Number Unoccupied = 314 to 323

* Note: City of Seattle considers occupancy rates of 85% or higher to be effectively full.

Source: John Rogers Elementary School Replacement Transportation Technical Report, Heffron Transportation, Inc., 2022.



Requested Departure #2 : Vehicular Parking Quantity

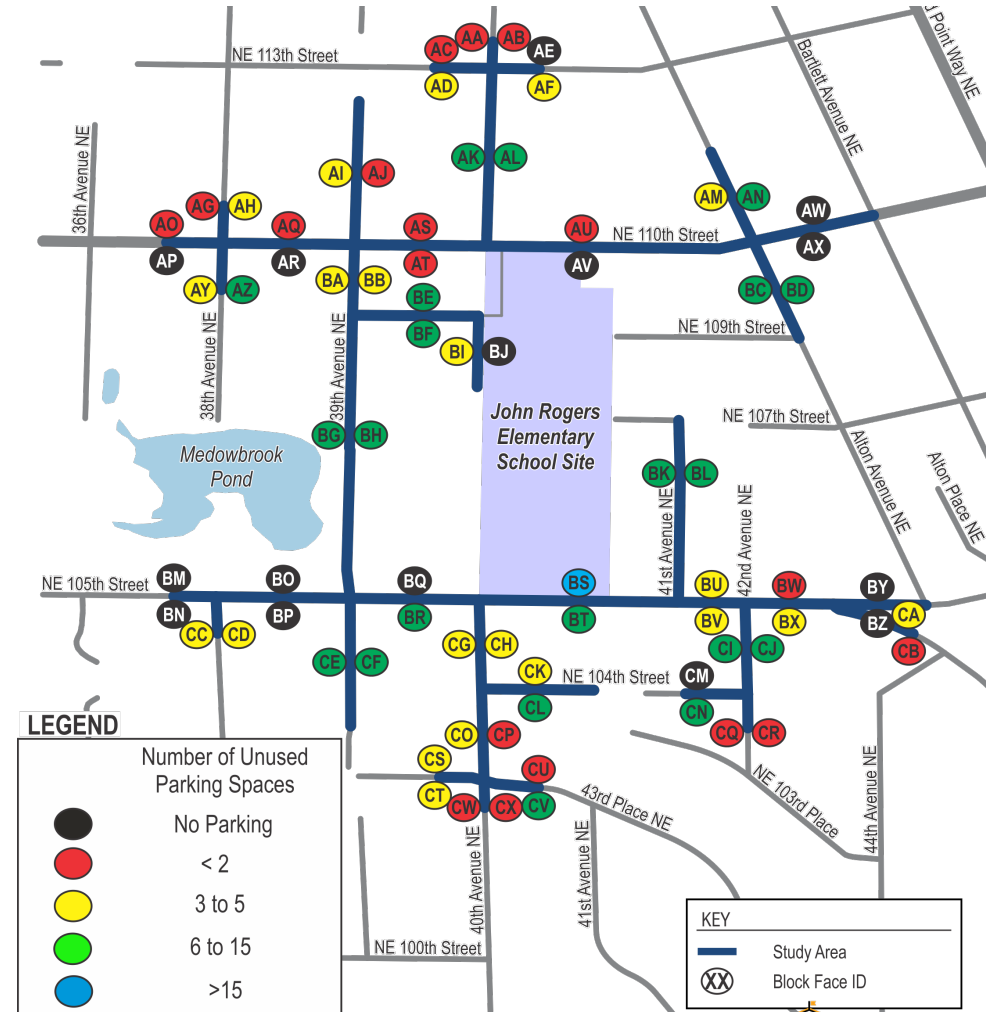
On-Street Parking Occupancy – Weekday Mid Morning

Total On-Street Parking Spaces within 800-ft walking distance = 386 Spaces

- 65 cars (10:30 - 11:15 a.m.) (17% occupied)*
- Number Unoccupied = 321

* Note: City of Seattle considers occupancy rates of 85% or higher to be effectively full.

Source: John Rogers Elementary School Replacement Transportation Technical Report, Heffron Transportation, Inc., 2022.



Requested Departure #2 : Vehicular Parking Quantity

Transportation and Parking Recommendations to Provide:

- **School Construction Transportation Management Plan**
- **School Transportation Management Plan:** Access routing & load/unload protocols; encourage walking, biking, bus (for those eligible).
- **Update right-of-way & curb-side signage:** Work with SDOT to confirm removal of signage for the school-bus load zone on NE 109th Street.

Source: *John Rogers Elementary School Replacement Transportation Technical Report*,
Heffron Transportation, Inc., 2022.

Departure #2 Summary

The Seattle Land Use Code requires 145 automobile parking spaces for public uses and institutions in single family residential zones.

Seattle Public Schools proposes 39 automobile parking spaces for a departure of 106 spaces.

Requested Departure #3: **Bicycle Parking Performance Standards**

Requested Departure #3 : Bicycle Parking Performance Standards

Seattle Municipal Code Sections: SMC 23.51B.002 – Public Schools in Residential Zones
SMC 23.51B.002.G. – Parking Quantity
SMC 23.54 – Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage.
SMC 23.54.015.K. Bicycle Parking

K.2. Performance standards. 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 Seattle Land Use Code requires secure locations and arrangements for all long-term bicycle parking. Seattle Public Schools proposes secure long-term bicycle parking for 19 of the required 73 long-term bicycle parking spaces for a departure of 54 secure parking spaces (note: the remaining 54 long-term bicycle parking spaces are provided adjacent to the building, under entrance canopies).

Requested Departure #3 : Bicycle Parking Performance Standards

Required Bicycle Parking Quantity per 23.54.015 Table D:

Long-Term Bicycle Spaces:

- Secured
- Not Secured

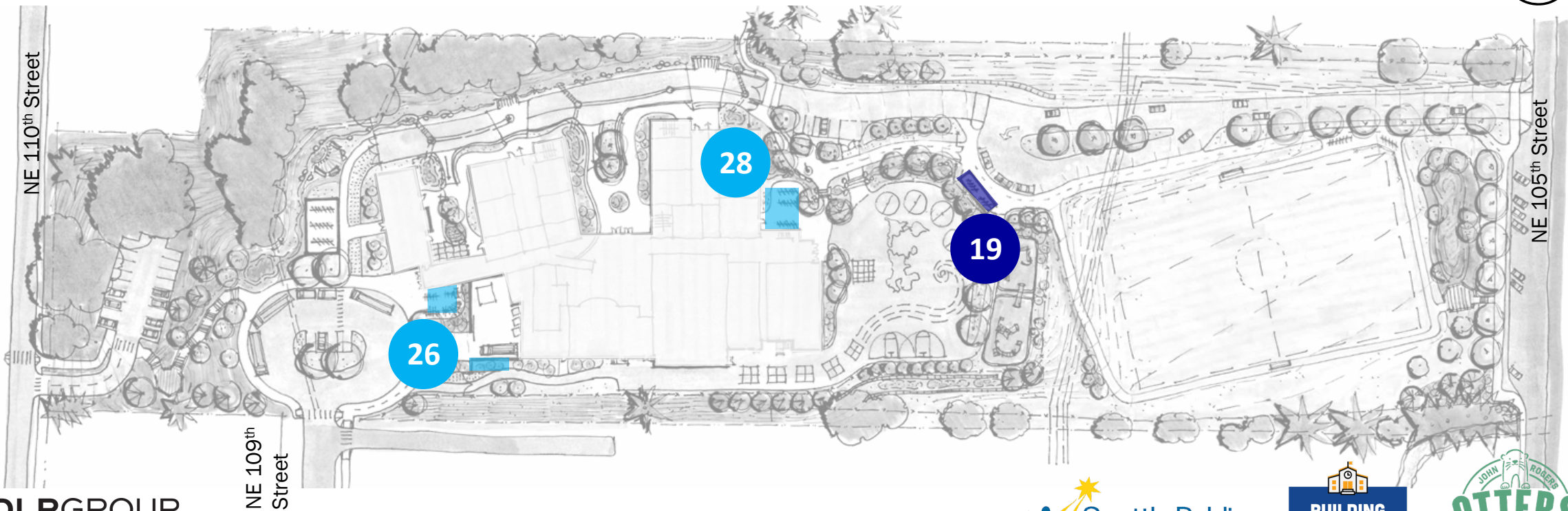
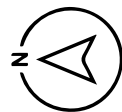
73 total spaces provided (no departure sought for quantity or weather protection)

19 spaces

54 spaces

Short-Term Bicycle Spaces:

27 spaces (no departure sought for quantity or performance standards)



Requested Departure #3 : Bicycle Parking Performance Standards

Long-Term Bicycle Parking

Per Table C from SMC 23.54.015, 73 long-term bicycle spaces are required at John Rogers Elementary School Replacement. SPS is proposing to provide 19 long-term bicycle spaces that meet all the requirements of SMC 23.54.015.K. The remaining 54 long-term bicycle parking spaces will consist of unenclosed, non-secure racks under the building's north and south entrance canopies. All bicycle racks will meet SDOT Bicycle Standards.

Unenclosed, non-secure bicycle racks at the north and south entrance canopies will be located close to entrances, will have direct access from existing pedestrian and bicycle infrastructure, will be separated from on-site vehicular traffic and will be protected from weather.

The code requirement for locked bicycle rooms, cages or lockers is intended for use by adults who have individual access to those locked spaces. The 2020 SDOT Bicycle Parking Guidelines indicate typical locations for these types of storage facilities as residential, workplace and transit stations. As the primary users of this facility are young children, it is not practical to provide access to enclosed and locked storage facilities in the same manner, at the code required quantity.

Departure #3 Summary

The Seattle Land Use Code requires secure locations and arrangements for all long-term bicycle parking.

Seattle Public Schools proposes secure long-term bicycle parking for 19 of the required 73 long-term bicycle parking spaces for a departure of 54 secure parking spaces (note: these 54 long-term bicycle parking spaces are provided adjacent to the building, under entrance canopies).

Requested Departure #4:

Changing Image Message Board Sign

Requested Departure #4 : Changing Image Sign

Seattle Municipal Code Sections: SMC 23.55 – Signs
SMC 23.55.020 - Signs in Single-Family Zones

B. No flashing, changing-image or message board signs permitted.

D. The following signs are permitted in all single-family zones:

7. For elementary or secondary schools, one electric or nonilluminated double-faced identifying sign, not to exceed 30 square feet of area per sign face on each street frontage, provided that the signs shall be located and landscaped so that light and glare impacts on surrounding properties are reduced, and so that any illumination is controlled by a timer set to turn off by 10 p.m.

Departure Requested:

The Seattle Land Use Code does not allow flashing, changing-image or message board signs. Seattle Public Schools requests a Departure to allow for (1) Changing Image Message Board Sign.

- a. The proposal is limited to one double-faced sign which may change images.
- b. The sign shall be set to turn on no earlier than 7am and turn off no later than 9pm; the sign may be used on weekends during these times.
- c. The sign is limited to be lit using one color with a dark background.
- d. No video, flashing, scrolling, tumbling or moving images allowed.

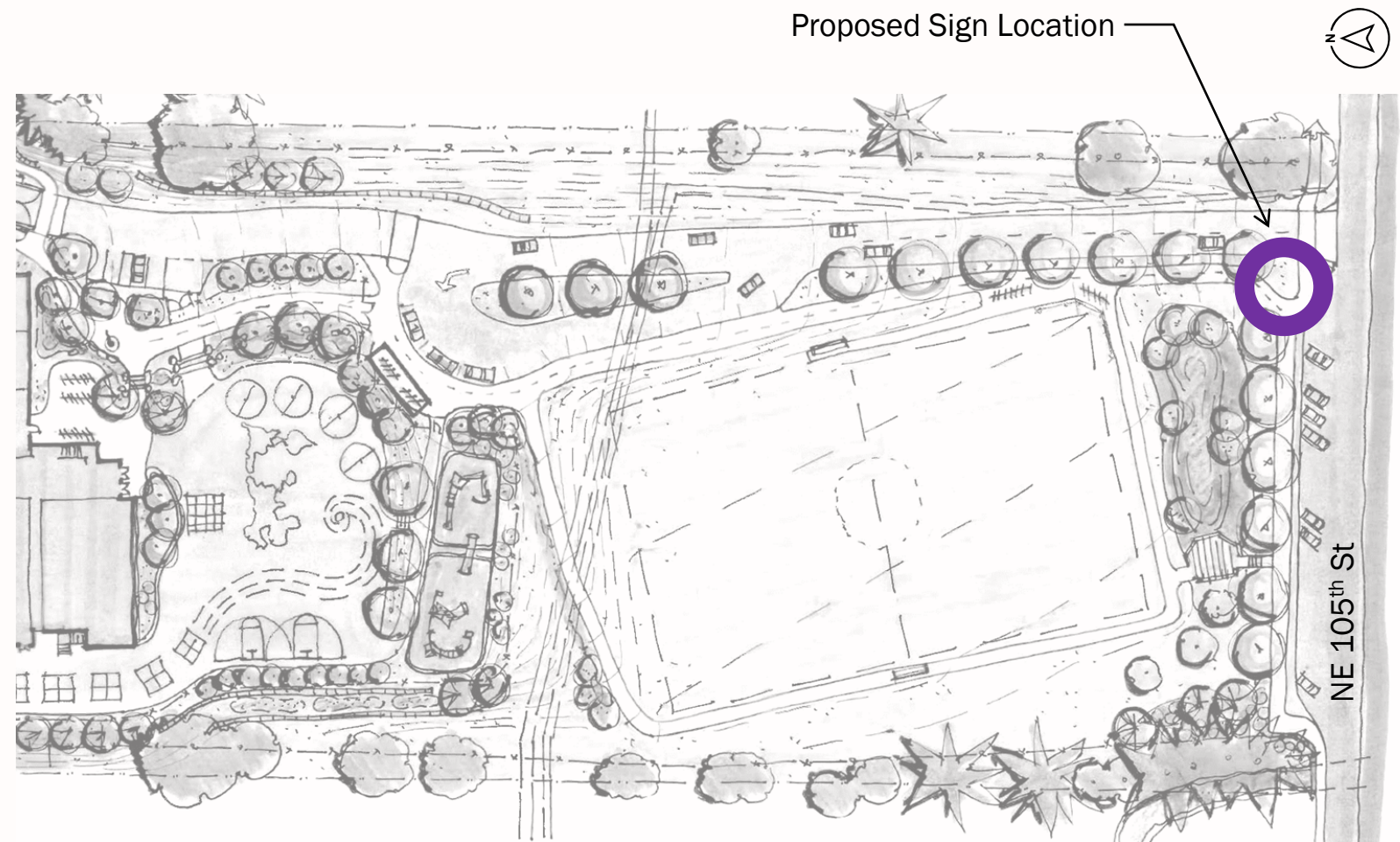
Requested Departure #4 : Changing Image Sign

The proposed location along NE 105th St will help reinforce the south entry as the primary parent and visitor entrance, helping to limit the use of the north drive to buses, service vehicles and childcare access. NE 105th is also the most prominent road for access to the school.

SPS would use the 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 sign would not allow.



Sign Example



Departure #4 Summary

The Seattle Land Use Code does not allow flashing, changing-image or message board signs in single-family residential zones.

Seattle Public Schools requests a Departure to allow for (1) electric changing image message board sign at John Rogers Elementary School Replacement.

Requested Departures Summary

- 1. Departure for Building Height: SMC 23.51B.002.D.**
 - The code allows a maximum building height of 35' above existing average grade plane. SPS proposes a maximum building height of 55' above existing average grade plane for a departure of 20'.
- 2. Departure for Vehicular Parking Quantity: SMC 23.54.015 Table C**
 - The code requires 145 automobile parking spaces. SPS proposes 39 automobile parking spaces for a departure of 106 spaces.
- 3. Departure for Bicycle Parking Performance Standards: SMC 23.54.015.K.2.**
 - The code requires secure locations and arrangements for all long-term bicycle parking. SPS proposes secure long-term bicycle parking for 19 of the required 73 long-term bicycle parking spaces for a departure of 54 secure parking spaces.
- 4. Departure for Changing Image Message Board Sign: SMC 23.55.020**
 - The code does not allow flashing, changing-image or message board signs in single-family zones. SPS proposes (1) electric changing image message board sign as a departure.



Public Comment + Contact

Thank you for taking the time to review this document!

Please submit your comments on the requested departures, including any mitigation measures or conditions of approval by Friday, August 12 to:

Nelson Pesigan

Nelson.pesigan@seattle.gov

City of Seattle, Department of Neighborhoods

Attn. Nelson Pesigan

PO Box 94649

Seattle, WA, 98124-4649