



City of Seattle

Edward B. Murray, Mayor

Seattle Department of Neighborhoods

Kathy Nyland, Director



Queen Anne Elementary School

Development Standards Design Departure Advisory Committee

Meeting Minutes

Meeting #1

June 6, 2017

Queen Anne Elementary School – Lunch Room
411 Boston St.
Seattle, WA 98109

Queen Anne Elementary School Design Departure Advisory Committee

Members

Mindy Black

Tammi DeVore

Kari Edmondson

Vincent Gonzales

Sandra Harui

Laura Cole Jackson

Angie Kim

Mark Meuter

Jason Robert (Alternate)

Ex-Officio Members

Maureen Sheehan,

Department of Neighborhoods

Holly Godard,

Seattle Department of Construction & Inspections

Members and Alternates Present

Mindy Black

Tammi Devore

Kari Edmondson

Vincent Gonzales

Sandra Harui

Laura Cole Jackson

Angie Kim

Mark Meuter

Jason Robert (A)

Staff and Others Present

Maureen Sheehan

DON

Sara Zora

SDOT

I. Opening and Introductions

The meeting was opened by Ms. Maureen Sheehan from the City of Seattle, Major Institutions and Schools Program. Ms. Sheehan welcomed all in attendance and briefly summarized the agenda. Brief introductions followed.

II. Overview of the Process

Ms. Sheehan stated that this process is governed by the Land Use Code Sections of the Seattle Municipal Code (SMC Title 23), which specifies how the process works. Ms. Sheehan noted that the City of Seattle does not have a school zone, subject to the development standards of the underlying zone. Since most schools are in residential neighborhoods zoned "single family," schools do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request departures from various development standards.

The Committee is meeting tonight for the purpose of developing recommendations concerning the School District's requested departures for departures from provisions of the SMC related to land use. The process for reviewing and approving the District's requests includes setting up a Committee composed of eight members- a person of the neighborhood that resides within 600 ft. of the site, two representatives at the general neighborhood, two people who represent the PTA, a representative from Seattle Public Schools, and an at-large representative involved with the school district and with the school's city-wide education issues.

The Committee receives information on the departures being requested from the Seattle Public Schools and its consultants, public testimony, and then the Committee discusses the requested departures. The Committee may do one of the following:

- 1) Recommend granting the departures as requested;
- 2) Recommend granting the departures with modifications or specific conditions, or
- 3) Recommend denial of the departures.

Ms. Sheehan noted that any conditions or modifications identified must be clearly related to the requested departure and enforceable on the District.

Ms. Sheehan also explained that the Committee may develop recommendations at this meeting, or if time does not allow, additional public testimony is desired, or additional information is needed, the Committee may hold up to two additional meetings. If the Committee concludes they have enough information and there is no further benefit from additional public testimony, the Committee can determine to move forward at the end of this meeting in establishing their recommendations; in that case, this would be the only public meeting.

Ms. Sheehan emphasized that the Committee's decisions are recommendations. Their recommendations will be put into a report that will be reviewed by the Committee and forwarded to Ms. Holly Godard of the Seattle Department of Construction and Inspections (SDCI), who will take it into consideration when drafting the Director's decision.

III. Presentation

Ms. Corrie Rosen of MAHLUM Architects introduced herself. She explained that she would provide a project overview and update, discuss the process involved, and identify the departures being requested from the Code.

The Project: (00:00:10)

Ms. Rosen mentioned that the existing school has an enrollment of approximately 420 students. The intent of the proposed project is to remove the existing portables and provide 8 permanent classrooms and a gymnasium. The total capacity of the school at the end of the project will be 500 students to address the current and projected elementary growth in Queen Anne and downtown Seattle.

The project is currently in the design phase. Construction is scheduled to begin in Spring 2018 with a plan to open in Fall 2019. A draft SEPA document was published on May 31st, and the project has also begun the Landmark Preservation Board review process by meeting with the Architectural Review Committee since of the 1905 building, the site, and Queen Anne Boulevard are designated features.

Queen Anne Elementary is an option school where students come from all over the district. Many of the students, however, are coming from the surrounding Queen Anne neighborhood.

There are a broad range of stakeholders that have an impact on the development of the project. One example is the departure process through SDCI where the School District is allowed to request departures from various development standards. Another example of these stakeholders is the School Traffic Safety Committee comprised of school district representatives, SDOT, the Seattle Police Department, parents, as well as pedestrian and bicycle advocates to review and give feedback on the proposed traffic circulation around Queen Anne Elementary.

The design must also adhere to the district's elementary educational specifications that determine school size balance the long-term maintenance costs as well as ensure that that the available resources are being used wisely and the building is energy efficient.

Another integral part of the project is the School Design Advisory Team (SDAT) which is composed of educators, faculty and community members as well as parents to understand the vision and goals for the project. The SDAT started over a year ago and has held nine meetings in addition to a community meeting held at the same time last year.

The goal is to create a school that reinforces the current QAE educational program based in project-based learning, encourage exploration, and provide a gathering space, both inside and out, that is strengthens community and maximizes the students' potential.

Ms. Rosen mentioned during the SDAT meetings there were three pieces that developed the site concept: a central community gathering, campus connectivity between the disparate buildings, and visibility to the historic character of the existing buildings that is important to the neighborhood identity.

She presented a diagram that shows the site history and designated features of the buildings as identified by the Landmarks Preservation Board.

Ms. Rosen showed a diagram of the existing site plan indicating the existing bus loading and unloading along Bigelow Avenue N (north end), vehicular loading and unloading at the south end of Bigelow, the Metro bus stop on Boston, the location of the parking and dumpsters at the heart of campus, the entry/access points - clarifying the historic brick building entry versus the more commonly used one by the parking lot, as well as the garden. She showed a schematic diagram of the existing floor plan as well as the existing portables that will be demolished.

Ms. Rosen noted that the design of the proposed site plan is intended to embrace and balance stakeholder's input, respect the historic fabric of the community, strengthen the educational program and create a cohesive campus.

In order to reclaim the heart of campus, the proposed site plan moves the parking lot from the center of the site to the south with one way access off Newton St. The plan also includes removing the dumpsters from the center of the site and locating a service area off 4th Ave N. The Design Team is proposing a new curb cut along 4th Ave N for the service area. The proposed 1 story addition to the south of the existing brick building.

The proposal for the bus loading and loading is to maintain them on Bigelow Ave N, but extend the bus loading zone south to Newton St. The design team is also proposing vehicular loading and unloading along 4th Ave N. The traffic circulation along the site was the primary purpose of the conversation with the school's Traffic Committee. The Traffic Committee supports this approach, but still needs to be worked out with SDOT. The Metro Bus stop would remain on Boston St.

She showed a diagram of the proposed floor plan that indicates the proposed building addition as well as the existing buildings to remain. The new main entry will be located on 4th Avenue N. Administration currently located in the brick building on the north side will be moved to the addition that fronts on 4th Avenue N to both provide supervision of the entry and heart of the campus. The entry will be marked with stairs and an accessible ramp as well as an entry canopy that can also provide opportunities for outdoor learning and play. The design team is proposing to convert the unconditioned covered play to a dining space that will expand the commons (lunchroom) so that the school can accommodate the entire student population in two lunches. This space is also intended to function as an exploratory lab to support project-based learning when not used as the lunchroom. The east side of the addition includes seven classrooms. The eighth classroom will be located where administration is currently located to provide a total of eight classrooms of permanent capacity.

Ms. Rosen shared a series of massing studies to show how the larger volume of the gym has been pulled into the center of the site, further from surrounding properties. For the addition, the window openings are intended to respond to the rhythm and proportion of the existing building without trying to replicate it.

Ms. Rosen provided a diagram that showed where the existing trees will be removed and that may require removal to accommodate the building additions as well some proposed trees that will be planted within the school property line. The arborist report is documented in the SEPA Checklist.

Transportation (00:20:37)

Mr. Tod McBryan of Heffron Transportation discussed the traffic impact analysis, key findings, and recommendations identified as part of their review for the project.

King County Metro Transit staff have indicated that the Metro bus stop will remain on the south side of Boston Street just west of Bigelow Avenue N. The District proposes to extend the school bus loading on the west side of Bigelow Ave. to better accommodate the number of buses serving the school. That proposal is currently under review by the Seattle Department of Parks & Recreation. The current frontage along 4th Ave N is a no parking zone and the design team has asked SDOT, with the loss of the Bigelow passenger load zone (to accommodate the buses on Bigelow Ave) that a passenger vehicle load/unload zone be established on 4th Avenue N between Newton and Crockett Streets.

He summarized the elements that were evaluated in the transportation study including the net increase of traffic due to the added enrollment and changes to access and circulation around the site, traffic operations, on street bus loading and unloading and alternatives to Bigelow Ave N since it has not yet approved by the Parks Department, bicycle and pedestrian activities, on-street parking impacts on a school day and evening events, and construction traffic and mitigation.

He mentioned the transportation analysis findings that can be found in the SEPA technical report for public review and comment. These findings include: increased trip generation due to an increase in student enrollment, traffic operations in the morning before school and in the afternoon when school is dismissed, school bus load and unload on Bigelow Ave best suited to accommodate buses, and school day and evening event parking.

Mr. McBryan provided a snapshot of on-street parking availability during the weekday and midday as well as weekday evenings. There are about 340 to 360 on street parking available between 10:30 and 11:00 am and about 300 to 325 available between 7:00 and 8:00 pm.

After completing the traffic analysis, Mr. McBryan noted the following recommendations:

1. Develop a Transportation Management Plan (TMP);
2. Work with SDOT and Seattle Parks & Recreation to establish locations, extent, and signage for family vehicle load/unload zones;
3. Develop a Construction Management Plan.

Departure Requests: (00:28:28)

Ms. Rosen summarized the following departure request:

1. Lot Coverage

The current lot coverage is 26% that includes the existing building to remain (22%) and the existing portables to be demolished (4%).

The proposed plan shows the existing buildings to remain (22%) plus the building addition (18%) for a total lot coverage of 40%. The maximum lot coverage permitted is 35%.

The departure being requested is for an additional 5% lot coverage.

2. Off-street Parking

The intent was to provide parking to at least cover what is already existing on site. The proposed 30 off-street parking stalls would be for staff and visitors including four accessible for standard vehicles and 1 accessible van stall.

The code requires 118 parking spaces. The school is proposing to provide 30 off-street parking spaces off Newton St.

The departure being requested is for 88 parking spaces (Subtracting the total parking provided from the total parking required by code).

3. On-street Bus Loading and Un-Loading

The preferred and proposed bus loading and unloading is to keep this on Bigelow Ave N. and extend it to the south. Ms. Rosen reiterated that this proposal is an ongoing conversation between the School District and Seattle Parks.

The alternative would be along 4th Avenue N. There will be a portion between Newton St and Crockett St, a portion north of Crockett will be broken for driveway access for service entrance, and another zone of bus loading between the service entrance and Boston St.

The challenge with this section is parked buses on 4th Avenue and parked cars on the west side of 4th Avenue is a narrow street for a two-way drive.

The preferred departure being requested for bus loading and unloading is on Bigelow Ave N. and an alternate departure being requested for bus loading and unloading is on 4th Avenue N.

IV. Committee Clarifying Questions (00:40:33)

Ms. Sheehan opened the floor for Committee questions.

Mr. Jason Robert asked to clarify the number of parking stalls. Ms. Rosen noted that if the required parking stalls falls between 101 to 150, the code requires 5 accessible stalls. The design included 5 stalls even though the proposed 30 parking stalls does not require that because the code required parking count of 118 stalls would have required this.

Ms. Mindy Black asked how the lot size vs student enrollment compares to John Hay and how many students were accommodated in the existing portables. Ms. Rosen mentioned that she does not have the information regarding John Hay. Principal Janine Roy indicated that the portables accommodate two full classes; one portable does the daycare and there is one rotating learning lab. The two classes have approximately 20 students each.

A question was asked if the Commons will serve as the new learning lab or will it be the new classrooms. Ms. Rosen mentioned that the intent of the Commons is to serve multiple functions over the course of the day. It can accommodate two lunch periods as well as a project-based exploratory learning lab when not in use for dining.

A question was asked regarding the grade change for the proposed parking ADA stalls and its impact to the circulation through the site. Ms. Rosen noted that the ADA stalls were intentionally located to minimize the earth work and grading on Newton St up to the parking lot, and get the ADA stalls at the right elevation to meet the sidewalks that have an accessible path to the front door.

A question was asked on why the school is proposing to add another block to accommodate two more buses to the current bus loading zone. Mr. McBryan mentioned that the existing zone is used by 8 buses, but the current zone cannot accommodate 8 buses. These buses end up taking the passenger load zones, the crosswalk and intersections. The school district is proposing extending the zone so it can come close to accommodating these 8 buses and possibly 10 mixed buses more safely in the future.

A question was asked about what methods were used in the cross-section studies about the drive lane and parking limits. Mr. McBryan mentioned that in the diagram it showed vehicle widths and not drive lane widths.

A question was asked about bus movements where the current exit site was off Bigelow Ave N and travel west on Newton St, and how the new plan that eliminates buses on Bigelow Ave N will return to Taylor. Mr. McBryan noted that the transportation director has directed buses to go to the preferred route on 5th, but it all depends on the dispatch and changes in bus schedule.

A question was asked about the timeline of discussion between SDOT and Parks and any additional discussion with Metro regarding the bus stop at Nob Hill Ave N. Mr. McBryan responded that the discussion with Parks is ongoing and an earlier draft with recommendations has been provided to them, and there is no definite timeline. With regards to the Metro bus stop at Nob Hill Ave N., he mentioned that because there is a bus shelter there, Metro is reluctant to lose or relocate that bus stop/shelter.

A question was asked if there has been consideration for parent loading along Boston St. behind the Metro stop. Mr. McBryan noted that it is a potential option, but was not proposed and the community can make that

recommendation. The establishment of loading and unloading zones are decided by SDOT. He added that there may be a shift in approach to school load/unload where SDOT encourages parents who drive their kids to school to park further away and walk to the school in order to spread out the traffic impacts and induce exercise.

Ms. Sandra Harui asked about the parent drop off on 4th Ave N and how does this impact the emergency vehicles that go through the street. Mr. McBryan noted that the drop off has not yet been approved by SDOT and these types of questions were raised with the Safety Committee.

A question was asked if there were any consideration regarding the large number of cars that will be waiting for the parent drop offs and its impact to the traffic flow problem. Mr. McBryan noted that they will continue to provide and improve the traffic flow and once the TMP is created, they would recommend that parents and drivers avoid the school bus routes and are encouraged to park a block or two away.

A question was asked about access to the 88 parking spaces. Ms. Rosen noted that the intent of the diagram was to show how much space of the site will be taken up so that there would be additional space from the site to provide access from the street to the parking lot but the design team is requesting to not provide the 88 parking stalls and associated access to them.

A comment was made about how John Hay Elementary and St. Joseph School have access to parking on their playground for evening events to relieve the traffic congestion. A question was asked about what percentage of staff would use the 25-30 parking spaces. Mr. McBryan noted that the information they received from the district estimated about 33 full time staff members and 27-part time staff. He mentioned that when they did parking counts during the spring break period and when the school is in session, there were not a lot of staff parking on the streets. However, this could change depending on the time or day of the week, but the parking lot could accommodate half of the staff members.

A question was asked about the small school entrance for the kids at Bigelow Ave N. Ms. Rosen mentioned that they plan to rebuild the current stairs and add an accessible ramp to the school entrance at Bigelow Ave N. She noted that there will be student access from Bigelow Ave N up to the school site.

Ms. Angie Kim asked about the maximum height allowed and if the parcels were exempt from the HALA upzone. Ms. Rosen mentioned that for additions to existing public schools, the maximum height permitted is the height of the existing school or 35 ft. The parcel is exempt from the HALA up zone.

A question was asked about the emergency evacuation plan for students and vehicles. Ms. Rosen mentioned that students will be able to gather at the playground area.

Ms. Tammi DeVore asked about bus drop off was never on Bigelow Ave N. and how it came to be since Parks has not approved it. Ms. Rosen noted that historically, bus loading and unloading happened on Boston St. When the school reopened at Queen Anne Elementary, buses began and continued to load and unload on Bigelow Ave N. The district is requesting for a departure because there is no agreement between the Seattle Public School and Seattle Parks & Recreation.

A question was asked if there is a designated parent drop off area. Mr. McBryan mentioned that the School District is proposing to establish a restricted passenger load and unload during morning arrival and afternoon dismissal. The district is not proposing any restriction anywhere else so the current pick up and drop off the currently occurs will continue.

A comment was made about the diagram showing parking availability around the neighborhood as misleading. Mr. McBryan noted that the diagram shown was only a communication tool for tonight's presentation and the details regarding parking supply availability.

A question was asked about on-street parking availability in the evenings and how the studies were conducted and whether the measures used were inconsistent. Mr. McBryan noted that the studies were made during the Spring and Fall of 2016 and May 2017. He noted that the diagram showed where the parking density is, and it is closely represented to what occurs. He encouraged the public to look at the data since there is parking density close to multiple housing and apartment areas.

V. Public Comments and Questions (01:12:35)

Ms. Sheehan opened the floor for public comments and questions.

(Editor's Note: The comments shown below are summaries of statements provided. They are not transcriptions and have been shortened and edited to include the major points raised. Full comments are retained in the files in voice recording (.mp3) form)

Comments from Ian Stewart: Mr. Stewart is a parent of a 2nd grader at Queen Anne Elementary, and a PTSA member, and he expressed his support for the departure and all the plans presented.

Comments from Karrie Sanderson: Ms. Sanderson is a parent of a 5th grader at Queen Anne Elementary and she commented that she supports all three departures with the exemption of the option of having the school buses on 4th Avenue N. due to safety. She prefers the buses on Bigelow Ave N. She also commented that having a dedicated drop off site for parents would be preferable to alleviate some of the parking concerns around the site.

Comments from Jenna Free: Ms. Free is a PTSA member and a parent of a kindergartener and a 3rd grader at Queen Anne Elementary. She lives with 600' of the school at Crockett St. and 4th Ave N. and she supports the departure. She is excited about the school and very familiar about the parking problem. She commented that she supports all of Ms. Sanderson's comments.

Comments from Geness Reichert: Ms. Reichert lives across the street from the school and she shared pictures around the site to the Committee members regarding the parking problems. She asked the Committee find ways to improve parking and suggested Metro close their bus stop and make the school a neighborhood school.

Comments from Michael Nanney: Mr. Nanney is a Queen Anne resident and a Queen Anne Elementary school dad. He expressed his support for the three departures and noted that the Design Team and the Committee dealt with a list of competing demands and did a tremendous job in making sure that the competing priorities are balanced.

Comments from Richard Kearns: Mr. Kearns commented about his concerns for the safety of the children and the drivers. He lived at the corner of Newton St. and 4th Ave N. and has witnessed several car accidents. He mentioned that he discussed reducing the speed limit along Boston St. with the City Council to and make sure these speed limits are posted all over the neighborhood especially along Bigelow Ave N.

Comments from Gary Reeves: Mr. Reeves commented that he has significant reservations about the departures for the buses and parking. He noted the school staff parking in front of their house and have interacted with them and reminded them not to park there. He noted that the data that shows 240 open spots within 800' of the school is misleading. He mentioned that since there is no parking on the northern side of Newton St., these extra cars park in front of the neighbor's homes which is not acceptable, and if the School District decides to put the buses in that location, there should be more parking on the school site.

Comments from Paula Reeves: Ms. Reeves lives at the corner of Bigelow Ave No and Newton St. directly across from the school. She commented that it is selfish to request all three departures at once, and parking should be enough. She reiterated what her husband mentioned about parking issues around the area and how it creates hardships for the residents. She noted that it is unrealistic to have the buses go west on Newton St. since it is a very narrow street for buses to maneuver.

Comments from Marc Deurban: Mr. Deurban lives along Bigelow Ave. N. about 30' from the school. He commented that the Committee should work closely with the school administrators and principal to regularly remind school staff to be respectful of the neighbors at 4th Ave N, Bigelow Ave N. and Newton St. to not to block these driveways.

Comments from Mark Stewart: Mr. Stewart is PTSA and SDAT committee member and a parent of a 1st and 3rd grader at Queen Anne Elementary. He commented that the SDAT reviewed and considered many issues. With the reality of a tight budget and space, he believed that the SDAT team came to a very good solution and he supports the departures. He understood and sympathetic about the parking and safety issues and it should be mitigated. He also understood that parents should be respectful about residents in the area and proper signage and regular reminders could help alleviate these issues.

Comments from Jennifer Wells: Ms. Wells commented that her concern is the access through Bigelow Ave N. and Newton St. in peak hours. Currently, due to bad behavior of drivers it is unsafe for kids. Adding one-way access to the parking lot makes sense. She reiterated that poor traffic circulation of buses and cars along Bigelow Ave N. remains an issue.

Comments from Shawn McCarthy: Mr. McCarthy commented about the traffic along Newton St. Since it is a narrow street, it can create visibility problems. He mentioned if the solution for these departure is only for the short term, he would like to know long-term solutions. He added that the traffic during drop off times are concerning especially when he cannot park in his own driveway.

Comments from Sarah McCarthy: Ms. McCarthy lives across from the school and she has no problem with the first departure request. She added that her concern was with the bus situation, and noted that Preferred Proposal for bus loading and unloading at Bigelow Ave N makes more sense. She mentioned that parking is always an issue and it would be helpful to find ways to add more parking spaces.

Comments from Phil Loe: Mr. Loe commented that neighborhood bottleneck and traffic should be addressed. With the addition of students and school staff, traffic circulation will be impacted and noted that this issue should be emphasized.

Comments from Andrea Hilderbrandt: Ms. Hilderbrandt lives in Queen Anne, but does not live close to the school. She acknowledged how the design team considered the feelings, emotions, rules and regulations to address these issues. She commented about being a community and hopes that the PTSA is aware and will discuss these issues that were presented at this meeting and remind the parents and students about being a good steward to the neighborhood.

VI. Committee Deliberation (01:47:00)

Ms. Sheehan opened the discussions for committee deliberation. She reminded the public that they are welcome to stay, and asked them to lower their voices so that the Committee can discuss. She also mentioned that the Committee will not take any questions from the public.

The Committee began their deliberation by discussing the requested departures.

1. Lot Coverage:

The Committee members commented in support of granting the departure for lot coverage.

One committee member commented that the lot coverage is consistent with the density as well as making the volume of the gymnasium at the center of the school site.

Ms. Sheehan summarized some of the criteria in granting this departure which includes consistency with the surrounding neighborhood, presence of edges, appearance of bulk, scale transitions, keeping the lower level toward the edges, etc.

Ms. Black commented that it would be helpful to her to have a size comparison with other school to determine if the needed space would work.

Ms. Rosen commented about the School District's generic educational specification for elementary schools that addresses common spaces and mentioned the fact that other schools are renovated or modernized differently due to the levy program that was passed.

One committee member asked why the gym could not be located directly south of the existing lunchroom in lieu of expanding the lunchroom. Mr. Vincent Gonzales commented that the design team investigated that option, but because there is a boiler room, below the existing covered play, if the lunchroom were located above it would need to be modified or upgraded. Locating the gymnasium at the proposed location is the most effective and cost effective.

A suggestion was made to continue the discussion with the rest of the departure requests since it may impact the decision to either grant or deny this departure.

Ms. Sheehan reminded the Committee about the Robert's Rule of Order that there should be a motion and must be seconded to vote on either granting or denying a departure request.

2. Off-street Parking:

Ms. Angie Kim commented that she does not support granting this departure because the School District has not shown any plans to mitigate the traffic and she heard an overwhelming outcry from the community about parking and traffic, and she believes that the School District should have done more to address these issues.

Mr. Mark Meuter commented that he acknowledged all the challenges, but does not see any good alternatives. He added that he is concerned about the sidewalk and tree coverage, and prefers more options for outside parking, but this is the best alternative that was presented so he supports granting this departure.

Mr. Gonzales commented that he supports granting this departure. He noted that he acknowledged the issues facing the School District regarding all the sites in the area. He mentioned the lessons learned from the Loyal Heights Elementary regarding maximizing the play area as much as possible, and noted that the diagram presented is the best solution on what is currently available.

Ms. Sheehan commented about the Loyal Heights Elementary School departure and the issue was a combination of a denser development and a neighborhood where open space needs to be preserved was a critical and emotional issue for the community.

A comment was made about the concerns of the neighborhood and she would like to see more traffic studies that apply to the proposal. She noted that she likes to see more parking.

A comment was made that he supports this departure, but would challenge looking at the normal use case scenario of parking as opposed to optimizing it for an event.

A comment was made if there is a scenario for evening access to the play area that can accommodate event parking.

Ms. Kari Edmondson commented that she would like to see the Metro stop moved and have a few more options for drop off. She noted that safety is a big issue around the school and she supports granting this departure but not including any more parking spaces and giving kids a safe place to play. She noted that she likes the idea of having access and space for school events.

A comment was made about safety, and felt that the City does not seem take this issue seriously. Because of all these parking at crosswalks and on Boston St., Boston St. has become unsafe due to a blind spot that exist between Boston Ave N and 4th Ave N.

Ms. Sandra Harui commented that she does not agree with the departure for the same reasons that she heard from other committee members and the public comments. She voiced her frustrations on how she parks further away from her home during winter.

Ms. Laura Cole Jackson commented that she supports granting this departure. She noted that she heard, read and understood all the concerns, but these issues and complaints are out of their scope and it is not the School's responsibility, but rather traffic and parking enforcements responsibility. The focus of the school is to address the student's needs and they need a place to play.

3. On-street Bus Loading and Unloading:

The Committee decided to continue this discussion at the next meeting.

VI. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated on two of the three departures, and may consider second meeting to continue the discussion. She noted that a second meeting will have public comments, clarifying questions and deliberations, and that the School District may provide any new information.

Ms. Rosen asked the Committee members about any additional information they would like to see regarding bus loading and unloading and the other two departures.

A request was made to see more data numbers as well information about what worked well with John Hay Elementary.

A request was made for more information about possible options on how to best use the hardscape play area in front of the 1905 wood building for event parking to alleviate the parking issues.

A request was made for information regarding bus drop off at Bigelow Ave N, and if there are any studies in making the street one-way or modification such as a curb cut/turnout etc.

Ms. Sara Zora of SDOT commented that what she heard from the Committee members and the public about traffic studies, safety concerns, and street modifications can be best presented if the Committee decides to attach conditions to the requested departures. She mentioned that the director of SDCI will make a decision based on the analysis and conditions that were submitted.

Ms. Sheehan requested that before the next meeting, Committee members summarize and articulate their concerns, and suggest possible conditions on the requested departures.

A request was made for traffic enforcement officers to be present at the next meeting to address the safety and traffic issues around the site. A comment was made that they have discussed these issues to the police officers and they are aware of these issues.

It was requested that the School district provide how they will accommodate the drain storm water strategies if they increase the parking capacity.

A comment was made about having a dedicated drop off site for parents along the 4th Ave. N if some of the trees were to be removed, and an area for cars to pull into was cut out of the planting strip/sidewalk.

A request was made about bringing some of the traffic and safety issues that were discussed at this meeting to the next PTSA meeting.

A request was made for information regarding strategies to decrease single ridership of staff to the school and if there are any financial incentives such as free bus passes etc. that were being offered to staff.

VII. Adjournment and scheduling of next meeting

Ms. Sheehan mentioned that she will send out a poll survey to determine the date and time for the next meeting.

No further business being before the Committee, the meeting was adjourned.