



City of Seattle
Edward B. Murray, Mayor
Seattle Department of Neighborhoods
Kathy Nyland, Director

SCHOOL DEVELOPMENT STANDARD DEPARTMENT ADVISORY COMMITTEE

MAGNOLIA ELEMENTARY SCHOOL DESIGN DEPARTMENT RECOMMENDATIONS

OCTOBER 11, 2016

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.17 and 23.79) (the “Code”). The intent and purpose of this report is to document public testimony and make recommendations to the City for modifications to development standards in order to facilitate renovation of the Magnolia Elementary School located at 2418 28th Ave W, Seattle, WA.



Table of Contents

1. Background.....	3
1.1 General Departure Proposals.....	3
1.2 Neighborhood Characteristics.....	4
1.3 Requests for Departure and Committee Formation.....	4
2. Departures.....	5
2.1 Specific District Requests.....	5
Departure #1 – Greater than Allowed Lot Coverage.....	6
Departure #2 – Greater than Allowed Building Height.....	7
Departure #3 – Less than Required Off-street Parking.....	8
Departure #4 – Additional Bus Loading & Unloading on W Smith Street.....	9
Departure #5 - Double-faced, Electric, Changing Message Board Sign.....	10
2.2 Committee Review and Recommendations.....	10
2.2.1 Process & Public Meeting.....	10
2.2.2 Review Criteria.....	10
2.2.3 Application of Review Criteria to Requested Departures and Committee Recommendations.....	11
Departure #1 – Greater than Allowed Lot Coverage.....	11
Departure #2 – Greater than Allowed Building Height.....	11
Departure #3 – Less than Required Off-street Parking.....	12
Departure #4 – Additional Bus Loading & Unloading on W Smith Street.....	12
Departure #5 – Double-faced, Electric, Changing Message Board Sign.....	13
Exhibit 1 Existing Site Aerial.....	3
Exhibit 2 Proposed Site Plan.....	3
Exhibit 3 Proposed Lot Coverage.....	6
Exhibit 4 Proposed Building Height.....	7
Exhibit 5 Impact of 72 Required On-Site Parking Stalls.....	8
Exhibit 6 New Addition Height.....	9
Exhibit 7 West Elevation.....	10
Attachment 1: Minority Report – Brad Halverson	
Attachment 2: Meeting #1 Minutes, September 14, 2016	

Magnolia Elementary School Design Departure Advisory Committee Report and Recommendations

1. Background

1.1 General Departure Proposals

On March 23, 2016, the Seattle Public Schools submitted a request for departures from four (4) Seattle Municipal Code (SMC) Development Standards, and potentially two (2) additional departures that may need to be requested, to accommodate a modernization and addition project at Magnolia Elementary School located at 2418 28th Ave W, Seattle.



Exhibit 1 Existing Site Aerial

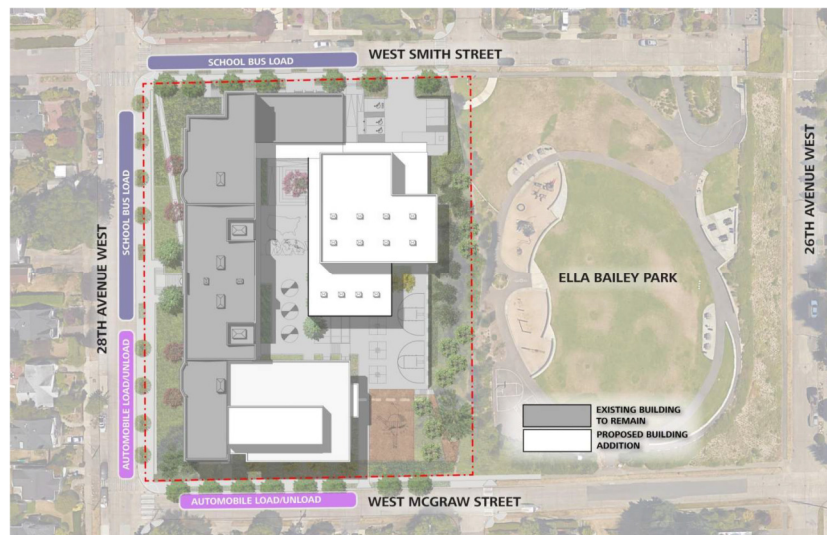


Exhibit 2 Proposed Site Plan

1.2 Neighborhood Characteristics

Magnolia Elementary School is located in southeast Magnolia. The school is adjacent to Ella Bailey Park, a public park.

After Magnolia Elementary School closed in 1984, the building was used as an interim site for several schools as their buildings were being renovated.

- Adams Elementary used the building from 1987 to 1989,
- John Muir Elementary used the building between 1989 and 1990,
- The African American Academy used the building from 1993 to spring 2000,
- Franz H. Coe Elementary used the building between 2000 and 2002

The building has been vacant since 2002.

1.3 Requests for Departure and Committee Formation

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The Code requires that the Department of Neighborhoods (DON) convene a Development Standard Advisory Committee (hereinafter as the Committee) when the School District 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)

Following completion of the Committee Report and its transmittal to SDCI, the Director of SDCI will issue a formal report and decision. The Director of SDCI will consider the recommendations of the Committee and will determine the extent of departure from established development standards which may be allowed, as well as identify all mitigating measures which may be required. The Director’s decision is appealable.

On March 2016, DON sent notices to residents within 600 feet of the Magnolia Elementary School requesting self-nominations for membership on the Committee. Fifteen community members applied, and on August 8, 2016 the Committee was formed. The Committee is composed of eight voting members and two alternates, a representative from SDCI and a City non-voting Chair.

The Committee was appointed as follows:

Karen Nilson	Person residing within 600'
Brad Halverson	Person owning property or a business within 600'
Damien McBride	Representative of the general neighborhood
Trent Mummery	Representative of the general neighborhood
Abigail DeWeese	At large to represent citywide education issues
Nicole Reid	Representative of the Catharine Blaine PTSA
Terry Richardson	Representative of the Lawton PTSA
Jeanette Imanishi	Representative of the Seattle School District
Jim Brown	Alternate
Mark Mauzey	Alternate
Holly Godard (Ex-officio)	Department of Planning and Development (DPD)
Maureen Sheehan (Ex-officio)	Department of Neighborhoods (DON)

2. Departures

2.1 Specific District Requests

The District is proposing to modernize the existing 40,300 sq. ft. school and build a 30,800 sq. ft. addition and gymnasium to provide a total capacity of 500 students to address current and projected elementary growth in the Magnolia neighborhood and to reduce overcrowding at elementary schools in the area.

In order to accommodate the educational program for this project, the District requested the following departures from provisions of the Code.

Departure #1 – Greater than Allowed Lot Coverage

Existing Standard: SMC 23.51B.002 C.1

For new public school construction on new public school sites the maximum lot coverage permitted for all structures is 45 percent of the lot area for one story structures or 35 percent of the lot area if any structure or portion of a structure has more than one story.



Exhibit 3 Proposed Lot Coverage

Departure Requested: 10% additional lot coverage.

Departure #3 – Less than Required Off-street Parking

Existing Standard: SMC 23.54.015 (Table C – Row N)

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

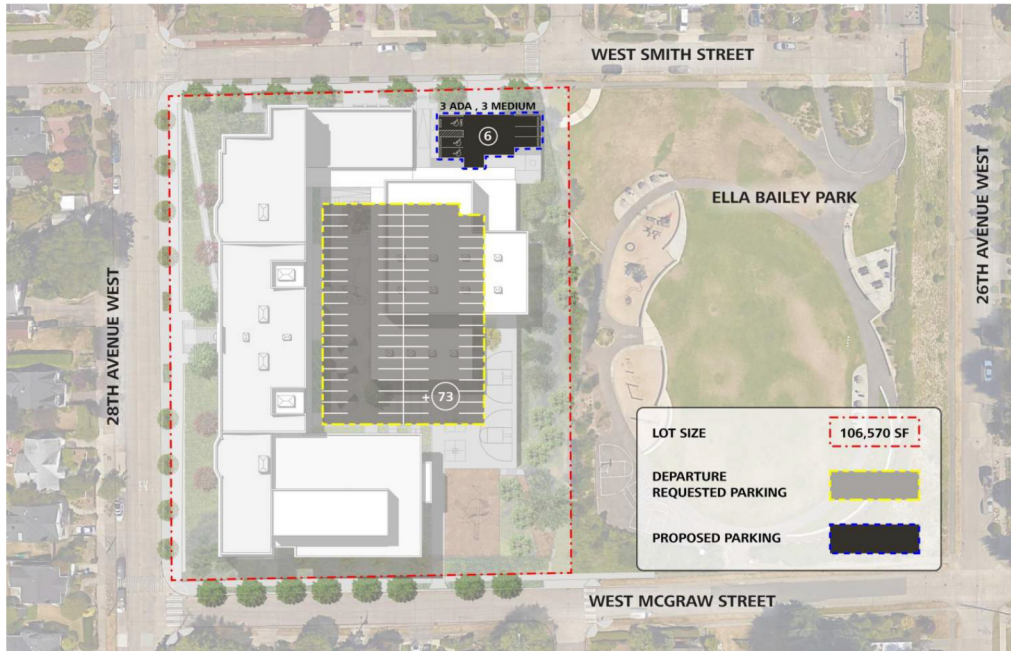


Exhibit 5 Impact of 73 Required On-Site Parking Stalls

Departure Requested: to allow for 73 parking spaces less than the code required parking to be provided on-site.

Departure #4 – Additional Bus Loading & Unloading on W Smith Street

Existing Standard: SMC 23.51B.002.I.4.a-c

When a public school is remodeled or rebuilt at the same site, an existing on-street bus loading area is allowed if the following conditions are met:

1. The school site is not proposed to be expanded;
2. The student capacity of the school is not being expanded by more than 25 percent; and
3. The location of the current on-street bus loading remains the same.

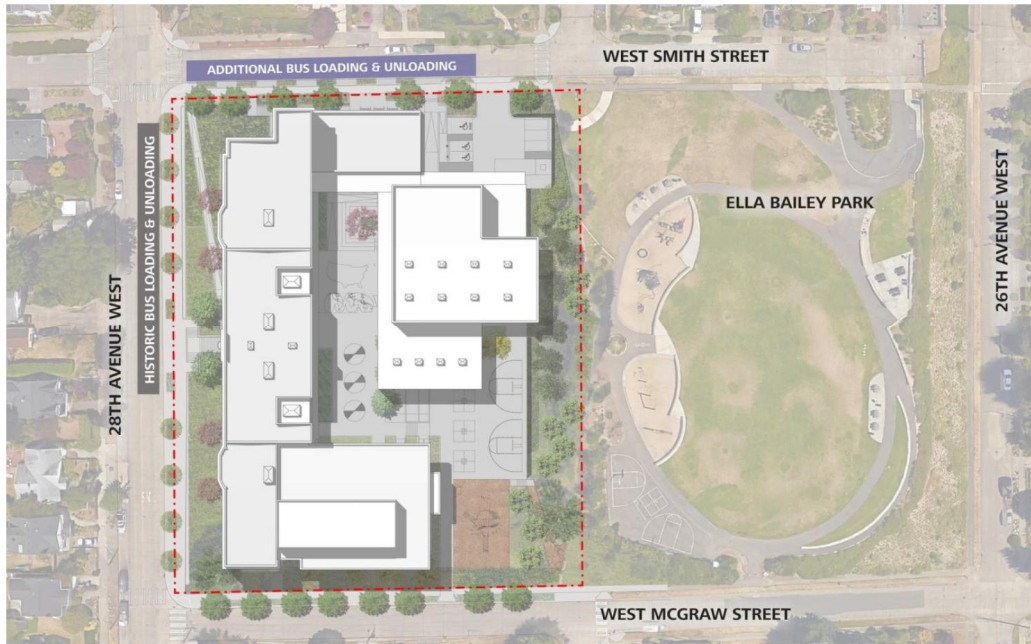


Exhibit 6 Location of Additional Bus Loading & Unloading on W Smith Street

Departure Requested: Additional bus loading & unloading on W Smith Street.

Departure #5 - Double-faced, Electric, Changing Message Board Sign

Existing Standard: SMC 23.55.020.A, B, D.7

- A. Signs shall be stationary and shall not rotate.
- B. No flashing, changing-image or message board signs shall be permitted.
- D.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.



WEST ELEVATION

Exhibit 7 West Elevation

Departure Requested: Changing-image, message board sign.

2.2 Committee Review and Recommendations

2.2.1 Process & Public Meeting

The Committee was convened in a public meeting held on September 14, 2016 at Catharine Blaine K-8. Approximately 30 people attended the meeting, 17 of whom provided public comments. The common themes raised in public comment were:

- The parking and traffic impacts on the neighborhood due to the lack of on-site parking will disproportionately affect neighbors living adjacent to the school;
- Impacts on the use of Ella Bailey Park; and
- Support for the currently vacant building to be reused
- Impact of a changing-image, message board sign on neighbors living adjacent to the school.

2.2.2 Review Criteria

Section 23.79 of the Code directs the Committee to evaluate the requested departures 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 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.

Section 23.51.002 contains further restriction related to single family and other low-rise residential zones.

2.2.3 Application of Review Criteria to Requested Departures and Committee Recommendations

The Seattle Municipal Code intent is to grant departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in single family zoned neighborhoods. The Seattle School District has demonstrated that it cannot accommodate the program necessary for this area without granting departures for: 3) lot coverage, 1) height, 2) parking, and 4) off-site bus loading and 5) changing-image message board sign.

DEPARTURE #1 – Greater than Allowed Lot Coverage

The committee understood the compromise that was made to provide for the required programming and a loss of open space on the site, and was complimentary of the design team's solutions. The committee discussed the possibility of conditioning a departure with access and use of the Ella Bailey Park for school use. This proved to be more complicated, due to ADA accessibility and the discretion of the future Principal of the school regarding use of the park by the school.

After consideration of the above, the Committee recommends:

Recommendation 1 – That the departure to allow greater than allowed lot coverage be granted as requested by the Seattle Public Schools without modifications and without conditions.

DEPARTURE #2 – Greater than Allowed Building Height

The committee was in agreement that the additional height for a mechanical penthouse was reasonable. A suggestion was made to add architectural elements to the penthouse enclosure that would complement the historic features of the building, but it was agreed that not calling attention

to the addition was best. Placement of the additional height was supported by the committee so as not to cast shadows on the play space, but rather possibly be more visible from the street.

After consideration of the above, the Committee recommends:

Recommendation 2 – That the departure to allow for an additional 12 feet of height for a total of 47 feet be granted as requested by the Seattle Public Schools without modifications and without conditions.

DEPARTURE #3 – Less than Required Off-street Parking

The committee discussed the planned play space and its relation to Ella Bailey Park as well as the impact of no parking on-site and the surrounding streets. Some committee members felt the planned play space should not be compromised in order to mitigate additional motorists accessing the school, while others felt additional options should be discussed considering neighbors located immediately adjacent to the school will be disproportionately impacted by the additional people requiring on-street parking. Neighbors located immediately adjacent to the school felt they will be disproportionately impacted by the additional people requiring on-street parking. The committee spent significant time thoughtfully considering their communities concerns, and struggled with the appropriateness of the departure requesting which only provides six parking spaces for a school of this size.

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to remove the parking requirement be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

1. The School must create an enhanced the Transportation Management Plan (TMP) and resources to ensure compliance that includes a rigorous staff parking management component designed to have teachers and staff to park at least one block away from the school in order to minimize school-day parking impacts to neighbors nearest the school and to allow for more efficient and safe traffic flow, and;
2. Evaluate restricting parking to four hours maximum adjacent to Ella Bailey Park along W McGraw St and W Smith St.

DEPARTURE #4 – Additional Bus Loading & Unloading on W Smith Street

The committee understood the need for this request due to the accessibility needs of special education buses to unload on W Smith Street, where an ADA-accessible entrance is most accessible. The greatest concerns revolved around unsafe turning of vehicles and buses on surface streets due to lack of visibility, especially before and after school.

The committee agreed that there needs to be additional provisions to make intersections safer and maintain streets so they are still passable and accessible for emergency and city vehicles, as well as neighbors.

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure allow additional bus loading and unloading on W Smith Street be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

1. Analyze options to minimize traffic conflicts at 27th Ave W. and W. Smith St. due to school operations and potential bus routes turning left onto 27th;
2. Explore safety measures and mitigation along 28th Ave W. and W. Smith St. to increase safety at the four-way off-set intersection;
3. Recommend relocation of the King County Metro bus stop in front of the school or combination with an existing nearby stop.

DEPARTURE #5 – Double-faced, Electric, Changing Message Board Sign

There was general consensus that an electric, changing message board was unnecessary, inconsistent with the neighborhood as well as the historic Magnolia Elementary School, and the funds would be better spent on a project that would better serve the community, such as ADA accessible ramps between the school and Ella Bailey Park.

Parents of students felt the school and staff did an excellent job informing parents and guardians of school activities. It was discussed that the target audience of a reader board of this type may not be parents, but the community, and if the committee were to approve the departure, conditions would need to be added.

After consideration of the above, the Committee recommends:

Recommendation 5 – That the departure to allow a double-faced, electric, changing message board sign be denied as requested by the Seattle Public Schools without modifications and without conditions.

For the Committee

Maureen Sheehan
Non-Voting Chair

MAGNOLIA ELEMENTARY SCHOOL DESIGN DEPARTURE ADVISORY COMMITTEE MINORITY REPORT

October 2016

Overview

This minority report is being submitted with the intention to highlight additional recommendations and opportunities not identified or fully vetted at the meeting of the School Development Departure Advisory Committee on September 14th, 2016. While specific comments from local residents were stated, additional supporting comments have come forth from residents since the meeting of September 14th as well as some items which were initially discussed but not fully given sufficient time for discussion due to a desire for a quick evening vote and no further engagement with the community for solutions.

Specifically, these are additional recommendations surrounding;

Departure #3 – Less than Required Off-Street parking

Departure #4 – Additional Bus Loading & Unloading on W Smith St

Context and Explanation

There is a desire from local residents living around the school to pursue additional measures to mitigate what appears to be a problematic scenario with upwards of 63 cars parking close to the school during the daytime as well as 100-200 people who may be in cars during the evening several times a year.

Many of the closest residents arrived at the public meeting of September 14th to comment on the project. Of the 20 who spoke, 17 mentioned parking as the biggest concern to the impact of living around the school. Some of the responses were strong. Others simply identified the clear needs to address and alleviate the issues by the need to better analyze or discuss solutions.

The vote of the Departure Committee 5-2-1 to remove the on-site parking requirement resulted in two recommendations, but not enough to mitigate all of major the issues. The vote to proceed ahead as is with these recommendations included and was supported by three individuals who live in Magnolia, but do not live within a reasonable proximity to the school. Moreover, one more of these voting members wasn't even a resident of Magnolia and serves as an employee for the SPS. Since these four voting committee members aren't known not live across from a current school with no on-site parking, and while they are well intentioned and provided good development advice in other areas of the report, they still aren't in a good position to fully understand and recommend against the realities of what local residents will face. Therefore, this report asks the DON Director and the

Director of SDCI NLT to consider the residents living closest to Magnolia Elementary to carry additional weight on the topic of Less than Required Off-Street Parking.

Many of the residents who either participated in the public meeting or in additional neighborhood discussions beyond September 14th have identified the parking survey being conducted in the winter at 10am on a weekday and then again at night around 7:30pm/8:00pm missed an opportunity to understand a realistic parking conflict, that being what happens in the hours of 6:45am-7:45am in the morning of a school day when both residents are still home before a morning commute and teachers are arriving, looking for parking. And although it was mentioned by Heffron that the evening parking utilization would not be much different than the morning hours, the reality is that there are some visible differences seen against the report. Moreover, the Heffron report does not adequately identify that the parking utilization on streets closest to the school are already at very high levels 60%-70% in some cases. And in a few cases, exceeds the 81% identified for acceptable levels if impact.

Specific examples of concern with the accuracy of the Heffron report to support sufficient parking utilization as well as obstacles and variables not identified within 200' of the school....

BL (28th, W Smith & W McGraw) directly across from the school west – parking utilization shows at 58%/75% (only 3 available spaces). This street actually shows some mornings to be at only 2 available spaces, based on several more visual inspections, counting cars against the Heffron report.

BM (28th, W Smith and W McGraw) in front of the west portion school – parking utilization shows at 0% with 12 available spaces. This street is being planned for bus load/unload and parent/driver load/unload with zoning for a school year. So to say this is available parking isn't accurate because it will largely be unavailable for residents, teachers or others. It may as well be removed from the report entirely. It being unavailable will put pressure on BL and other nearby streets for parking demand.

BB (W Smith St, 28th Ave W and 26th Ave W) street in front of North portion of school – parking utilization shows 24%/0% (21 available spaces). This street is being planned for up to 3-4 buses to load/unload during a school day. Moreover, this street is more heavily utilized during March-October for parking at Ella Bailey. So parking utilization will be much higher than the report shows, conducted in a February.

BC and BA (W Smith St, 28th Ave W and 26th Ave W) street directly across from the school west – parking utilization shows 0%/60% and 11%/11% (2 and 8 available spaces). Like BB, with buses loading and unloading during a school day as well as heavier Ella Bailey park usage in March-October will skew utilization much higher than what was conducted in February. This area has been identified by the committee as streets deserving of zoned/limited parking.

BR (W McGraw St, 28th Ave W and 26th Ave W) street in front of the south portion of the school – parking utilization shows at 0%, (14 spaces available). Like BB, BA and BC, this corridor will show higher parking utilization between March – October when Ella Bailey is in use. And it doesn't take into account a steep crest of a hill near the school where no parking signs have already been established as a deterrent for parking for safety reasons. This leg of the report may not be accurate in terms of safety and the parking utilization will be higher than shown. Moreover, it wasn't discussed in the meeting that this street is used as the eastern leg of travel by the Fire Department as their route, which if the street is clogged fully with parked cars on both sides, could slow down safe response time.

BS and BT (W McGraw, 28th and 27th/27th and 26th Ave) street directly across from the school south – parking utilization shows 50%/0% and 25%/17% (2 and 10 available spaces). Like BR, this area will show higher utilization between March – October when Ella Bailey is in use. Moreover, it wasn't discussed in the meeting that this street is used as the eastern leg of travel by the Fire Department as their route, which if the street is clogged fully with parked cars on both sides, could slow down safe response time.

BZ and CA (27th Ave, W McGraw and Dead End) cul-de-sac perpendicular to south end of school – parking utilization shows at 0%/67% (5 and 1 available spaces). This area is often well over your 81% trigger for acceptability and should be given special caution due to the clogged residential parking. It is easily obtained at a higher percentage with just a couple of new cars. A resident who attended the public meeting on Sept 14th expressed concerns about random cars having a difficult time navigating this area.

BY and CQ (28th Ave, W Lynn and McGraw) street just ½ block of west side of school – parking utilization shows at 0%/0% (3 and 1 available spaces). These small street segments are currently over signed with no parking, bus stop, paint. All it takes is 1-3 cars and it's completely full, in which case the study may not be fully capturing reality.

AO and AP (27th Ave W and Halladay/Smith) street is a busy north/south route away from Ella Bailey at the moment. Parking utilization shows at 27%/36% and 60%/70% (7 and 3 available spaces). This street would likely show higher parking utilization between 6:45 am – 7:45 am than the evening levels. Moreover, it can be overflow parking during the months of March – October for Ella Bailey park, ensuring the study is not reflective of reality. Additional visual inspection for these streets have shown to be higher in the early morning hours and between March – October.

AB and AN (28th Ave W, Smith and W Halladay) street – parking utilization shows at 20%/60% and 50%/38% currently (2 and 5 available spaces). These numbers have shown higher parking utilization based on new visual inspection by neighbors.

In summary to challenging the measurement of and understanding above street segments; based on additional neighborhood feedback and some visual inspections, along with input as to the reality of street usage, the actual outcomes will be higher than

the Heffron report shows, causing some street segments to bump up over accepted 81% threshold of parking utilization levels. Moreover, it is assumed many of these streets will see the most intense search for parking availability as they are closest and many are level - which will drive up parking demand and occupancy well over 81% and upwards of 100% given many of these streets only have 1-3-5 spaces to offer. Anyone visiting these neighbors, or vendors for home repairs, let alone the demand from teachers will find a constant and intense challenge for parking that only exists on an occasional level to date.

Considering the above discrepancies and lack of broad understanding of the application in how parking outcomes will actually impact local residents once the school is open, there are specific additional requests by local residents for SPS and the SDOT to explore, and both are asked to embrace several additional solutions to further help mitigate parking challenges to come, some or all;

- Zoned or permit parking around the closest streets to the school, at 4 hours.
- Off-site parking for teachers with a shuttle, which would be located with a few blocks away from the school.
- Partial parking on-site for 20 cars – which would show good faith within the local community that the school is eager to partner with residents to do the best thing for all.

Overall, there is a desire for local residents to see a successful school be built here. But the departure to veer away from code required 80 on-site parking spots immediately puts SPS needs and local residents at odds with each other, especially when broad statements are made. It is putting people at odds with arguments that nearby residents should give up driving for more bicycle use against the needs of nearby residents who rely upon cars for their commutes to various places (for a bike rider, that might be the same building every day, 5 days a week, but not for someone with a car), and to have some parking spaces to choose from. The reality is, we all need to make room for each other and our desired choices of transportation. But local residents shouldn't be forced to choose one or the other.

Using the argument citing laws in the books that Seattle's streets are public, for everyone, not the residents, creates an unnecessary escalation of tensions, becomes a false choice of sorts. When the City of Seattle is already not open to expanding (widening) driveways further to allow for more parking at home, residents are put at odds with a school project which many could see as a welcome fixture. The reality is, SPS, SDOT, the City of Seattle and residents must work together on solutions for outcomes that make sense for all. Everyone must give in to some degree and work together, which means having respect for all sides, all needs. In this case, simply ignoring local residents concerns about parking capacity, citing laws in the books, or stating "playground over parking" doesn't create a desired partnership between the school, the residents and the community overall.

If common sense and willingness to find good solutions are ignored, for decades there will be tension, frustration between teachers, school administrators, parents and the residents who are in the community 24/7. And it will not be resolved by telling people to be nicer or work it out. And it will not be a community of partnerships or positive experiences for anyone. It would seem like SPS would not want to create scenarios of extreme choices or telling people to work out day to day conflict on their own. Solutions must be embraced, accommodations must be made. In this case, local residents will watch as SPS, SDOT and the City of Seattle ignore requirements for on-site parking. So it will now be up to SPS to help embrace recommendations to make this a good situation, to display goodwill to the community.

It is for these reasons, additional recommendations and solutions are being made to the departure of no on-site parking in this Minority Report.

Last, there are concerns about pick-up and drop off of cars in the morning and afternoon periods, there is a specific request not to allow cars to idle sitting on the eastern leg of W McGraw toward 28th, or the western portion of street BR. The reasoning here is this particular street is the often used path for the Seattle Fire Department for emergency calls heading to the eastern front of Magnolia. Cars idling on what is already will be a busy street with cars and narrow passages will be dangerous. So the recommendation is to not allow for this segment to be available for idling cars waiting to pick-up students.

Departure #3 – Less than Required Off-street Parking

(Current)

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to remove the parking requirement be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

1. Enhanced the TMP to include a rigorous staff parking management plan to require teachers and staff to park at least one block away from the school to allow for efficient and safe traffic flow;
2. Restrict parking to 4 hours limit on W. McGraw St and W. Smith St. immediately adjacent to Ella Bailey Park.

Additional Recommendations to #3:

3. Zoned or permit parking around the closest streets to the school, at 4 hours for street segments AO, AP, AB, AN, BY, CQ, and especially BL, BR, BS, BT, BB, BC, BA – the most impacted. Please work with the SDOT on these recommendations.

4. Find off-site parking for teachers with use of a weekday shuttle, transportation would be located within a several blocks away from the school as far as Interbay or north Magnolia if needed.
5. Partial parking on-site for 20 cars – which would show good faith within the local community that the school is eager to partner with residents to do the best thing for all. This will cost some money, but it's entirely possible to make room for an entrance on the eastern leg of W McGraw to drive partially below grade for 20 spaces with reinforced concrete, including a metal lid over the top with play space above. This is not an underground parking garage, rather, a partial and less expensive solution will would still allow for play space, and allow for some cars on site.

Departure #4 – Additional Bus Loading & Unloading on W Smith Street

(Current)

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure to remove the parking requirement be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

1. Avoid traffic conflicts at 27th Ave W. and W. Smith St. due to school operations and potential bus routes turning left onto 27th;
2. Explore safety measures along 28th Ave W. and W. Smith St. to increase safety at the four-way intersection;
3. Provide mitigation to prevent conflicts of vehicles turning from W. McGraw St onto 28th Ave W. in all directions;
4. Recommend relocation or combination of the Metro bus stop in front of the school.

Additional Recommendations to #4:

5. Due to the Seattle Fire Department using W McGraw for emergency response, the recommendation is to not allow for the eastern leg of W McGraw St segment to be available for idling cars waiting to pick-up students, especially from the top of the crest of this street and west toward the stop sign.

Thank you,

Signed, Committee Member,

Brad Halverson



City of Seattle

Edward B. Murray, Mayor

Seattle Department of Neighborhoods

Kathy Nyland, Director



Magnolia Elementary School

Development Standards Design Departure Advisory Committee

FINAL Meeting Minutes

Meeting #1

September 14, 2016

Catharine Blaine Elementary School

2550 34th Ave W

Seattle, WA 98199

Magnolia Elementary School Design Departure Advisory Committee

Members

Karen Nilson

Brad Halverson

Damien McBride

Trent Mummery

Abigail DeWeese

Nicole Reid

Terry Richardson

Jeanette Imanishi

Jim Brown (Alternate)

Mark Mauzey (Alternate)

Ex-Officio Members

Maureen Sheehan,

Department of Neighborhoods

Holly Godard,

Seattle Department of Construction & Inspections

Members and Alternates Present

Karen Nilson

Trent Mummery

Nicole Reid

Brad Halverson

Abigail DeWeese

Jeanette Imanishi

Damien McBride

Jim Brown (A)

Mark Mauzey (A)

Terry Richardson

Staff and Others Present

Maureen Sheehan

DON

Holly Godard

SDCI

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 were 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 meeting is run. Ms. Sheehan noted that the City of Seattle does not have a school zone; instead, the City allows schools in all zones, subject to the development standards of the underlying zone. Since most schools are in residential neighborhoods and are zoned "single family," the development standards do not anticipate school projects, which can present challenges. As schools are not single family homes, they do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request exemption from various development standards or "departures" from many of the provision of the Code.

The Committee is meeting tonight for the purpose of developing recommendations concerning the School District's requested departures for exemptions to several provisions of the Seattle Municipal Code 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 that does not to be residing within the 600 ft. of the site, two people who represents the parents of the students of the school, a representative from the Seattle School district, and a representative at-large who is 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 School District and its consultants, public testimony is taken; 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 from the school district and there is no further benefit from having additional public testimony, the Committee can determine to move forward at the end of this meeting in establishing their general recommendations; in that case this would be the only public meeting/hearing.

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 and to the Director of Seattle Department of Constructions & Inspections (SDCI) who will then issue a written decision.

III. Presentation

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

The Project:

Ms. Rosen gave an overview of the project. The school project captures the capital levy scope with the intent to modernize the existing 40,000 sq. ft. building, and build a 71,100 sq. ft addition with classrooms and a gymnasium. This project would accommodated 500 K-5 students in the Magnolia neighborhood. The intent is to have the school open in the fall of 2018.

The Master Use Permit (MUP) intake has been completed, and the project team has met with the Landmark Preservation Board's Architectural Review Committee (ARC). The building permits are expected to be issued later this year.

Ms. Rosen noted that to begin the design work, they had to understand the existing conditions of both the site and the existing buildings. The site is very tight, and the School District property is less than 2.5 acres. The school is fortunate to have the Ella Bailey Park adjacent to its site, but it is not a School District property. The original school building was built in several phases. The central building was built in 1927, while the north addition, which included two stories of classroom, was built in 1931. An additional two stories were built to the south in 1941. A library addition was built on site in 1959.

One of the significant factors relating to the redevelopment of the school is its landmark designation. The parts of the interior as well as the exteriors of the buildings are designated as historic features, but the library is not. Ms. Rosen noted that the historic features can be altered, but the project team must provide justification for the alterations to the Landmarks Preservation Board through ARC briefings.

Ms. Rosen mentioned that years ago the Seattle Public School Board passed a green resolution, and it was driven by having energy efficient buildings. In that spirit, one of the tools the design team used is to maximize the daylighting, to reduce energy costs and help assist in the life span of the building.

Since the school is located on a very small site, the project team has had challenges with the steep slopes. There is a 27 ft. grade difference between the school site and Ella Bailey Park. There is a significant height difference from the street along the front of the building. There are grades along W. Smith Street and McGraw, which affects traffic circulation and accessibility to the site. The project team plans to improve the accessibility to these steep slopes.

The School District hired an arborist and has identified five exceptional trees that the design team plans to retain.

The project scope is to modernize the existing building including mechanical and electronic system replacements, seismic improvements, building additions including classrooms, library, and a gymnasium. The new site work includes playground improvements, outdoor learning, and new parking, service access to ramps to address accessibility, and storm water improvements. Offsite, the project team will improve street trees, curb bulbs, relocate surface driveways, and install flashing beacons along 28th Ave.

The design process involved engagement of all stakeholders and gathering information to begin to develop a design. The project team had community meetings in March and asked questions, and gathered and analyzed responses.

The project team addressed concerns regarding traffic, safe routes to school, and walking and connections to the park.

Another important component of the stakeholders was the School Design Advisory Team, composed of community members and educators in the Magnolia neighborhood. The team worked together to define the vision and goals for the project that addressed the importance of balancing the community needs and school learning. The team came out with a vision that encompasses a careful and joyful community and the idea of engaging nature around the school environment.

Throughout the design process, the project team actively engaged the School District, school management, and different agencies and jurisdictions, which set parameters such as building codes, land use restrictions, zoning, and historic preservation concerns of the Landmark Preservation Board, etc.

The Design Team worked hard to make sure all of the stakeholder's concerns were heard and to balance the historic fabric of the school, its educational programs, and the surrounding community. The end result was developing some guiding principles that promote the School District's mission and also understand the project priorities and long-term use of the building by balancing its available resources and honoring the community's needs.

Ms. Rosen summarized that the project team is proposing to remove the existing library, covered play area and the portables, and add classrooms, a library to the south, a gymnasium in the central courtyard, as well as minimizing the limited parking in order to maximize the size area. The project team also proposed a mechanical penthouse in an enclosed space along the roof and a series of ADA accessible ramps to the school entrances to create accessibility to the buildings.

Transportation

Ms. Rosen introduced Mr. Todd McBryant of Heffron Transportation to briefly discuss the traffic impact analysis, key findings, and recommendations that they have identified as part of their review for the project.

Mr. McBryant discussed the potential for adding a bus zone on the south side of Smith St. to accommodate the special education buses for easy access to the school buildings. He also noted taking a look at auto load and unload at the east side of 28th. What he heard from the School District was an expectation of about three full size buses and three special education buses operating on the site.

As part of the traffic study, Mr. McBryant noted that the team evaluated the number of school trips that will be generated during set times of the day. They looked at traffic operations, and intersections along 28th all the way to W Dravus St and the surrounding vicinity. They gathered input at a community meeting in March and subsequently added some additional intersections for review for safety conditions to the west of Smith and McGraw.

The team also looked at site access, on-street bus loading and unloading, pedestrian crossings, parking for daily school use and occasional evening events as well as potential impacts due to construction. They listed possible recommendations to the School District in order to minimize these impacts.

Regarding their key findings the team developed trip generation estimates. These estimates were based on five other elementary schools throughout the City of Seattle that represent wide range of schools traffic typologies; some have relatively poor walking environments around, some are drawn from District-wide with special programs, and others are located in very good walking areas. The team believes the estimates that resulted from their findings resulted in higher trip generation than would might expect from this site due to a strong pedestrian environment that could be well-suited for students walking to school.

In terms of traffic operations, the overall level of service is C or better. There were two times in the morning where it operated poorly and it was located possibly at Smith St. The team assumed the worst-case scenario due to the bulk of the pick-up and drop off happening around W Smith St.

School day parking demands were based on other Seattle area schools, and the expected staffing levels for this site is about 45-55 employees. The total peak parking demand is around 63 vehicles including parents and volunteers.

The team evaluated the parking utilization in the area around the school by following the City of Seattle guidelines of parking within 800 ft. walking distance. They determined that, during school days, about 486 spaces were unused at about a 22% utilization rate. During the evenings with events, parking utilization is higher at about 27%. Large evening events such as Curriculum Night will draw a large number of cars and will have the most impact. Based on their observation, the team estimated about 280-355 vehicles can be accommodated along the streets around this site.

Based on the analysis, the following recommendations were submitted to the School District and were proposed to be incorporated as conditions to the project:

1. Develop a Transportation Management Plan (TMP). This allows the School District and the school to work on school programs such as Walking To School, Walking School Buses, Bike Programs, to educate the community, parents, and guardians about expectations of school drop-offs and pick-ups;
2. The School District should work with SDOT on identifying signage location for load zones, locations for flashing beacons, and curb bulbs;
3. Continue to explore with Metro the opportunity to relocate or consolidate the Metro Bus stop in front of the school in order to bring transportation close to the site while minimizing impacts.
4. Communicate and coordinate with the Seattle School Safety Committee about walk arounds and crossings; and
5. Protect usage of the nearby park, reserve parking for regular use of the park, and provide short-term parking.

Another component is to address potential impacts of large events on the community through announcements and developing a communication plan.

The team will also provide a construction management plan to address potential sidewalk closures, identify where to park and making sure adjacent streets and maintained and cleaned.

Departure Requests

Ms. Rosen summarized the following departure request:

1. Lot Coverage

The total lot size is 106,570 sq. ft., with the addition of the existing buildings and additions, the total lot will be 47,850 sq. ft. which is almost 45%. The Land Use Code allows lot coverage of 35%. The School District is requesting a departure of additional 10% lot coverage up to 45%.

2. Building Height

The height the School District is requesting is solely for the mechanical penthouse so the mechanical equipment is not exposed on the roof. The Land Use Code allows a maximum building height of 35 ft. The School District is requesting a departure of 12 ft. above the height limit, for a total of 47 ft.

3. Parking

In the spirit of maximizing the opportunity for open space and integrating the school programs for open space play, outdoor learning that benefits the students, staff and the community, the School District is proposing limited parking in the NE corner of the site; three accessible stalls and three service stalls. The Land Use Code requires parking on public school sites for existing public schools when they are remodeled if an auditorium or other place of assembly is expanded or additional commons are added, additional parking is required based on the increase in floor area only. The School District is requesting a departure of 73 parking spaces.

4. Bus loading and unloading

Historically, bus loading and unloading has been located along 28th Ave W. The School District is proposing additional bus loading and unloading along W Smith St. The slope from the street to the main floor is about 15 ft. The design team is proposing a ramp to create an accessible entry. The intent was for special education buses to load and unload where there is an accessible slope. The School District is requesting a departure for additional bus loading and unloading along W. Smith Street.

5. Electronic Reader board

The location of the reader board will be along 28th Ave W. The intent is for the school to communicate events to a larger community. The Land Use Code allows a monument sign no greater than 30 sq. ft. and can be illuminated. The School District is requesting a departure for a changing image message board sign.

IV. SDOT Presentation

Ms. Sara Zora from SDOT added that their goal is to work with the community, Seattle Public Schools and their consultant team to try to minimize the impacts in terms of traffic, circulation, parking etc. She noted the Safe Routes to School Program at SDOT where they work with schools to inform and educate parents and staff about walking and biking to school and its benefits.

She is here to listen to public comments and answer any Committee's concerns and questions, and she will be working with City planners to ensure that this project is successful.

V. Committee Clarifying Questions

Ms. Sheehan opened the floor for Committee questions.

Ms. Abbey DeWeese asked about the current lot coverage including the additions. Ms. Rosen noted that it is 36%.

She also inquired about the mechanical space on the roof and ADA requirements in parking.

Ms. Rosen provided a diagram of what the mechanical penthouse would look like and confirmed the requirement for 4 ADA parking stalls.

Ms. Terry Richardson inquired about the traffic analysis studies as well as the speed zone. Mr. McBryant noted that the buses would still stop along 28th and it is wide enough for bus loading. Once the school opens, the speed zone will be 20 mph with flashing beacon lights installed.

Mr. Trent Mummery inquired about adding a condition to the actual design of the mechanical penthouse. He expressed his concern about its aesthetics and the design should complement the rest of the school buildings.

Ms. Karen Nilson inquired about bike racks and bike parking as well as the school zone boundary. Ms. Rosen noted that bike parking will be available on the north side of the school. Ms. Jeanette Imanishi commented that the school zone boundaries have not been drawn yet and the District is looking at proposals.

Ms. Nicole Reid inquired about the use of the park as a play area or for recess. Ms. Imanishi noted that the School District and the Parks Department have a joint use agreement. The intent is not to rely the use of Ella Bailey Park for a recess area since it has a 27 ft. grade difference between the school playground and the park. The school would like to maximize as much as possible the play space available onsite. She also noted that supervision is another factor of why Ella Bailey Park is unlikely to be used for recess area.

Mr. Brad Halverson inquired about the parking studies and the rationale for the time chosen to conduct these studies. Mr. McBryant mentioned that they looked at two primary time periods where the largest demand would occur. The first scenario for a typical school day for parking, the peak demands happens between 9:30 – 11:30 am when a large number of employees are on site including volunteers, food preparation for lunch, etc. The second scenario is in the evenings that reflect conditions when a large event might occur on the school site.

Mr. Mark Mauzey commented on auto load and unload at W McGraw St and the expectations that due to visibility, automobiles are no longer required to park there anymore. Mr. McBryant noted that it will be an ongoing discussion between SDOT and the School Safety Committee. The preference is to have parking on both sides of the street available since the street is wide enough. The expectation was the load and unload will be designated at certain times of the day and will be available for on-street parking outside those hours.

Mr. Mauzey inquired if there is a plan for buses to turn around on W Smith St. Mr. McBryant added that buses using W Smith St. are expected to be special education buses, which are smaller, and their route will be toward the north on 27th.

Mr. Jim Brown commented about the location of the mechanical penthouse and its visibility from the south side of McGraw. Ms. Rosen noted that the location of the penthouse has been a challenge and they tried to find a balance between the routing of the building systems and the shadows that it will cast on the courtyard.

Mr. Brown asked about the height of the retaining walls at the east side of the campus. Ms. Rosen noted that she does not have the exact dimensions, but will provide that information. [Update: Ms. Rosen followed up after the meeting with an answer. Between the south end of the site and the southeast corner of the gym, the retaining wall will range from approximately 1'-0" (at the south end) to 5'-0" at the gym. There is a portion by the service yard that may be between 6' to 9' in height. We anticipate the majority of the wall to be between 3'-4' in height.]

VI. Public Comments and Questions

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 Chris Jackins: Mr. Jackins is a coordinator of the Seattle Committee to Save Schools and he commented by providing a list of eight points to consider to request a delay any actions on these departures. ([See attached list](#)).

Comments from Gordon Kramer: Mr. Kramer commented that he is impressed with the current work that was done so far. He lives about a block north of the school and attended the school in the 50's and noted that he had experienced the school changes. He expressed his concerns about the access to the park especially the current requirements for handicap access. He also voiced his concerns about parking and the actual process that was done to determine the available parking spaces especially the 10:00 am measurement that was used to identify parking.

Comments from Rick Davis: Mr. Davis lives right in the corner of McGraw and 28th and has been a resident for 23 years. He commented residents who live 600 ft. away will not be impacted by the school off-site parking. The residents who lives in the 300 ft. will be impacted because there will be no space for them to park. He recommended the Committee to explore more options for on-site parking.

Comments from Mardee Austin: Ms. Austin commented that she was excited about revitalizing the school since it has been an eye sore for quite a while. She commended the project team for the current work that

they are doing in such a tight time frame. She added that since moving in the neighborhood 11 years ago, she had the understanding that the elevated land at the park will be used for playground space.

Comments from Geoff Mattei: Mr. Mattei lives on the corner of 28th Ave W and W Smith St, and he commented about his displeasure on the parking departure specifically the parking study that was conducted. He noted that the parking studies that was done does not accurately represents the utilization rate for the residents that actually lives closest to the site.

Comments from Jessica Smits: Ms. Smits commented about her excitement about the school and its additions. She expressed her confusion about parking and walking without identifying the boundaries. She felt that in order to figure out where the kids will be coming from and how many people will be walking and dropping off, it should consider identifying the boundaries first.

Comments from Judy Clutten: Ms. Clutten commented that she would like to see the plans for bathrooms for special education. She noted that some of the remodels that were done by the Seattle School District are inadequate. She expressed her concerns on parking especially during the day where therapists are unable to find parking, parents coming in for PTA meetings, and parents with children that have disabilities that are coming in late may not find parking, etc.

Comments from Max Kay: Mr. Kay was surprised about the school bus load on Smith St. as well as the parking studies that was done at 10:00 am where the volume of residents that are going to work happens around 7-8 am. He also voiced his displeasure on the reader board sign and noted that it is inappropriate to the neighborhood.

Comments from Doug Underwood: Mr. Underwood commented about the 73 additional parking spaces and expressed his disappointment that the School District and the Parks Department cannot work together to determine parking spaces around the park area. He also noted that the community does not need a reader board sign that advertises community events.

Comments from Martha Jambrichova: Ms. Jambrichova commented about her concerns about parking. She lives on 28th Ave W, and her car stays on the street for multiple days without moving and is concerned she will be ticketed. She asked if there will be more parking enforcement.

Comments from Marie Anchordoguy: Ms. Anchordoguy lives on 29th and McGraw and she inquired about how many buses will be there and where exactly they are going to go, and she would like to know the impact on the flow of traffic. She also expressed her concerns about the noise and rules that govern the use of megaphones. She added that she agree having a lit sign but does not need an all night long flashing message.

Comments from Cathy Taft: Ms. Taft and her husband live on the corner of 27th Ave W and W McGraw St which is a dead end. She expressed her concerns about parking and traffic flow around the dead end street, and its impact since it will be difficult for the residents to leave their private driveway. She would like to see more parking and a 1-2 hour zones around the park. She is opposed to a lighted sign, and also would like to have the mechanical penthouse moved in a central location on campus.

Comments from Dirk Padfield: Mr. Padfield expressed his concerns about the lighted sign and he commented that it is unnecessary. He commented about the number of students at school and having an option of making it a smaller space to accommodate parking. He added about his concerns about the walk and bike to school program, especially for kids who lives several blocks from the school and the program might not work for them.

Comments from Susanne Kromberg: Ms. Kromberg lives at 26th Ave W and W Smith St. looking across Ella Bailey Park. She is looking forward of bringing life and energy back to the school. She expressed her concern about the traffic around the area. She works at a hospital and she is worried about having difficulty to get out around the area at the start of the day. She added about the emergency vehicles such as fire and ambulance maneuvering around the area.

Comments from Sharry Flennilcen: Ms. Flennilcen commented about her interest in the boundary options.

Comments from Maryanne Firpo: Ms. Firpo commented that she was excited about what she heard from the

public. She encouraged the Committee to vote against all the departures because she does not want the neighborhood experience the same outcome that happened at Loyal Heights Elementary School with regards to parking, and traffic, etc.

Comments from Kevin Cole: Mr. Cole lives a half block from school. He encouraged better access to Ella Bailey Park since his 2 year old walks up and down the ramp and having access will be great. He was excited about the project and the presentation was very informative. He added that since they live in an urban area, there will be some tradeoffs about parking spaces, and he commented about accepting minor discomfort in exchange for a huge benefit especially play space for the kids.

Comments from an anonymous person: She complimented the work of the design team and the amount of space they are working with. She commented that there is a huge park that is underutilized, and she encouraged the School District to work together to leverage the use of the park. She also expressed her dissatisfaction of the lighted sign.

Comments from Gordon Kramer: Mr. Kramer commented about criticizing the park without providing any constructive solutions. He proposed widening W. McGraw St. and having an angle parking on the north side. He also proposed having an underground parking.

Comments from Liz Springborn: Ms. Springborn lives at 28th Ave W and W McGraw St and she added her concerns about parking and also the intersection of W McGraw St and on 28th Ave W where visibility is a challenge, and she hope this issue is taken into consideration. Overall, she was excited about revitalizing the school, but is concerned about parking.

VI. Committee Deliberation

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. Increased Lot Coverage:

Ms. Abbey DeWeese commented that she has no concerns about the lot coverage departure. She inquired about the school's access to Ella Bailey Park.

Ms. Jeanette Imanishi commented that the school use of the park will be up to the principal and the school's management. Ella Bailey is a public park and the kids will be interfacing with the public. She noted that there were concerns about safety that was expressed by teaching and learning stakeholders about school use of the park.

Ms. Imanishi mentioned they will develop an ADA access ramp from the school's playground to the park since the existing ramp is currently non-compliant and they are in the process of reviewing several alternate bids.

Ms. DeWeese commented that she is supportive of granting the lot coverage departure.

Ms. Terry Richardson commented that in general she supports the 45% lot coverage as it is shown now. She also inquired about the school's access to Ella Bailey Park.

Mr. Trent Mummery, Mr. Mark Mauzey also agreed in granting the lot coverage departure.

Ms. Karen Nilson commented that she is line in granting the lot coverage departure, but has some questions about accessibility to the park.

A comment was made that the school use of the park goes back to the programming of the school's principal.

A comment was made to provide safe access to the park especially in the wooden area where a lot of trees exist as a potential compromise.

A question was made if a stairway can be installed based on the presence of the steep slope, and Ms. Holly Godard commented that they requested and received an Environmental Critical area exception in this area.

Mr. Damien McBride commented that he would recommend granting the lot coverage departure without conditions.

2. Greater than allowed building height:

Ms. Richardson commented that she has no concerns on the actual height of the mechanical penthouse, but expressed her concerns about its aesthetic and would support the departure with a condition that addressed this.

Mr. Mummery suggested that the architects could modulate the roof and add some embellishment to it.

Ms. DeWeese commented that she is fine with the height increase, and expressed her reservation on making any design changes to the penthouse. She encouraged the school to work with the architects to come up with a good design.

Mr. Jim Brown agreed on approving the departure, and suggested if the position of the penthouse can be moved and not as visible from McGraw.

Mr. Mauzey commented that if the position of the penthouse is moved, it would cast shadows on the school's playground. He would rather have it visible from W McGraw St rather than cast shadows to the school's playground. He also noted that no one will notice the current placement of the penthouse.

Mr. Halverson commented if the placement, and color of the penthouse is the right design move.

Mr. McBride commented if the concerns of the location of the mechanical penthouse are from the people looking from the streets or from their homes.

A comment was made that the majority of the feedback from the community is not about the height. They are fine if the architects will be able to appropriately design the penthouse. Most of the concerns are the residents that live across the street and less so in W McGraw St.

Mr. McBride commented that this is a lesser issue compared to other departures.

Ms. Imanishi commented that she agreed with Mr. McBride's comments about the location and design of the mechanical penthouse. It will eventually fade away visually.

3. Continued off-site parking:

Ms. DeWeese commented that she paid close attention to the public comments since it was a hot topic for the community. Personally, she does not agree with building a parking structure since it is very expensive. She would rather have the space for the children's play area rather than additional parking. She is supportive of the parking departure and she encouraged the design team to add one more ADA parking spot.

Mr. Mauzey asked if the school staff is the cause of the parking problem and suggested a shuttle be an alternative option.

Ms. Imanishi noted that school staff and visitors usually pose challenges to parking, and since the School District has a finite budget, the idea of leasing or purchasing a piece of property for parking or a shuttle is highly unlikely.

Mr. Halverson commented that he heard very strong comments from his neighbors that were not present. Some of the feedback was the parking study that was done during the incorrect times; neighbors questioned why it was not done between 7-8 am where the greatest amount of parking conflict exist. He noted that they want the studies redone so that it reflects when teachers and staff are coming to school. He added that the studies should express respect and sympathy for all residents that will be affected when their space are taken away.

He also commented that he heard specific feedback from his neighbors such as a shuttle options, permit parking for 2-4 hours in an eight block radius, and purchasing a parcel for parking.

Ms. Nilson agreed that this is a hot topic and suggested if another meeting is necessary to discuss this issue. She noted that the parking study done was insufficient and would want to gather more information. She suggested this Committee should think about more options in controlling the parking issue so the neighbors would feel that their feedback was considered before granting this departure.

Mr. McBride commented that he applauded the work and the study that was done about parking as well as the SDOT programs. He suggested the parking studies should be redone by adding an additional time frame. He also would recommend having a zoned parking for the park and make the turns on 27th more efficient so buses and cars would make that turn and SDOT can restrict the traffic flow quicker.

Ms. Imanishi commented that a parking garage structure is not happening. She would like to see the money spent on school programs that would benefit the children. She noted that a parking garage is difficult to maintain and also a safety concern.

Mr. McBryant commented that there has been some mitigation to the immediate streets. He understood that there are drawbacks and inconvenience about parking, but he also noted that having a renovated school provides a greater good for the community.

Ms. Godard commented that some projects ask the School District to incorporate conditions such as parking and impact mitigations, communications plans, etc. It will be up to the school to communicate and inform their staff about these programs so they can have an understanding of the impacts.

A comment was made that these are great ideas in concept, but transforming them into reality is a challenge, and noted that additional parking studies are warranted.

Ms. Richardson commented that if a new study is conducted, how it will change the mitigation efforts. Mr. Mummery noted that it would make the community feel good that a new study was done, but the end result is another study is not going to change or create more parking spaces. Mr. Brown commented that having a new study will show that they heard and acknowledged the community's feedback.

4. On-street bus loading and unloading:

Ms. Nilson approves granting the on-street bus loading and unloading departure. She expressed her concern around 27th and Smith where small cars that are turning left is a challenge especially around 8:00 am where residents are going to go to work, children are being dropped off, etc. and it will be a challenge, but she does not see any other place to put it.

Mr. McBride commented that there is traffic flow and congestion issue along 28th and McGraw.

Mr. Mauzey commented that it is difficult to see how this plan would work, but he trust the traffic professionals that the process will work.

Ms. Nilson noted that the corners should be marked and expressed her concerns about the garbage truck having difficulty getting out of the corner.

A comment was made about approving granting this departure and would need a confirmation that it will only be designated for special education buses and if it is possible to mitigate traffic flow along 27th.

A comment was made if a one way street is possible along north of 27th to increase traffic flow. Ms. Sara Zora of SDOT mentioned that she will have to go back and discuss it with her operations team.

Ms. Reid commented that she has no problems about this departure. Her only issue is with the crosswalks and crossing guards, and making sure the area is safe.

A comment was made if there is a plan for these bus routes including full size buses.

Mr. McBryant commented that he heard from the district transportation planners that the actual details of the boundaries, once identified, will determine the bus routes.

Mr. Mummery commented that he supports granting this departure with the same conditions added to parking, circulation, and the tight corners, and the garbage truck that can be solved by red curbs to prevent parking.

Ms. Reid commented that she has no concerns about the departure and likes the idea of having the buses on 28th Ave W and giving the routes to parents and enforcing no turning onto 27th Ave W.

Ms. DeWeese noted she was supportive of the departure because it allows greater access to the ADA accessible entrance. She noted there appears to be some bus circulation constraints on 27th Ave W that SDOT has to resolve.

A question was made about the auto load and unload and about cars that were idling and parked, and if it can be used as valet.

Mr. McBryant commented that certain areas of the curb length as confirmed by the City is designated for school load only for 2 hours during morning arrival and afternoon dismissal, all other hours of the day are available for parking with unrestricted duration. He added that it will be up to the principal on how he or she implements the TMP and an expedited load and unload system. He noted that the success of implementing such a plan will depend on the school and the community, and ongoing communication is encouraged should any problems occur.

Ms. Imanishi added that the only effective way to mitigate is leadership, enforcement and engagement among the school, parents and community.

5. Electronic reader board:

Mr. Mauzey commented that he has no interest in an electronic reader board. Communication from the school can be sent out via email.

Ms. Rosen added that the reader board turns off at 10:00 pm, it is not flashing. Its location will be perpendicular to the school.

Mr. Halverson commented that he opposes granting this departure. He has an 8th and 5th grader that goes to Blaine Elementary and school staff does an excellent job informing them about school activities.

A comment was made that an electronic reader board is inappropriate to the beautiful brick design of the school and wanted to know where the requirement for this type of sign comes from.

Ms. Nilson agreed that there is no need for an electronic reader board in the surrounding area.

Mr. McBride expressed his reservations about granting this departure. He noted that it does not fit into the neighborhood and an electronic reader board could be appropriate in the right setting, but not in front of a beautiful historic building such as Magnolia Elementary School.

Ms. Reid noted that she has no strong feelings about this departure, but would rather have the funds appropriated to school programs instead.

Ms. DeWeese commented that the target audience for this reader board is not the parents, but the community, and if the Committee approves this departure, conditions need to be added.

Mr. Mummery asked where the mandate came from regarding this electronic reader board.

Ms. Rosen noted that school projects oftentimes propose this addition, and it is about communication for the surrounding community.

Mr. Mummery asked if there are any data supporting better messaging of having an electronic reader board rather than an email blast. Ms. Rosen noted that she has not seen any data.

Mr. McBryant commented that in the TMP, electronic signage is included in order to inform surrounding communities about school events, etc.

A question was asked about what will happen if this departure is denied. Ms. Imanishi noted that it is unlikely that the school will have an electronic reader board.

Mr. Brown commented that he does not support granting this departure because it is obsolete.

VII. Committee Recommendations

Ms. Sheehan opened the discussion for Committee recommendations and noted that the Committee had deliberated and the options are to go through the requested departures, add conditions and vote on them tonight, or have a second meeting.

She noted that a second meeting will have public comments, clarifying questions and deliberations, but very unlikely that the School District will provide any new information.

When the Committee decides on their recommendations, a report will be written and the Committee will review the contents of the report before it goes to the Director of SDCI for a final decision.

Departure #1

A motion was made to grant the departure to allow increased lot; and it was seconded.

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed unanimously.

Departure #2

A motion was made to grant the departure of greater than allowed building height for the mechanical penthouse; and it was seconded.

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed unanimously.

Departure #5

A motion was made to grant the departure of allowance of a double-faced electric changing message board; and it was seconded.

By show of hands, a quorum being present and the majority of those present having voted in 1 in favor; 6 against; and 1 abstaining; the motion was not passed.

Ms. Sheehan commented that the remaining departures; are bus loading and unloading and parking, and if the Committee are ready to vote on these departures or have another meeting.

Since there was a back and forth discussion among the Committee members regarding adding conditions, Ms. Sheehan reminded the Committee that certain conditions can be added if SDOT can allow and agree on these conditions.

Departure #4

A motion was made to grant the bus loading and unloading departure with the following conditions; and it was seconded.

- a. Analyze options to minimize traffic conflicts at 27th and Smith due to school operations and potential bus routes turning left onto 27th;
- b. Explore safety measures and mitigation along 28th and West Smith to increase safety at the off-set four-way intersection;
- c. Recommend to relocate or combine King County Metro bus stops in front of the school.

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed unanimously.

Departure #3

A motion was made to grant departure of continued off-site parking without any conditions.

Mr. Mummery commented that the Committee owes it to their neighbors that they explore all possible scenarios to move forward with this departure, that adding conditions to this departure is better than denying.

Mr. McBryant commented that conducting another parking study and denying the parking departure will not change the dynamic around the site. He suggested that the best way to mitigate this is to have an efficient management plan and conditions to the departure that would require the School District to adopt these measures.

A motion was made to amend the earlier motion to add the following conditions to grant continued off-site parking; and it was seconded.

- a. Enhance and ensure compliance of the TMP via Seattle Public Schools to include a rigorous staff parking management plan to require teachers and staff park at least one block away to allow for efficient school traffic flow;
- b. Evaluate restricting parking to four hours maximum adjacent to Ella Bailey Park along W McGraw St and W. Smith St

By show of hands, a quorum being present and the majority of those present having voted in the affirmative; the motion passed.

A motion was made to grant the continued off-site parking departure with conditions as stated above; and it was seconded.

By show of hands, a quorum being present and the majority of those present having voted 5 in favor; 2 against; and 1 abstaining; the motion passed.

VII. Adjournment and scheduling of next meeting

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