

# **PUBLIC SCHOOL DEVELOPMENT STANDARD ADVISORY COMMITTEE**

## **NORTHGATE ELEMENTARY SCHOOL DESIGN DEPARTURE RECOMMENDATIONS**

**Project #3035787-SD**

**August 25, 2020**

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.006 F and 23.79) (the “Code”). The intent and purpose of this report is to document public comment and make recommendations to the City for modifications to development standards in order to facilitate construction of the new Northgate Elementary School located at 11725 1st Ave NE, Seattle, WA 98125.



# **Northgate Elementary School Development Standard Advisory Committee Report and Recommendations**

## **1. Background**

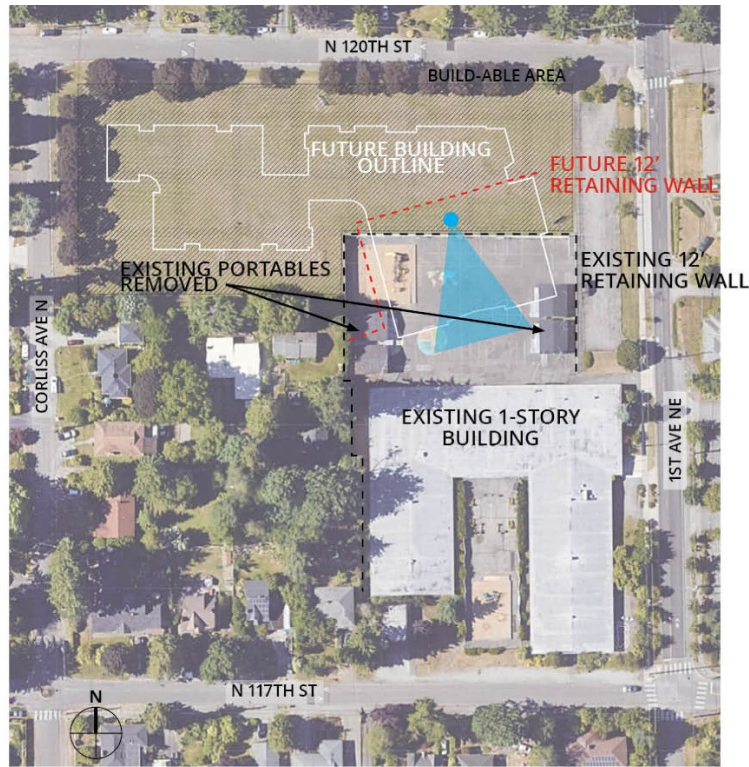
### **1.1 Project Description**

On November 22, 2019, Seattle Public Schools submitted a request for departures from (5) five Seattle Municipal Code (SMC) development standards to accommodate the construction of a new school building and demolition of the existing school building located at 11725 1st Ave NE, Seattle.

Northgate Elementary School has a current enrollment of approximately 250 students with a historical maximum student population of 494. A new school building with a capacity of 650 students is proposed for the site to address current and future enrollment growth in the area. The new school building is planned to be constructed while students are occupying the existing school building. Therefore, the new building will be located on the northern portion of the site (currently a grass field) since the existing school building is located on the southern portion of the site. After construction of the new school building, students/staff will move in and occupy that building so that the old school building can be demolished. The new playground and playfield will be constructed at the location of the old school building.

The existing site for Northgate Elementary School has been developed so that the existing school building and play areas are located at the southern portion of the site with a retaining wall (approximately 12 feet tall) separating the school area from the grass playfield above. Due to the fact that this grass field is 12 feet above the rest of the school area, it is difficult to supervise and is therefore a highly underutilized part of the school property. The proposed design straddles the upper and lower plateaus of the site with the 2 story academic portion of the building on the upper area with the commons/cafeteria and gymnasium located on the lower area. This allows the commons/cafeteria and gymnasium areas to be located on the same level as the playground and field allowing the students to fully utilize the property during the school day.

The existing school building was nominated by Seattle Public School for consideration by the Landmarks Preservation Board. After review by the Landmarks Preservation Board on March 4, 2020 the Board did not approve the nomination and therefore the building is not considered historic and can be demolished.



**Exhibit 1 Proposed Site Plan**

## 1.2 Neighborhood Characteristics

The existing site is approximately 5.77 acres (251,365 sf) is located in the Northgate area of Seattle and is bounded by N. 120th Street, 1st Avenue NE, N. 117th Street, and Corliss Ave N. The property is located within the SF7200 zoning and is entirely surrounded on all sides by SF7200. All adjacent properties are single family residences with the exception of a church located mid-block on 1st Ave NE.

- 2 Access to the site can occur from any of the 4 street frontages. This will remain the case after construction of the new school. Primary access to the site will be on N. 120th St. and 1st Ave NE. A public plaza at the corner of N. 120th and 1st Ave NE allows pedestrians to enter the building from either street frontage. Curb-side parking will be reserved along N. 120th Street for parent drop-off and pick-up of students. Bus drop-off will be provided along 1st Ave NE in a pull-out lane with potential to have buses on N. 177th Street if needed. A parking area is provided along 1st Ave NE that includes accessible stalls and provides access to the main entry at the property corner.

## 2.2 Requests for Departure and Process

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.006F 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)

Due to public health mandates on social distancing and limited gatherings related to COVID-19, the Seattle City Council approved legislation on Monday, April 27 to keep key projects safely moving forward for at least 180-days by suspending public meeting requirements.

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

Following completion of the Recommendation 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 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.

## **2. Departures**

### **2.1 Specific District Requests**

The Northgate Elementary School is proposed to be replaced with a new building and site development to accommodate up to 650 students. The total building area will be approximately 93,500 sf of useable school area not including approximately 3,500 sf of a covered play area and covered bike parking.

In order to accommodate the education program for this project, the District requested the following (a total of five) departures from provisions of the SMC 23.79.008 C1a.

#### **Departure #1 – Greater than Allowed Building Height**

Existing Standard: SMC 23.51B.002.D.1.b

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



North Building Elevation at N 120th St



East Building Elevation at 1st Ave NE

**KEY**

- 35'-0" (MAX. HEIGHT) -----
- AVG. EXISTING GRADE - - - - -
- AREA ABOVE 35'-0" LIMIT [Red Shaded Box]

**Exhibit 2 Proposed Height**

Departure Requested: 12 feet above the height limit.

**Departure #2 – 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.

Per footnote 7: When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded or additional fixed seats are added. Additional parking is required as shown on Table C for 23.54.015 for the increase in floor area or increase in number of seats only.



### 30 Proposed Parking Spaces

26 proposed parking stalls in the main lot

4 additional parking stalls to be located in the service yard



**Exhibit 3 Proposed On-Site Parking**

Departure Requested: to allow for 110 parking spaces less than the code required parking to be provided on-site. [140 required stalls – 30 proposed stalls = 110 stall departure requested]

### **Departure #3 – Off-street Bus Loading**

Existing Standard: SMC 23.51B.002.I.4.b

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:

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



**Exhibit 4 Proposed Off-street Bus Loading**

Departure Requested: On-Street Bus Loading on 1st Ave NE

**Departure #4 – Double-Sided, Electronic, Changing Image Message Board**

Existing Standard: SMC 23.55.020.B

- B. No flashing, changing image or message board signs shall be permitted.
- D. The following signs are permitted in all single family zones:
  - 7. For elementary or secondary schools, one electric or nonilluminated double-faced identifying sign, not to exceed 30 square feet of area per sign face on each street frontage, provided that the signs shall be located and landscaped so that light and glare impacts on surrounding properties are reduced, and so that any illumination is controlled by a timer set to turn off by 10 p.m.

Proposed Double-Sided, Electronic,  
Changing Image Message Board Location



**Exhibit 5 Proposed Location of Message Board (N 120<sup>th</sup> St/1<sup>st</sup> Ave NE)**

Departure Requested: To install a double-sided, electronic, changing image message board.

**Departure #5 –Bicycle Parking Quantity**

Existing Standard: SMC 23.54.015.K, (Table D, Row B.9)

Long-term parking for bicycles shall be for bicycles parked four or more hours.



**Exhibit 6 Proposed Bicycle Parking**

Departure Requested: to allow for 72 bicycle parking spaces less than the code required parking to be provided on-site. [108 required stalls – 36 proposed stalls = 72 stall departure requested]

## 2.2 DON Review and Recommendations

### 2.2.1 Public Comment

The public comment period was opened on May 27, 2020. A press release was sent out directly to media outlets and shared in the Northgate newsletter and staff bulletin on 5/29, sent out to a project distribution list of approximately 80 individuals and postcards were sent to addresses within approximately 600 ft of the school. Signs were posted at the perimeter of the school requesting public comment and shared in the Land Use Information Bulletin (LUIB).

A total of 16 public comments were received.

### 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.

### 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: 1) height, 2) parking, and 3) long term bicycle parking, 5) access to bicycle parking, 5) unprotected bicycle parking, and 6) a double-sided, electronic, changing image message board.

#### Need for Departures

The community expressed concern that the proposed project did not adequately mitigate the impacts of this project on the neighborhood, such as parking and the reduced size of the play field. There were not comments suggesting that a new school was not needed, or that play space be scarified for more parking, or parking scarified for play space. Ten comments cards were received expressing concern that the project would have impacts on the neighborhood, and there were comments expressing support and excitement for a needed new school.

#### DEPARTURE #1 – GREATER THAN ALLOWED BUILDING HEIGHT

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

- 5) **Impacts on housing and open space** were considered by the community, and they did not have concerns about the school's increased height having an impact on housing and open space.

Comments critical of the requested departure felt that the increased height of the school should equate to preservation or increase in size of the play field used heavily by the community.

Others saw the increased height as necessary in order to locate the mechanical spaces on the roof and designed to be setback from the buildings edge to minimize their visibility from the street level.

After consideration of the above, the Department of Neighborhoods recommends:

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

#### **DEPARTURE #2 – LESS THAN REQUIRED OFF-STREET PARKING**

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the community, and they did not have concerns about less than required off-street parking having an impact on its relationship to the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the community, and they did not have concerns about less than required off-street parking having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the community, and they did not have concerns about less than required off-street parking having an impact on the appearance of bulk.
- 1) **Impacts on traffic, noise, circulation and parking in the area** were considered by the community, and they did have concerns about less than required off-street parking having an impact on traffic, circulation and parking the neighborhood, which were addressed in the recommended conditions.
- 4) **Impacts on housing and open space** were considered by the community, and they did not have concerns about less than required off-street parking having an impact on housing and open space.

Most comments we received were in response to the number of on-site parking spaces in relation to the growing size of the school and the impacts of parking on city streets will have on the neighborhood. This is a common debate at most Seattle Public School due to the urban nature of their locations, and with proper education and enforcement by school administration, the proposed amount of parking can meet the needs of the school and neighborhood.

Others voiced support for providing play space rather than additional parking. The Transportation Technical Report showed there to be a low utilization of street parking around the school, allowing for both residents and school staff to park on the street if needed.

After consideration of the above, the Department of Neighborhoods recommends:

**Recommendation 2 – That the departure to allow less than required off-street parking be GRANTED as requested by the Seattle Public Schools without modification and with the following conditions:**

- 1) **Transportation Management Plan (TMP):** Prior to the school reopening, the District and school Principal should establish a TMP to educate families about the access load/unload procedures for the site layout. The TMP should also encourage school bus ridership, carpooling, and supervised walking (such as walking school buses). The plan should require the school to distribute information to families about drop-off and pick-up procedures, as well as travel routes for approaching and leaving the school. It should also instruct staff and parents not to block or partially block any residential driveways with parked or stopped vehicles.
- 2) **Engage Seattle School Safety Committee:** The District should continue the ongoing engagement with the Seattle School Safety Committee (led by SDOT) to review the new access for pedestrian and bicycles and determine if any changes should be made to crosswalks, traffic control, crossing guard locations, or to help encourage pedestrian and non-motorized flows at designated crosswalk locations.
- 3) **Develop Neighborhood Communication Plan for School Events:** The District and school administration should develop a neighborhood communication plan to inform nearby neighbors of large events each year. The plan should be updated annually (or as events are scheduled) and should provide information about the dates, times, and rough magnitude of large-attendance events. The communication would be intended to allow neighbors to plan for the occasional increase in on-street parking demand that would occur with large events. As part of the informal shared parking-facility use with the church, the school Principal would continue to coordinate event schedules to avoid concurrent large evening events at both sites.
- 4) **Update right-of-way and curb-side signage:** The District should work with SDOT to confirm the locations, restrictions, and durations for curb-side parking and load/unload zones adjacent to the school.

#### **DEPARTURE #3 – ON-STREET BUS LOADING**

- 1) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the community, and they did not have concerns about on-street bus loading having an impact on the surrounding area.
- 2) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the community, and they did not have concerns about on-street bus loading having an impact on the transition in scale.
- 3) **Location and design of structures to reduce the appearance of bulk** were considered by the community, and they did not have concerns about on-street bus loading having an impact on the appearance of bulk.

- 4) **Impacts on traffic, noise, circulation and parking in the area** were considered by the community, and they did not have concerns about on-street bus loading having an impact on traffic, circulation and parking the neighborhood.
- 5) **Impacts on housing and open space** were considered by the community, and they did not have concerns about on-street bus loading having an impact on housing and open space.

One comment was received saying buses parked on the street would cause difficulty for passing cars. There were a number of comments also in support of the requested departure. In an effort to preserve the school site for educational purposes, locating bus loading off site is a reasonable solution considering the limited time buses will be occupying this space on 1<sup>st</sup> Ave NE and potentially N 117<sup>th</sup> St.

After consideration of the above, the Department of Neighborhoods recommends:

**Recommendation 3 – That the departure to allow on-street bus loading be GRANTED as requested by the Seattle Public Schools without modification.**

**DEPARTURE #4 – DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE MESSAGE BOARD**

- 6) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the community, and they did have concerns about a message board having an impact on the surrounding area. The community discussed a variety of mitigation measures for the sign design and use and recommended conditions listed below.
- 7) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the community, and they did not have concerns about a message board having an impact on the transition in scale.
- 8) **Location and design of structures to reduce the appearance of bulk** were considered by the community, and they did not have concerns about a message board having an impact on the appearance of bulk.
- 9) **Impacts on traffic, noise, circulation and parking in the area** were considered by the community, and they did not have concerns about a message board having an impact on traffic, circulation and parking the neighborhood.
- 10) **Impacts on housing and open space** were considered by the community, and they did not have concerns about a message board having an impact on housing and open space.

There was a concern from a neighbor that the sign would be “Las Vegas style.” The conditions listed below would prevent this concern materializing. Use of this sign could benefit families who speak languages other than English, notify the community of upcoming events, as well as notify families if there is an emergency.

After consideration of the above, the Department of Neighborhoods recommends:

**Recommendation 4 – That the departure to allow an electronic message board be GRANTED as requested by the Seattle Public Schools without modification and with the following conditions:**

- 5) **The sign must use a monochromatic color scheme**
- 6) **The images on the sign must be non-flashing**
- 7) **Time of use is restricted to 7:00 a.m. - 7:00 p.m.**

**DEPARTURE #5 – LONG TERM BIKE STORAGE QUANTITY**

- 2) **Appropriateness in relation to the character and scale of the surrounding area** were considered by the community, and they did not have concerns about less than required long term bike storage quantity having an impact on its relationship to the surrounding area.
- 3) **Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale** were considered by the community, and they did not have concerns about less than required long term bike storage quantity having an impact on the transition in scale.
- 4) **Location and design of structures to reduce the appearance of bulk** were considered by the community, and they did not have concerns about less than required long term bike storage quantity having an impact on the appearance of bulk.
- 5) **Impacts on traffic, noise, circulation and parking in the area** were considered by the community, and they did have concerns about less than required long term bike storage quantity having an impact on traffic, circulation and parking the neighborhood, which were addressed in the recommended conditions.
- 6) **Impacts on housing and open space** were considered by the community, and they did not have concerns about less than required long term bike storage quantity having an impact on housing and open space.

Access to safe, secure, long-term bicycle parking is something the city and community value. The community wants to encourage bicycle parking and having a place to park your bike during the day is believed to be essential in encouraging that.

After consideration of the above, the Department of Neighborhoods recommends:

**Recommendation 5 – That the departure to allow about less than required long term bike storage quantity be GRANTED as requested by the Seattle Public Schools with the following condition:**

- 1) **Seattle Public Schools provide at a minimum 50% of the code required number of long term bike parking stalls**

Maureen Sheehan,  
Department of Neighborhoods



## Sheehan, Maureen

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**From:** Amanda Tan <amandach@uw.edu>  
**Sent:** Tuesday, July 14, 2020 9:17 PM  
**To:** Sheehan, Maureen  
**Subject:** Comments on proposed zoning departures for Northgate Elementary School Replacement Project

CAUTION: External Email

Dear Ms. Sheehan,

My concerns for the project are as follows:

1. Higher than allowed buildings
2. Less that required on-site parking leading to overflow parking to surrounding areas.
3. Allowing buses to load on the street and parents to load and park on surrounding areas (in front of N 120th St). This will significantly affect the quality of life for those living directly in this area.
4. Lack of tree planting on N 120th St
5. Electronic message board. There is no need for this especially in a residential neighborhood.
6. Lack of sidewalks in the surrounding neighborhood and inadequate bicycle parking, making commute to school unsafe and significantly impacting traffic. 1st Ave traffic will be adversely affected.

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

Yours sincerely,  
Amanda Tan

June 26, 2020

Attn. Maureen Sheehan  
P.O. Box 94649  
Seattle, WA 98124-4649  
[Maureen.Sheehan@seattle.gov](mailto:Maureen.Sheehan@seattle.gov)

**Re: Bike Parking at Northgate Elementary School**

Dear Ms. Sheehan,

We are providing comments on the requested departure from the bicycle parking requirements for the new Northgate Elementary School.

In the submitted presentation, the Seattle Public Schools has not provided any rational basis for its requested departure. The initially published presentation claimed that the departure was because the bicycle parking requirements of SMC 23.54.015.k were intended only for multi-family residential development. This is explicitly not the case. In its updated presentation, SPS provides no justification for the departure.

Table D of SMC 23.54.015 establishes specific bicycle parking quantity requirements for several land use types, including elementary schools. Prior to a 2018 update, the requirement was 1 long-term bike parking space for each classroom and no short-term bike parking. The initial SDCI draft proposed 2 long-term bike parking spaces and 2 short-term bike parking spaces for each classroom. Following input on national best practices, the final draft as adopted by council required 3 long-term bike parking spaces and 1 short-term bike parking spaces for each classroom.

The standards were based on the City of Seattle's goal to quadruple bicycle ridership from 2014 to 2030. This would result in a commuter bike ridership of approximately 12.5% in 2030. With an average class size of approximately 30 students, three long-term bike spaces per classroom enables 10% of students to ride their bikes to school

Increasing walking and biking to school is a priority of the City of Seattle and Seattle Public Schools. The City's Safe Routes to School Program dedicates millions of dollars to improving the safety of streets around elementary schools, the School Speed Zone program helps make our streets a little calmer and safer, and SPS's partnership with Cascade Bicycle Club trains kids on how to safely ride to school.

Despite the millions of dollars invested in improving the safety of kids bicycling to school, there can still only be as many kids biking to school as there are safe places to lock-up their bikes. Although a recent study did not determine causation, the [study](#) found that increase bike parking correlated with a 5x higher bike ridership at schools.

The new quantity requirements were established just two years ago by Seattle City Council. It is clear from the site plans that space is not a constraint at the site. In fact, the proposed location of the long-term bike parking looks to be 250 to 300 feet from the entrance of the school. While ten percent of students and teachers may not currently ride to school everyday, it is important that there is enough space on peak ridership days (such as Bike to School Day), and for accommodating 10% of students by the year 2030.

SPS proposes to provide a third of the required long-term bike parking — meaning only 3% of students, faculty, and staff would have a safe place to lock their bike. SPS does provide nearly double the amount of short-term bike parking, but this is a poor substitute for ensuring bikes store for a long-period of time will be protected from theft and the weather.

Long-term bike parking is meant for bikes stored for four hours or more. This standard applies to all students, teachers, and staff. Short-term bike parking is meant for people who are visiting the school for less than 4 hours. Bikes parked for longer periods of time are at more risk of being stolen, which is why security requirements are higher for long-term bike parking rather than being simple racks on a sidewalk.

Besides the quantity requirements, we are concerned by the quality aspects of the bike parking. The SMC and SDOT's [Bicycle Parking Guidelines](#) establish specific performance standards for bike parking.

Based on the diagrams, it appears that the planned short-term bike racks may be either “wave” or “ribbon” racks or Cora® “coathanger” racks. These style of racks do not provide two-points of contact with the bike and have issues with handlebar entanglement. That’s why SDOT’s Bicycle Parking Guidelines do not permit this style of bike rack. Instead, “staple” style racks are preferred.

In addition as already mentioned, it appears that the long-term bicycle parking is 250 to 300 feet away from the entrance to the building. The SMC specifically states:

Provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence, based on rules promulgated by the Director of the Seattle Department of Transportation that address the considerations in this subsection 23.54.015.K.2

SDOT’s Bicycle Parking Guidelines requires for long-term bike parking:

- Must provide bicycles full weather protection and theft protection
- Must be located on site or within 100-feet of pedestrian entrance, no further from building entrance than closest non-disabled vehicle parking space
- A minimum of 50% of the bicycle parking shall allow bicycles to sit horizontally on the ground to accommodate non-standard bicycles and the needs of those who cannot lift a bicycle. Double stack bicycle racks must include an assisted lift mechanism.
- Provide easily accessible electrical outlets within the long term bike parking area.

- Ground-level rack should accommodate recumbent bikes, folding bikes, cargo bikes, bikes with trailers, family bikes, etc.
- When planning a long term bicycle parking area account for a minimum of 12 sq ft for every required bicycle parking space.

The long-term bike parking clearly does not meet the distance requirements of SDOT's Bicycle Parking Guidelines being both farther than 100 feet from the building entrance and further than the closest non-disabled vehicle parking space.

There is insufficient information to know whether the long-term bike parking meets any of the other requirements of the Bicycle Parking Guidelines.

Because SPS provides no justification for its requested departures, and because the justification listed in its original presentation was clearly erroneous, we request SPS's bike parking departures be denied.

We request that SPS put forth a plan that meets the standards established by the Seattle City Council just two years ago and the criteria set by the Seattle Department of Transportation. Any additional justification that SPS provides should be subject to public comment prior to any action by the Development Standard Advisory Committee.

Sincerely,



Brock Howell  
Bicycle Security Advisors  
[brock@bicyclesecurityadvocates.org](mailto:brock@bicyclesecurityadvocates.org)  
206-856-4788

CC: Nathan Torgelson, Sam Zimbabwe, CM Debora Juarez, and CM Dan Strauss

July 12, 2020

File northgate letter on departures

TO: Maureen Sheehan, analyst  
Seattle Dept. of Neighborhoods (DON)  
600 4<sup>th</sup> Avenue, 4<sup>th</sup> Floor  
P.O. Box 94649, Seattle WA 98124-4649  
206-684-0302; FAX 206-233-5142  
Email: maureen.sheehan@seattle.gov

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

REGARDING: Comments on proposed zoning departures for Northgate Elementary School Replacement project

Dear Maureen Sheehan,

1. I have concerns about the Seattle School District's request to allow the Northgate Elementary School Replacement project to not meet City zoning code with regard to:
  - a. Higher than allowed buildings;
  - b. Less than required on-site parking;
  - c. Allowing buses to load on the street;
  - d. Less than required bicycle parking;
  - e. An electronically lit message board.
2. I oppose granting any of the requested departures.
  - A. Off-street, on-site bus loading is the default for safety.
  - B. Bright electronic night-time signs are not consistent with residential neighborhoods, and many school neighborhoods have rejected allowing such signs.
  - C. The proposed departures from Code are too large, they would harm the neighborhood, and the impacts on the neighborhood are out of balance with the need for the departures.
  - D. The project should not be a mega school.
    - a. Enrollment capacity would more than double, from the current 252 to 650. [page 21, B.8.i, Draft Environmental Checklist]
    - b. The size of the buildings will more than double, from the current 39,300 gross square feet (GSF) to 95,000 gsf. [page 20, B.8.c, page 4, A.11]
    - c. The height of the school buildings will nearly double, from 23 feet tall to 42 feet tall. [page 22, B.10.a]
    - d. Despite more than doubling in size, "The project would decrease the on-site parking supply from 32 spaces to 30 spaces (for staff and visitors)." [page 29, B.14.c]
    - e. 14 significant trees (6 inches or more in diameter) would be removed, including an Exceptional Vine maple. Nine other trees would also be removed. [page 12, B.4.b]
3. The departures from Code would have significant impacts on the neighborhood that are out of balance with the need for the departures. These impacts cannot be satisfactorily mitigated within the current design. By SMC 23.79.C1.a and b, no departures should be allowed.
4. The DON notices posted at the site indicate that public comment should be sent by July 15, 2020. Yet the DON website indicates that "All School Departure Committee public meetings have been suspended until late September".
5. There is no reason to cut off public comment on July 15: please extend the public comment period.
6. And public meetings should be held regarding the requested departures.
7. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Sincerely,





July 13, 2020

File northgate letter on deparures 2

TO: Maureen Sheehan, analyst  
Seattle Dept. of Neighborhoods (DON)  
600 4<sup>th</sup> Avenue, 4<sup>th</sup> Floor  
P.O. Box 94649, Seattle WA 98124-4649  
206-684-0302; FAX 206-233-5142  
Email: maureen.sheehan@seattle.gov

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

REGARDING: Further comments on proposed zoning departures for Northgate Elementary School Replacement project

Dear Maureen Sheehan,

1. I have further concerns about the Seattle School District's request to allow the Northgate Elementary School Replacement project to not meet City zoning code with regard to allowing buses to load on the street.
2. By SMC 23.51B.002.1.3, it appears that a departure from bus loading is not allowed, because no demolition of residential structures is contemplated on the Northgate Elementary School Replacement project.
3. The Draft Environmental Checklist for the Northgate project states: "*No housing presently exists on the site and none would be eliminated*" and "*No housing impacts would occur and no mitigation would be necessary*". [page 22, B.9.b & B9.c]
4. An attorney on a previous project where no demolition of residential structures was contemplated concluded that "SMC 23.51B.002.1.3 prohibits a departure for bus loading. It states that departures from standards for bus loading and unloading are allowed 'only when departure would contribute to reduced demolition of residential structures.' Since no demolition of residential structures is contemplated, no departure from bus loading is allowable."
5. I oppose a departure from bus loading on the Northgate Elementary School Replacement project.

Sincerely,



The UPS Store #2356  
4742 42nd Ave SW  
Seattle WA 98116  
206-933-8038 Tel  
206-933-8075 Fax  
M-F 8am-7pm  
Sat 9am-5pm  
Sun 11am-4pm



# Fax Cover



MAUREEN SHEEHAN, ANALYST

To: SEATTLE DEPT. OF NEIGHBORHOODS (200) Fax #: 206-233-5142

Date: MONDAY 7/13/20 # of Pages (including cover sheet): 3

From: CHRIS JACKINS Phone #: 206-521-3288

Subject: 2 SETS OF COMMENTS (7/12/20 & 7/13/20)

ON PROPOSED ZONING DEPARTURES FOR  
NORTHGATE ELEMENTARY REPLACEMENT PROJECT

**New Name.**  
**New Low UPS' Rates.**  
**Same Helpful Services.**

If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please call immediately to arrange return of the documents at no cost to you.



July 12, 2020

File northgate letter on departures

**TO:** Maureen Sheehan, analyst  
Seattle Dept. of Neighborhoods (DON)  
600 4<sup>th</sup> Avenue, 4<sup>th</sup> Floor  
P.O. Box 94649, Seattle WA 98124-4649  
206-684-0302; FAX 206-233-5142  
Email: maureen.sheehan@seattle.gov

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

**REGARDING:** Comments on proposed zoning departures for Northgate Elementary School Replacement project

Dear Maureen Sheehan,

1. I have concerns about the Seattle School District's request to allow the Northgate Elementary School Replacement project to not meet City zoning code with regard to:
  - a. Higher than allowed buildings;
  - b. Less than required on-site parking;
  - c. Allowing buses to load on the street;
  - d. Less than required bicycle parking;
  - e. An electronically lit message board.
2. I oppose granting any of the requested departures.
  - A. Off-street, on-site bus loading is the default for safety.
  - B. Bright electronic night-time signs are not consistent with residential neighborhoods, and many school neighborhoods have rejected allowing such signs.
  - C. The proposed departures from Code are too large, they would harm the neighborhood, and the impacts on the neighborhood are out of balance with the need for the departures.
  - D. The project should not be a mega school.
    - a. Enrollment capacity would more than double, from the current 252 to 650. [page 21, B.8.I, Draft Environmental Checklist]
    - b. The size of the buildings will more than double, from the current 39,300 gross square feet (GSF) to 95,000 gsf. [page 20, B.8.c, page 4, A.11]
    - c. The height of the school buildings will nearly double, from 23 feet tall to 42 feet tall. [page 22, B.10.a]
    - d. Despite more than doubling in size, "The project would decrease the on-site parking supply from 32 spaces to 30 spaces (for staff and visitors)." [page 29, B.14.c]
    - e. 14 significant trees (6 inches or more in diameter) would be removed, including an Exceptional Vine maple. Nine other trees would also be removed. [page 12, B.4.b]
3. The departures from Code would have significant impacts on the neighborhood that are out of balance with the need for the departures. These impacts cannot be satisfactorily mitigated within the current design. By SMC 23.79.C1.a and b, no departures should be allowed.
4. The DON notices posted at the site indicate that public comment should be sent by July 15, 2020. Yet the DON website indicates that "All School Departure Committee public meetings have been suspended until late September".
5. There is no reason to cut off public comment on July 15: please extend the public comment period.
6. And public meetings should be held regarding the requested departures.
7. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Sincerely,



July 13, 2020

File northgate letter on departures 2

TO: Maureen Sheehan, analyst  
Seattle Dept. of Neighborhoods (DON)  
600 4<sup>th</sup> Avenue, 4<sup>th</sup> Floor  
P.O. Box 94649, Seattle WA 98124-4649  
206-884-0302; FAX 206-233-5142  
Email: maureen.sheehan@seattle.gov

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

REGARDING: Further comments on proposed zoning departures for Northgate Elementary School Replacement project

Dear Maureen Sheehan,

1. I have further concerns about the Seattle School District's request to allow the Northgate Elementary School Replacement project to not meet City zoning code with regard to allowing buses to load on the street.
2. By SMC 23.51B.002.1.3, it appears that a departure from bus loading is not allowed, because no demolition of residential structures is contemplated on the Northgate Elementary School Replacement project.
3. The Draft Environmental Checklist for the Northgate project states: "*No housing presently exists on the site and none would be eliminated*" and "*No housing impacts would occur and no mitigation would be necessary*". [page 22, B.9.b & B.9.c]
4. An attorney on a previous project where no demolition of residential structures was contemplated concluded that "SMC 23.51B.002.1.3 prohibits a departure for bus loading. It states that departures from standards for bus loading and unloading are allowed 'only when departure would contribute to reduced demolition of residential structures.' Since no demolition of residential structures is contemplated, no departure from bus loading is allowable."
5. I oppose a departure from bus loading on the Northgate Elementary School Replacement project.

Sincerely,



## Sheehan, Maureen

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**From:** Desiree Smith <desiree-smith@comcast.net>  
**Sent:** Monday, July 13, 2020 11:16 AM  
**To:** Sheehan, Maureen  
**Cc:** Pamela W  
**Subject:** Northgate Elementary School

**CAUTION: External Email**

Hello Maureen Sheehan,

I'm Desiree Smith, a neighbor of Northgate Elementary School. We live on the corner of Corliss and 120th, right across from the upper play-field. We have lived at this location for almost 40 years. The Northgate School proposals and designs have a lot of concerning issues. **I agree with Pam Woodroffe's email letter of July 11th to you listing six objections and concerns to the project as planned.** I know many of our other neighbors do as well.

The capacity for the school is most concerning along with the lack of parking and expecting it to be absorbed in the neighborhood. Seriously?? We already have parking problems with Northwest Hospital staff and patients.

What's going to happen to the youth soccer and baseball and Special Olympics practice that has been happening on this play-field for years? Families use this play-field as a place to gather and play. My kids use to go and play on it. They also use to play on the play equipment on the lower field and the basketball hoops, it was a community asset. My family helped install that play equipment. But now that play area is not and has not been available to the children in the neighborhood to play on as it has been fenced and gated off for quite some time. Not very welcoming to the community. Will that be the same attitude of the new play area? Will it accommodate youth practices and games and Special Olympics?

Thank you,  
Desiree Smith  
11755 Corliss Ave. N.  
Seattle, WA 98133



## Sheehan, Maureen

---

**From:** The Bayards <3dbayard@gmail.com>  
**Sent:** Wednesday, July 15, 2020 12:45 PM  
**To:** Sheehan, Maureen  
**Subject:** Re: Northgate Elementary Requested Departures

**Categories:** Northgate Elementary

---

**CAUTION: External Email**

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Maureen,

After finding out why all of the Zoning code departures are being requested I am not in favor of granting any departures for this project.

On Tue, Jul 7, 2020 at 2:22 PM The Bayards <[3dbayard@gmail.com](mailto:3dbayard@gmail.com)> wrote:

Maureen Sheehan,

My only concern is the requested departure from **Changing Image Electric Sign (23.55.020B)**

Would the sign change images constantly or is this a static change. I would hate to see a Las Vegas style sign in the neighborhood.


Donald Bayard  
12016 1st Ave NE

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board.

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

Signature   
Printed name SCOTT E. MAYER  
Address 2318 N. 117th St, Seattle WA 98133  
Email SCOTT.MAYER@DEPARTMENT.NE Phone 206.551.7750  
Further comment:

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board.

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



Signature \_\_\_\_\_  
Printed name \_\_\_\_\_  
Address \_\_\_\_\_  
Email \_\_\_\_\_  
Further comment: \_\_\_\_\_



## Sheehan, Maureen

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**From:** JEFFREY STEIN <steinet@prodigy.net>  
**Sent:** Thursday, July 16, 2020 4:27 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate Elementary replacement project---

CAUTION: External Email

Hi Maureen— I live on Corliss N between 117th and 120th, the block that the west side of the school will be on. I would appreciate getting an Environmental Impact Statement for the Northgate Elementary project. There are a number of breaches of zoning code in the project that will definitely impact our neighborhood. My biggest concern is that after we will be enduring 2 years of heavy construction, we will be then subjected to traffic and numerous vehicles parking in front of our houses throughout the day. I find it a total disregard for the surrounding neighbors that the school will accommodate over double the amount of students yet there will be less parking spaces at the new school than there were previously. Just sloughing the parking off on the neighborhood is not a good solution. I paid over \$8000 in property taxes last year, part of which was for the Levy that is building the school. The city needs to consider the neighborhood and have the plans changed to accommodate the school parking on the school property. I would appreciate your help in accomplishing this.— — —Thank You— — —Jeffrey Stein

## Sheehan, Maureen

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**From:** Jessica Ziparo <ziparojw@yahoo.com>  
**Sent:** Thursday, June 18, 2020 3:29 PM  
**To:** Sheehan, Maureen  
**Subject:** Support for Northgate

---

**CAUTION: External Email**

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I support all departures requested related to the construction of Northgate Elementary.

Thank you!

- Jessica Ziparo  
2345 N 140th St  
Seattle, WA 98133

## Sheehan, Maureen

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**From:** Karen Craddick <karen.craddick@gmail.com>  
**Sent:** Saturday, June 20, 2020 4:39 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate Elementary Departures

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

**CAUTION: External Email**

Dear Maureen,

I am a Haller Lake resident and support all of the departures outlined in the presentation provided on Front Porch. We are excited for this new school to be built!

Thank you for your work on this project,

Karen



## Sheehan, Maureen

---

**From:** Kat Harding <KHarding@skbarchitects.com>  
**Sent:** Tuesday, June 16, 2020 10:11 AM  
**To:** Sheehan, Maureen  
**Subject:** RE: Public is invited to comment on zoning modifications at Northgate Elementary School

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

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**CAUTION: External Email**

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Hi Maureen,

I would like to comment supporting all of the proposed departures for the zoning modifications at Northgate Elementary School. I specifically/especially want to support the height departure (making the mechanical penthouses less noticeable) and the parking space departure (allowing more space for a playfield). I would additionally like to comment that I highly support the choice to have parent drop-off along N 120<sup>th</sup> St instead of the current busy location along 1<sup>st</sup> Ave NE.

Thanks,

**SkB** ARCHITECTS

-----  
ASSOCIATE PRINCIPAL

Kat Harding

2333 Third Avenue, Seattle, WA 98121 • SkBarchitects.com

TEL 206 903 0575  
DIR 206 385 5921  
FAX 206 903 1586

## Sheehan, Maureen

---

**From:** Natalie Wilhelm <nat.wilhelm@gmail.com>  
**Sent:** Friday, July 10, 2020 9:05 AM  
**To:** Sheehan, Maureen  
**Subject:** Comments on requested departures for Northgate

CAUTION: External Email

Hello,

I am a local neighbor of the school (I'm at 2302 N 120th st), and also future parent (I have a 10 month old). Thank you for the detailed presentation- that was great to be able to see the plan, and how the changes were going to effect the neighborhood.

I have a couple comments-

1) in the reduction of onsite parking- this deviation is greater than any other school listed by quite a bit, and I'm wondering how this is being addressed and what anticipated issues may arise with this plan that may be different than other schools. I agree that I'd much rather have a play field than a huge parking lot for the kids, but I am concerned that this level of deviation from prior projects will affect the neighborhood more negatively.

2) reduction in bike parking- I don't really understand why there would be a reduction in bike parking. Who are the primary bikers?

And some what related- are all staff given heavily discounted orca passes to be able to use public transit? I feel like with the reduction of both car and bike parking, the ORCA pass should be subsidized as an incentive for all staff.

Thanks for all your work.

Best,

Natalie Wilhelm

## Sheehan, Maureen

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**From:** Pamela Woodroffe <pamelajw1414@gmail.com>  
**Sent:** Sunday, July 12, 2020 1:40 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate Elementary School expansion - size, parking, and bus drop-off concerns

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**CAUTION: External Email**

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July 12, 2020

Hello again Maureen,

***I'm a neighbor across the street from the elementary school, who has lived in North Seattle most of the past 55 years. I sent an earlier letter/email June 24, 2020 about the Northgate Elementary School project focused on parking mitigation. I would like to add these comments below to that. Please confirm you received both emails.***

After having a closer look at the proposal, I wanted to add some more objections and concerns to the project as it is planned.

- 1) The proposal calls for capacity that is almost triple the number of students now using Northgate Elementary School. Why is this scale necessary?
  - a) Is it a K-8 instead of a K-5? Are you projecting to take the overflow from elementary schools that are slated to close? If so which ones are closing?
  - b) Are you projecting such an increase of population at this level any time soon? I think it is over-estimated. Because most new housing starts being constructed in North Seattle are single person/couple units and not family (thus school-aged kids) in this area. There simply isn't enough family housing to support this 'estimate' of need in this neighborhood.
- 2) The project is exceeding the height limitations to accommodate the HVAC towers on the roof. Wouldn't it make sense to add a second level to the building for classroom space around those so you could cut the footprint of the building by nearly half? (Do they have to stick up in the air over the roof level so much for any reason?) And then with that space 'saved', you could add parking spots. Let me know how many, OK?
- 3) The project calls for bus drop-off along First Avenue. This is barely a 2-lane road; so busses lined up on the road would stop traffic for people on a main route on their way to the freeway route along N117th. I don't see a place where the busses would pull off the road to load and unload. What the heck?
- 4) The project has an expansive entrance designed for students to hang out and mingle. Elementary kids don't mingle; they go straight in, as well they should. Much of this is a waste of space that could be better utilized for parking or playground space.
- 5) Sorry, I'll say it straight out. The building is ugly. Grey cement looks like a prison, no matter how brightly you paint the window trim. I remember in the 70s when North Seattle Community College was built - the public was appalled then, and our tastes haven't changed.
- 6) I believe there is a clause contained in the historical land use for this property that provided for perpetual open space/playfield use. The playfield has been an important place for families to gather for sports games, including groups of disabled kids and adults. During the Covid-19 pandemic, neighbors are sitting on the grass to get out of their

apartments and enjoy the sun, a sense of community, and sometimes hold their teleconferences. I ask that you research this aspect of the land use.

I would appreciate confirmation that you received both this and my email of June 24, and what mitigations will be taken, and what I can do to stay involved.

Thank you for considering my comments. Thank you.

Pamela Woodroffe  
11727 Corliss Ave N  
Seattle WA 98133  
Phone 206 769 1885

Begin forwarded message:

**From:** Pamela W <[pamelajw1414@gmail.com](mailto:pamelajw1414@gmail.com)>  
**Subject:** Northgate Elementary School expansion - Street parking concerns  
**Date:** June 24, 2020 at 6:37:44 PM PDT  
**To:** Sheehan Maureen <[maureen.sheehan@seattle.gov](mailto:maureen.sheehan@seattle.gov)>

Hello Maureen Sheehan,

I'm Pamela Woodroffe, a neighbor of Northgate Elementary school, and I am writing to you to reconsider the proposal regarding parking accommodations. The proposal advocates not mitigating the estimated increase in the need of parking spots, and calculates that the doubling and tripling of student population can be absorbed by on-street parking surrounding the school. This is a huge impact that is unfair to those of us who live here.

I live on Corliss Avenue, midway on the west side of the street between N 120th and N 117th Street. Many of us neighbors do not have garages or driveways and park on the street. It's not a fair request to ask us to absorb the increased parking spots. We already share the street parking with employees at Northwest Hospital. Plus, since Covid work arrangements, many more of us are working from home and parking here. Even after Covid, there will be a significant increase in the number of days people work from home. Plus, I find it concerning that the project is asking to reduce the number of bike accommodations.

I urge you and the project designers to consider other options, even if it is a 2 story parking garage. I've sent a note flagging this to my neighbors, I think it is an issue many of us would like to see addressed.

Thank you for your consideration. Please keep me posted as to how I can participate in the project.

Best,

Pamela Woodroffe  
11727 Corliss Ave N  
Seattle WA 98133

## Sheehan, Maureen

---

**From:** Pamela W <pamelajw1414@gmail.com>  
**Sent:** Wednesday, June 24, 2020 6:38 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate Elementary School expansion - Street parking concerns

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**CAUTION: External Email**

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Hello Maureen Sheehan,

I'm Pamela Woodroffe, a neighbor of Northgate Elementary school, and I am writing to you to reconsider the proposal regarding parking accommodations. The proposal advocates not mitigating the estimated increase in the need of parking spots, and calculates that the doubling and tripling of student population can be absorbed by on-street parking surrounding the school. This is a huge impact that is unfair to those of us who live here.

I live on Corliss Avenue, midway on the west side of the street between N 120th and N 117th Street. Many of us neighbors do not have garages or driveways and park on the street. It's not a fair request to ask us to absorb the increased parking spots. We already share the street parking with employees at Northwest Hospital. Plus, since Covid work arrangements, many more of us are working from home and parking here. Even after Covid, there will be a significant increase in the number of days people work from home. Plus, I find it concerning that the project is asking to reduce the number of bike accommodations.

I urge you and the project designers to consider other options, even if it is a 2 story parking garage. I've sent a note flagging this to my neighbors, I think it is an issue many of us would like to see addressed.

Thank you for your consideration. Please keep me posted as to how I can participate in the project.

Best,

Pamela Woodroffe  
11727 Corliss Ave N  
Seattle WA 98133

## Sheehan, Maureen

---

**From:** Ruthie Hylander <ruthndennish@gmail.com>  
**Sent:** Saturday, June 27, 2020 7:56 AM  
**To:** Sheehan, Maureen  
**Subject:** New Northgate school

**CAUTION: External Email**

Hello, to whom it may concern (besides ME!:],

I am the neighbor directly to the south of the Northgate school play field on Corliss Ave N. My grandfather (Raymond F Isbell, sold the land where his original house sat... (now the playfield) to the city for the school. The intention was for this land next to his new house (11730 Corliss Ave N, Seattle, WA 98133) to remain a playfield that all could access. This field has been so wonderful for community use, including sports games, family picnics, dog walking and just a general healthy feeling of space and connection to earth! We feel so sad and worried about this going away, especially in regard to having hundreds of cars parking on our street and in front of our house.

Can you please look into the legality of this original agreement with my grandfather, and clarify for me?

I AM happy that it will remain a school and not be sold to developers for apartment buildings or other housing!!

Thank you for your response.

Ruthie (Isbell) Hylander (granddaughter of Raymond F Isbell, and now owner of the family home on Corliss)



Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Deanna Sabado  
Printed name Deanna Sabado  
Address 2158 N 120th St  
Email dsabado@comcast.net Phone 2063752618

Further comment:  
Our neighborhood isn't big enough to take of all this - the streets are full enough with commuter parking

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Deanna Sabado  
Printed name Deanna Sabado  
Address 11730 Coeliss Ave. N. (directly next to current play field)  
Email ruthndennish@gmail.com Phone 206 619-7876

Further comment: My grand father (Raymond F. Stbell) sold his land (where the current play field is) to either the city, or King County around 1947, with the stipulation that a nature park be preserved on part of it. This project would now COMPLETELY render that agreement null and void. Why can't the current

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

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Signature Ken Emerson  
Printed name KEN EMERSON  
Address 2341 N. 122nd ST SEATTLE WA 98133  
Email KEEMERSON390@gmail.com Phone 206-255-9396

Further comment:  
EVERY EFFORT TO DEFEAT THIS PLAN SHOULD BE TAKEN THAT CAN BE TAKEN, INCLUDING SUING THE CITY FOR BEING TO FORCE THE CITY TO FOLLOW ALL ZONING REQUIREMENTS!

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature Deanna Meyerhoff  
Printed name Deanna Meyerhoff  
Address 11743 Coeliss Ave N 98133  
Email dennyhoff@gmail.com Phone 206-245-4588

Further comment:  
This enormous building would have a very large negative effect in our neighborhood.

## Sheehan, Maureen

---

**From:** sara jarolimek bevington <sarajarolimek@hotmail.com>  
**Sent:** Friday, June 26, 2020 9:40 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate school construction

---

**CAUTION: External Email**

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Hello Maureen,

As a neighbor to Northgate Elementary I am excited about the new school building that is coming and the space it will afford the children attending it.

However, I do need to express my concern about the parking plans... or rather the lack of. I worry about the extra traffic this will bring to my street, the many people who will be parking on my street with no accountability to the neighborhood, and I worry about pedestrian safety because there are no sidewalks leading from my home to the school. This last one is a biggie. Whether we're talking about teachers or parents parking in front of my home, or my small children walking to the school the lack of sidewalk and parking that could keep cars off my road seems like a combination that will end badly for someone.

Please reconsider the parking requirements for the school to provide a convenience for the school staff, care for our neighborhood, and safety for our pedestrians on these sidewalk- free streets.

Thank you,

Sara Bevington  
11714 Corliss Ave N

Sara Jarolimek Bevington  
(206)401-2480  
Sarajarolimek@hotmail.com

## Sheehan, Maureen

---

**From:** Sarah McFarland <paperoperahouse@gmail.com>  
**Sent:** Monday, June 22, 2020 11:43 AM  
**To:** Sheehan, Maureen  
**Subject:** New Northgate Elementary

**CAUTION: External Email**

Hello,

The new Northgate Elementary School plans are really great. I'm proud we're going to have such a good school in the neighborhood. It is okay that the plans need special adjustments to the regular rules. The building is for the busy neighborhood we're going to have in a few years.

Having 2 daughters in Northgate Elementary right now, I'm very mindful of the disadvantages of an old building that did not adequately anticipate the community's needs. Please don't let nitpickers or naysayers take one thing from these plans for a new school. My 3rd daughter will thank you when she arrives there for kindergarten!



## Sheehan, Maureen

---

**From:** SARAH S <sarahjaynesimmons@yahoo.com>  
**Sent:** Saturday, June 13, 2020 1:49 PM  
**To:** Sheehan, Maureen  
**Subject:** Northgate school

**CAUTION: External Email**

Hello Maureen,

I hope this email finds you well. I am writing regards to the new Northgate school. To give some background, my grandparents have lived in the house across the street from the school since 1984. They have enjoyed having their grandchildren and great grandchild attend the school. They have enjoyed being able to watch children playing and hearing the happy sounds that come during various times of the school day. My grandmother was asking me about what was happening with the school as she is seeing changes. I have shown her the plans and this current plan is so saddening to my grandmother. Her opinions are that the school is fine the way it is. The field provides such happiness with the sport activities that happen through out the year. Now shes afraid that she will miss these moments esp with the proposed field or parking lot at the south side of the property. (Personally, i would rather see the field than a parking lot). My grandma has some concerns. Is this New school plan confirmed ? Is there a way to just update the current building ? Are the kids going to be able to go to school until construction starts? How long will the construction be/last? My grandmother doesn't do technology but if you wanted to send a personalized letter with the proposed details/updates, i think it would help her process this change. Sarah Johnstonbaugh 11746 1st ave NE. Seattle, WA. 98125. I appreciate your time and response.

Sarah Simmons  
Granddaughter

Sent from my iPhone



# Seattle

## School Traffic Safety Committee

July 15, 2020

To Northgate Elementary School Departure Committee  
c/o Maureen Sheehan, [Maureen.Sheehan@seattle.gov](mailto:Maureen.Sheehan@seattle.gov)

Re: Northgate Elementary Departure Request # 5

The Seattle School Traffic Safety Committee (STSC), an advisory committee established by the City of Seattle, strongly supports the announced plans for the much-needed expansion and replacement of Northgate Elementary School. But the STSC urges that the School Departure Request # 5 regarding bicycle parking as contained in the “Northgate Elementary School Departures Presentation”<sup>1</sup> be denied or conditioned as described below.

### The issues:

Students, teachers, and staff get to and from school by one of 5 modes of transportation: via school buses, private automobiles, transit, walking, and rolling (on bicycles, scooters, or other wheeled modes). **An increase in school population will by nature increase the impacts of one or the other of these modes.** The School Traffic Safety Committee supports the current code (SMC 23.54.015) which intentionally tries to ease the impacts of traffic by encouraging the least impactful and most healthy modes: walking, biking.

### The departure requests:

In 2018 SMC 23.54.015 was deliberately changed by City Council and signed into law by the mayor. One of its principle features was to increase required bicycle provisions, including bicycle parking at schools, as a means to encourage the use of bicycling to lessen the impacts created by driving. As Brock Howell of Bicycle Security Advisors reported in his June 22 letter to the School Departures Committee:

*“The standards were based on the City of Seattle’s goal to quadruple bicycle ridership from 2014 to 2030. This would result in a commuter bike ridership of approximately 12.5% in 2030. With an average class size of approximately 30 students, three long-term bike spaces per classroom enables 10% of students to ride their bikes to school”*

The departure request # 5 would reduce the total number of short and long-term bicycle spaces required by schools in SMC 23.54.015 Table D item B.9. Schools, Primary & Secondary from 144 to 96, a 33% reduction. No information was supplied in Departure Request # 5 justifying the need for the departure request nor the amount of bicycle parking requested.

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<sup>1</sup> Northgate Elementary School Departures Presentation, undated, p. 62, accessed on July 12, 2020 from [https://www.seattle.gov/Documents/Departments/Neighborhoods/MajorInstitutions/Northgate%20Elementary%20School/NorthgateES\\_DeparturesPresentation\\_200619crd.pdf](https://www.seattle.gov/Documents/Departments/Neighborhoods/MajorInstitutions/Northgate%20Elementary%20School/NorthgateES_DeparturesPresentation_200619crd.pdf)

Departure Request # 5 also would reduce the proportion of long-term bicycle parking to short term parking. As explained later, this seemingly innocuous change in labeling is significant. Long term stalls have many more needs and consequential code requirements than short term stalls. No information was supplied about the need nor the adequacy justifying this change in their proportion.

Most importantly, no information was supplied that bicycle parking meets the criteria required for being subject to the purview of School Departure Committees per SMC 23.79.008.C.1.

### **Impacts of the 5 transportation modes:**

Some of the need for school buses could be lessened if those who could chose to bike.

An increase in the use of private automobiles by parents driving their kids and by teachers and staff commuting increases traffic congestion around the schools and throughout the city in general. And it increases the need for parking, either by parking on streets throughout the neighborhood, or by undertaking the expense of creating parking lots and driveways. And most importantly, the increase in traffic increases the danger to the general public and especially to the kids of getting hit by traffic. (Ironically, the traffic peaks at the identical time that kids are walking, running biking, and playing at bell times).

Transit tends to be infrequent near Northgate Elementary and may not be at convenient times for teachers, staff, and students; it may be inappropriate for younger children to use alone; and it can add to the expense of school.

A superior alternative to the above is to encourage active transportation like walking and biking. This helps decrease the above traffic and parking impacts. But instead of encouraging the use of bikes to reduce vehicular traffic, the proposed Departure # 5 disregards the city's goals and standards as codified in SMC 23.54.015.

### **Health:**

An important benefit of encouraging active transportation is its life-long effects on students. School is where kids learn many skills and habits that will stay with them over their entire life. There is a large volume of literature about the benefits of kids walking or biking to school both during school and later throughout their lives. Some typical excerpts:

*“There is a growing body of evidence showing a positive relationship between physical activity and measures of academic achievement, including grade point average (Kontomaa et al, 2013), rate of learning (Hillman et al., 2009), and classroom behavior (Davis and Cooper, 2011), as well as cognitive, social, and motor skill development and ability (Active Living Research, 2015)”<sup>2</sup>*

*“The trip to school is a crucial opportunity for children and youth to get regular physical activity by walking or bicycling. Walking and bicycling not only create healthier students,*

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<sup>2</sup> Safe Routes Partnership, *Research: Academic Performance and Attendance* [online here](#).

*but also support focused learning and academic performance. In order to achieve these benefits, walking and biking to school need to be convenient, comfortable, and safe.”*<sup>3</sup>

*“... kids who cycled or walked to school, rather than traveling by car or public transportation, performed measurably better on tasks demanding concentration, such as solving puzzles, and that the effects lasted for up to four hours after they got to school”*<sup>4</sup>

Provisions for adequate bicycle parking are one of the tools that will help Northgate Elementary encourage their students to thrive.

### **Bicycle Parking Makes a Difference:**

The availability and convenience of bicycle parking influences the choice of whether or not to bike to school. It makes an implicit impact on the students’ psyches to see the prominence that it is given and to see peers using it.

A recent study of bicycle use in 15 schools concluded as follows:

*“Factors that contribute to student cycling at the individual school level are varied and complex. In this study, **the size of bike parking, cycling promotive school policies, and participation in grant-funded promotional programming emerged as clear distinctions between** [schools that had higher rates of bicycling] *and control schools.”*<sup>5</sup>*

The University of Washington produces an annual Transportation Report surveying the campus about the use of all modes of transport. One of the questions lists 7 potential bicycle facility improvements and asked if they would encourage more bicycle commuting.

In 2014, 46% answered that more secure parking would provide more encouragement (ranked # 4 in the choices for improvements – more bike paths & lanes was # 1, ), 44% answered that covered parking would be an encouragement, (ranked # 5 in the list), and 31% answered that more bike racks would be an encouragement (ranked # 7 in the list).<sup>6</sup>

After providing more parking, the 2019 survey results changed to 15% answered that more secure parking would provide more encouragement (ranked # 2 in the choices for improvements – more bike paths & lanes was # 1, ), over 12% answered that covered parking would be an encouragement, (ranked # 5 in the list), and over 10% answered that more bike racks would be an encouragement (ranked # 7 in the list).<sup>7</sup>

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<sup>3</sup> “Making Strides 2020; State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities”, p. 14, by the Safe Routes Partnership website [introduction here](#) and the [full report here](#).

<sup>4</sup> “The Link Between Kids Who Walk or Bike to School and Concentration”, an article in City Lab [online here](#)

<sup>5</sup> *What Makes a “Biking” School? How Some Schools Have Pulled Ahead in Cycling Rates*, an info brief by the Pedestrian and Bicycle Information Center, p. 7, [online here](#).

<sup>6</sup> *University of Washington 2014 Transportation Survey Final Report*, March 2015, p. 42, [online here](#).

<sup>7</sup> *University of Washington 2019 Transportation Survey Final Report*, March 2020, p. 40. [online here](#).



## The Need for Bicycle Parking is Expected to Grow

Schools are built with the expectation that they will be in service for many decades. It is predicted by many that the amount of biking to school is increasing and will continue to increase.

Only 3 limited and inconsistent studies have been completed in Seattle about the rate of bike usage in schools.<sup>8</sup> Unfortunately only a few, inconsistent schools agreed to participate (there was no participation by Northgate Elementary nor any nearby schools). The results were that 3% of the students biked to the participating schools in 2015 and 2016 and 1.8% in 2018.

But there are other indications that the rate of cycling is increasing, and with the recent popularity of electric bicycles and family bicycles the rate of increase may accelerate.

In January 2020 (prior to the pandemic, the Seattle Times reported a 12% increase in 2019 over 2018 at Fremont Bridge and an increase of 79% on 2<sup>nd</sup> Ave. downtown, among others.<sup>9</sup> The results were reported in more detail on the Seattle Bike Blog.<sup>10</sup>

## The kinds of bike parking make a big difference

More importantly, the departure requests would shift the balance of long-term and short term bicycle parking spaces from the code-required 108 (75%) long-term to 36 (33%) long-term. Based on an average classroom size of 30 students plus teacher, this would result in only 3% of the students having access to long-term storage throughout the day.

The distinction between short-term and long-term is much more significant than it may appear to be. Long term stalls have many more needs and consequential code requirements than short term stalls, as follows.

SMC 25.54.015,K,2 reads in part:

*"2. Performance Standards. Provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence, based on rules promulgated by the Director of the Seattle Department of Transportation that address the considerations in this subsection 23.54.015.K.2." [those rules are The Seattle Bicycle Parking Guidelines located [online here](#).]*

*"f. Where practicable, long-term bicycle parking shall include a variety of rack types to accommodate different types of bicycles."*

A selection of requirements for long-term parking above the requirements for short term parking from the Seattle Bicycle Parking Guidelines<sup>11</sup> includes:

- *Must provide full weather protection and theft protection*

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<sup>8</sup> SDOT, *Safe Routes to School Student Travel Survey*, [online here](#)

<sup>9</sup> Seattle Times, *Bike ridership hits record highs on 2 Seattle routes*, January 6, 2020, [online here](#).

<sup>10</sup> Seattle Bike Blog, *Seattle's 2019 bike boom in 6 charts + Where should Seattle's next bike counters go? updated*, January 6, 2020, [online here](#).

<sup>11</sup> SDOT *Seattle Bicycle Parking Guidelines May 2018 Draft*, pp. 12-13, [online here](#).

- *Must be located on site or within 100 feet of pedestrian entrance, no further than closest non-disabled vehicle parking space*
- *A minimum of 50% of the bicycle parking shall allow bicycles to sit horizontally on the ground to accommodate non-standard bicycles and the needs of those who cannot lift a bicycle.*
- *Provide easily accessible electrical outlets within the long term bike parking area.*
- *Ground -level rack should accommodate recumbent bikes, folding bikes, cargo bikes, bikes with trailers, family bikes, etc. [Parenthetical comment: many of these sorts of bikes are much longer than a normal bike. They are increasingly used by parents transporting their kids. It's important that there be adequate provisions for them.]*
- *When planning a long term bicycle parking area account for a minimum of 12 sq ft for every required bicycle parking space.*
- *Bicycle parking access plan must be submitted to Seattle Department of Construction and Inspections (SDCI) during building permit review*

Also note that *The Seattle Bicycle Parking Guidelines* do not permit the “coat hanger” or “ribbon” style of racks. As the Guide illustrates, they do not provide adequate support.

### **Summary**

Providing adequate bike parking facilities will help alleviate traffic impacts in the neighborhood and reduce the expense of creating and maintaining as much auto parking and driveways now and throughout the future. As biking becomes increasingly common, especially with the advent of family bikes and electric bikes, adequate and appropriate bike parking is becoming more critical. It will help encourage kids, parents, and staff to bike to school, which in turn will help generate healthier lifestyles and improve learning.

The School Traffic Safety Committee and others stand willing to help correct the deficiencies to more closely meet the code. We realize that may require some tradeoffs and are willing to work with the architects and school district towards a solution that works for all.

Sincerely,  
On behalf of the School Traffic Safety Committee



Lee Bruch  
Member

Website: <https://www.seattle.gov/school-traffic-safety-committee>  
Email: [stsc@seattle.gov](mailto:stsc@seattle.gov)

## Sheehan, Maureen

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**From:** Sherry Garman <sgarman4707@gmail.com>  
**Sent:** Sunday, July 12, 2020 7:33 PM  
**To:** Sheehan, Maureen  
**Subject:** Re: Northgate School Departure Advisory Committee Status

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**CAUTION: External Email**

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Dear Maureen,

Computer problems have caused this to be the third or fourth effort to send a response for Northgate Elementary:

1) Is the school 'draw- territory' enlarged? .Some neighbors are already concerned about the amount of traffic that

comes across 120th North and down 1st from 130th. More people are walking to the school in the past year & a half. Many

are with a stroller and other kids or a dog...The sidewalks are minimal and/or non-existent!! A recent sidewalk improvement

between 115th and 117th along Meridian North is not really pertinent. Many times people are walking in the streets and not

really aware of vehicles coming from behind!! Is a traffic study useful?? Public education might also help, as there are more

ethnic groups that may not know the general safety rules for pedestrians.

2) If the school is to be built on the present surface of the play field, will that be drainage problem?, as the field is quite

soggy most of the year. I always assumed that the field was "fill" between the street along 120th and the retaining wall around the paved play area. A two-story building would require significant foundation work and expense.

3) If the building goes up two-stories, there should be a way to salvage more play field area. Student surveys show that outdoor exercise has a significant impact on the function of a young brain. The new plan leaves only 1/3 of the present

field to be used by 30 % more students!!

4) The current playfield is used hard; people are there every day pretty much. If that area is reduced by 2/3, how will

the school district or parks department find alternate space for soccer, baseball, etc?? The Departure Plan indicates there

are two nearby parks: Northacres park has not taken on much of the demand for soccer field facilities that I know of. The

schedule of teams arriving and leaving in the Fall is Very Tight! People can not play late into the evening for lack of lighting.

5) Haller Lake is Not a 15acre alternative area for play. There is a street wide "dead end" zone on 125th No. which does

not allow much parking along the residential cul-de-sac. Access to the lake is a pathway winding thru weeds and a couple of

trees down to a bulkhead several feet back from a "large rock beach". Two picnic tables are rather small; there is only area

for a couple of picnic groups on the ground. No space exists for soccer or running!!; the area might be a 45ft. by 100ft lot!!

6) The 'drop-off zone' along 120 North may be rather awkward. The street already has traffic problems since the curbs

were installed for bus parking (which hardly happens). The curbs keep the water from draining away from the gravel path; the

path is not negotiable for people with strollers or bicycles. The resultant puddles and parked cars force people to walk in the street which is narrowed by the cars, and leaves hardly enough space for small cars to pass each other. Additional cars which move in and out is likely to be a set up for accidents.

7) There is a large paved area at the north side of the school plan. Could that be reduced and leave more space for angle-in parking?, where parents can allow car doors to open (not into traffic), strollers in and out, and have a moment to see the child to the school if need be, or carry something to the building .Parking could be allowed for school functions at other hours.

A similar situation might be useful along Corliss North, at the west side of school. Parking is already difficult when large events occur; we have counted 60-65 cars parked along 120th and along Corliss No. during weekly school or sports events.

Reducing parking provisions does not seem reasonable with an increase in student population. Parents will not walk many blocks in the rain after a long work day, and the rail system is not exactly accessible.

8) There is not much visible as Access into the school. Do students have to run in the rain a half a block to the NE corner of the school?? Count the days of rain during the average school year; current drop-off is rather close to the school doors.

9) No mention seems to be made about security for the school. This neighborhood is quite full of "homeless folk" and theft is rampant and untended by police.

10) More students coming to school will mean more bicycles. The current pattern in the neighborhood suggests that parents are training their kids to have familiar bike routes. There should be more, rather than less bike parking offered.

11) Traffic Up and Down First NE in front of the school has already increased according to neighbors. Parking buses along the already narrow street will cause much difficulty with cars that wish to pass the buses. A bus seldom pulls in parallel to the curb, and that area is not a lengthy distance even now. Cars needing to turn No. or So. off 120th already have visibility issues. People already park often across 1st Ave. and walk across to the school. More visibility problems happen with buses.

12) The drawing of the school does not show a Flag Pole!! really!!

Respectfully Submitted,  
Sherry K. Garman  
photo available of Haller Lake Park  
206-364-4707

On Thu, Apr 30, 2020 at 12:16 PM Sheehan, Maureen <[Maureen.Sheehan@seattle.gov](mailto:Maureen.Sheehan@seattle.gov)> wrote:  
Northgate School Departure Advisory Committee Members,

All of us have experienced quite a bit of change over these past weeks of COVID-19 as we navigate this rapidly developing crisis - for the City and our residents. But our job, as the City, is to take care of our community. In response to COVID-19, all City departments, including Seattle Department of Neighborhoods, are shifting and refocusing our efforts toward supporting the needs of our community, especially our most vulnerable residents.

Following Governor Inslee's Stay Home, Stay Healthy order, Seattle City Council approved [legislation](#) on Monday, April 27, to keep key projects safely moving forward. The legislation makes temporary school departure process changes by allowing experienced City staff to continue review processes, and it enlists community participation by replacing in-person meetings with electronic outreach for at least 180-days.

The school departure recommendation process typically requires in-person public meetings, which are prohibited due to public health mandates on social distancing and limited gatherings. **While this ordinance is in effect, DON staff will accept written public comment and the Director of Seattle Department of Neighborhoods will make a recommendation to the Seattle Department of Construction and Inspections (SDCI) taking into consideration the public's comments.**

We are always appreciative of community members who are willing to share their time and energy on issues that affect their communities. During the time when the committees are not meeting, I encourage you to submit written public comments.

If you are interested in receiving updates on the departures process (public comment periods, recommendations, decisions, etc.), please sign up [here](#) ("Sign up for E-mails" top right) and encourage your neighbors and neighborhood and school contacts to do the same.

Over the past two months, DON has been intensely working on connecting communities to resources and tools to help you through this time. The City has [a comprehensive resource page](#) for residents and small businesses impacted by COVID-19. For questions about COVID-19, please visit [PHSKC's website](#).

Take care of yourself, your family, and your neighbor. We'll get through this together.

**Maureen Sheehan**

**Major Institutions and Schools Coordinator**

Office: 206.684.0302

[seattle.gov/neighborhoods](http://seattle.gov/neighborhoods)



# Seattle Neighborhoods

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## Sheehan, Maureen

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**From:** Sherry Garman <sgarman4707@gmail.com>  
**Sent:** Wednesday, July 01, 2020 3:38 PM  
**To:** Sheehan, Maureen  
**Subject:** Re: Northgate School Departure Advisory Committee Status

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**CAUTION: External Email**

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Dear Maureen, I attempted to send comments regarding Northgate Elementary Construction/Planning & Adjustments...it may have been sent incomplete, and it may have ended up floating in cyberspace without a sender name attached, Sooo :

1) Where the new building goes is a very wet playfield much of the year, and it seems that the retaining wall that surrounds the hard surfaced play area on the north side of the building probably had "fill dirt" to construct the soccer fields. Is that not going to cost much extra money to be drilling for solid foundations to allow a 2-story structure??

2) The new building appears to be utilizing 2/3 of the current playfield. That is an area people come to almost every day of the week. Soccer teams are already at practice on one section of field; the proposed new field at the south side of the school will not accommodate even 1/2 of the people that use the field now.

3) A notation about nearby parks caught my attention. When soccer and baseball are in progress, there is hardly 10 minutes time-frame for the transition of team arriving and team leaving the field. The Park up 1st Ave & 130th does not have accommodations to "book a game" to ease the occupation congestion.

4)

On Thu, Apr 30, 2020 at 12:16 PM Sheehan, Maureen <[Maureen.Sheehan@seattle.gov](mailto:Maureen.Sheehan@seattle.gov)> wrote:  
Northgate School Departure Advisory Committee Members,

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Take care of yourself, your family, and your neighbor. We’ll get through this together.

## **Maureen Sheehan**

### **Major Institutions and Schools Coordinator**

Office: 206.684.0302

[seattle.gov/neighborhoods](http://seattle.gov/neighborhoods)



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## Sheehan, Maureen

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**From:** St Andrew Kim <standrewkim.us@gmail.com>  
**Sent:** Thursday, July 16, 2020 2:18 PM  
**To:** Sheehan, Maureen; vrgonzales@seattleschools.org; St Andrew Kim  
**Subject:** Fwd: Northgate Elementary School

CAUTION: External Email

Hello Maureen,

We represent St. Andrew Kim Catholic Church located at [11700 1st Ave NE, Seattle WA](#), which is across from Northgate Elementary School. After reviewing the website that was provided by Vince, we would like to add some comments on the Northgate Elementary School Replacement Project.

We are excited to hear about the project! The project looks great, and it will definitely be a good asset to the neighborhood and students.

Our concerns are:

-- Limited onsite parking on the proposed structure is a great concern to us as this will impact us and the neighborhood greatly. Street parking when the parents are picking up the students will create safety issues for everyone, including students and our parishioners and others who use 1st Avenue NE (which has become a very busy road in recent years).

-- Aside from the students/parents parking on the east side of 1st Avenue NE and our parking lot, we have had teachers and other school employees parking on those areas. This seems to indicate that the school may not have sufficient parking for its own employees.

-- The School currently uses our church parking lot daily during the school year and during special events. This was previously allowed as a nice neighborly gesture by our prior staff/volunteers at our church. However, this will no longer be allowed as we have been notified that our insurance company prohibits such usage.

-- We will be installing gates in the near future as we have been having problems with the outsiders using drugs onsite and leaving trash on our property as well as sleeping on our property.

-- We are also concerned about the impact of the limited onsite parking that will affect our neighbors as our parking lot can no longer be used by the school visitors/staff. We had previously experienced numerous damages to our planting area (by people walking over the plants) and voluminous amount of trash that was left by the school visitors (including baby diapers, milk jugs, to go boxes, wheel hub, and other large size trash). The school visitors threw away most of the trash on our property because they were using our parking space, however, with the inability to park on our property in the future, this will inevitably impact our residential neighbors.

Please keep us informed as the project moves forward, and let us know if we can help.

St Andrew Kim Catholic Church

----- Forwarded message -----

보낸 사람: **Gonzales, Vincent R** <[vorgonzales@seattleschools.org](mailto:vorgonzales@seattleschools.org)>

Date: 2020년 6월 19일 (금) 오전 9:49

Subject: RE: Northgate Elementary School

To: St Andrew Kim <[standrewkim.us@gmail.com](mailto:standrewkim.us@gmail.com)>

Hi Anna,

Find below (highlighted) a message from **Maureen Sheehan the Dept. of Neighborhoods Major Institutions and School Coordinator**. Thanks you again for taking the time to discuss the project with me. I have noted some of the less than desirable behavior with regards to litter and other messes that are related to school activity. I work closely with the Principal of Northgate and I will make her aware of these issues.

## Public is invited to comment on zoning modifications at Northgate Elementary School

**SEATTLE** (June 15, 2020) – The public is invited to share its feedback regarding the [development plans for Northgate Elementary School](#) located at 11725 1<sup>st</sup> Avenue NE. The Seattle School District is requesting modifications (also known as “departures”) from several City zoning regulations for:

1. Off-site bus loading/unloading
2. Reduction of on-site parking
3. Greater than allowed building height
4. Reduction of bike parking
5. Addition of an electric message board

The Seattle School District has a detailed presentation on the modifications which you can view [here](#).

Upon receiving your feedback, the comments will be shared with the director of Seattle Department of Neighborhoods, Andres Mantilla. After reviewing, he will provide the recommendations regarding the proposed departures to the Director of Seattle Department of Construction and Inspections for the final decision.

Please submit your written comments by **Wednesday, July 15** to:

**Maureen Sheehan**

**E-mail:** [Maureen.sheehan@seattle.gov](mailto:Maureen.sheehan@seattle.gov)

**Mailing Address:** Seattle Department of Neighborhoods

P.O. Box 94649

Seattle, WA 98124-4649

For additional information, contact [Maureen Sheehan](#), Seattle Department of Neighborhoods, at 206-684-0302.

The [Major Institutions and Schools Program](#) provides a way for neighbors of Seattle's hospitals, universities, and colleges to be directly involved in the development plans for those institutions to ensure neighborhood concerns are considered when those plans are made. It is a program of [Seattle Department of Neighborhoods](#).

Regards,



Vince Gonzales, LEED Green Associate ([he/him/his](#))

Project Manager, Capital

[virgonzales@seattleschools.org](mailto:virgonzales@seattleschools.org)

Phone: 206-252-0151

FAX: 206-252-0573

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**From:** St Andrew Kim <[standrewkim.us@gmail.com](mailto:standrewkim.us@gmail.com)>  
**Sent:** Thursday, June 18, 2020 4:57 PM  
**To:** Gonzales, Vincent R <[vrgonzales@seattleschools.org](mailto:vrgonzales@seattleschools.org)>; St Andrew Kim <[standrewkim.us@gmail.com](mailto:standrewkim.us@gmail.com)>  
**Subject:** Northgate Elementary School

Hi Vince,

It was nice talking to you today.

Actually, it was a postcard we received that had the information about the school (Notice of Public Comment). We did not receive any email. ^^

If you can use this email address to send us some information, that would be great.

Thank you for contacting us.

Anna

**CAUTION:** This email originated from outside of the organization. Please don't click links, open attachments, or reply with confidential details unless you are certain you know the sender and are expecting the content.

## Sheehan, Maureen

---

**From:** Susan Stillman <stillmansj@aol.com>  
**Sent:** Saturday, June 27, 2020 7:54 AM  
**To:** Sheehan, Maureen  
**Subject:** Northgate school

CAUTION: External Email

I don't see any space set aside for a school garden. Most established schools are making do with whatever land they can re-purpose as garden space. At Northgate there is the opportunity to site a school garden for kids to grow vegetables and learn about our food supply, soil health, plant Growth, propagation, etc. It should be sited where there is nearby water source and good Susan exposure.

Susan Stillman  
Haller Lake P-Patch Leadership Team

Sent from my iPhone



## Sheehan, Maureen

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**From:** Rich Olmsted <olmsted206@gmail.com>  
**Sent:** Friday, July 10, 2020 12:53 PM  
**To:** SEPAcomments@seattleschools.org; Sheehan, Maureen  
**Subject:** New Northgate School Proposal

**CAUTION: External Email**

Hello - I'd like to address a few issues I have with the proposed building of the new Northgate Elementary. The first one is with parking. The school capacity will be almost three times the existing capacity and yet the proposed on-site parking will be several spaces less than the existing spots! Where will all the staff, volunteers and SPS staff visitors park when they visit the new building? Not to mention families who are picking up early released students? Your proposal mentions neighborhood parking, but that will put a huge burden on the neighborhood with young children crossing 120th st. At the very least, several spots should be allocated in front of the entrance to the building, including designated disabled spots. Using the Korean Church does NOT work well as young children are crossing a busy street (1st Ave) already.

Also, there are several birds that inhabit the area right around Northgate School that have not even received mention in your environmental study. There are several Bald Eagles in residence at Haller Lake, plus numerous ospreys and other water fowl. These birds will be affected by a two year construction plan.

Finally, with so much land available to SPS, is it truly necessary to build an overheight two story building on this lot? It seems like a lot of building when there are many new schools in the area such as Licton Springs, Hazel Wolf, and Olympic Hills (not to mention Olympic View and Broadview Thomson). Will they continue to be at capacity when everyone in the area wants to attend the new school because of better technology, etc.? Does this design reflect the residential look and feel of the surrounding neighborhood?

Thank you for allowing me to voice my concerns with the new school. It is very true that Northgate needs more than a new coat of very interesting turquoise paint, but I ask you to consider the points made above before making a final decision.

Thanks, Teresa Olmsted

## Sheehan, Maureen

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**From:** Vishal Sujan <vishalsujan@gmail.com>  
**Sent:** Saturday, July 18, 2020 7:44 PM  
**To:** Sheehan, Maureen  
**Cc:** Vishal Sujan  
**Subject:** Concerns on zoning departures for Northgate Elementary School Replacement Project

**CAUTION: External Email**

Dear Maureen Sheehan,

I am writing to you share my concerns regarding the proposed zoning departures on this project and the lack of the residential community engagement in decision making on this project. We own a house directly adjacent to the school property and will be directly impacted by the decisions being made.

This project proposed significant zoning departures, some of which are listed below, with our relevant concerns:

1. Higher than allowed buildings. This changes the landscape for the residential property owners around the school, reducing natural light, obstructing open sky views in residential neighborhoods.
2. Less than required on-site parking. This impacts neighborhood property owners by more vehicles now needing to street park right in front of homeowner's properties and more traffic from folks looking for parking causing disruption to homeowners.
3. Allowing buses to load/unload on the streets.
4. An electronically lit message board. This increases light pollution in a residential neighborhood.
5. Potential for playground lighting being kept lit up into late evenings. This causes additional light pollution and encourages more traffic late evenings in a fairly quiet neighborhood.

I am pleased and appreciate the investments being made to help improve and invest in the Northgate Elementary School. However, would like to ensure that the appropriate decisions are being approved with the best interest of both the current/future students of this school and residents in the neighborhood. The above listed are just a few of my concerns, with the limited visibility and community engagement we have received on this project's decision making. I request for your assistance or guidance on ensuring the following concerns are addressed:

1. I oppose granting any of the requested departures, a few listed below, especially without review and consensus of the neighborhood community and residential property owners:
  - Off-street, on-site bus loading is the default for safety
  - Bright electronic night-time signs are not consistent with residential neighborhoods.
  - Proposed departures are too large and would be harmful in multiple ways, to the neighborhood and corresponding residential property owners
  - The project shouldn't be a mega school with an increase in size by two and half times of the existing school's enrollment, size and height of buildings by double, with insufficient on-site parking (parking capacity being reduced from 32 to 30 spaces while enrollment increasing from 252 to 650)
  - There are several high quality, healthy, and beautiful trees on the perimeter of the property and would not be environmentally responsible to permit destroying these trees
  - Allowing buses to load/unload off-site and on-street
  - Potential for playground lighting being kept lit up into late evenings.
2. I request that no departures be allowed on this project. Also, I request that this project's impact be carefully reviewed from the perspective of an increase in automobile traffic in the residential neighborhood, impact to

street parking by private residential properties, the safety of the community, and landscape / residential feel of the neighborhood.

3. Decisions on this project that have an impact on the direct neighborhood's community and property owners are being made in isolation without input and review by the community. I request that the public comment period be extended and not be set until after there have been public meetings scheduled with a detailed review of the project's plans including all departures from the Code. Residential property owner's inputs need to be garnered.
4. Please include me on the list of people to be consulted about zoning departures, including all public meetings on this project.

I appreciate your support and understanding on this matter. Please don't hesitate to let me know if there is any further information I can help provide.

Sincerely,

Vishal Sujan

c: (425) 894-2342

e: [vishalsujan@gmail.com](mailto:vishalsujan@gmail.com)



Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature [Signature]  
Printed name Pamela Woodroffe  
Address 11727 Corliss Ave N, Seattle 98133  
Email pamela.jw1414@comcast.net Phone 206 769 1885  
Further comment:

*I am also concerned of the historical preservation of the playfield - see Ruthie Hylanders letter to you!!!*

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature [Signature]  
Printed name Maureen Aronava  
Address 2319 N. 177th St. 98133  
Email maureenaronava@gmail.com Phone 206 970 3398  
Further comment:

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature [Signature]  
Printed name Larry Smith  
Address 11755 Corliss Ave N, Seattle  
Email larry-smith@comcast.net Phone 206-307-5893  
Further comment:

Regarding: Proposed zoning departures for the Northgate Elementary School Replacement Project

Dear Maureen Sheehan, City of Seattle Dept. of Neighborhoods;

I have concerns about the Seattle School District's request to allow the project to not meet City zoning code with regard to: (a) Higher than allowed buildings; (b) Less than required on-site parking; (c) Allowing buses to load on the street; (d) Less than required bicycle parking; (e) An electronically lit message board. Please include me on the list of people to be notified and consulted about the zoning departures, including required public meetings.

Signature [Signature]  
Printed name Earl Krugier  
Address 2348 N. 120th St. Seattle 98133  
Email earl.krugier@gmail.com Phone 206-349-3113  
Further comment:

*- Building would be too high (3 stories??).  
- Loss of green space and park, which is illegal.  
- Insufficient parking*