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Alki Elementary School

Departures Presentation

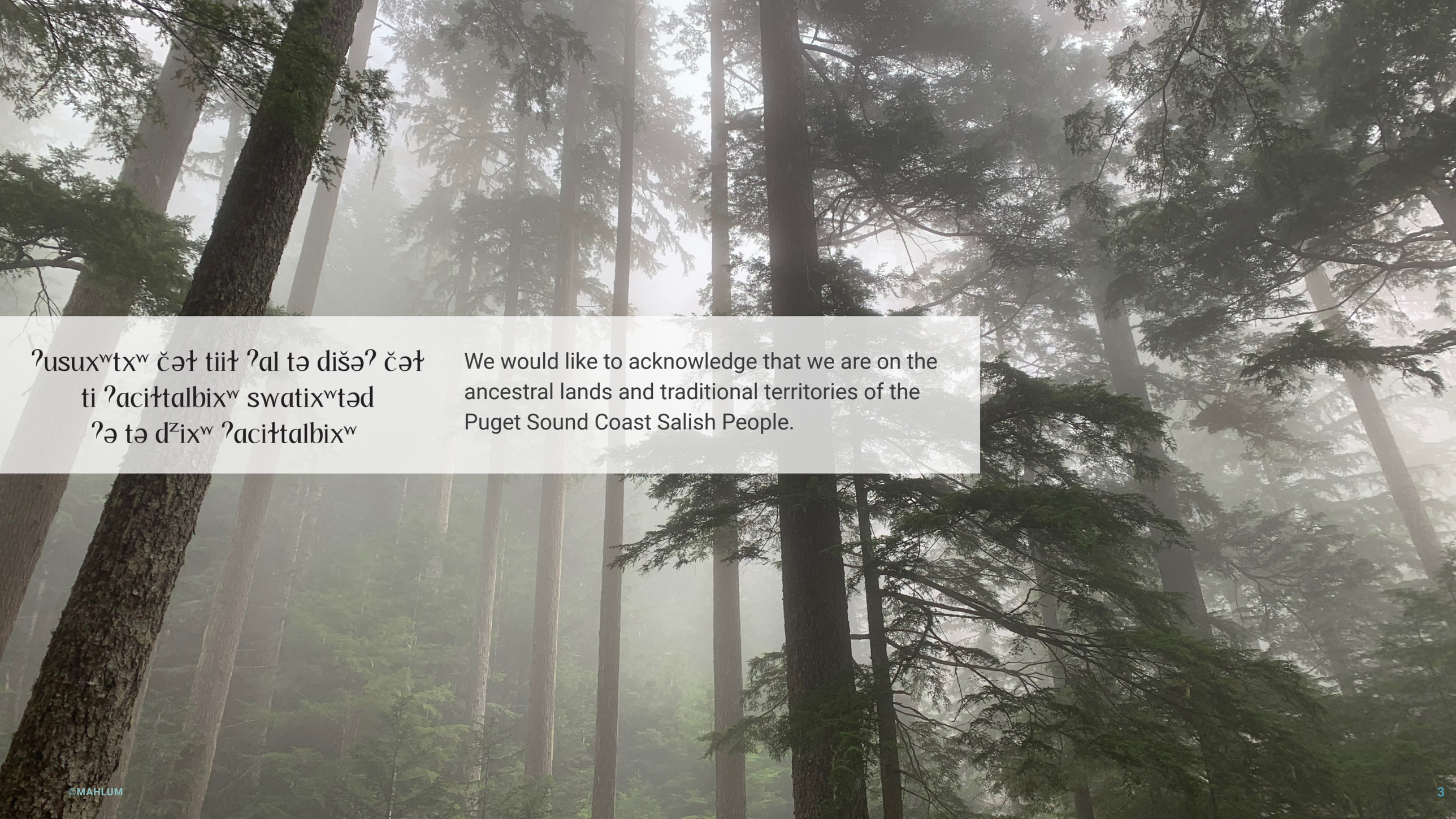
AUGUST 2022

SEATTLE PUBLIC SCHOOLS

BUILDING FOR LEARNING

EDUCATION LEVIES


добре дошли
WELCOME
Bienvenidos
hoan nghênh
Bienvenue
soo dhawoow
HAPPY 100TH BIRTHDAY!



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ti ʔaciɬtalbixʷ swatixʷtəd
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We would like to acknowledge that we are on the ancestral lands and traditional territories of the Puget Sound Coast Salish People.

Alki Elementary School

Project Scope

Seattle Public Schools proposes to build a new multi-story addition at Alki Elementary School. The existing gym and Alki Community Center will be renovated to remain while the remaining school structures, including portable, will be demolished and replaced by the addition. Related site work will include play areas, outdoor learning, a service yard, and utilities.

Anticipated Start of Construction: Summer 2023
Anticipated Occupancy: Fall 2025

Accessible Documents

Due to the nature and complexity of some documents, an accessible version of the document may not be available, In these limited circumstances, the District will provide equally effective alternate access. For questions and more information about this document, please contact the following: Brian Fabella, brfabella@seattleschools.org

Process Changes Due to COVID-19

The school departure recommendation process typically requires in-person public meetings, which are prohibited due to public health mandates on social distancing and limited gatherings.

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

Due to public health mandates on social distancing and limited public gatherings related to COVID-19, the Seattle City Council approved, and Mayor Durkan signed, Ordinance 126188 in October 2020.

The ordinance allows certain City land use processes to be handled administratively for the duration of the COVID-19 civil emergency declared for the City of Seattle in March 2020.

Thus, the DON Director is temporarily authorized to submit this recommendation report to SDCI in lieu of a public advisory committee process. The content of the report is informed by public comments solicited and reviewed by DON staff.

Alki Elementary School
Presentation Contents

Public School Departures Overview

Public School Departures Overview

- Process Changes Due to COVID-19 (See page 5)
- Purpose & Intent
- Evaluation Criteria
- Recommendations & Public Comment

Purpose & Intent

Most schools are located in single family neighborhoods; the land use code does not include a “school zone.”

Renovation and additions may not meet the underlying zoning, therefore public schools can request public school departures from the land use code.

This process is an opportunity for neighbors and the surrounding community to give the City feedback on the departure requests.

At this time, the Director of Department of Neighborhoods (DON), taking into consideration public comment, can recommend to grant, grant with condition, or deny the requested departures.

Evaluation Criteria - Consistency

(SMC 23.79.008)

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

Evaluation Criteria - Relationship

(SMC 23.79.008)

In reaching recommendations, the advisory committee shall consider and balance the interrelationships among the following factors:

Relationship to Surrounding Areas. The advisory committee shall evaluate the acceptable or necessary level of departure according to:

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

Evaluation Criteria - Need

(SMC 23.79.008)

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

Recommendation

(SMC 23.79.008)

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

Public Comment

Please submit your comments on the requested departures, including any mitigation measures or conditions of approval by 14 October 2022 to:

Nelson Pesigan

nelson.pesigan@seattle.gov

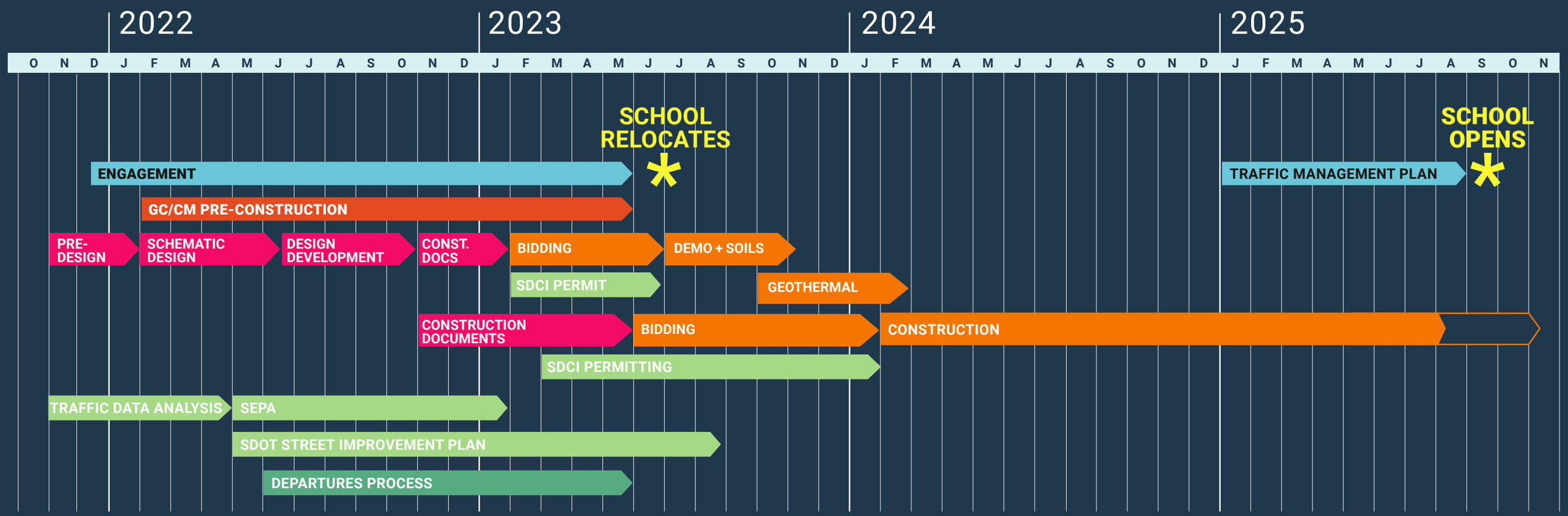
City of Seattle, Department of Neighborhoods
ATTN. Nelson Pesigan
PO Box 94649
Seattle, WA 98124-4649

Project Overview

Project Overview

- Schedule
- Engagement and Oversight Processes
- Site Context
- Site Analysis
- Site Access Analysis
- Buildable Area

Schedule



Engagement and Oversight Process

An important part of the process is the engagement with city agencies and school district departments that have input on the development of the project.

City agencies review our development for conformance with City building and land use codes.

CITY AGENCIES

Seattle Department of Construction and Inspections (SDCI)

Seattle Department of Transportation (SDOT)

Department of Neighborhoods (DON)

King County - Public Health

Seattle Public Utilities (SPU)

Seattle City Light (SCL)

School Traffic Safety Committee (advisory)

SCHOOL DISTRICT DEPARTMENTS

School Board

Teaching and Learning

Capital Projects

Operations

Maintenance

Department of Technology Services

Risk Management

Legal

Engagement and Oversight Process

The School Design Advisory Team (SDAT) is formed to guide the process and represent a cross-section of the project stakeholders.

SCHOOL DESIGN ADVISORY TEAM (SDAT)

Mason Skeffington
Principal

Davina Dilley
Teacher

Bryan Fiedorczyk
Parent

Katie Mascio
Parent

Lisette Terry
Parent

Dano Beal
Teacher

Shiree Nguyen
Teacher

Traci Hogrefe
Parent

Yen Matsutomi
Parent

Jess Zimbabwe
Parent

Julie Calkins
Teacher

Tracy Seefeld
Teacher

Lee Anne Hughes
Parent

Jeff Sebenik
Parent

Anne Talbot
Neighbor

Alia Delacour
Teacher

Kjiel Carlson
Parent

Glenna Luiten
Parent

Chris Tanner
Parent

Multifaceted Engagement Plan

To amplify community voice in imagining the new Alki building in service to the Seattle Public School's Strategic Plan and equity resolutions, the design team created a multi-faceted inquiry and engagement approach to design. There are three separate but correlated engagement tracks to listen and learn from the Alki Community: School Design Advisory Team; Listening and Learning Sessions; and Programming and Assessment Sessions.

School Design Advisory Team

To ensure the school reflects **diverse cultural values**

To activate the new Alki **building to teach** critical learning areas

To assess, evaluate, and **synthesize** what we've heard from the other engagement processes

Participants:

Parents, Teachers, Neighbors, School Principal

Programming & Assessment

To learn how the Alki community is experiencing their school today - **what's working and not working**

To learn about **program needs**, experiences, expectations, hopes and dreams

To connect **district and site-specific** facility priorities in support of **long-term building operations**

Participants:

Alki Teachers, Alki Staff, District Facilities

Listening & Learning

To learn about **perceptions and lived experiences**

To invite **socio-spatial storytelling** to understand how school spaces act

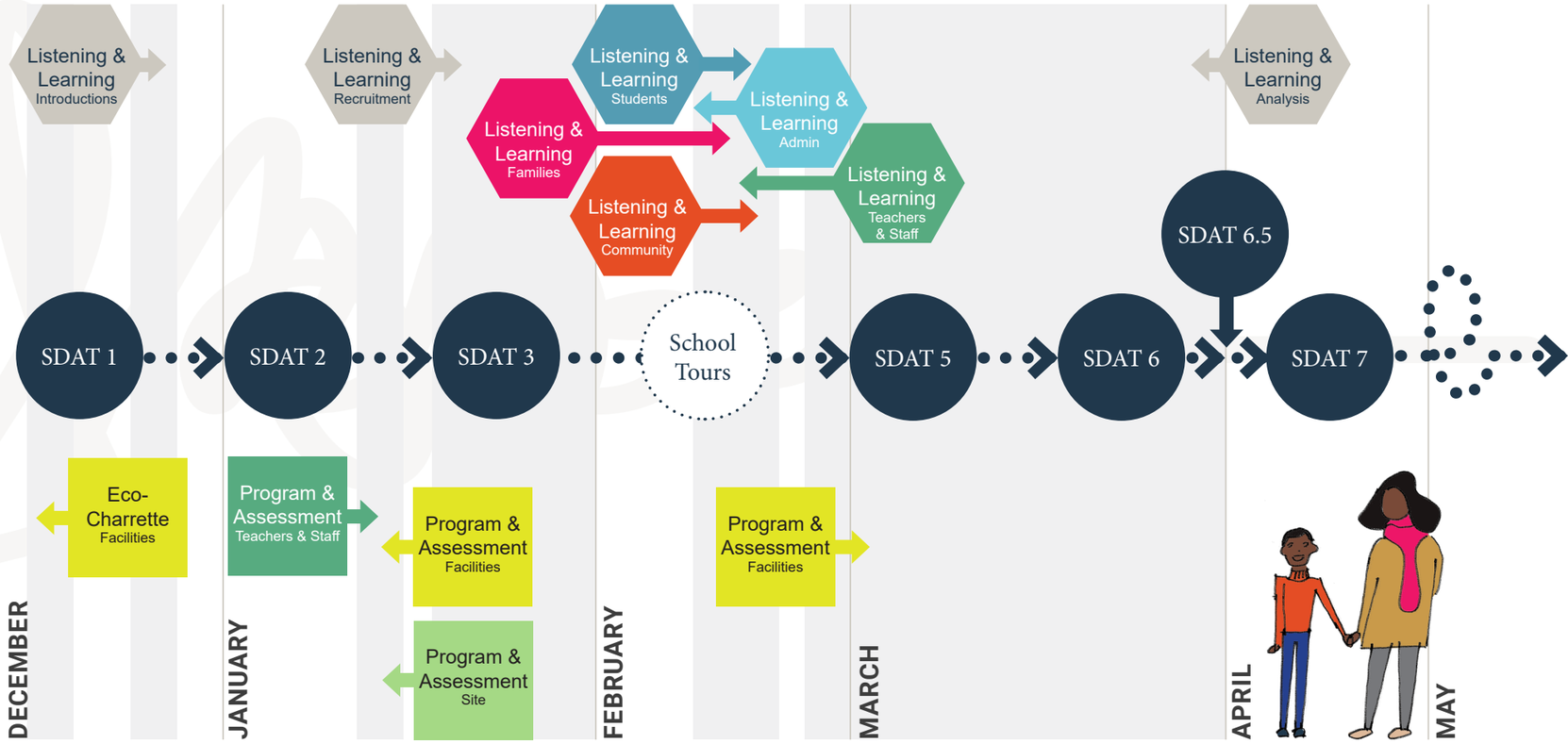
To imagine ways to activate the new Alki building to communicate values and messages of **belonging and inclusion**

Participants:

Students, Parents, Teachers, Neighbors

School Design Advisory Team (SDAT) Process

The SDAT team met seven times over the course of the 2021-2022 school year to develop and prioritize goals for the new building and site developments. These meetings included tours to recently built schools in the region as well as discussion activities to create the vision for the future Alki.



Project Approach

The engagement process clarified the multifaceted approaches that guide how our design team thinks about school space and continually brings us back to amplify and sustain community voice throughout the evolution of the design. We've framed these as:

The School as Alki

What is the character of Alki?

The school needs to affirm and embody the character and values of its community. Building as Alki builds upon the SDAT and school community input gathered through the engagement process and distills the essential qualities of the neighborhood and the existing school. The design strives to carry those qualities forward to maintain a strong connection between the school and its community.

The School as Curriculum

What does it mean to acknowledge and activate the new Alki building as a curriculum that fosters teaching and learning in service to educational, social, and environmental justice?

Building on input from District Facilities and the Alki SDAT, we consider this socio-spatial dimension of the building as a series of 'critical lesson plans' focused on Place, Water, Energy, Health, Culture, and Society. These became tools to drive and inform design decisions.

The School as Equity

How do we know what a Welcoming Building is?

Through Listening and Learning with our community, they gave voice to Spatial Aspirations for a welcoming building that activates school space in service to racial and educational equity. Spatial aspirations serve as an action-oriented guide to design-strategies for an inclusive building. They drive what the physical building can offer as a champion of equity.

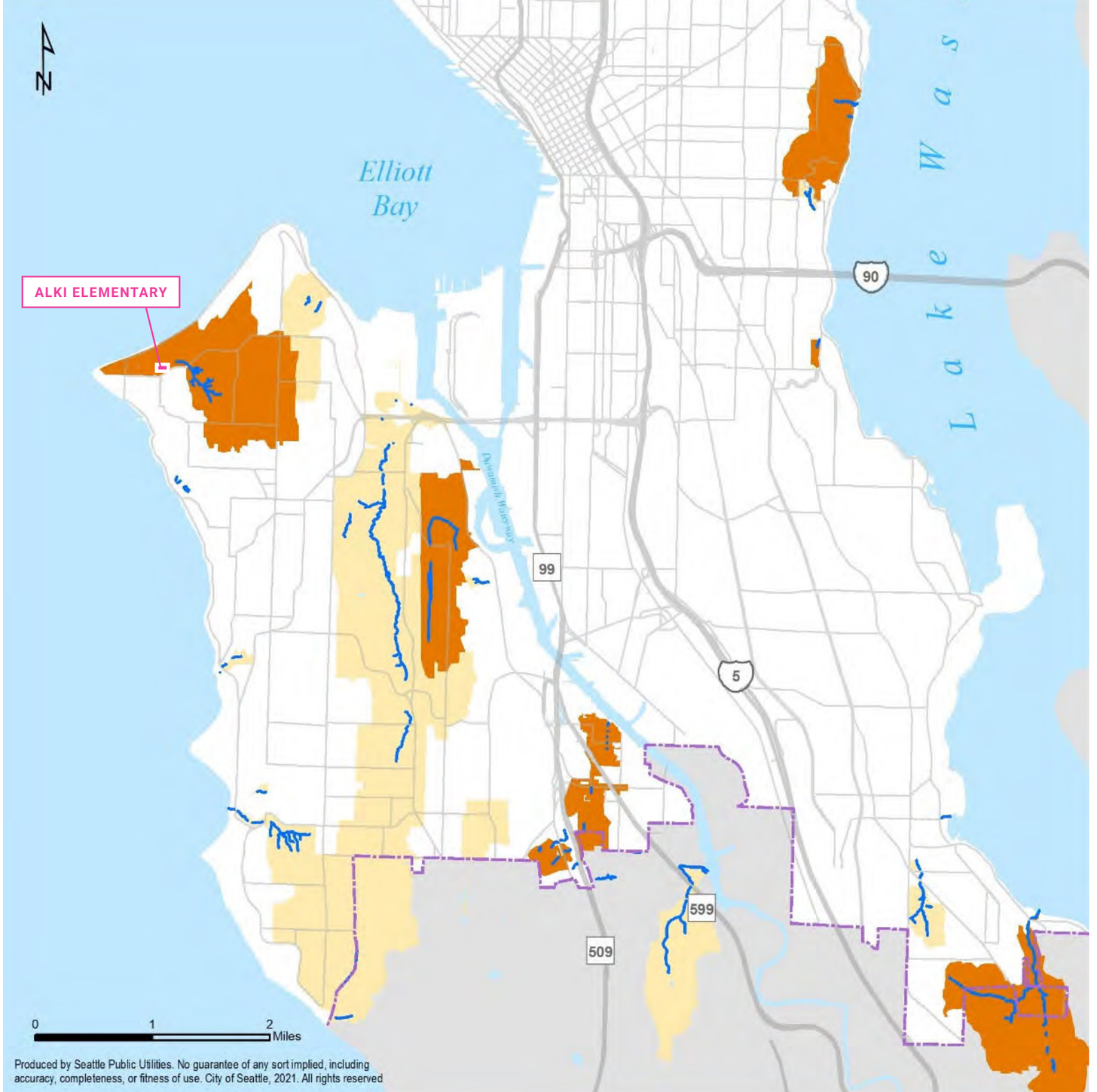
Site Context

Alki Elementary is located in the heart of the Alki Beach community, which sits on a point at the northern end of West Seattle across from downtown and jutting out into Elliott Bay. Formed by the recession of Vashon glaciation, Alki Point is a low-lying land form underlain by predominantly sandy soils supporting native grassland and coastal evergreen forest prior to urbanization. Alki is well-known as the original landing spot of the Denny Party, the first non-native settlers to arrive and remain, however the Coast Salish and Duwamish people occupied this land as an intermittent settlement prior to the Denny party's arrival.

Site Context

Schmitz Creek

The Alki Elementary School property sits within the area identified as a listed creek watershed for Schmitz Creek. Schmitz Creek historically conveyed surrounding runoff to the Puget Sound at Alki Beach. Currently, the majority of this creek has been piped as part of the public storm system, including the area adjacent to Alki. This public storm drain system does not currently extend the full length of the property.



Site Context

Neighborhood

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

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

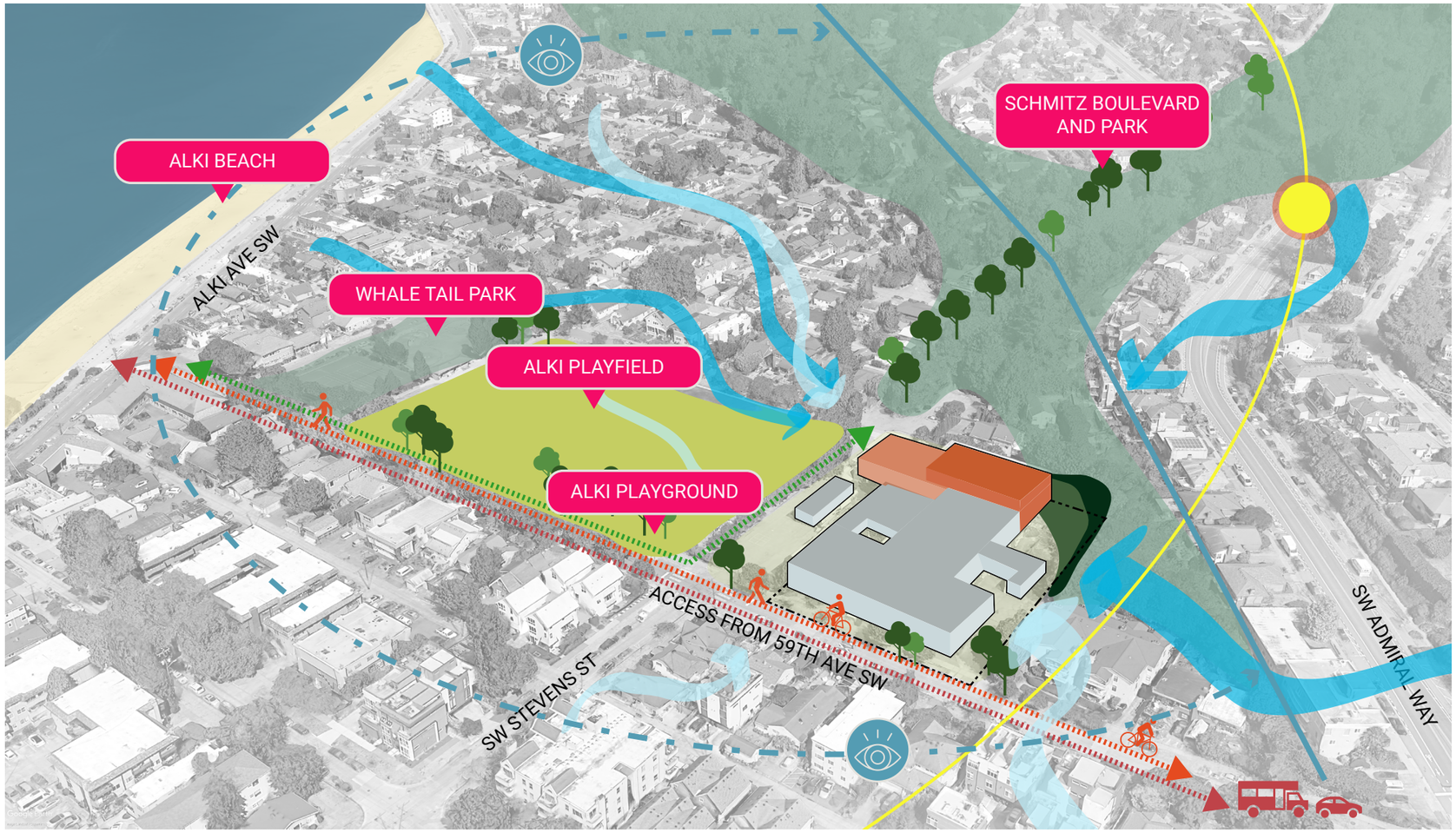
Alki Elementary's current attendance is 309 students.

Site Analysis

Parcel

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

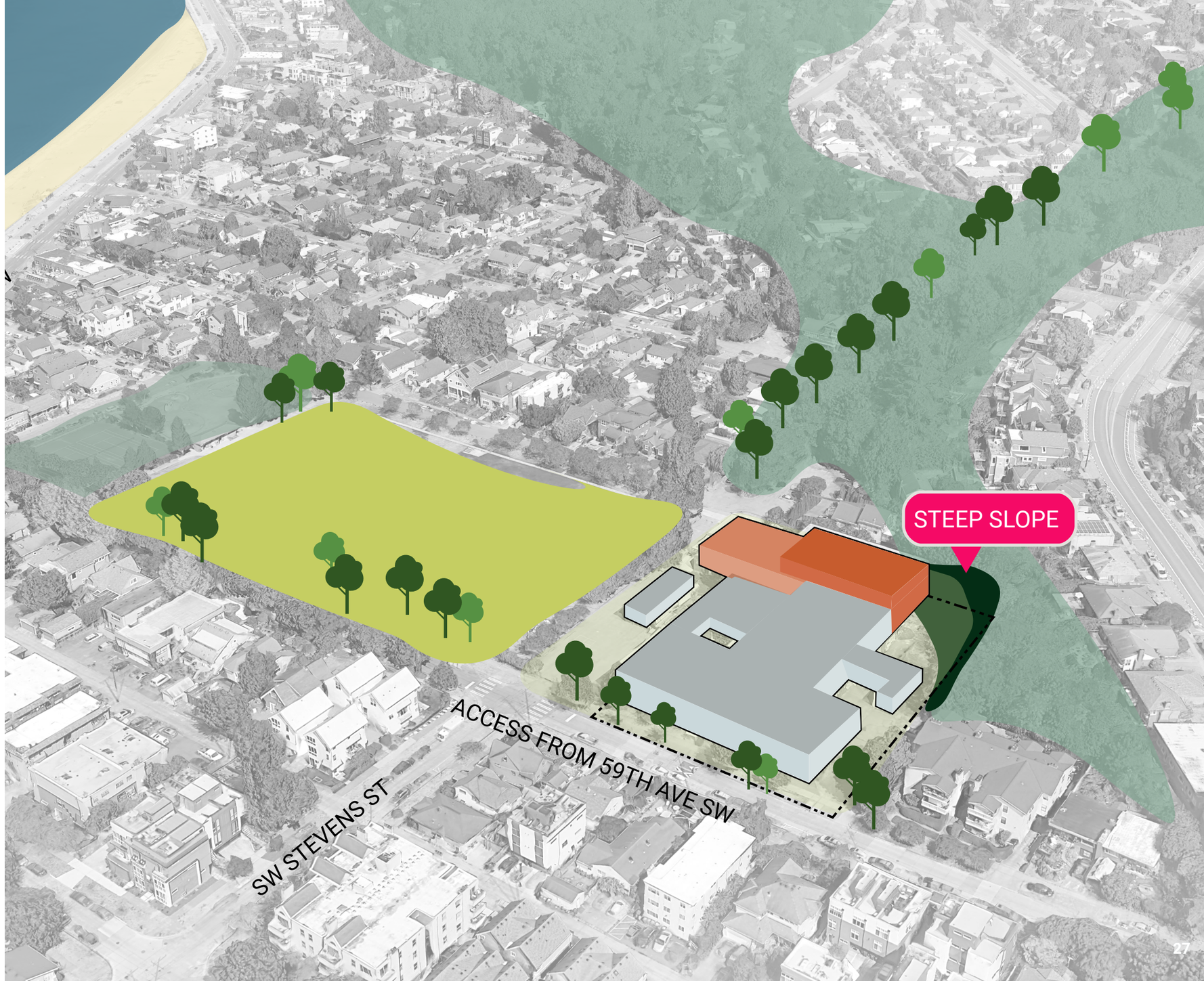
The school shares use of the community playground and playfields. The Alki Community Center, operated by Seattle Parks and Rec, sits partially on the school's property because it is attached to the school's gym. At just 1.4 acres, Alki has bragging rights as having the smallest site of all the elementary schools in the entire District.



Site Analysis

Topography

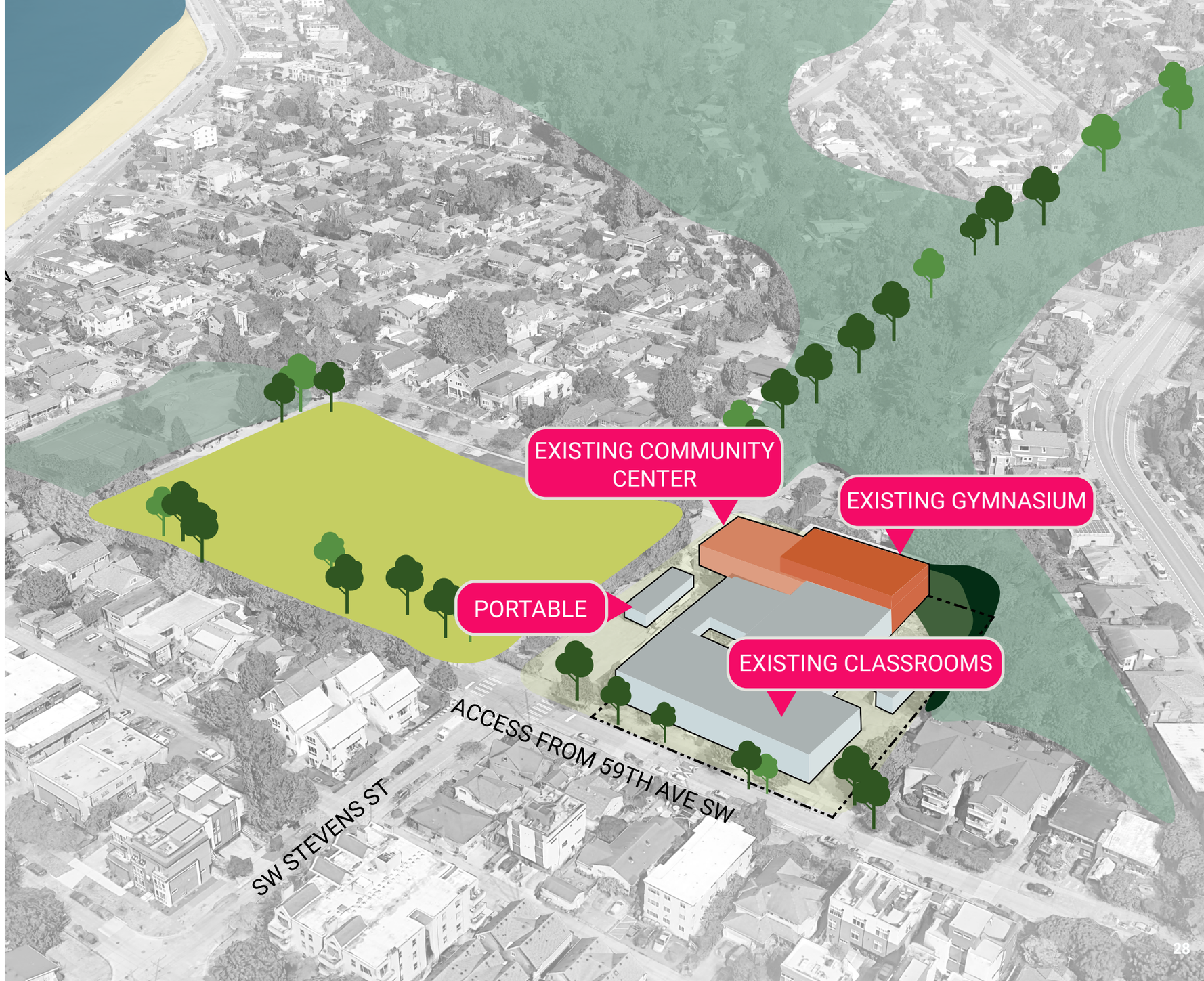
The majority of the site is relatively flat with an elevation change of less than approximately 5 feet across the developed portion of the site. There is a Steep Slope (ECA1) environmentally critical area in the southeast corner of the site, which has an elevation change of approximately 40 feet over a distance of approximately 60 feet. The slope includes a two-tiered rockery to accommodate some of the grade change.



Site Analysis

Existing Buildings

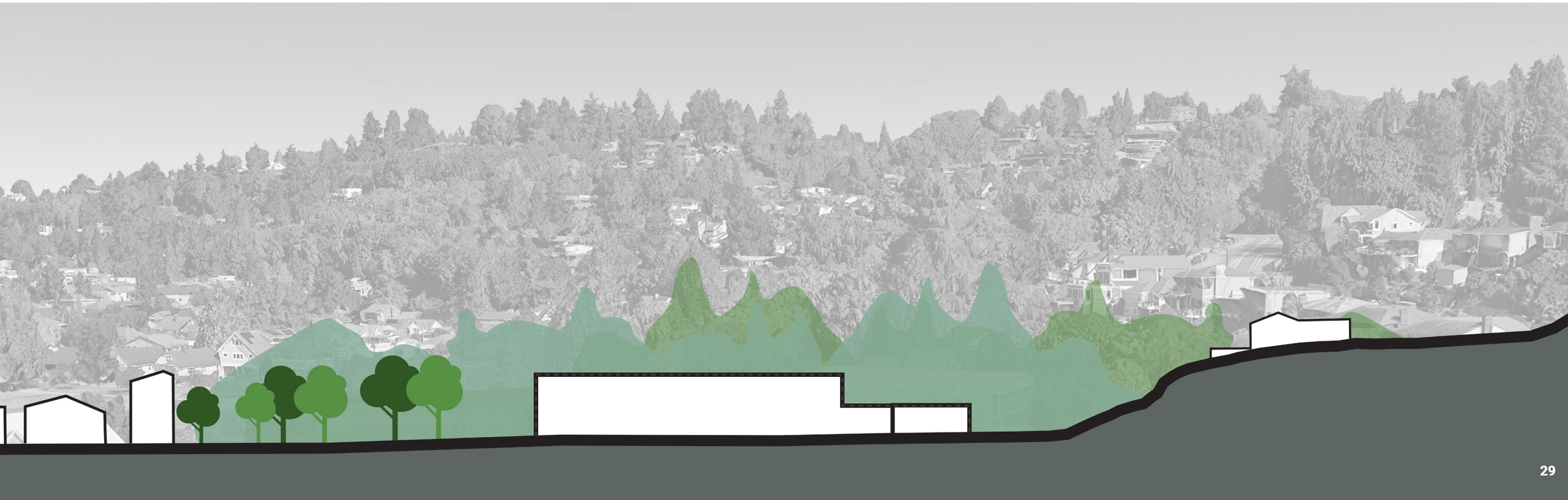
The school dates to 1913 when a ten room, three-story brick building was constructed. In 1954 the historic structure received additions to the east and west including a one-story feldhouse and two-story classroom building, respectively. In 1965, the original 1913 structure was damaged by an earthquake. It was demolished and replaced by another two-story addition in 1967. The Alki Community Center, opperated by Seattle Parks and Recreation, occupies the one-story area north of the gymnasium. Parks programs utilize the gymnasium and support spaces for after-school and summer programs.



Site Analysis

Section

Most of the school site is relatively flat apart from the steep slope located in the southeast corner, which is mapped as an environmentally critical area (ECA).



Site Analysis

Existing Circulation & Access

- The existing main building entry is located mid-block on 59th Ave SW.
- Secondary entrances are located on the north and south faces of the building.
- 15 min load zone is signed along the west edge of Alki Playground and Playfields.
- Bus loading occurs in front of the main entry on 59th Ave SW.
- Service access (deliveries, garbage, etc.) is accessed from 59th Ave SW. This paved area also serves as informal parking for teachers and staff.

Proposed Design

Site Analysis

Buildable Area

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

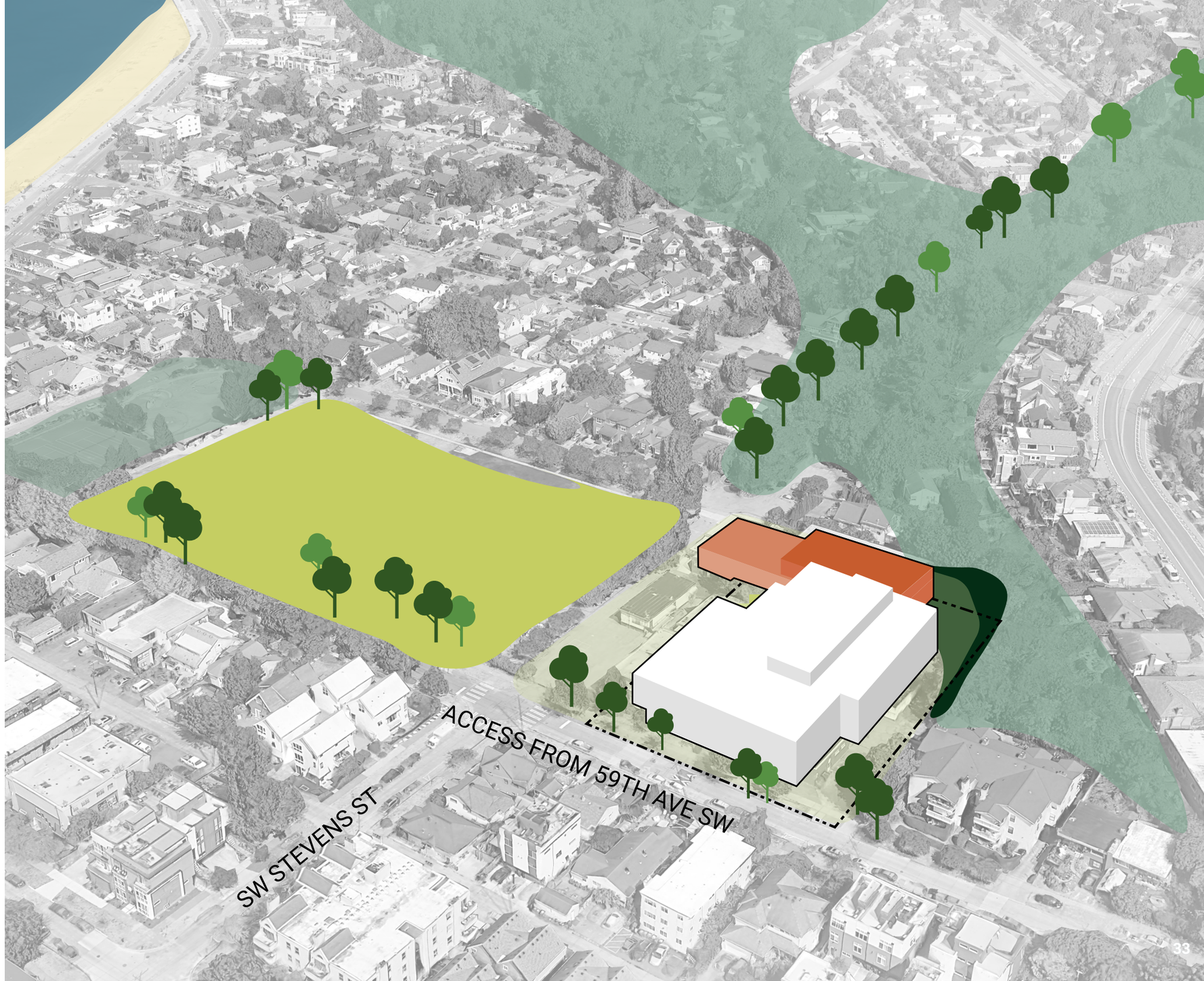
The possible buildable area is defined by setbacks, ECA buffers, and fire separations.

Proposed Site

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

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

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



Proposed Site Circulation

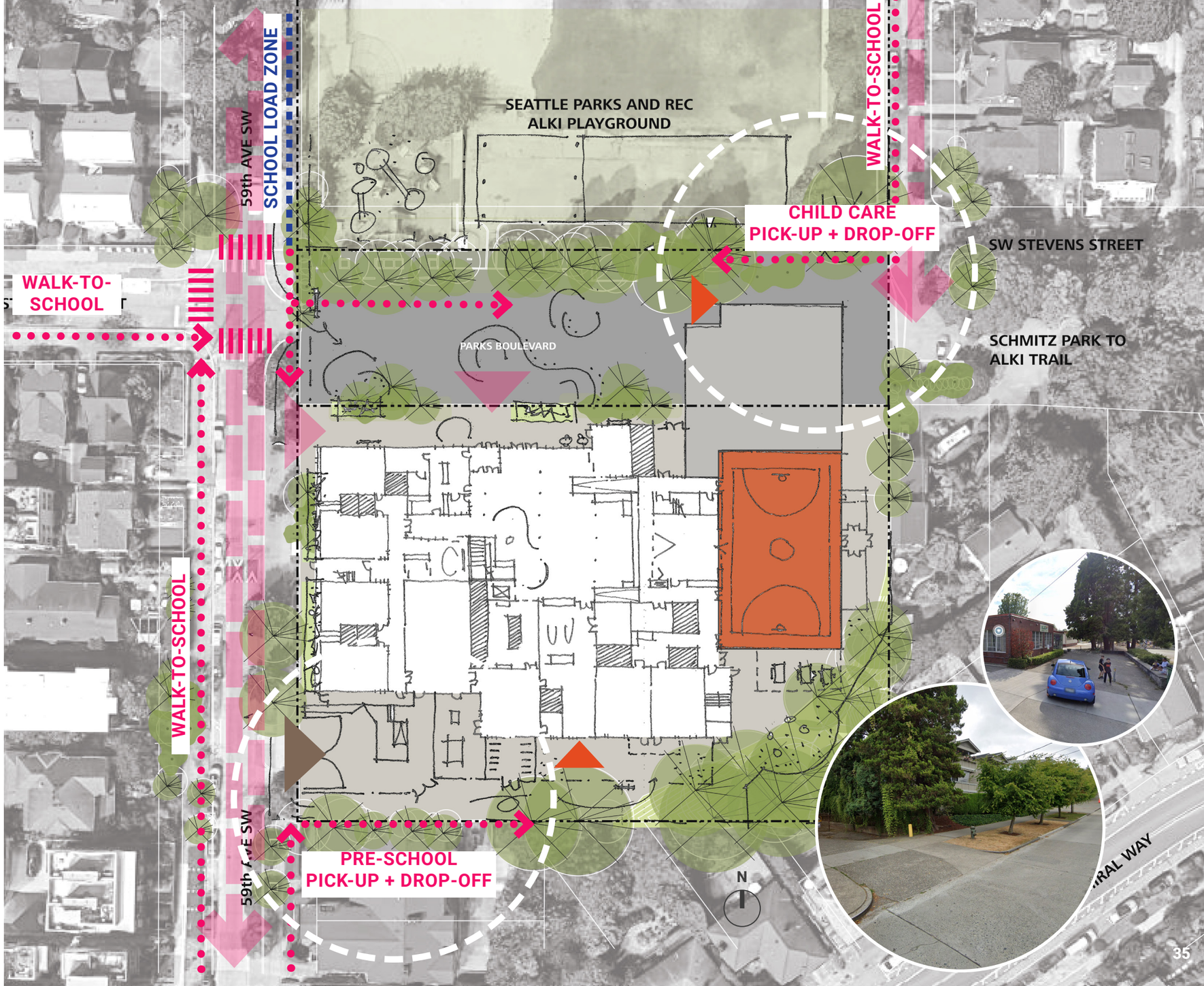
Main Entry

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

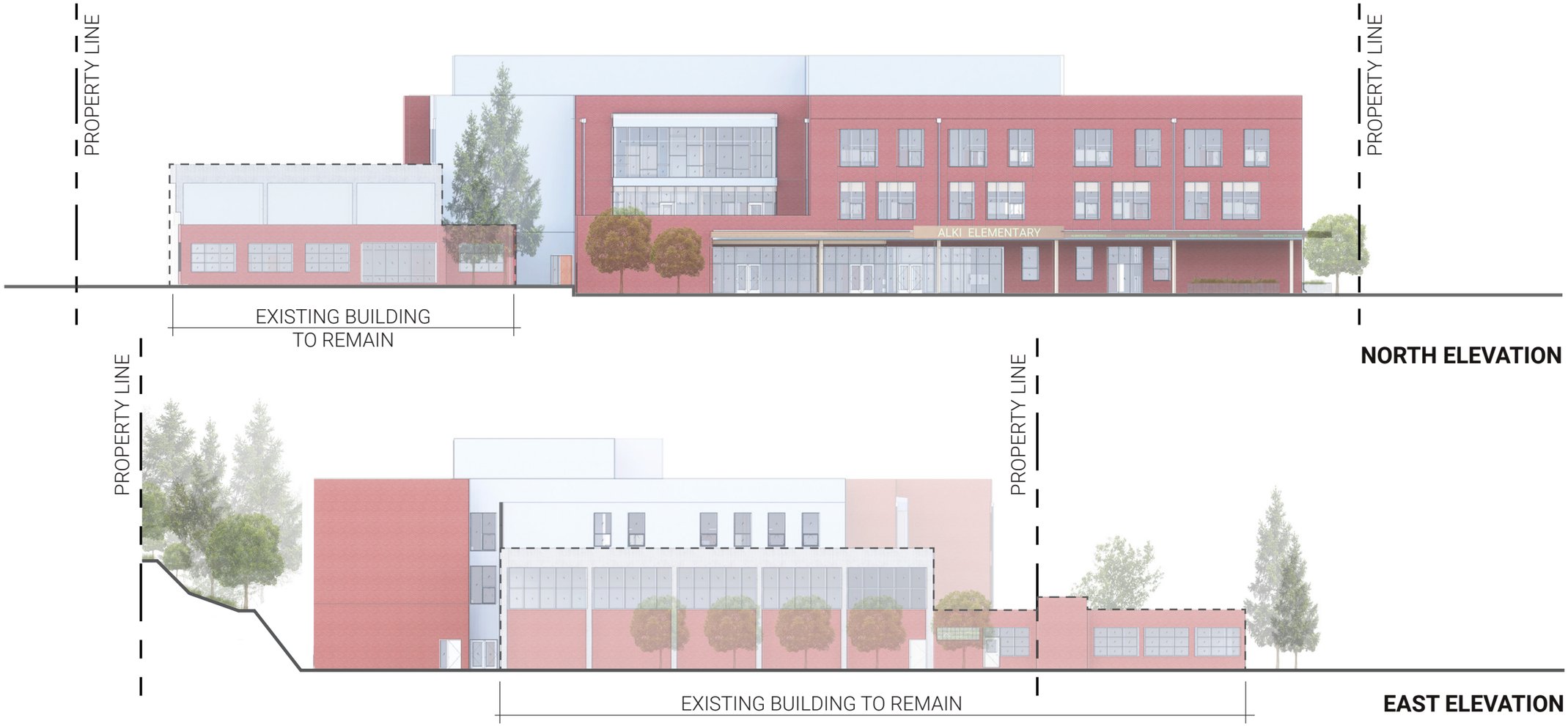
Proposed Site Circulation

Secondary Entries

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



Proposed North & East Elevations



Proposed South and West Elevations

SOUTH ELEVATION

WEST ELEVATION

Preliminary Street View

3rd Ave NW, Main Entry

Requested Departures

Requested Departures Summary

#1 Departure for Building Height
SMC 23.51B.002.D
SPS proposes a maximum building height of 57’ above average grade plane for a departure of 22’.

#2 Departure for Vehicular Parking Quantity
SMC 23.54.015 Table C
SPS proposes to provide 0 on-site vehicular parking spaces for a departure of 48 spaces.

#3 Departure for Bus Loading and Unloading
SMC 23.51B.002.I.4
SPS proposes to maintain the existing on-street bus loading area for a departure from off-street bus loading and unloading.

#4 Departure for Curb Cut to Service Area without Vehicular Parking Spaces
SMC 23.54.030.F.2
SPS proposes to provide one curb cut on 59th Ave SW that provides access to the on-site service area, which includes one required off-street loading berth and solid waste pick-up, for a departure to allow access to the lot without vehicular parking spaces.

Requested Departures Summary

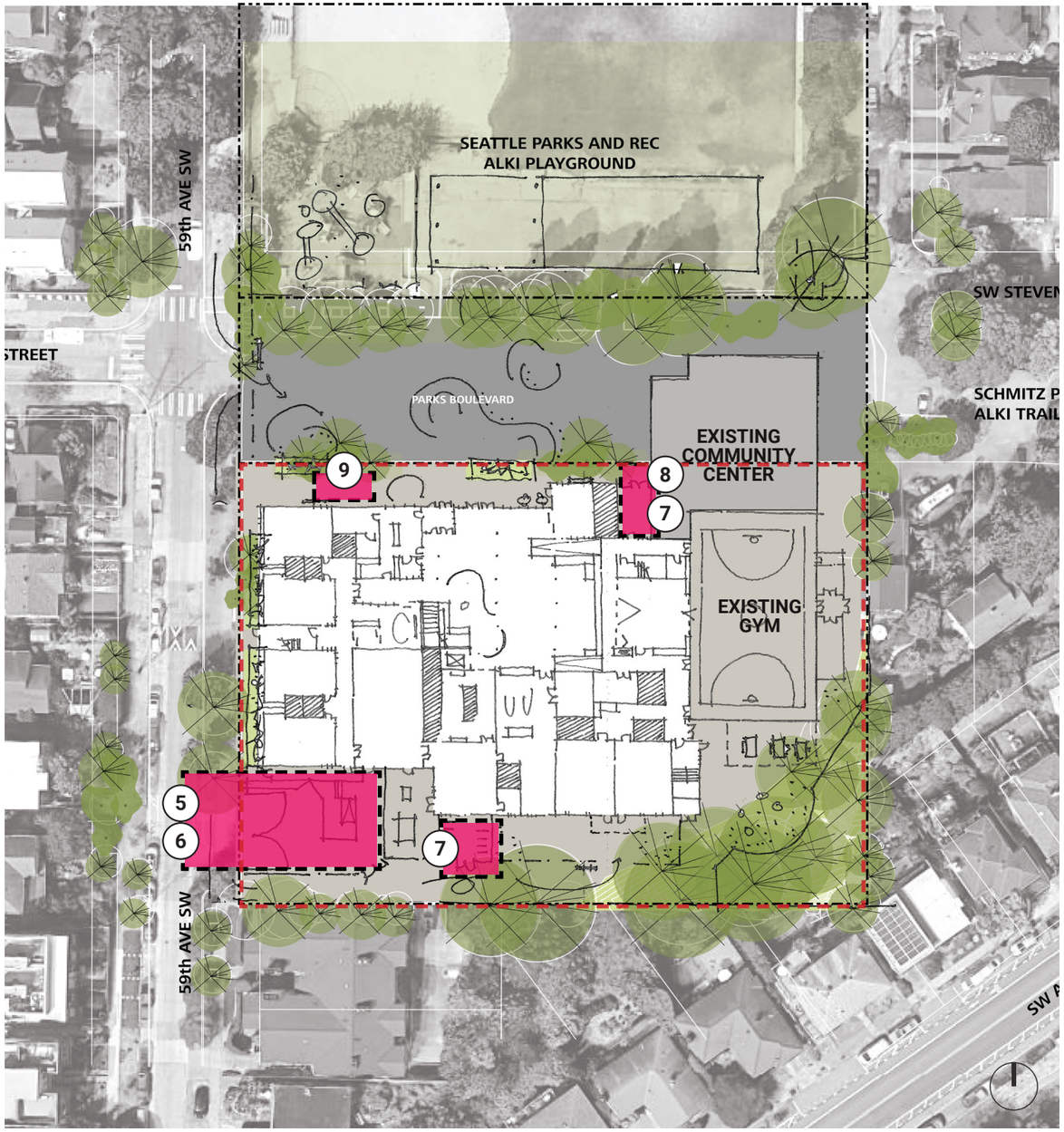
#5 Departure for Curb Cut Width
SMC 23.54.030.F.2.b.3
SPS proposes to provide one curb cut 30-feet in width for a departure of 5-feet in curb width from the maximum 25-foot width allowed.

#6 Departure for Curb Cut Flare
SMC 23.54.030.F.2.b.3
SPS proposes to provide one curb cut with 5-foot flares on each side for a departure of 2.5-feet in flare width from the 2.5-foot allowed.

#7 Departure for Bicycle Parking (Long-Term) Quantity
SMC 23.54.015 Table D
SPS proposes to provide 40 long-term bicycle parking spaces for a departure of 38 spaces.

#8 Departure for Bicycle Parking Performance Standards
SMC 23.54.015.K.2
SPS proposes to provide 18 of the 40 long-term bicycle parking spaces with freestanding partial enclosure weather protection with internal vertical clearance of 5-feet and 12-inches of overhang on all exposed sides for a departure from Performance Standards.

#9 Departure for Changing-Image Message Board Sign
SMC 23.55.020
SPS proposes to provide one single-faced, changing-image message board sign for a departure.



Requested Departure #1
Building Height

Requested Departure #1: Building Height

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.D - HEIGHT

1. FOR ADDITIONS TO EXISTING PUBLIC SCHOOLS ON EXISTING PUBLIC SCHOOL SITES, THE MAXIMUM HEIGHT PERMITTED IS THE HEIGHT OF THE EXISTING SCHOOL OR 35 FEET PLUS 15 FEET FOR A PITCHED ROOF, WHICHEVER IS GREATER.

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

4. HEIGHT MAXIMUMS IN ALL RESIDENTIAL ZONES MAY BE WAIVED BY THE DIRECTOR AS A TYPE I DECISION WHEN THE WAIVER WOULD CONTRIBUTE TO REDUCED DEMOLITION OF RESIDENTIAL STRUCTURES.

DEPARTURE REQUESTED

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

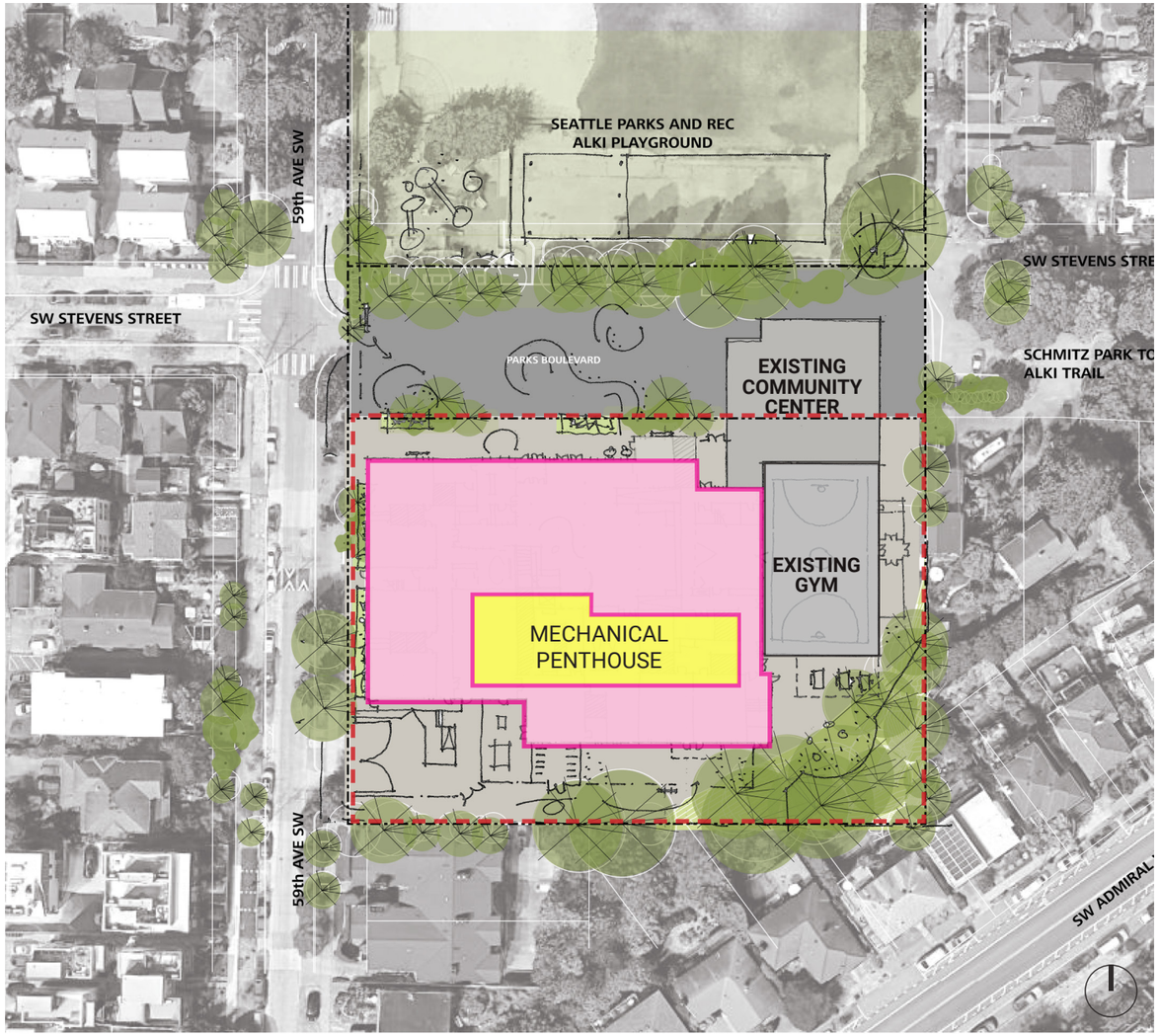
Requested Departure #1: Building Height

Roof Plan

Existing building to remain

Area of roof for mechanical penthouse* that extends above height limit. Top of penthouse is 57’-0” above average grade plane; 22’-0” above the maximum building height permitted.
(18% of roof area)

Area of main school building roof and parapet that extends above height limit. Top of main school building roof parapet is 49’-0”; 14’-0” above the maximum building height permitted.

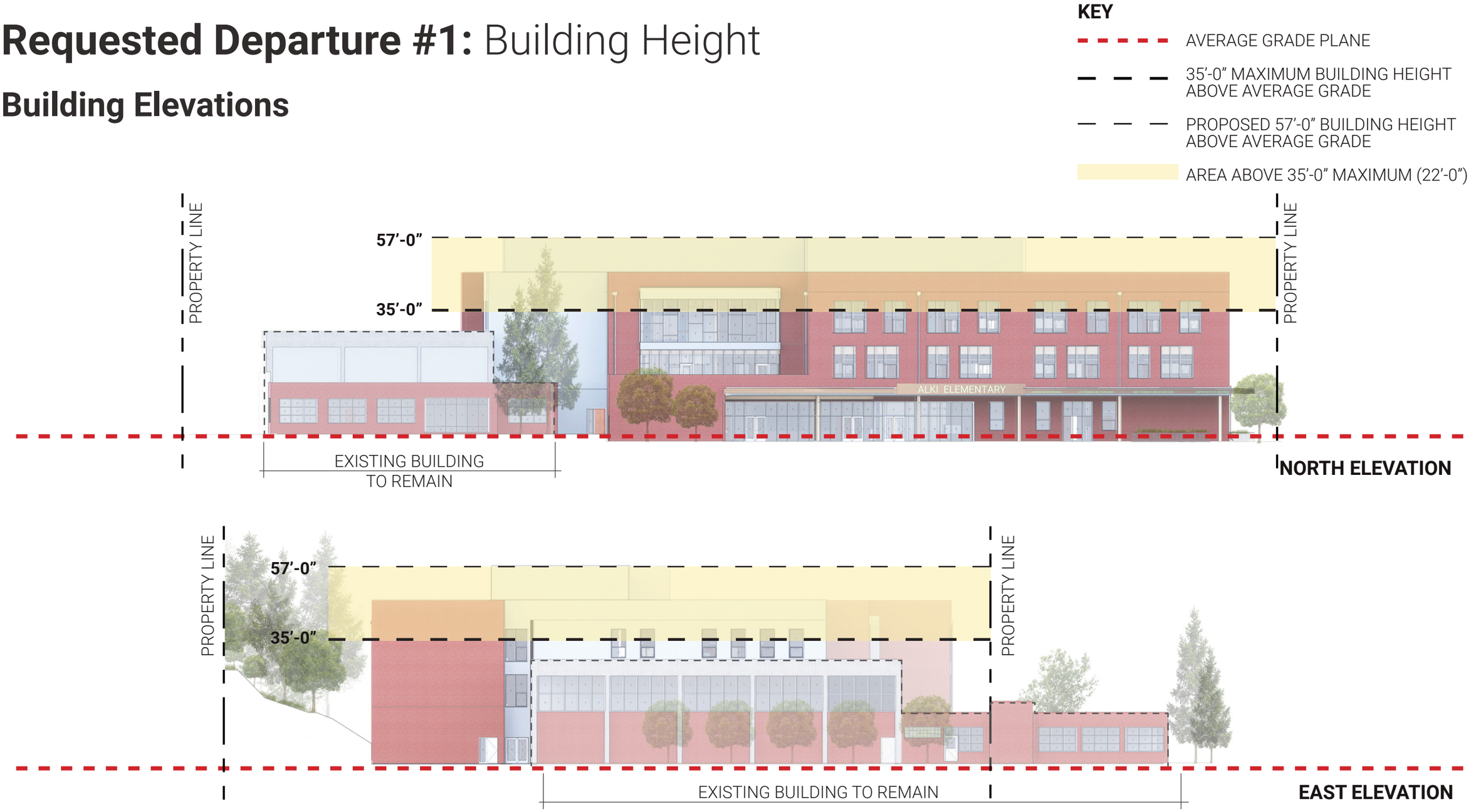


This graphic shows the existing buildings to remain, the proposed main school building roof, and the proposed mechanical penthouse. The portions of the building that exceed the maximum height include the third floor of the main school building, the main school building roof parapet, and the mechanical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

* A “mechanical penthouse” is a room that is enclosed and protects equipment on the building roof. Enclosing the equipment increases longevity, reduces maintenance needs, and allows for more energy efficient equipment, and helps to reduce mechanical noise from affecting nearby properties.

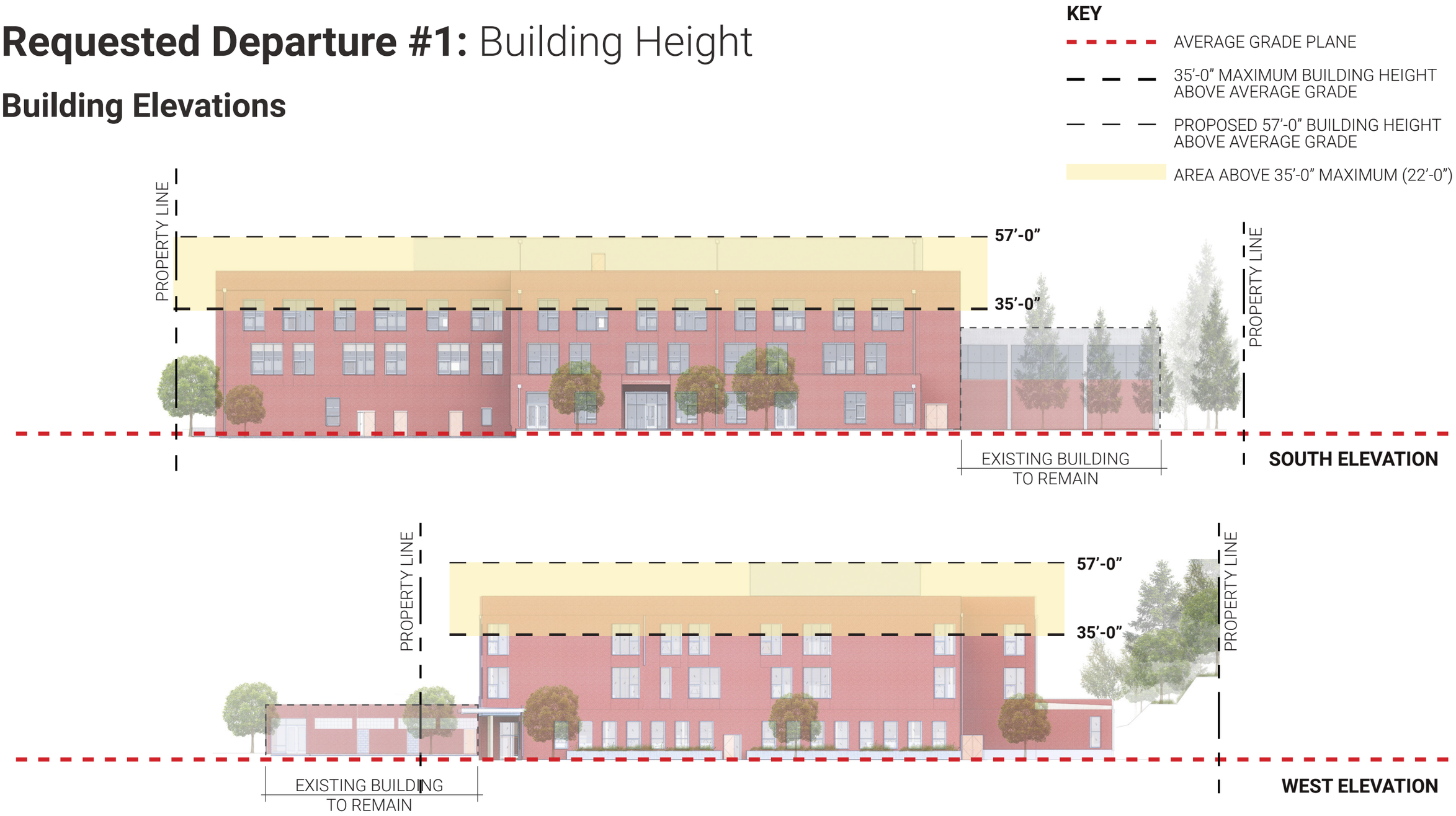
Requested Departure #1: Building Height

Building Elevations



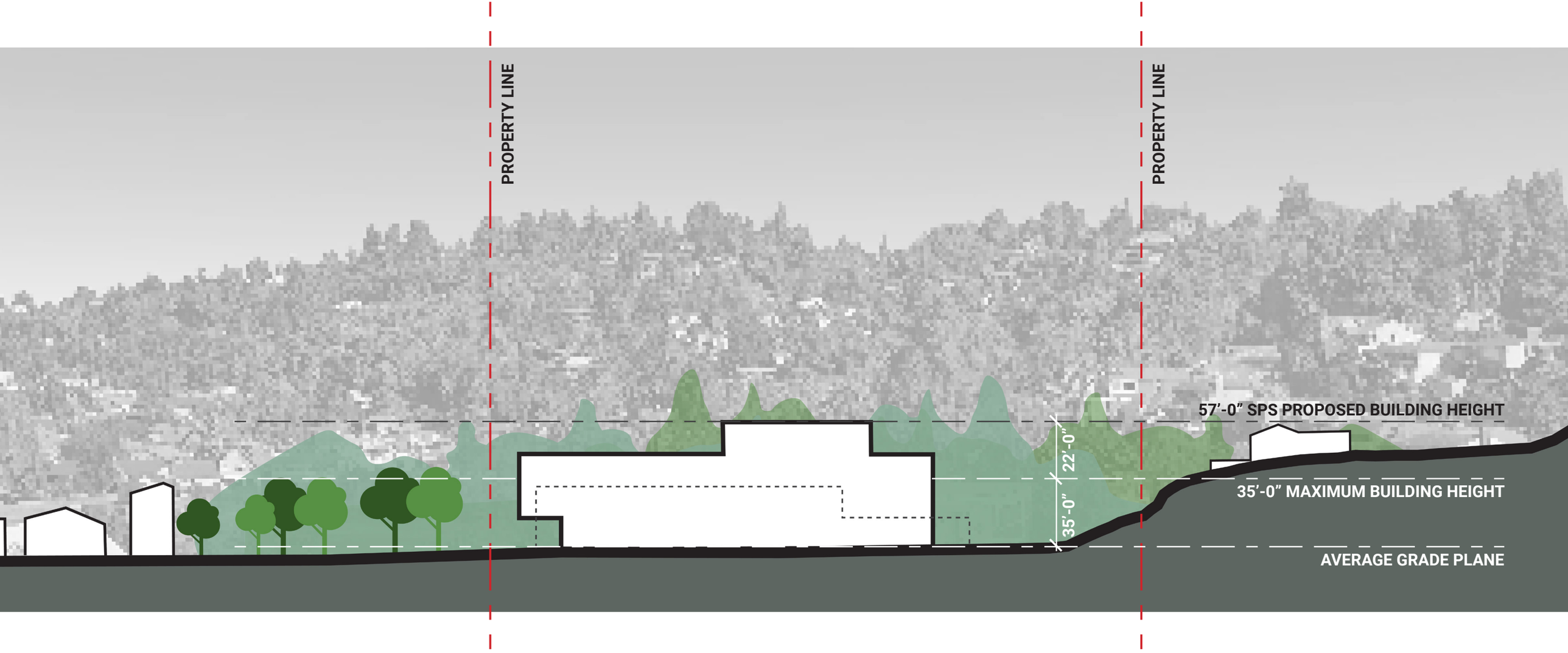
Requested Departure #1: Building Height

Building Elevations



Requested Departure #1: Building Height

Site Section - 59th Avenue SW



Requested Departure #1: Building Height

Preliminary View from 59th Avenue SW

Requested Departure #1: Building Height

Building Height Rationale

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

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

Requested Departure #1: Building Height

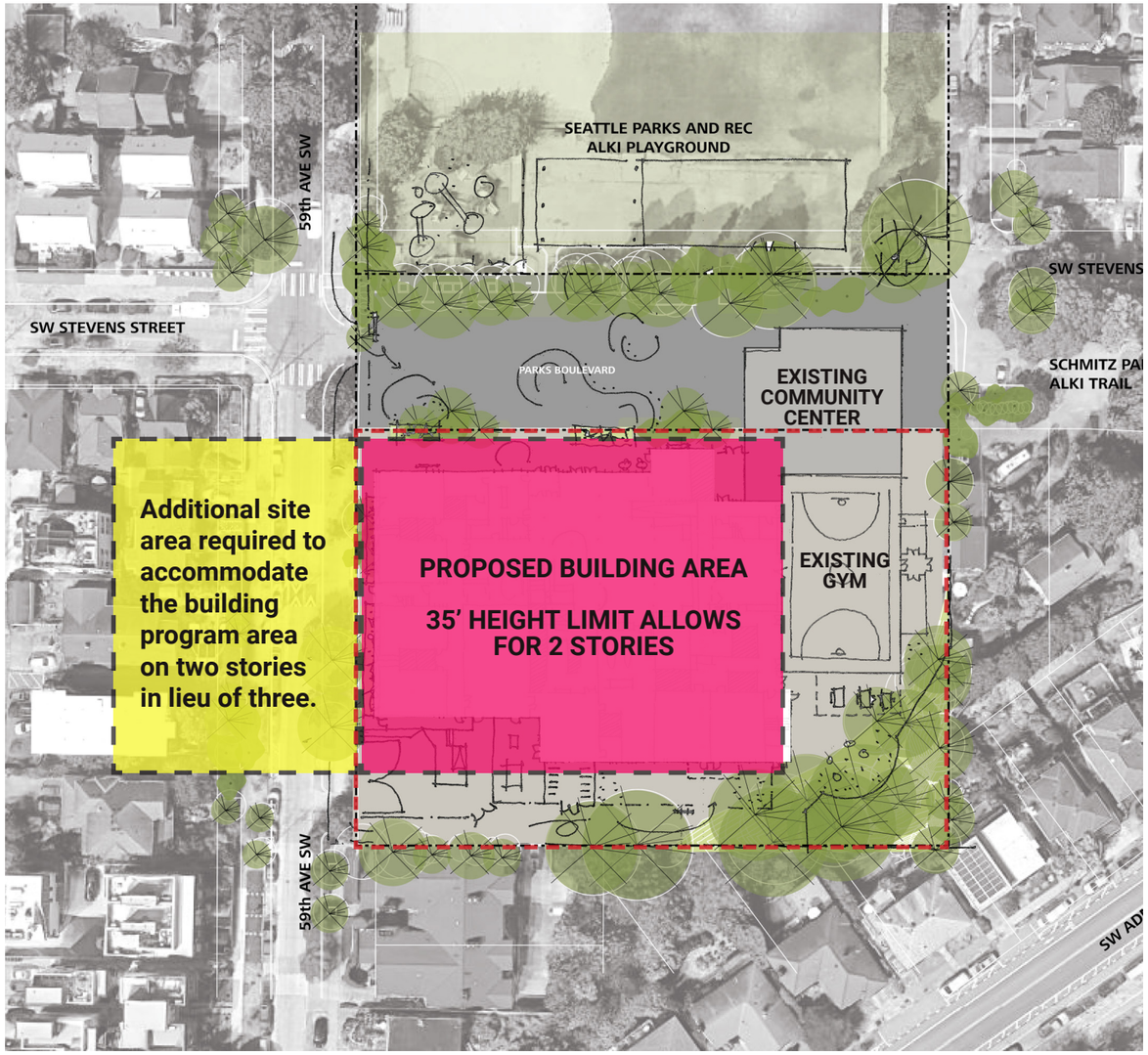
Building Height Rationale

Existing buildings to remain

Proposed three-story building area

Additional site area required to accommodate the building program area on two stories in lieu of three.

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



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4. HEIGHT MAXIMUMS IN ALL RESIDENTIAL ZONES MAY BE WAIVED BY THE DIRECTOR AS A TYPE I DECISION WHEN THE WAIVER WOULD CONTRIBUTE TO REDUCED DEMOLITION OF RESIDENTIAL STRUCTURES.

DEPARTURE REQUESTED

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

Requested Departure #2
Vehicular Parking Quantity

Requested Departure #2: Vehicular Parking Quantity

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015 TABLE C - REQUIRED PARKING FOR PUBLIC USES AND INSTITUTIONS

N. SCHOOLS, PUBLIC ELEMENTARY AND SECONDARY: 1 SPACE FOR EACH 80 SQUARE FEET OF ALL AUDITORIA OR PUBLIC ASSEMBLY ROOMS, OR 1 SPACE FOR EVERY 8 FIXED SEATS IN AUDITORIA OR PUBLIC ASSEMBLY ROOMS CONTAINING FIXED SEATS, FOR NEW PUBLIC SCHOOLS ON A NEW OR EXISTING PUBLIC SCHOOL SITE

FOOTNOTE 7:

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

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

DEPARTURE REQUESTED

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

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

Requested Departure #2:
Vehicular Parking Quantity

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

Existing paved service area

Requested Departure #2:
Vehicular Parking Quantity

Required Parking Quantity

PER SMC 23.54.015 TABLE C

Demolished and New Built Parking Calculation

Dining Commons @ 80 spaces/sf	3,800 sf/80 =	48 spaces
Subtotal		**48 spaces**

Remodeled Parking Calculation

Existing Gym	6,000 sf
Remodeled Gym	6,000 sf

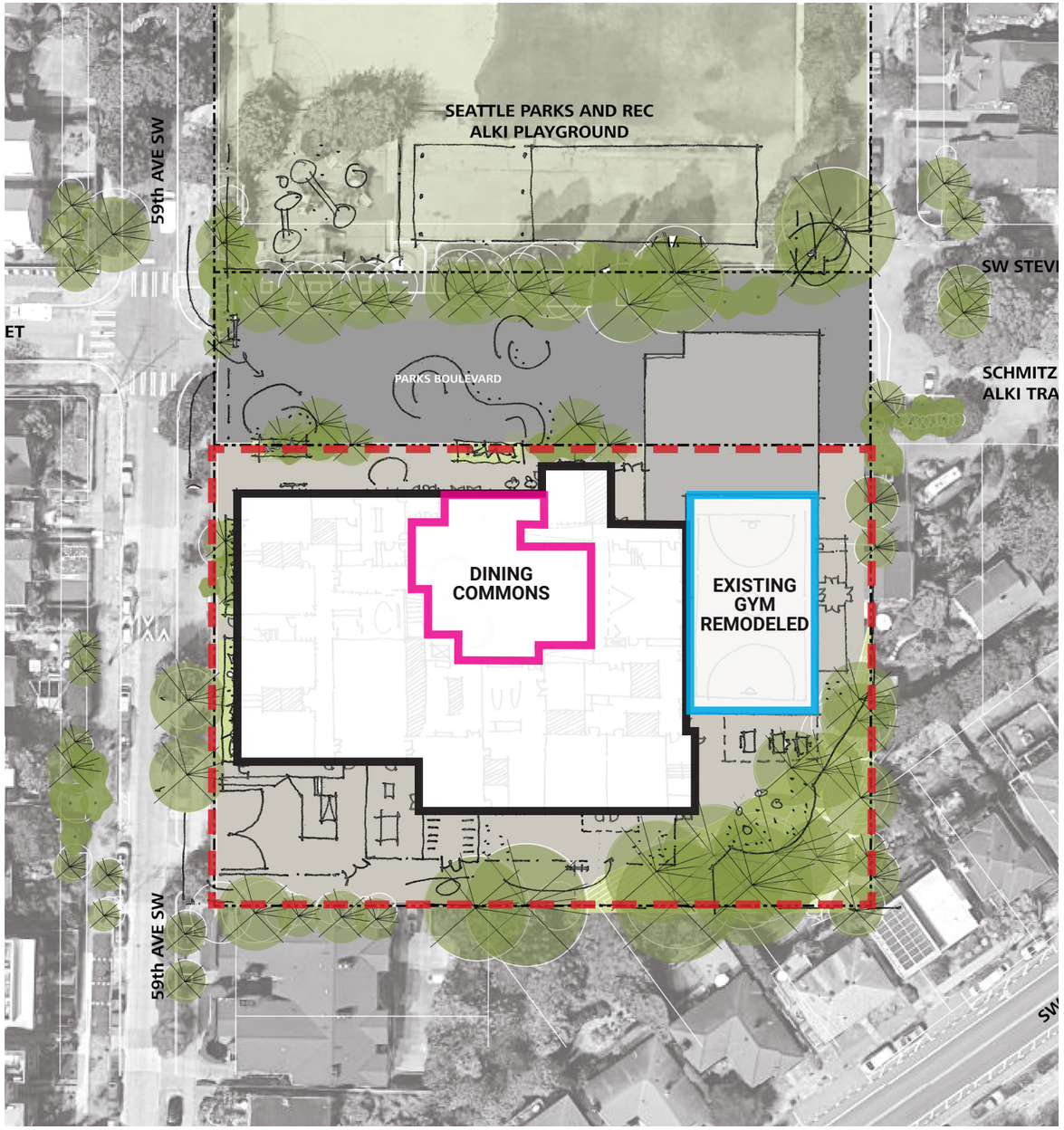
(no increase in floor area or fixed seats)

Subtotal **0 spaces**

Total **48 spaces**

Remodeled Gymnasium Assembly Space

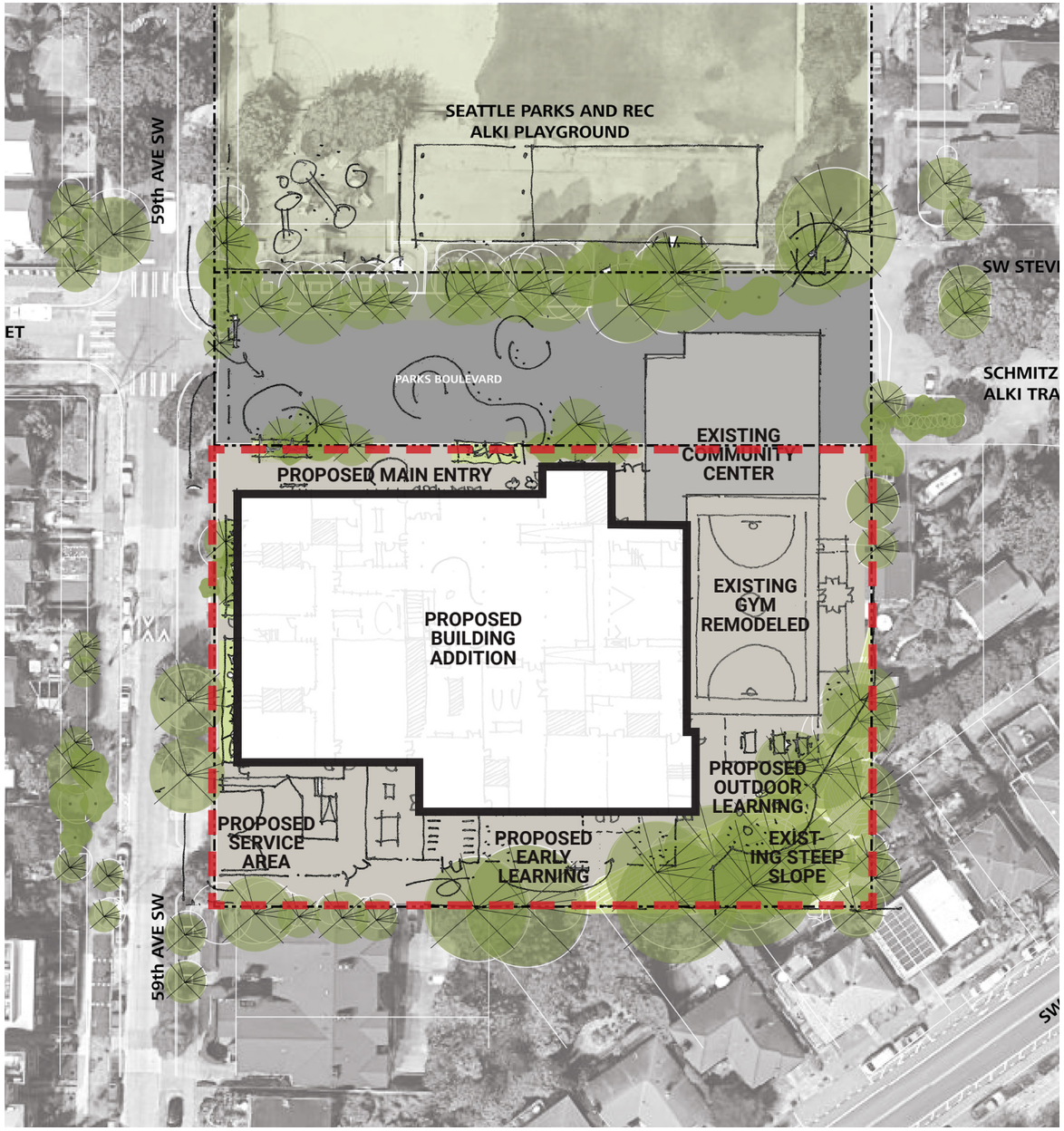
New Built Dining Commons Assembly; existing dining commons demolished.



Requested Departure #2:
Vehicular Parking Quantity

Proposed Parking

Proposed Parking Quantity	0 spaces



Requested Departure #2: Vehicular Parking Quantity

Parking Rationale

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

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

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

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

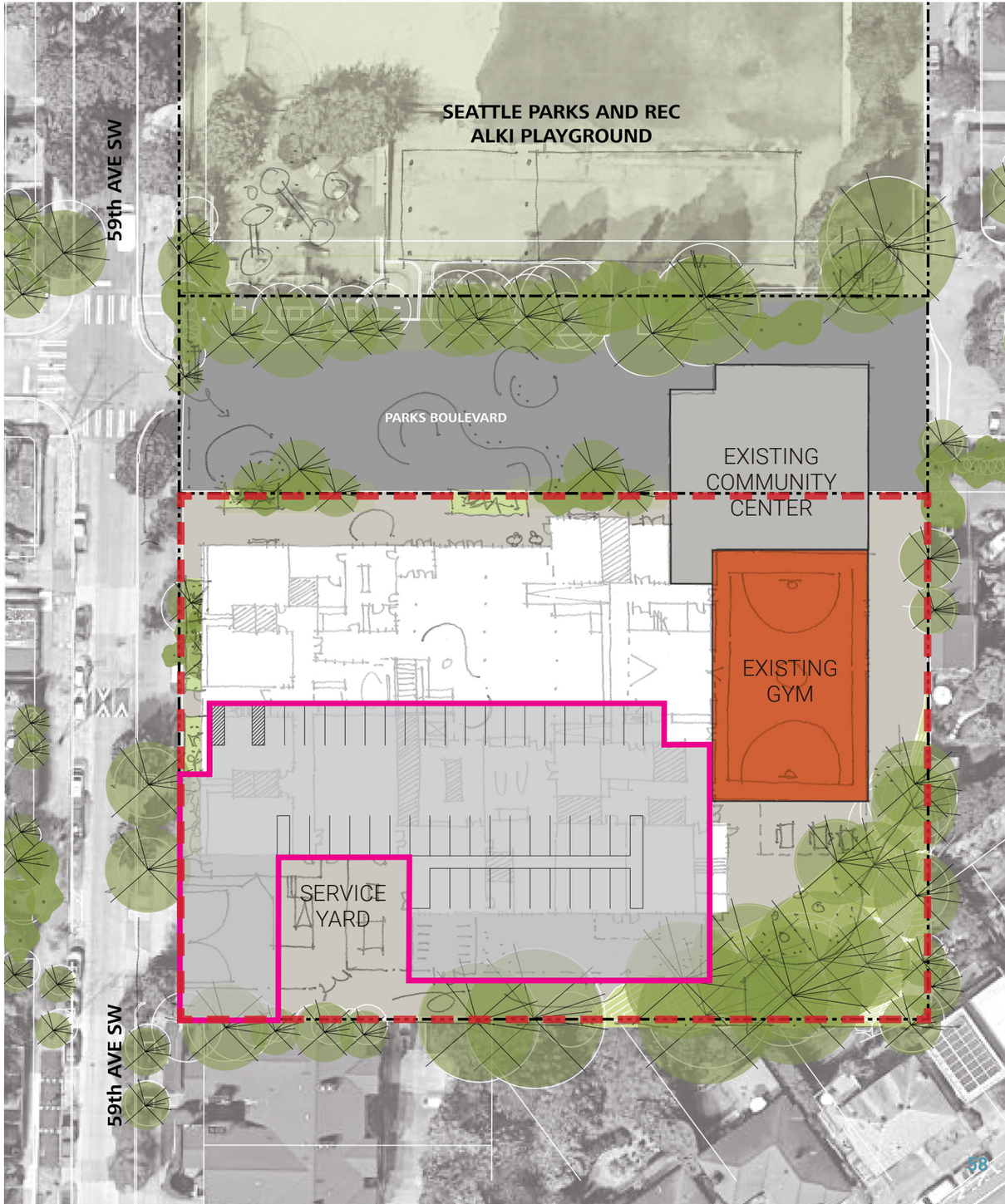
Requested Departure #2:
Vehicular Parking Quantity

Parking Rationale

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

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

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



Requested Departure #2: Vehicular Parking Quantity

Previous SPS Departures for Vehicular Parking Quantity

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

School Name	Enrollment Capacity	Site Area (Acres)	On-Site Parking Provided/Required	Departure
Arbor Heights Elementary	650	5.65	55 / 138	80
Genesee Hill Elementary	650	6.82	71 / 135	64
Loyal Heights	650	2.85	0 / 70	70
Magnolia Elementary	500	2.50	6/ 79	73
Queen Anne Elementary	500	3.00	32 / 118	86
Thornton Creek Elementary	650	7.66	91 / 162	71
Wing Luke Elementary	500	6.85	60 / 130	70
Kimball Elementary	650	4.78	40 / 140	100
Northgate Elementary	650	5.77	30 / 140	110
Viewlands Elementary	650	6.50	50 / 146	96
Montlake Elementary	500	1.65	0/131 (proposed)	131
Alki Elementary	542	1.41	0 /48 (proposed)	48

Requested Departure #2: Vehicular Parking Quantity

Smallest SPS Site Areas and Vehicular Parking Spaces Provided

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

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

*Projected Numbers

Requested Departure #2: Vehicular Parking Quantity

On-street Parking Study Summary

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

Heffron Transportation Inc. performed a detailed on-street parking study, and supply was documented according to the methodology outlined in the City’s Tip #117. Although Tip #117 was created for another purpose, it outlines the City’s preferred methodology to determine the number and type of on-street parking spaces that may exist within a defined study area, and how much of that supply is currently utilized at different times of the day.

The study area for the on-street parking analysis included all roadways within an 800-foot walking distance from the school site, as is typically required by the City of Seattle. For the purpose of evaluating the potential on-street parking impacts associated with the new school, the City considers utilization rates of 85% or higher to be effectively full. The survey determined that parking utilization was well below this threshold, ranging between 50% and 58% during all measured time periods.

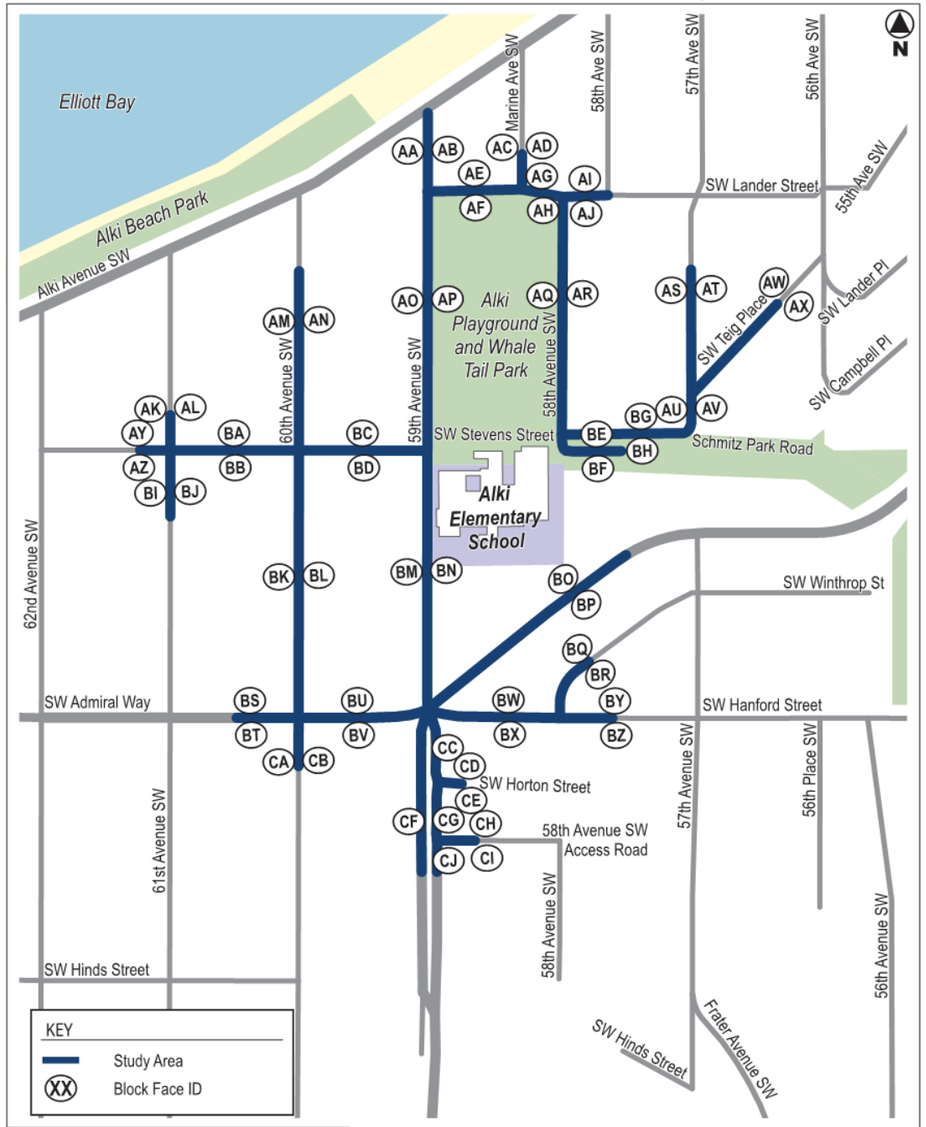
Requested Departure #2:
Vehicular Parking Quantity

On-street Parking Study Summary

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

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

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



SEATTLE PUBLIC SCHOOLS
Alki Elementary School Addition and Renovation

Figure 7
Study Area for On-Street Parking Utilization Surveys

heffron transportation inc

Requested Departure #2: Vehicular Parking Quantity

Transportation and Parking Recommendations

Parking reductions may impact the neighborhood.
SPS will work with Seattle Department of Transportation (SDOT) to develop the following to help address concerns:

School Transportation Plan (STP)
Encourages SPS to Work with SDOT and the Seattle School Traffic Safety Committee for access routes and drop off / pick up protocols with a focus on encouraging walking, biking, and bus (for those eligible)

Neighborhood Communication Plan for School Events
Review the new access for pedestrians and bicycles; determine if changes should be made to crosswalks, traffic controls, crossing guard locations, or to help encourage pedestrian and non-motorized flows at designated locations.

Update Right-of-Way & Curb Signage
Confirm locations, restrictions, and durations for load/unload zones.

Construction Management Plan (CMP)
Reviewed and approved by SDOT for construction access and haul routes to minimize negative impacts on the surrounding neighborhood.

Requested Departure #2: Vehicular Parking Quantity

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

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FOOTNOTE 7:

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

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

DEPARTURE REQUESTED

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

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

Requested Departure #3
Bus Loading and Unloading

Requested Departure #3: Bus Loading and Unloading

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.I - BUS AND TRUCK LOADING AND UNLOADING

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

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

DEPARTURE REQUESTED

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

Requested Departure #3:
Bus Loading and Unloading

Existing Conditions

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

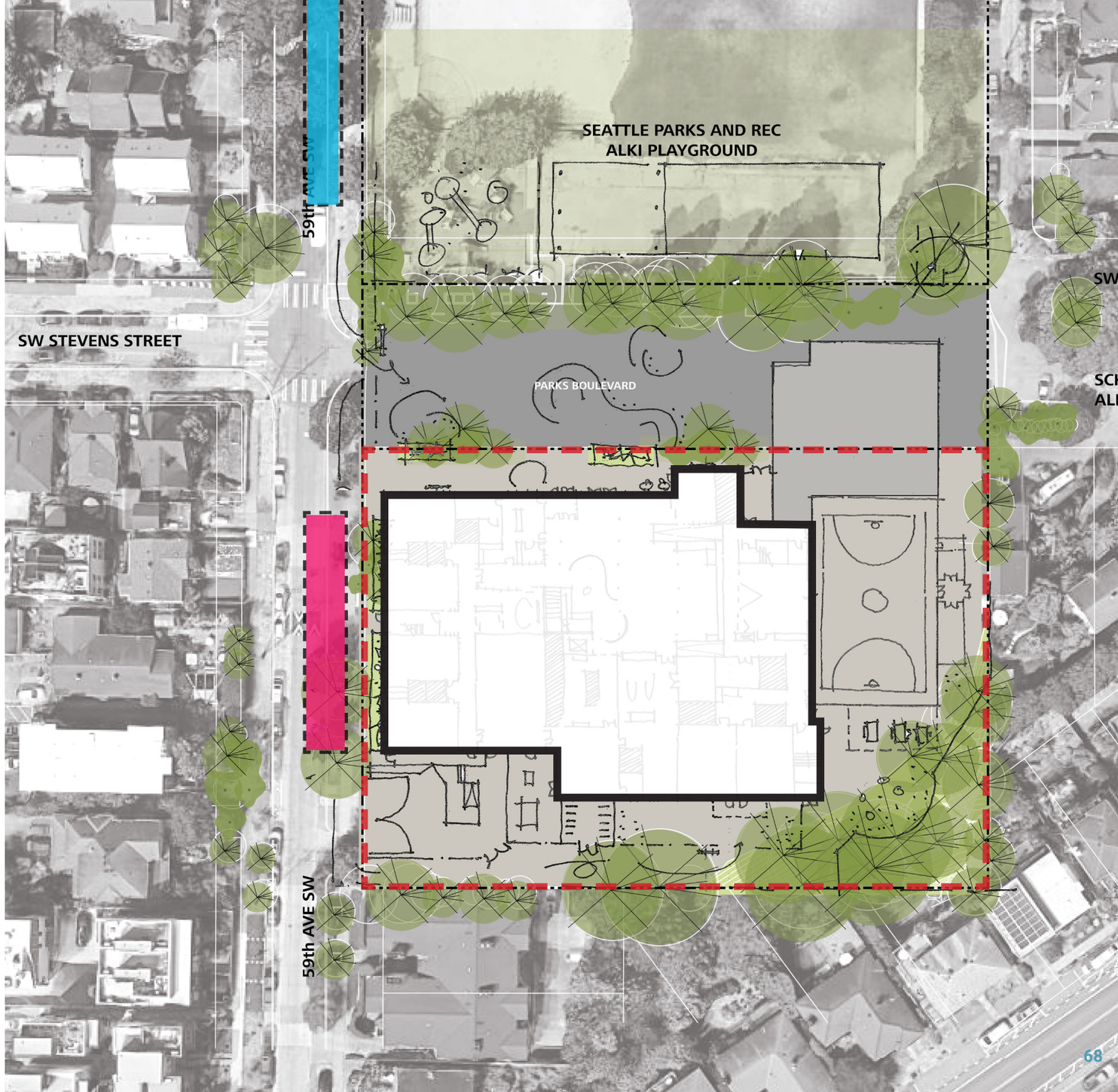
Existing School Loading Zone (parent drop-off)

Existing Bus Loading Zone

Requested Departure #3:
Bus Loading and Unloading

Proposed Conditions

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



Existing School Loading Zone (parent drop-off) to remain

Proposed Bus Loading Zone to match existing

Requested Departure #3:
Bus Loading and Unloading

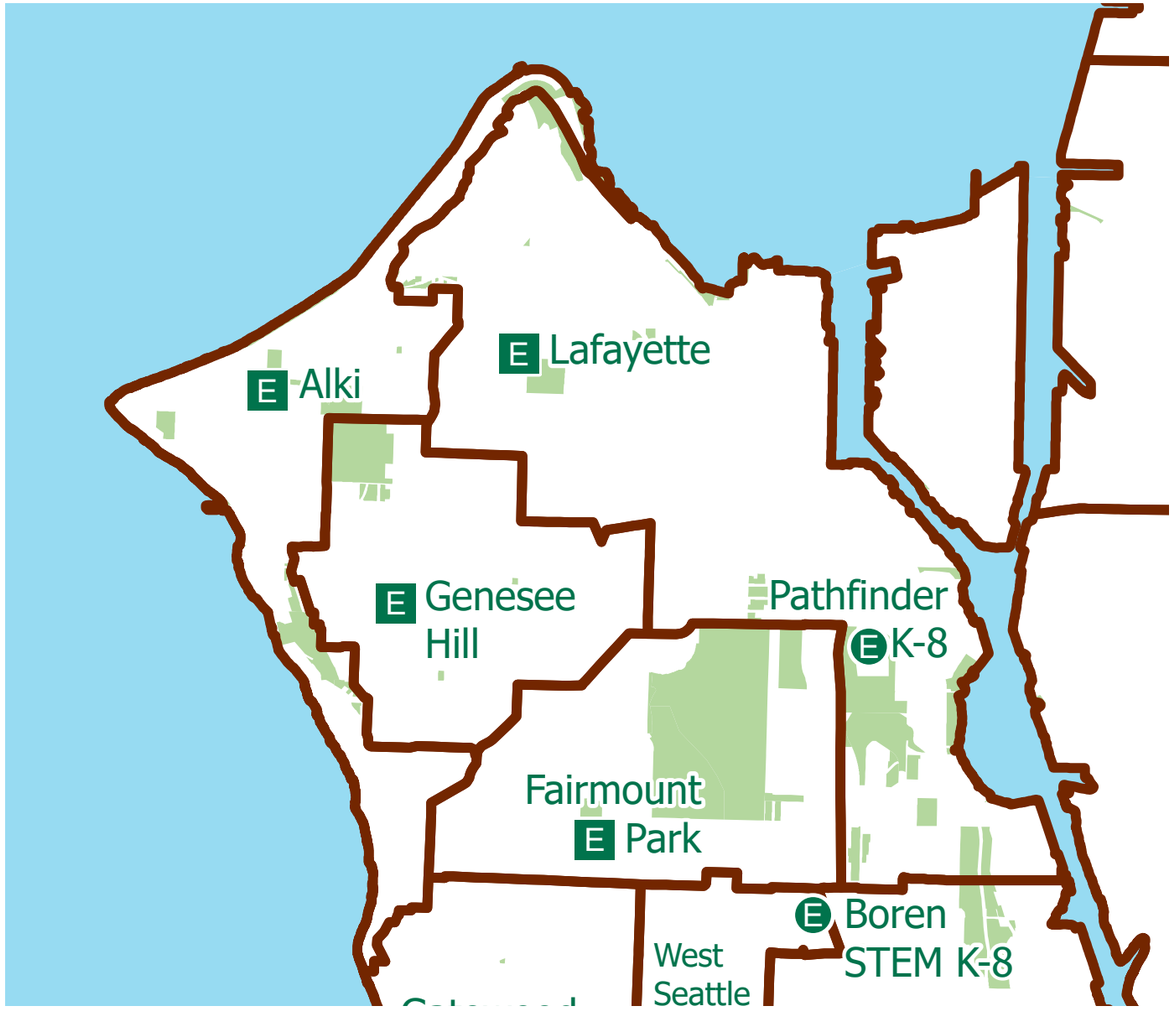
Bus Loading Rationale

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

2022-23

SEATTLE PUBLIC SCHOOLS Elementary School Attendance Areas

Map Data: 2022-23
Last updated: 3/8/2022



Requested Departure #3: Bus Loading and Unloading

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.I - BUS AND TRUCK LOADING AND UNLOADING

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

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

DEPARTURE REQUESTED

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

Requested Departure #4

Curb Cut to Service Area without Vehicular Parking Spaces

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

CODE SECTION

SMC 23.54 -	**QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**
SMC 23.54.030 -	**PARKING SPACE AND ACCESS STANDARD**
SMC 23.54.030.F -	**CURB CUTS**

THE NUMBER OF PERMITTED CURB CUTS IS DETERMINED BY WHETHER THE PARKING SERVED BY THE CURB CUT IS FOR RESIDENTIAL OR NONRESIDENTIAL USE, AND BY THE ZONE IN WHICH THE USE IS LOCATED.

DEPARTURE REQUESTED

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

Requested Departure #4:

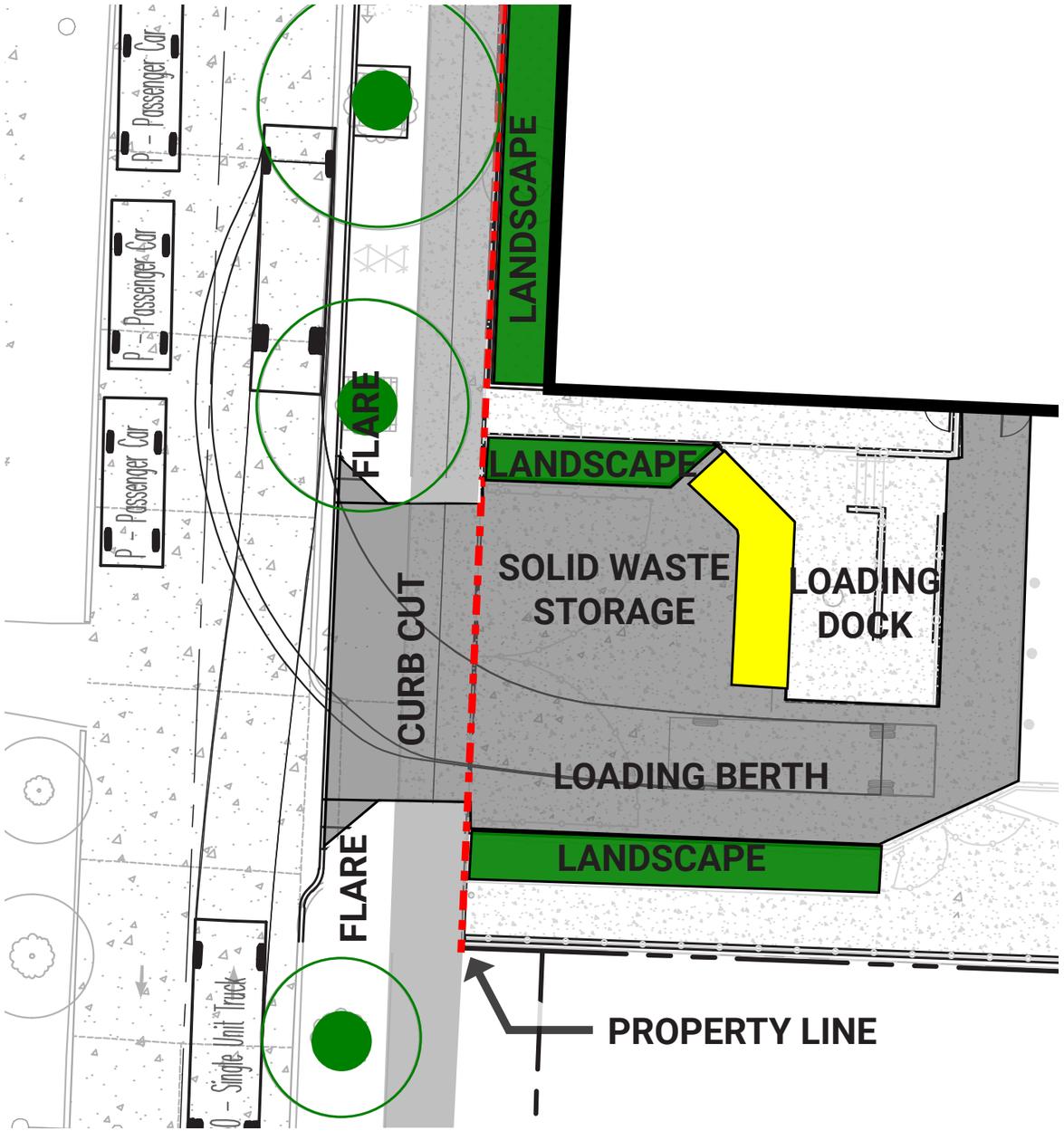
Curb Cut to Service Area without Vehicular Parking Spaces

Curb Cut Rationale

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

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

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



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

CODE SECTION

SMC 23.54 -	**QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**
SMC 23.54.030 -	**PARKING SPACE AND ACCESS STANDARD**
SMC 23.54.030.F -	**CURB CUTS**

THE NUMBER OF PERMITTED CURB CUTS IS DETERMINED BY WHETHER THE PARKING SERVED BY THE CURB CUT IS FOR RESIDENTIAL OR NONRESIDENTIAL USE, AND BY THE ZONE IN WHICH THE USE IS LOCATED.

DEPARTURE REQUESTED

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

Requested Departures #5
Curb Cut Width

Requested Departure #5: Curb Cut Width

CODE SECTION

SMC 23.54 - **QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**

SMC 23.54.030 - **PARKING SPACE AND ACCESS STANDARD**

SMC 23.54.030.F.2.b - **CURB CUT WIDTHS**

3) FOR PUBLIC SCHOOLS, THE MAXIMUM WIDTH OF A CURB CUT IS 25-FEET.
5) IF ONE OF THE FOLLOWING CONDITIONS APPLIES, THE DIRECTOR MAY REQUIRE A CURB CUT UP TO 30 FEET IN WDITH, IF IT IS FOUND THAT A WIDER CURB CUT IS NECESSARY FOR SAFE ACCESS:

i. THE ABUTTING STREET HAS A SINGLE LANE ON THE SIDE THAT ABUTS THE LOT;
iv. OFF-STREET LOADING BERTHS ARE REQUIRED ACCORDING TO SECTION 23.54.035.

DEPARTURE REQUESTED

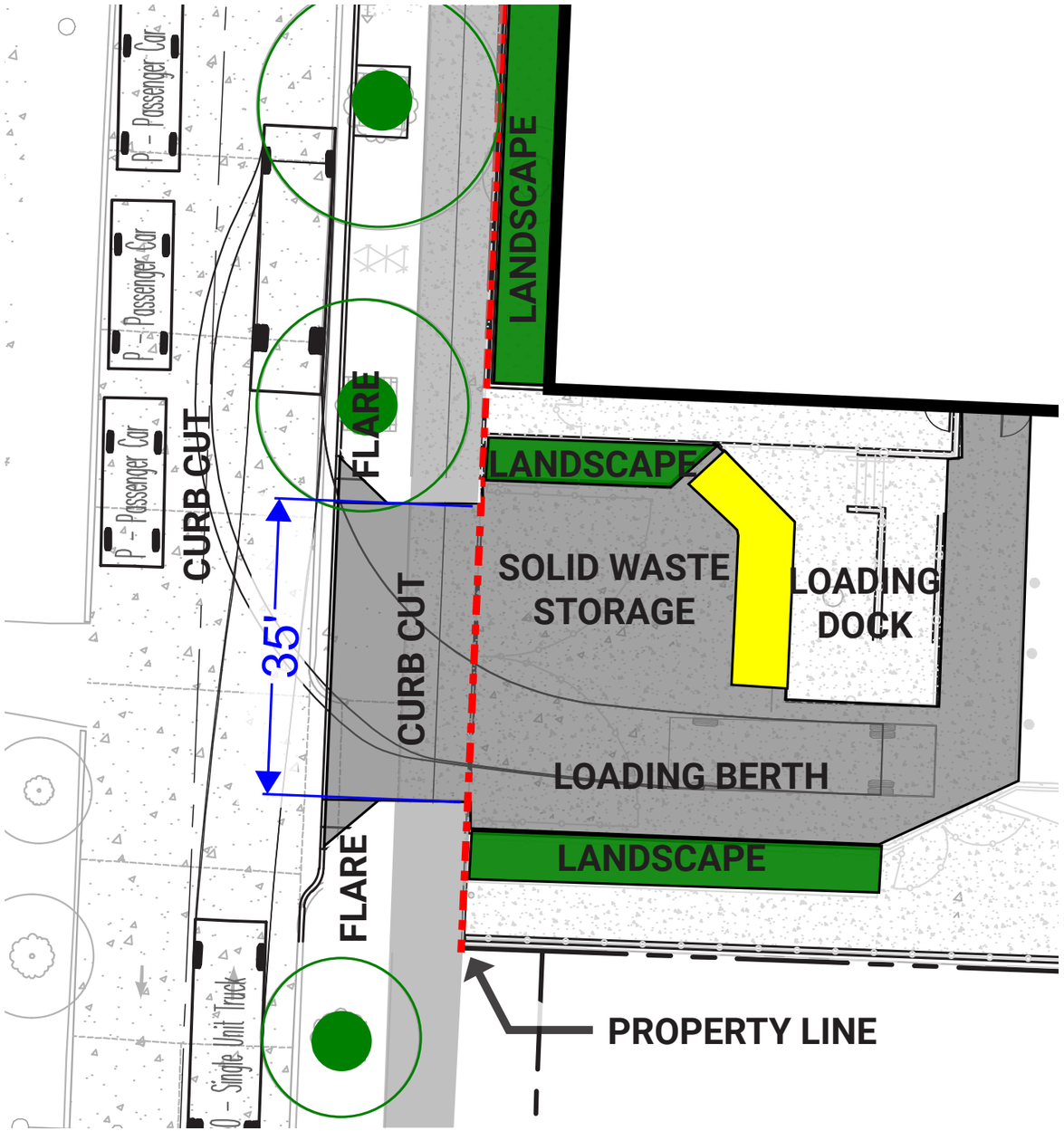
The code permits a curb cut maximum width of 25-feet.
SPS proposes a curb cut width of 35-feet for a departure.

MAXIMUM CURB CUT WIDTH	25-FEET
PROPOSED CURB CUT WIDTH	35-FEET
DEPARTURE CURB CUT	**10-FEET WIDER**

Requested Departure #5:
Curb Cut Width

Curb Cut Rationale

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



Requested Departure #5: Curb Cut Width

CODE SECTION

SMC 23.54 - **QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**

SMC 23.54.030 - **PARKING SPACE AND ACCESS STANDARD**

SMC 23.54.030.F.2.b - **CURB CUT WIDTHS**

3) FOR PUBLIC SCHOOLS, THE MAXIMUM WIDTH OF A CURB CUT IS 25-FEET.
5) IF ONE OF THE FOLLOWING CONDITIONS APPLIES, THE DIRECTOR MAY REQUIRE A CURB CUT UP TO 30 FEET IN WDITH, IF IT IS FOUND THAT A WIDER CURB CUT IS NECESSARY FOR SAFE ACCESS:

i. THE ABUTTING STREET HAS A SINGLE LANE ON THE SIDE THAT ABUTS THE LOT;
iv. OFF-STREET LOADING BERTHS ARE REQUIRED ACCORDING TO SECTION 23.54.035.

DEPARTURE REQUESTED

The code permits a curb cut maximum width of 25-feet.
SPS proposes a curb cut width of 35-feet for a departure.

MAXIMUM CURB CUT WIDTH	25-FEET
PROPOSED CURB CUT WIDTH	35-FEET
DEPARTURE CURB CUT	**10-FEET WIDER**

Requested Departures #6
Curb Cut Flare

Requested Departure #6: Curb Cut Flare

CODE SECTION

SMC 23.54 - **QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**

SMC 23.54.030 - **PARKING SPACE AND ACCESS STANDARD**

SMC 23.54.030.F.5 - **CURB CUT FLARE**

A FLARE WITH A MAXIMUM WIDTH OF 2.5 FEET IS PERMITTED ON EITHER SIDE OF CURB CUTS IN ANY ZONE.

DEPARTURE REQUESTED

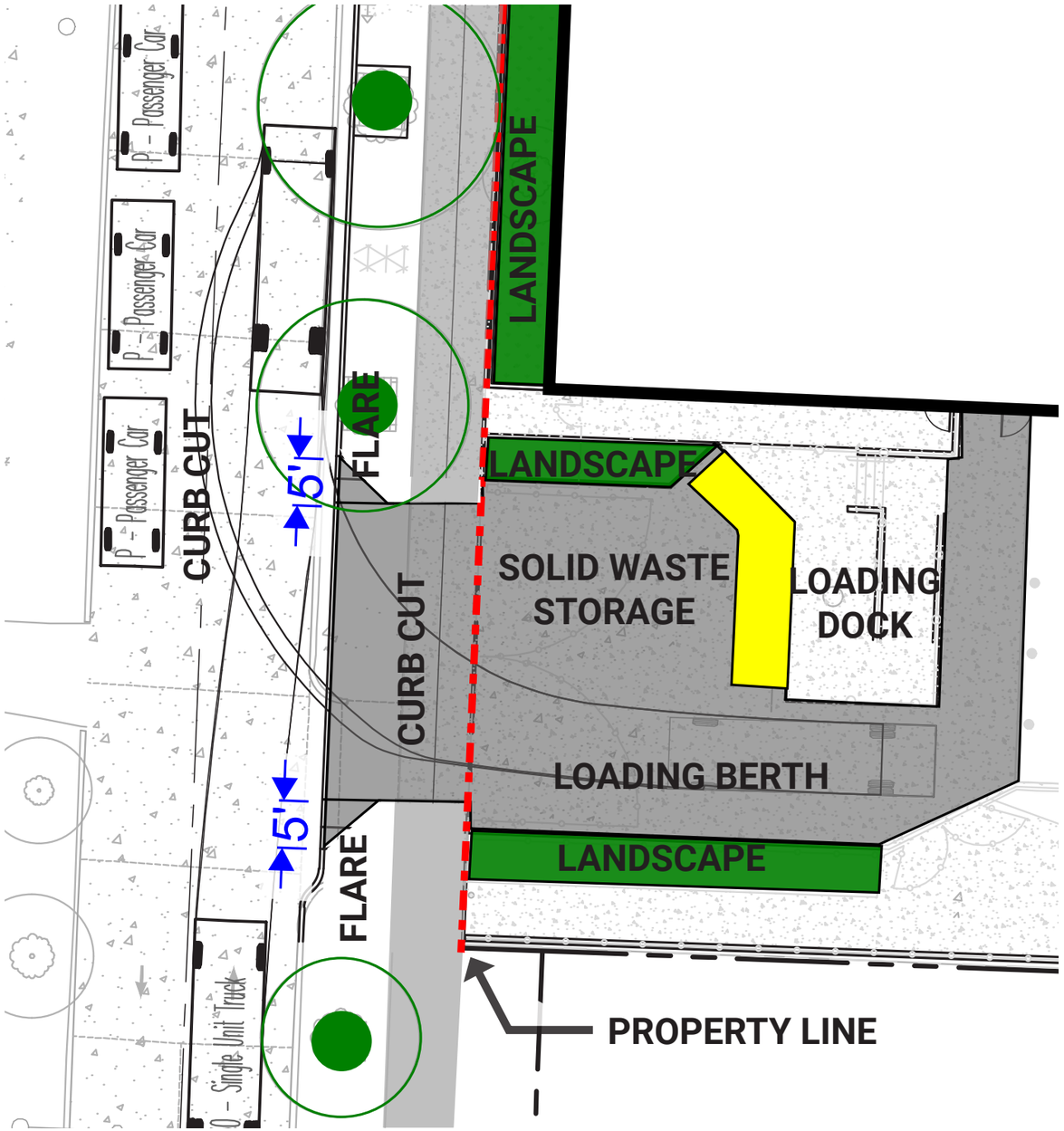
The code permits a curb cut flare maximum width of 2.5-feet.
SPS proposes a curb cut flare width of 5-feet for a departure.

MAXIMUM FLARE WIDTH	2.5-FEET
PROPOSED FLARE WIDTH	5-FEET
DEPARTURE FLARE WIDTH	**2.5-FEET WIDER EACH SIDE**

Requested Departure #6:
Curb Cut Flare

Curb Cut Flare Rationale

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



Requested Departure #6: Curb Cut Flare

CODE SECTION

SMC 23.54 - **QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE**

SMC 23.54.030 - **PARKING SPACE AND ACCESS STANDARD**

SMC 23.54.030.F.5 - **CURB CUT FLARE**

A FLARE WITH A MAXIMUM WIDTH OF 2.5 FEET IS PERMITTED ON EITHER SIDE OF CURB CUTS IN ANY ZONE.

DEPARTURE REQUESTED

The code permits a curb cut flare maximum width of 2.5-feet.
SPS proposes a curb cut flare width of 5-feet for a departure.

MAXIMUM FLARE WIDTH	2.5-FEET
PROPOSED FLARE WIDTH	5-FEET
DEPARTURE FLARE WIDTH	**2.5-FEET WIDER EACH SIDE**

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

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

PARKING QUANTITY

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015.K - BICYCLE PARKING

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

SMC 23.54.015 TABLE D - MINIMUM NUMBER OF PARKING SPACES

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

DEPARTURE REQUESTED

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

REQUIRED PER 23.54.015 TABLE D (26 CLASSROOMS)	78 LONG-TERM SPACES
PROPOSED	40 LONG-TERM SPACES
DEPARTURE	**38 LONG-TERM SPACES**

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

Bicycle Parking Quantity
(Required per SMC 23.54.015 TABLE D)

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

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

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

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

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

PARKING QUANTITY

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54.015.K - BICYCLE PARKING

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

SMC 23.54.015 TABLE D - MINIMUM NUMBER OF PARKING SPACES

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

DEPARTURE REQUESTED

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

REQUIRED PER 23.54.015 TABLE D (26 CLASSROOMS)	78 LONG-TERM SPACES
PROPOSED	40 LONG-TERM SPACES
DEPARTURE	**38 LONG-TERM SPACES**

Requested Departure #8
Bicycle Parking Performance Standards

Requested Departure #8: Bicycle Parking Performance Standards

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

SMC 23.54 - QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE
SMC 23.54.015.K.2 - BICYCLE PARKING PERFORMANCE STANDARDS

K.2. PROVIDE BICYCLE PARKING IN A HIGHLY VISIBLE, SAFE, AND CONVENIENT LOCATION, EMPHASIZING USER CONVENIENCE AND THEFT DETERRENCE, BASED ON RULES PROMULGATED BY THE DIRECTOR OF THE SEATTLE DEPARTMENT OF TRANSPORTATION THAT ADDRESS THE CONSIDERATIONS IN THIS SUBSECTION 23.54.015.K.2.

A. PROVIDE SECURE LOCATIONS AND ARRANGEMENTS OF LONG-TERM BICYCLE PARKING, WITH FEATURES SUCH AS LOCKED ROOMS OR CAGES AND BICYCLE LOCKERS. THE BICYCLE PARKING SHOULD BE INSTALLED IN A MANNER THAT AVOIDS CREATING CONFLICTS WITH AUTOMOBILE ACCESSES AND DRIVEWAYS.

I. PROVIDE FULL WEATHER PROTECTION FOR ALL REQUIRED LONG-TERM BICYCLE PARKING

DEPARTURE REQUESTED

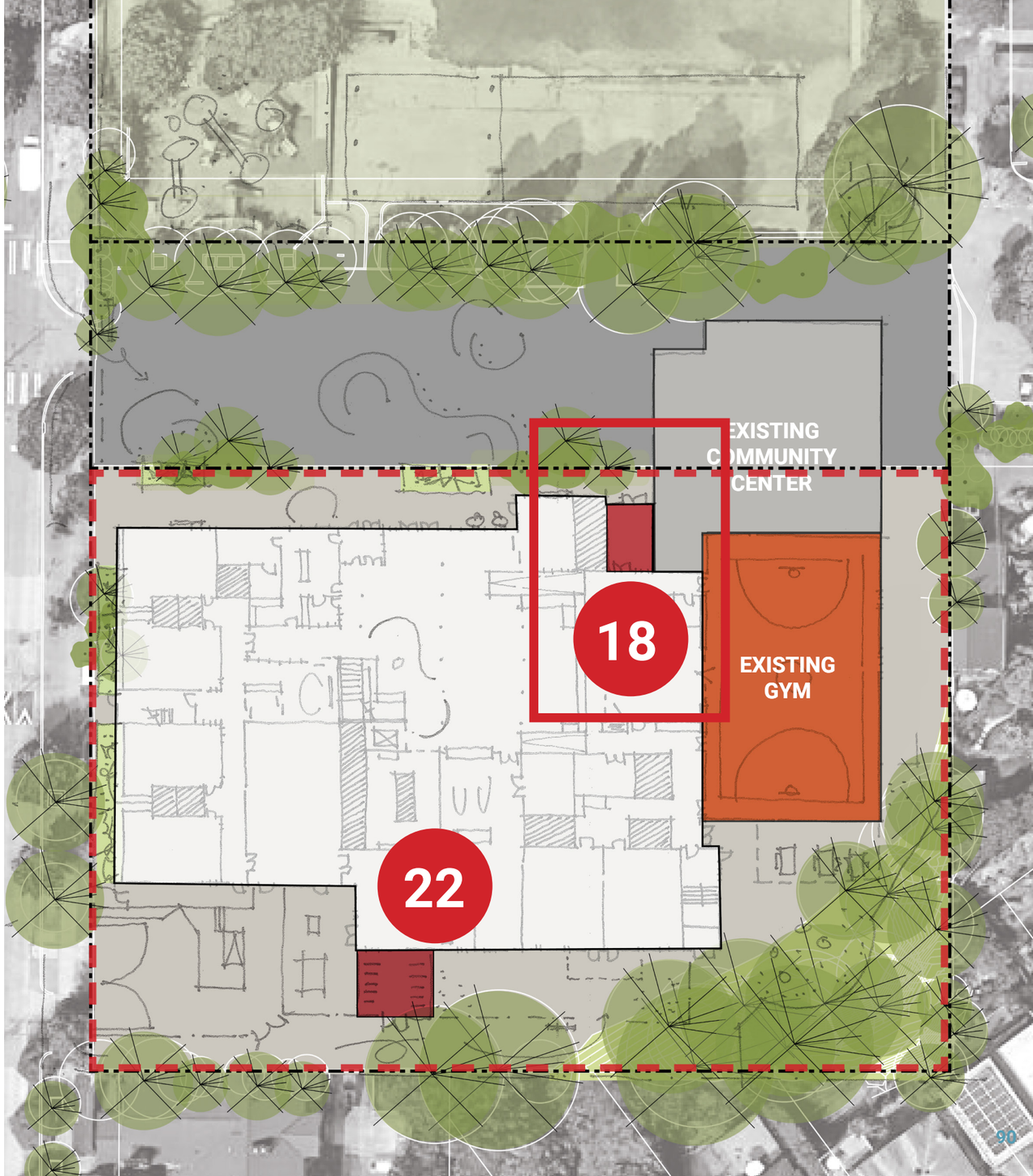
The code requires full weather protection for all required long-term bicycle parking. SPS proposes no weather protection for 18 of the 40 long-term bicycle parking spaces.

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

Requested Departure #8:
Bicycle Parking Performance Standards

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

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



Requested Departure #8: Bicycle Parking Performance Standards

CODE SECTION

SMC 23.51B.002 - PUBLIC SCHOOLS IN RESIDENTIAL ZONES
SMC 23.51B.002.G - PARKING QUANTITY

PARKING QUANTITY. PARKING QUANTITY SHALL BE REQUIRED AS PROVIDED IN CHAPTER 23.54

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A. PROVIDE SECURE LOCATIONS AND ARRANGEMENTS OF LONG-TERM BICYCLE PARKING, WITH FEATURES SUCH AS LOCKED ROOMS OR CAGES AND BICYCLE LOCKERS. THE BICYCLE PARKING SHOULD BE INSTALLED IN A MANNER THAT AVOIDS CREATING CONFLICTS WITH AUTOMOBILE ACCESSES AND DRIVEWAYS.

I. PROVIDE FULL WEATHER PROTECTION FOR ALL REQUIRED LONG-TERM BICYCLE PARKING

DEPARTURE REQUESTED

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

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

Requested Departure #9
Changing-Image Message Board Sign

Requested Departure #9: Changing-Image Message Board

CHANGING IMAGE MESSAGE BOARD SIGN

SMC 23.55 - SIGNS
SMC 23.55.022 - SIGNS IN MULTIFAMILY ZONES

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

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

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

DEPARTURE REQUESTED

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

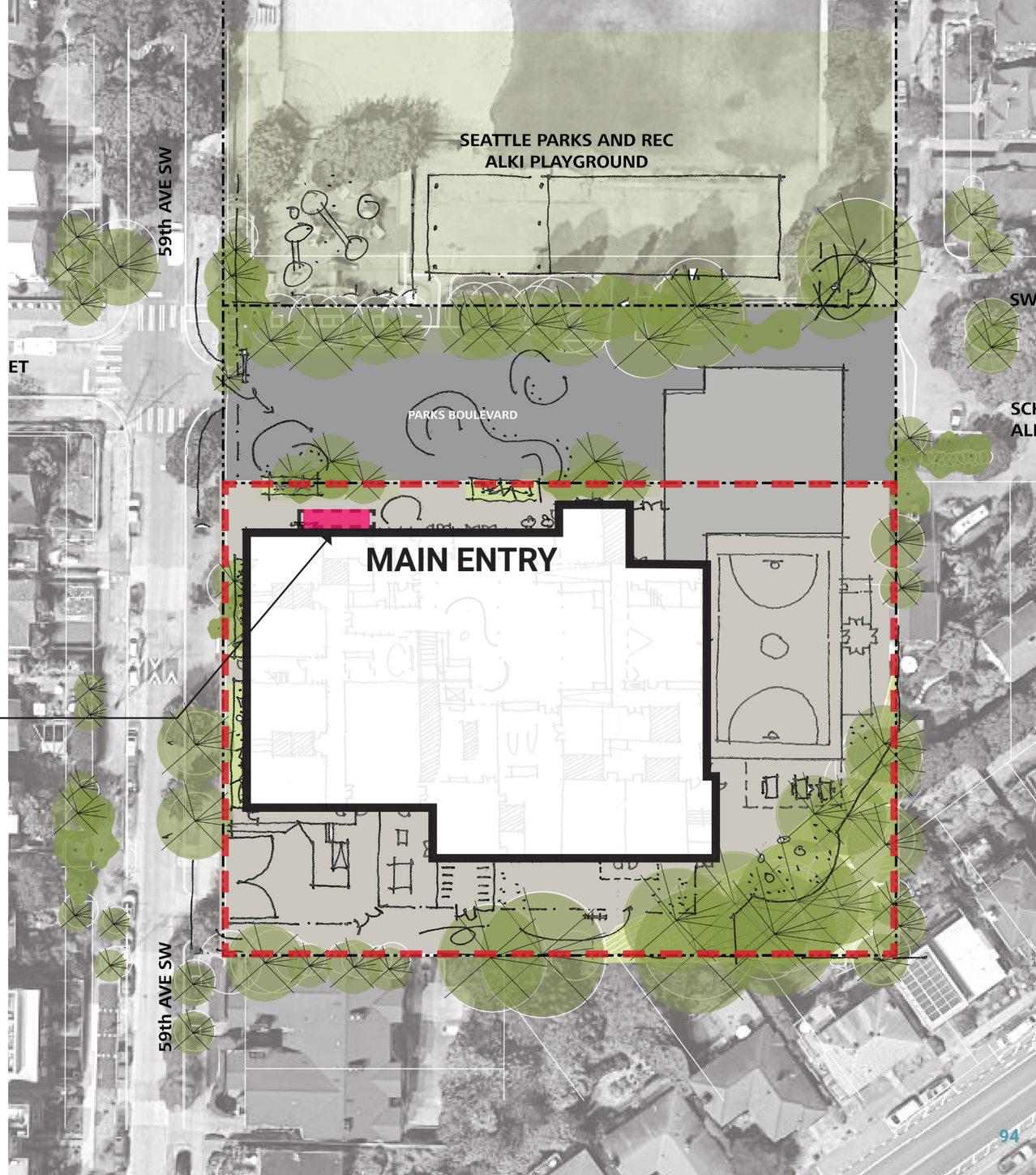
Requested Departure #9:

Changing-Image Message Board

Proposed Location

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

Sign type example:



Requested Departure #9: Changing-Image Message Board

Rationale

SPS would use the one proposed message board sign to alert families and the community to events taking place at the school. Messages could be displayed in multiple languages, which a fixed message cannot accomplish. This is also an equitable way to communicate since access to technology is not universal.

Proposed Departure Conditions

Proposed Departure Conditions

a. The proposal is limited to one single-faced sign which may change images;

b. The sign shall be set to turn on no earlier than 7 AM, and to turn off no later than 9 PM every day of the week;

c. The sign is limited to be lit using one color with a dark background;

d. No tumbling, video, or moving images will be allowed.

Requested Departure #9: Changing-Image Message Board

CHANGING IMAGE MESSAGE BOARD SIGN

SMC 23.55 - SIGNS
SMC 23.55.022 - SIGNS IN MULTIFAMILY ZONES

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

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

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

DEPARTURE REQUESTED

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

Summary of Requested Departures

Requested Departures Summary

#1 Departure for Building Height
SMC 23.51B.002.D
SPS proposes a maximum building height of 57’ above average grade plane for a departure of 22’.

#2 Departure for Vehicular Parking Quantity
SMC 23.54.015 Table C
SPS proposes to provide 0 on-site vehicular parking spaces for a departure of 48 spaces.

#3 Departure for Bus Loading and Unloading
SMC 23.51B.002.I.4
SPS proposes to maintain the existing on-street bus loading area for a departure from off-street bus loading and unloading.

#4 Departure for Curb Cut to Service Area without Vehicular Parking Spaces
SMC 23.54.030.F.2
SPS proposes to provide one curb cut on 59th Ave SW that provides access to the on-site service area, which includes one required off-street loading berth and solid waste pick-up, for a departure to allow access to the lot without vehicular parking spaces.

Requested Departures Summary

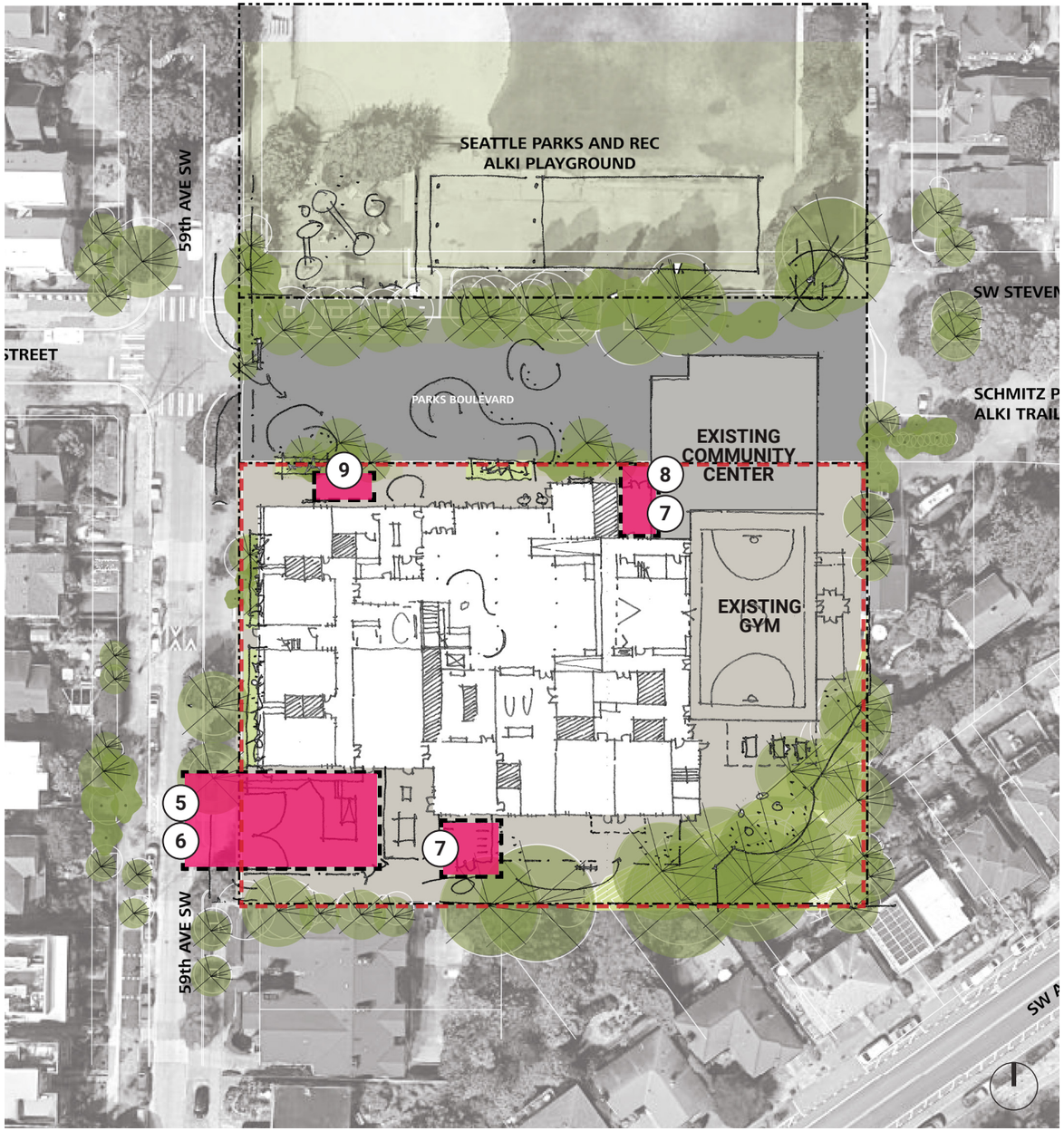
#5 Departure for Curb Cut Width
SMC 23.54.030.F.2.b.3
SPS proposes to provide one curb cut 30-feet in width for a departure of 5-feet in curb width from the maximum 25-foot width allowed.

#6 Departure for Curb Cut Flare
SMC 23.54.030.F.2.b.3
SPS proposes to provide one curb cut with 5-foot flares on each side for a departure of 2.5-feet in flare width from the 2.5-foot allowed.

#7 Departure for Bicycle Parking (Long-Term) Quantity
SMC 23.54.015 Table D
SPS proposes to provide 40 long-term bicycle parking spaces for a departure of 38 spaces.

#8 Departure for Bicycle Parking Performance Standards
SMC 23.54.015.K.2
SPS proposes to provide 18 of the 40 long-term bicycle parking spaces with freestanding partial enclosure weather protection with internal vertical clearance of 5-feet and 12-inches of overhang on all exposed sides for a departure from Performance Standards.

#9 Departure for Changing-Image Message Board Sign
SMC 23.55.020
SPS proposes to provide one single-faced, changing-image message board sign for a departure.



Public Comment

Thank you for taking the time to review this document!

We welcome your input. Please review the Departures Process Overview section at the beginning of this document, and submit your comments on the requested departures, including any mitigation measures or conditions of approval by 14 October 2022 to:

Nelson Pesigan

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