



City of Seattle
Seattle Department of Neighborhoods
Bernie Agor Matsuno, Director

SCHOOL DEVELOPMENT STANDARD DEPARTMENTURE ADVISORY COMMITTEE

OLYMPIC HILLS ELEMENTARY SCHOOL DESIGN DEPARTMENTURE RECOMMENDATIONS

February 2015

This report is produced pursuant to the City of Seattle Municipal Code (SMC 23.44.17 and 23.79). The intent and purpose of this report is to document public testimony and make recommendations to the City for modifications to land use code development standards in order to facilitate construction of a new Olympic Hills Elementary school located at 13018 20TH Avenue NE Seattle, WA



Table of Contents

Section 1. Background

1.1 General Departure Proposals

1.2 Neighborhood Characteristics

1.3 Requests for Departure and Committee Formation

Section 2. Departures

2.1 Specific District Requests

2.2 Committee Review and Recommendations

Appendices

Appendix Excerpt from the Transportation Technical Report for Olympic Hills Elementary School.

Appendix 2 Meeting Notes (Not provided with this version)

Appendix 3 Minority Report of Mr. Annie Meadows

Olympic Hills Elementary Schools

Design Departure Advisory Committee

Final Report and Recommendations

Section 1. Background

1.1 General Departure Proposals

In July 2014, the Seattle School District No. 1 submitted a request for departures from certain Seattle Municipal Code Development Standards to accommodate the construction of a new Olympic Hills School located at 13018 20TH Avenue Northeast in Seattle Washington. The existing 34,650 square foot school will be demolished and replaced with a new 89,000 gross square feet



Illustration1

Aerial View of the Existing School Site

The Seattle School District is proposing to the existing building.

The project is being funded under the \$694.9 million Building Excellence IV (BEX IV) Capital Levy that was approved by more than 72 percent of Seattle voters in February 2013. It supports the District’s long-range plans to build new schools and upgrade and renovate existing aging school facilities to address enrollment growth. Since 1998, the BEX I, BEX II and BEX III voter approved levies have allowed the District to replace or renovate 37 buildings.

1.2 Neighborhood Characteristics



Illustration 2
General Neighborhood

The school site is located in the northeast portion of Seattle in The Olympic Hills neighborhood from which the school takes its name. With only a few exceptions, the broader neighborhood is exclusively zoned single-family with a minimum lot size of 5000 square foot lots. The neighborhood is almost fully developed with moderate sized single family homes, the majority of which were constructed in the immediate post World War Two era, interspersed with a scattering of new homes. Most of the homes exhibit pride of ownership.

The demographics of the neighborhood generally mimic the Seattle Average. However the area's average home prices are slightly below city average and income very slightly below the Seattle average.

One of the defining characteristics of the neighborhood is its relatively incomplete street and sidewalk system. The area was platted and developed when this area was outside of the Corporate limits of the city of Seattle. Developers were not required to provide the level of street, curb, and sidewalks typical of most Seattle neighborhoods. As a result many streets lack sidewalks and the street grid system is haphazard. Access to the Scholl site is relatively difficult with many of the north-south and east west streets interrupted by non-improved sections. The lack of sidewalks negatively affects walking routes to the school site.

1.3 Requests for Departure and Committee Formation

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The code requires that the Department of Neighborhoods convene an Advisory Committee (Development Standard Advisory 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 purposes of the Development Standard Departure Advisory Committee are: 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 City of Seattle Department of Planning and Development from the Department of Neighborhoods.

Following completion of the Committee Report and its transmittal to the City's Department of Planning and Development, that department will produce a formal report and determination. The Director of the Department of Planning and Development 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. This decision is appealable.

In November 2013, the Department of Neighborhoods sent notices to residents within 600 feet of the proposed new schools and to a list of individuals and organizations that had shown interest in other community issues in the vicinity of Olympic Hills School requesting self-nominations for membership on the Development Standard Departure Advisory Committee, and the Committee was formed. The Committee is composed of eight voting members with a City non-voting Chair.

After receiving nominations, the Committee was appointed as follows:

Appointed Members and Alternates

Karen Costarella	Person residing and/or owning property within 600' of Olympic Hills School
Steve Beadle	Person residing and/or owning property within 600' of Olympic Hills School
Tomoki Noguchi	Representative of the General Neighborhood (also residing or owning property within 600' of Olympic Hills School)
Gary Goven	Representative of the General Neighborhood (also residing or owning property within 600' of Olympic Hills School)
Chuck Dickey	Representative at large to represent city-wide education issues
Anne Hilman	PTSA Representative
Annie Meadows	PTSA Representative
Lucy Morello	Seattle School District
Nancy Cubbage	Alternate #1
Carlin Presnall	Alternate #2

Ex-Officio Members

Steve Sheppard	City of Seattle Department of Neighborhoods (Non-voting Chairperson)
Holly Goddard	City of Seattle, Department of Planning and Development

Section 2. Departures

2.1 Specific District Requests



Illustration #3

Proposed School Site Plans

The District is proposing development on the site as shown in Illustration # 2 above. The new school would be two stories with approximately 89,000 gross square feet of development. The school would be designed for a maximum of 660 students.

In order to accommodate the educational program for this program, the District requested the following departures from various provisions of the Seattle Municipal code:

Building height - Under the Seattle Municipal code, under the existing zoning covering the site maximum permitted height is limited to 35 ft. plus an additional if a pitched roof is included. The District's design does not incorporate a pitched roof 15 ft. pitched roof with a mechanical equipment enclosure above 35 ft. The District requested an additional 5 feet to a maximum height of 40 feet to accommodate an enclosed mechanical penthouse.

Parking count - Under the Seattle Municipal code, the required parking count is based on a variety of factors including 1 space for every 80 square feet of all auditorium and/or public assembly rooms and 2) 1 space for each 10 children and for each staff member in any associated Child Care Center. Under these provisions the school would require:

- 1) 125 spaces associated with the assembly space, and

2) 11 Spaces associated with the child care center.

For a total of 136 spaces.

The District requested a total of 82 permanent spaces or 54 spaces less than required. In this case the District also proposed that the hard surface play area be designed to accommodate the 54 space deficiency for large events.

Bus loading and unloading - The code requires that when a new school is built or an existing school substantially remodeled that an off-street bus loading and unloading area be provided. Bus loading is allowed to continue on street if the following conditions are met: 1) boundary on site is not expanded; 2) student capacity not being expanded for more than 25%, and 3) current bus loading and unloading is on street. While the situation appears to be within a gray area, the increased enrollment appears to require a departure to continue the existing situation.

The District is proposing that bus loading and unloading continue along 20th Avenue NE. with new widened sidewalks curb zone restricted only to bus zone.

2.2 Committee Review and Recommendations

2.2.1 Process and initial Meetings

The Committee was convened in a public meeting held December 8, 2014 at Olympic Hills Elementary School. The meeting was well attended.

Public testimony and comment dominated the meeting. Commenters mostly expressed concerns that: 1) the District proposal to build a new 660 student school on the site was large, would bring more cars and buses into the neighborhood; and 2) that there was insufficient mitigation in the form of street and sidewalk improvements. Other speakers commented that either retention of the existing building including its renovation and incorporation into the new design or its demolition and shifting the new building to the east would be preferable.

An additional meeting was held on January 14, 2015. Comments at this meeting were similar to those received at the previous meeting.

2.2.2 Review Criteria

Section 23.79 of the Seattle Municipal Code directs the Advisory Committee to evaluate the requested departures for consistency with the general objectives and intent of the City's Land Use Code, and balance the interrelationships among the following factors:

a. Relationship to Surrounding Areas:

- (1) Appropriateness in relation to the character and scale of the surrounding area
- (2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
- (3) Location and design of structures to reduce the appearance of bulk;
- (4) Impacts on traffic, noise, circulation and parking in the area; and
- (5) Impacts on housing and open space.

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

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

2.2.3 Application of Review Criteria to Requested Departures and Committee Recommendations

a. Overall need for Departures

The Seattle Municipal Code generally envisions granting departures from the requirements of the Municipal Code to accommodate the educational needs of the programs to be located in the proposed buildings. In the case of the Olympic Hills School, the Seattle School District stated:1) the construction of the new larger school was needed to accommodate future projected increase in student populations in the North portion of Seattle; 2) that increased footprint of the new school and the concomitant educational outdoor open space standards present significant challenges and that without granting the departures for greater height, less parking and on-street bus loading and unloading those standards could not be met and that therefore some combination of greater heights, reduction in on site non-educational activities (parking and bus loading) would be necessary. Without some departures, the alternatives would be either further reductions in critical open play space, or reductions in the proposed size of and educational program provided at the school, or expansions of the site through possible purchase of adjacent homes. The District stated firmly that it neither desired site expansion nor condemnation of any adjacent property nor preferred to live within the existing site.

The committee was committed to assuring that no property acquisition occur and that there be sufficient indoor and outdoor space to accommodate the District Need. After considering the overall design and program requirements, the Committee generally determined that in the event that the proposed educational programs were located on this site some departures would clearly be needed.

Recommendation 1 - Given the Seattle School District's current proposal and the constrained site, there the District has demonstrated clear need for relief from selected provisions of the underlying zoning and that therefore some departures are justified.

b. Review of Departures against Departure Review Criteria 1 through 5.

Departure #1 -Greater than Allowed Building Height

The District requested a departure to allow the Elementary School to exceed the standard height of 35 feet to a total height of 40 feet or 5 feet above the maximum allowed to accommodate an enclosed mechanical penthouse. The building itself without the enclosed mechanical equipment would be below the 35 foot height limit.

Area of Requested Height Departure

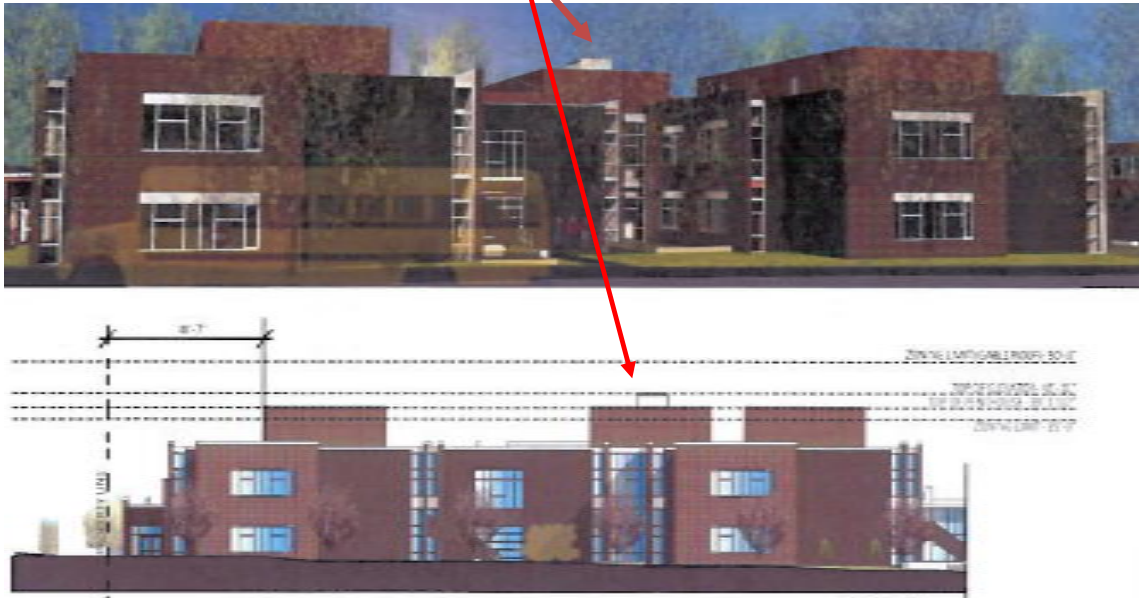


Illustration #4

Height Departure Location

The Committee considered the height departure request for the elementary school appeared to be minor and related mostly to enclosing the mechanical equipment located on the roof. This equipment would be allowed and no height departure required if the mechanical equipment was not enclosed.

In evaluating this departure, the Committee noted the setbacks from the street and location set back from the streets were major mitigating circumstances.

Recommendation 2 - That the departure to allow greater than allowed height be approved as requested by the Seattle School District without modifications and without conditions

Departure 2 Less than Required On-site Parking

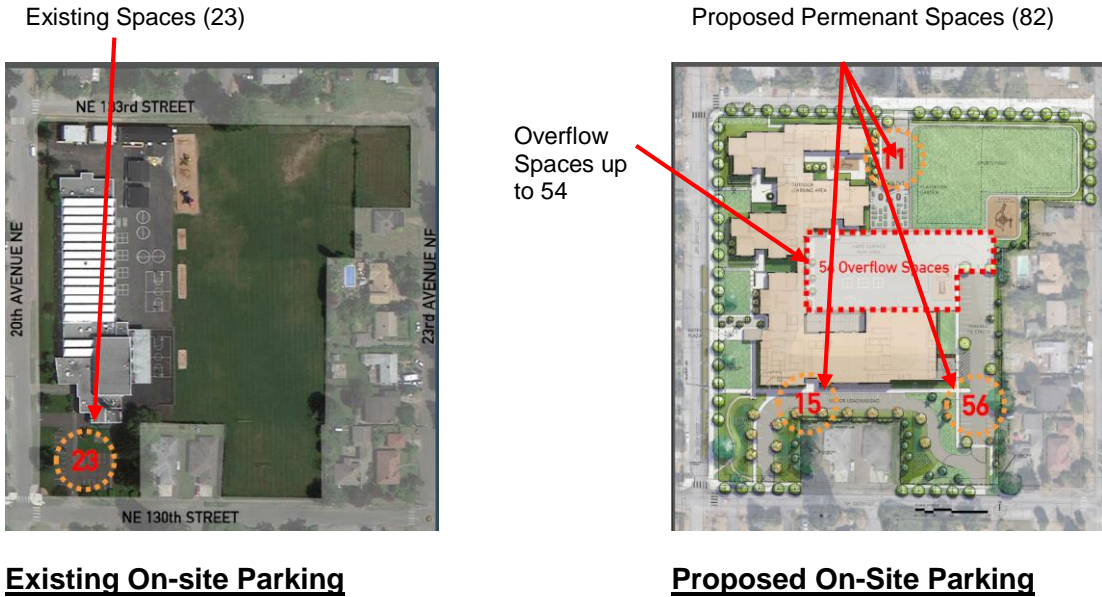


Illustration 5 Location of Existing and Proposed Parking

The school presently provides 23 on-site spaces located at the Southwest corner of the site at the intersection of NE 30th Street and 20th Avenue NE. The proposed school plan significantly increases that amount of on-site parking while not meeting the total code requirements.

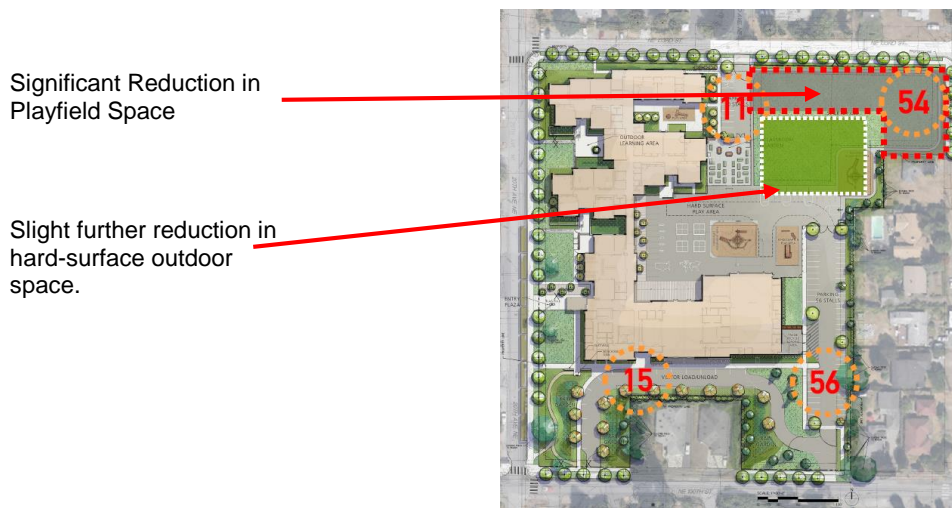


Illustration 6

Code Compliant on-site Parking Plan

A key question before the Committee was whether the full complement of on-site parking could be provided without sacrificing development opportunities for the site or compromising educational standards. The District noted that the full amount of on-site parking could be provided, but would significantly reduce the soft-surface plan space. Both Playfield and hard-surface outdoor play area would be significantly below District Standards.

Committee members determined that the above code-compliant parking proposal sacrificed too much outdoor play space and was therefore not acceptable. Other alternatives to increase parking area appeared to be totally unworkable. Alternatives that might purchase the homes along the east side of 23rd Avenue NE or north side of NE 130th were totally ruled out. The District indicated that they were loath to and unwilling to even consider any such options and the Committee totally concurred.

The Committee then reviewed the departure request against the code criteria. Those criterial that appeared most closely related to the departure were:

- Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale.
- Impacts on traffic, noise, circulation and parking in the area; and
- Impacts on housing and open space.

In the opinion of the Committee, since proposals that would require the taking of housing were eliminated from consideration outright, the impact on housing was greatly reduced, but not eliminated. Parking would be located adjacent to the rear lot lines of those properties fronting the east side of 23rd Avenue NE and the north side of NE 130th Street. This was not considered ideal.

The Committee concluded that a further reduction in on-site parking might be desirable if the impacts on adjacent homes could be reduced. In considering this the Committee evaluated the on-street parking utilization calculations provided by the District.

Table 2 Parking Demand Survey Results – April 2014

Time Period Surveyed	Parking Supply *	Total Vehicles Parked	% Utilization
Spring Break Mid Morning (11:00 to 11:30 A.M.)			
Wednesday, April 16, 2014	296	46	16%
Weekdays Mid Morning (11:00 to 11:30 A.M.) *			
Tuesday, April 22, 2014	293	69	24%
Thursday, April 24, 2014	293	80	27%
<i>Average Mid-Morning</i>	293	75	26%
Weekday Evenings (8:00 to 8:30 P.M.)			
Tuesday, April 22, 2014	296	69	23%
Thursday, April 24, 2014	296	57	19%
<i>Average Evening</i>	296	63	21%

Source: Heffron Transportation, Inc., April 2014.

* Three on-street spaces are restricted on school days between the hours of 8:00 A.M. – 5:00 P.M.

This information led the Committee to conclude that there was significant available on-street parking to justify both granting the departure requested and even considering a further reduction if it would result in less direct impact to their neighbors whose home abutted the proposed parking locations.

The Committee Recommends

Recommendation 3 - That the departure for less than required on-site parking (135 required, 82 to be provided) be approved, subject to the conditions 1 2 and 3 identified below:

- 1) That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014, contained in Section 4 (pages 30 and 31) of that report be a required condition of the implementation of this plan and become a condition attached to the Master Use Permit;
- 2) That no fewer than 50 Bicycle parking spaces be provided or more as future demand analysis indicate be provided; and
- 3) That access to the hard-surface plan area shown below be designed to allow access to its use for overflow parking for large events.

Recommendation 4 - That an additional Departure for a further reduction in on-site parking be approved (135 required, 64 provided) subject to the following additional conditions:

- 1) Increase from 10 to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in to the school loading dock, and
- 2) Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.

Departure 3 – Continued on-street Bus loading and unloading.



Illustration 7
Location of Existing and Proposed On-Street Bus Loading and Unloading

The zoning code directs that when a new school is built or an existing school expanded that bus loading and unloading occur on site and not on the street. Section 23.51B I-1 allows use of yards and setbacks for this purpose and Section I-3 stipulates that departures from the requirements and standards for bus and truck loading and unloading areas and berths may be granted or required pursuant to the procedures and criteria set forth in Chapter 23.79 only when the departure would contribute to reduced demolition of residential structures. Section 23.51B.002 I further states that 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.

The District is proposing to retain bus loading and unloading on-street in its current location and move the parent pick-up and drop-off to on site. The District considered this to be appropriate. Bringing both functions on-site would further reduce on-site open space and might lead to consideration of site expansion. Therefore, the Committee recommended in favor of granting this departure.

However, this departure raised issues concerning safe walking routes to and from school both for students being dropped off, those walking from within the neighborhood and parents and visitors. As noted earlier, the street and sidewalk grid within this neighborhood is incomplete. Both driving and walking is compromised by this situation. The Committee heard from many neighbors that this was a critical issue.

Generally the District is required to upgrade the street and sidewalk adjacent to their site. They are doing so for this school. The Committee is recommending that the District expand the length of the improvement along the north site of NE 130th Street to complete a continuous concrete sidewalk along the south margin of the site. This would amount to an expansion of 200 feet in the total length of sidewalk being improved. If this is determined to be beyond the scope of allowable condition to the departure the Committee strongly recommends that it be added to the list of improvement noted below.

The following is the list of improvements are also desired but as they are beyond the peripheral streets abutting the school will have to be evaluated and pursued under the auspices of the Seattle Safe Routes to Schools Committee as discussed in condition #2 below

- 1) All-Way Stops with painted cross walks on all legs at the 135th Street/20th Avenue NE intersection;
- 2) Crosswalks and tightened the radius of the corners at the south leg of 19th Avenue NE/NE 130th Street intersection; and
- 3) Crosswalks and re-configuration and tightening of the corners at the intersection of 19th Avenue NE/NE Brockman Place.
- 4) A continuous concrete sidewalk with curbs and gutters on the west side of 23rd Avenue NE from 133rd Street NE to 130th Street NE. (intended to connect the improvements required by the project and bridge the gap along the frontage of six homes) and

- 5) All-Way Stops with painted cross walks on all legs at the 130th Street/23rd Avenue NE intersection (170 feet away); and d. Install All-Way Stops with painted cross walks on all legs at the 135th Street/20th Avenue NE intersection (670' feet away). The intersections described are not directly adjacent to the property.

Recommendation 5 - That a departure for continued on-street bus loading and unloading be approved subject to the following conditions:

- 1) That the findings and Recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014 and contained in Section 4 pages 30 and 31 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Master Use Permit;
- 2) That the Seattle Safe Routes to Schools Committee be expanded to include at least two representative from the Olympic Hills Neighborhood to evaluate safety surrounding the school, identify action to improve pedestrian safety in the broader neighborhood and seek funding to implement identified improvements: and
- 3) Provide a continuous concrete sidewalk with curbs and gutters on the north side of NE 130th Street from 20th to 23rd Avenues NE. This would include improvements in front of four lots not owned by the Seattle School District.

For the Committee

Steve Sheppard

Non-Voting Chair

Appendix 1 Excerpt from the Transportation Technical Report for Olympic Hills Elementary School.

*Olympic Hills Elementary School Replacement
Transportation Technical Report*

4. FINDINGS AND RECOMMENDATIONS

The following summarizes the findings of the analysis:

- The new Olympic Hills Elementary School is expected to accommodate a student capacity of 660 and have about 59 full-time and 6 part-time employees.
- New traffic generated by the school is expected to add some delay to the study-area intersections during the peak 25 minutes before and after school. Movements at all intersections are forecast to operate at LOS B or better with the project.
- The school is expected to generate a midday parking demand of between 70 and 80 vehicles. The midday parking demand could be accommodated within the on-site parking lots.
- During the evenings when large events are held at the school (expected to be three or four times per year), on-street neighborhood parking demand is expected to increase. However, the additional demand could be accommodated with on-site and on-street spaces.

Based on the above findings, the following measures are recommended to reduce the traffic and parking impacts associated with the Olympic Hills Elementary School project.

- A. Prior to the school opening, the District and school principal should establish a communication plan to educate parents and students about the revised access and parking elements for the new school site layout. The effort should encourage school bus ridership, carpooling, and supervised walking (such as walking school buses). The plan should define clear procedures and travel routes for parent vehicles.
- B. The District should engage the Seattle School Safety Committee (of which SDOT is a member) to review walk routes and determine if any changes should be made to crosswalk locations, signage, pavement markings, school zone speed limits, crossing guard locations and traffic control for the adjacent and nearby uncontrolled intersections on NE 130th Street (at 20th Avenue NE and the two legs of 19th Avenue NE).
- C. The District should continue to coordinate with the City to identify potential improvements and funding to eliminate gaps in the existing pedestrian facility network near the school.
- D. The District and school administration should develop a neighborhood communication plan to inform nearby neighbors of 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 attendance. 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.
- E. The school should develop transportation and parking management plans for large events to minimize the traffic and parking impacts associated with large events.
- F. The District should require the selected contractor to develop a construction management plan (CMP) that addresses traffic and pedestrian control during school construction. It should define truck routes, lane closures, walkway closures, and parking disruptions, as necessary. To the extent possible, the CMP should direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CMP may also include measures to keep adjacent streets clean on a daily basis at the truck exit points (such as street sweeping or on-site truck wheel cleaning) to reduce tracking dirt offsite. The CMP should identify parking locations for the construction staff; to the extent possible, construction employee parking should be contained on-site.

Appendix 2 Meeting Notes

Olympic Hills Elementary
School Design Departure
Committee

Members

Steve Beadle
Karen Costarella
Nancy Cabbage – Alternate 1
Chuck Dickey
Gary Goven
Anne Hilman
Annie Meadows
Lucy Morello
Tomoki Noguchi
Carlin Pressnall – Alternate 2

Ex-Officio Members

Steve Sheppard – DON
DON Holly Godard – DPD

Olympic Hills Elementary Development Standards Departure Advisory Committee Meeting #1 Meeting Notes December 8, 2014

Members and Alternates Present:

Karen Costarella	Steve Beadle	Tomoki Noguchi
Gary Goven	Anne Hilman	Annie Meadows
Lucy Morello	Nancy Cabbage	Carlin Pressnall

Ex-Officio Members Present

Steve Sheppard (DON)
Holly Godard (DPD)

Others Present

See Attendance Sheet

I. Opening of Meeting and Introductions:

The meeting was opened by Steve Sheppard from the City of Seattle, Major Institutions and Schools Program. Mr. Sheppard welcomed all in attendance and noted that he would facilitate the meeting tonight and there are handout packets available for tonight's meeting. Brief introductions followed.

II. Brief Description of the Process:

Mr. Sheppard stated that this process is governed by the Seattle Municipal Code Section 23.68 which specifies how the meeting is run. He noted that Seattle does not have a school zone; instead, the City allows schools in all zones, subject to the development standards (zoning provisions) of the underlying zone. Since most schools are in residential neighborhoods and are zoned "single family", this can present challenges. Schools are not single family homes and do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request exemption from various zoning provisions. They may request exemptions or "departures" from many of the provision of the code.

The Committee is meeting tonight for the purpose of developing a recommendation concerning the School District's requested departures for exemptions to several provisions of the Seattle Municipal Code related to

land use. The process for reviewing and approving the District's requests, includes setting up a Committee composed of eight members- a person of the neighborhood that resides within 600 ft. of the site, two representatives at the general neighborhood that does not to be residing within the 600 ft. of the site, two people who represents the parents of the students of the school, a representative

from the Seattle School district, and a representative at-large who is involved with the school district and with the school's city-wide education issues.

The Committee receives information on the departures being requested from the Seattle School District and its consultants takes public testimony; and then discusses the requested departures. The Committee may do one of the following: 1) recommend granting the departures as requested; 2) recommend approving the departures but with either modifications or specific conditions, or 3) recommend denial of the departures. Mr. Sheppard noted that any conditions identified must be reasonably related to the requested departure and enforceable on the District.

Mr. Sheppard emphasized that the Committee's decision is a recommendations only. This recommendation will be put into a report forwarded to the director of DPD (Department of Planning and Development) who will issue the decision. The decision is appealable both to the Hearing Examiner and from the Hearing Examiner to the Superior Court because the type of decision involves changing the Land Use law.

The Committee may develop recommendations at this meeting, or if either time does not allow, or if there is additional public testimony desired or additional information needed, the Committee may hold up to two additional meetings. If the Committee concludes, they have enough information from the school district and no further benefit from having any public testimonies or public meetings; the Committee can determine to move forward at the end of this meeting in establishing their general recommendations; in that case this would be the only public meeting/hearing.

III. Presentation on Departures Being Requested:

Mr. Brad Tong introduced himself as the School District's construction manager. Mr. Tong mentioned that he has been at prior community meetings regarding the school design and informed the group that tonight's meeting is a City sponsored meeting.

Mr. Tong introduced, Ms. Lucy Morello, Seattle School District's Sr. Project Manager; Mr. Richard Best, Director of Planning, Todd McBryan from Heffron Transportation; and Mr. Michael McGavock and Mr. Mitch Kent from McGranahan Architects who coordinated a joint presentation on the departures being requested.

The existing school enrollment is about 297 students in a 38,000 sq. ft. building on a 6.5 acre site. 23 parking spaces are presently provided. The 2013 levy included funds to replace the existing facility with a new school that will be approximately 90,000 sq. ft. and accommodate 660 students. Two previous meetings were held concerning the design. There will be improvements around the periphery of the site including curbs, gutters and sidewalks along 20th Avenue NE, NE 133rd Street, and a short segment of 23rd Avenue NE. The estimated project budget is \$41.9 million. The estimated occupancy of the new school will be September 2017.

A diagram was presented showing the design based on the School district's standards that include a learning community, library, commons and a gym, an outdoor play area and a 1 acre minimum of grass and gardens.

Mr. Kent provided information on the departures as follows:

Building height

Under the Seattle Municipal code, a residential area like this neighborhood is limited to building a maximum height of 35 ft. plus 15 ft. pitched roof with a mechanical equipment enclosure above 35 ft. The District is requesting an additional 5 feet to accommodate an enclosed mechanical penthouse for both aesthetic reasons (a less institutional view from the neighborhood, promote the life and maintenance of mechanical equipment.

Parking count

Under the Seattle Municipal code, the required parking count it is based on assembly space, determined for every 80 sq. ft. of room provide parking for 1 car. The cafeteria and gymnasium space if combined together has an area of 9,992 sq. ft. divided by 80 and the code requires 125 parking spaces for event parking that occurs about 2 or 3 times a year.

The proposed child care center also requires about 11 parking spaces that serves the staff working there and pick up and drop offs. Thus total parking required without a departure would be 136 parking spots.

The District is requesting reducing that requirement to 82 permanent spaces on site are located in 3 area. The District would also design the hard surface play area to be used for large events. This action should greatly mitigate the impact from these infrequent large events. The District looked at the availability of on-street parking in the area. It was determined that there are 219 spots available. None-the Less, The School District is mindful of neighborhood concerns regarding parking and is taking the actions noted here to accommodate parking on site for all current needs, and with use of the playfield for most large events.

Bus loading and unloading

Busses currently load and unload on the street. The code requires that when a new school is built or an existing school substantially remodeled that an off-street bus loading and unloading area be provided. Bus loading is allowed to continue on street if the following conditions are met: 1) boundary on site is not expanded; 2) student capacity not being expanded for more than 25%, and 3) current bus loading and unloading is on street. While the situation appears to be within a gray area, the increased enrollment appears to require a departure to continue the existing situation.

The District is proposing that bus loading and unloading continue along 20th Avenue NE. with new wide sidewalk and an additional curb zone restricted only to bus zone. The key component is the pickup and drop off was pulled off from the street and will bring them on the site, in one way and separate from the bus way and not across the street.

IV. Committee Clarifying Questions:

The floor was opened to Committee clarifying questions.

Mr. Tomoki Noguchi asked what the width of the sidewalks was and for more details on the loading and unloading zone. Mr. Kent responded that the bus zone it is 8 ft. wide and the new sidewalks to the current SDOT standards of 6 ft. with planting strip between and the planting strip is about 5 ft.

Members asked how access to the overflow spots would be controlled. Mr. Kent provided a diagram illustrating access to all of the lots. The gates to the overflow parking would be from the rear of the main east lot but would be locked 99% of the time and opened only during the large events.

A question was raised concerning teacher parking. Mr. Todd McBryan from Heffron Transportation responded that the current plan takes the increase in enrollment and staffing into account. A large proportion of staff currently park on the street. About 30 staff presently do so. With the increased parking being proposed on site teacher parking will decrease to between 4 and 15. This will improve street parking conditions in the neighborhood.

Mr. Noguchi asked about soccer games on the field. Staff responded that the fields are used by the Seattle Parks Department and that the plan reduces the space available for the community not part of the school. The expected use of the field will be less but the remaining field will continue to be available for after hours for gym and soccer club use.

V. Public Clarifying Questions

The floor was opened for public clarifying questions.

Question from Peter Van Borkulo: Mr. Van Borkulo asked for clarification on the total square footage allocated to overflow parking. Staff responded that about an acre is available. There are still details to be worked out.

Question from Susan Potemkin: Ms. Potemkin asked if on street parking would remain along 133rd Ave. NE, 23rd Ave. NE, and NE 130th Street. District staff responded that, SDOT is requiring that new curbs gutters and sidewalks be installed. Parallel parking will be allowed along the curb but not on the planting strip between the curb and sidewalk when completed, the extension from NE 133rd Street through 23rd Avenue NE will have street parking on one side. The bus load area on 20th Avenue NE will be available for parking except during bus loading and unloading hours.

Questions from Dirk Simmons: Mr. Simmons asked about the demolition schedule.

Mr. Tong Responded that t demolition for August and September. The project is scheduled for completion May 2017.

Mr. Simmons also asked for clarification concerning the design and function of NE 130th and the new 133rd Streets. Staff responded that there would be substantial curb cuts along 130th near the southeast corner to accommodate access to parking associated with the daycare side. 133rd will be extended. The District worked hard for community feedback to focus on saving the School District some money to improve all edges.

Questions concerning the function of surrounding streets and level of service – Several community members asked for clarification on the amount of congestion anticipated on neighborhood streets that might be associated with this project.

Mr. McBryan responded that the District conducted a traffic analysis documenting conditions at 20th Ave. NE and along NE 130th Street. The City uses “level of service” which measures delays at key intersections. Based on all of these analysis, the overall level of service in the immediate school area is A (no delay and the best rating possible). Congestion was not determined to be a significant problem. Traffic speed was identified as an issue.

The traffic consultants are recommending that the District form a safety Committee comprised of the school, SDOT and members of the Community to address walking routes, cross walk locations, traffic controls, where to install all way stop signs as the school design is near completion. Other recommendations include establishing a Traffic Management Plan for the school to educate parents regarding drop offs, access routes and bus ridership.

VI. Public Comments

The floor was opened to public Comments.

Editor’s Note: While commenters were asked to state their names many refrained from doing so.

Comment of Chris Jackins: - Mr. Jackins stated that he is with the Seattle Committee to Save Schools. Mr. Jackins provided handouts to the Committee. Mr. Jackins stated that much of the information presented in past years is either dated or insufficient and that the impacts to the neighborhood will be a larger than is being implied. At that time there were portables on the site. The situation is now different. He noted that the Code requires that bus loading and unloading be accommodated on site and sets parking requirements. There are reasons for these requirements and the District should comply. Mr. Jackins stated that many of the requests for departures appear driven by the District’s intentions to building larger “mega” schools. This insistence leads to neighborhoods losing their “neighborhood schools”. He also noted that District enrolment projections have proven too optimistic and urged the Committee to take more time to consider these requests.

Comment of Ester Lewu – Ms. Lewu noted that sidewalks were not being provided on both side of 133rd and suggested that this be corrected.

Staff responded that the code requires street improvements only along the periphery of the school – ie on the school side on the street. A condition can be added on the departure request under SEPA to improve the gutters on the school side.

Comments from an unnamed person - The commenter expressed concerns regarding the number of parking spaces. There are only 11 spaces for the Day care Center. This appears to be insufficient and might be used by staff. There is also a push to reduce class size which implies that more parking will be required for staff. Given all of this the situation may be worse than projected in the District's figures particularly when parent teacher conferences are ongoing or for large events. The projection is for 65 staff now.

Staff responded that not all staff would be present at the same time. There are 35 teaching stations. There was additional back and forth discussion on this issue.

Comments from an unnamed person - the Commenter stated that he was concerned about parent pick-up and drop off. He asked how the children arrive the school and where the front door is.

Mr. Kent responded that bus loading comes in the main entrance in the commons, and arriving parents goes right in front of the school building. There will be several ways where folks arrive at the school; there will be a central entrance and daycare entrance. Mr. Kent also briefly went over how the parent drop off would work.

Comments from an unnamed person – The commenter stated that she was concerned regarding teacher's parking. She noted that teachers do not always park where intended and especially on weekends.

Comments of Cynthia Schneider – Ms. Schneider asked whether the daycare enrollment and the HeadStart/pre-school programs are counted for the parking calculations. District staff responded that they were. Ms. Schneider also question if the daycare entrance is on NE 133rd Street and if users can just walk in. Staff responded that the entrance will be right next door to the director's office, but will not be open to the public at all hours.

Comments from an unnamed person. The commenter stated that she consistently has problems going in and out of the driveway due to pedestrian congestion and that she now parks on the street. She was concerned that the pedestrians are not following directions and it blocks her driveway. Several others agreed with this observation.

Comments from an unnamed person – The commenter noted that the City has imposed a road diet on various streets and that this has resulted in traffic congestion in the general area. She noted 19th Ave. NE as a major problem. Many in the audience agreed that congestion on nearby arterials in growing worse due to problematic City actions.

VI. Committee Deliberations:

The floor was opened to Committee deliberations. Mr. Sheppard noted that the Code states that bus loading and unloading must be accommodated on site and is not subject to a departure unless it is being done to preclude the taking of homes. The District is proposing the bus-loading departure to preclude this and thus allow retention of sufficient open space. Members asked for clarification on what would happen if these uses were accommodated on site. Staff responded that the parent pick-up and drop off would likely be displaced by bus loading and the additional on-site parking would displace much of the remaining play field area. It is possible to do so but outdoor play space would be much less than district standards.

Mr. Sheppard stated that the first decisions that the Committee must make is whether only one or multiple meetings are needed and asked members to weigh in on this. After some additional discussion most members expressed the opinion that the height issue is minor and could be dealt with at this meeting while the others would require more time and justify an additional meeting.

Committee members discussed and agreed that departure requests for building height and parking are minor while the requests for bus loading and unloading and parking need further discussions.

The Committee then addressed the issue of the height departure.

a. Building Height

Ms. Annie Meadows asked a question regarding solar panels in the future and if later on in the process that these solar panels will be incorporated. A response was made the building is ideal for solar panels and the gymnasium will be the first building to start.

Members noted that since this departure request relates only to enclosing the roof-top mechanical equipment, it might actually be considered a major improvement to the site plan favoring the neighborhood. A motion was made to grant the building height departure without conditions; it was seconded. The question was called by polling of the Committee. Votes were as follows:

Karen Costarella	Yes
Steve Beadle	Yes
Tomoki Noguchi	Yes
Gary Goven	Yes
Anne Hilman	Yes
Annie Meadows	Yes
Lucy Morello	Yes
Carlin Pressnall	Yes

A quorum being present and the majority of those present having voted in the affirmative, the motion passed.

After brief discussion of the additional departures.

VII. Adjournment:

After brief discussion of the additional departures, the Committee moved to adjournment. No further business being before the Committee the meeting was adjourned.

Olympic Hills Elementary
School Design Departure
Committee

Members

Steve Beadle
Karen Costarella
Nancy Cabbage
Chuck Dickey
Gary Goven
Anne Hilman
Annie Meadows
Lucy Morello
Tomoki Noguchi
Carlin Pressnall

Ex-Officio Members

Steve Sheppard – DON
DON Holly Godard – DPD

Olympic Hills Elementary Development Standards
Departure Advisory Committee

Meeting #2
Meeting Notes
January 14, 2015

Members and Alternates Present:

Karen Costarella	Steve Beadle	Tomoki Noguchi
Ann Hilman	Annie Meadows	Lucy Morello
Nancy Cabbage	Carlin Pressnall	

Ex-Officio Members Present

Steve Sheppard (DON)

Holly Godard (DPD)**Others Present**

See Attendance Sheet

VI. Opening of Meeting and Introductions:

The second meeting was opened by Steve Sheppard from City of Seattle, Major Institutions and Schools Program. Mr. Sheppard welcomed all in attendance and noted that the purpose of this meeting is to consider the two departures (parking and bus loading/unloading) that were not addressed during the first meeting. He noted the height departure was approved at the previous meeting.

Mr. Sheppard then declared that a quorum is present.

VII. Brief Description of outcome of previous meeting:

Mr. Sheppard noted that the biggest question raised at the last meeting was what the site would look like if parking and bus loading were accommodated on-sites required. He noted that the District would address this issue.

VIII. District Presentation concerning possible impacts of accommodation of bus loading and parking on site:

Mr. Mitch Kent from McGranahan Architects began the presentation by re-introducing the members of the project team and provided a quick summary of the project site. He went and briefly summarized the last two departures that are being requested.

Parking:

Under the Seattle Municipal Code, there are 2 criteria that determine required on-site parking: 1) assembly space with one parking space for every

80 sq. ft. which in this case is the combined cafeteria and gymnasium at 9,992 sq. ft. thus requiring 125 parking spaces; and 2). Child care center requirement which in this case requires another 11 spaces. The total parking required is thus 11 + 125 or 136 parking spots. The District is proposing to provide only 82 permanent on-site spaces located on 3 zones and 54 overflow spots on the playground to achieve the 136 parking spots on site.

District staff briefly went over the impact of accommodating the remaining 54 spaces as permanent On-site spaces and presented the diagram shown below.



The result would be further loss of critical open play space. Ms. Lucy Morrello stated that one of the reasons this location had been rejected was that numerous community members were opposed to a parking lot and having with access off of 23rd Ave. NE. Parking is a very sensitive issue and the School District and the City made tremendous efforts to collaborate with the community to look at alternatives.

Mr. Steve Beadle asked what the basis was for proposing 82 spaces. He pointed out that the Transportation report identified 296 legal street spots around the school and the peak number of use during the school day was 80 and in the evenings around 70. There appeared to be a surplus of street parking in the neighborhood that might justify further reductions in on-site parking if it preserved open space for the neighborhood children and other recreational uses. Having zero parking on site would be an extreme position, but it was not clear to him that the full 82 are justified. It would be reasonable to discuss additional decreases.

Mr. Sheppard commented that most neighborhood push for slightly more parking on-site in order to relieve alternative parking around the school. He suggested that the committee could approve less than required parking, with a condition that District would work with the City to utilize street parking.

Mr. Beadle commented that most of the problem occur around pick up and drop off and not so much in the afternoon.

Mr. Tomoki Noguchi commented that along 133rd street, there were several cars that is parked all day that provided problems to the neighborhood.

Bus loading and unloading:

Bus loading and unloading on street is allowed to continue if the following conditions are met: 1) boundary on site is not being expanded; 2) student capacity not being expanded for more than 25%; 3) current bus loading and unloading is on street. The District is proposing to keep the bus loading and unloading at the same place. There were concerns regarding pick up and drop off that was raised in the last meeting and these concerns were mitigated by designing a one way direction with long set of curb lines for loading and unloading, plenty of curb lane space and it is a controlled space, and a nicely segregated area.

Mr. Kent also provided a diagram about what would the bus loading would look like. A comment was made regarding what will happen if the bus load departure is not granted. Mr. Kent responded that the bus loading and unloading would be brought internal to the site where the parent pick up and drop

off is located. The implications are that we will be putting professionals on a controlled environment that may not adhere to the safety laws.

IX. Public Comments:

Mr. Sheppard opened the discussion for public comments and discussion.

Comments from an anonymous person - The commenter mentioned that there is not an obvious surplus of parking in the neighborhood and expressed concern about parking and safety issues and concerns particularly for the people who park across the hill.

Comment from Nancy Forhan: Ms. Forhan stated that bus loading is fine but she remains concerned about the pick-up and parking after school.

X. Committee Deliberations:

The floor was opened to Committee deliberations. Mr. Sheppard suggested to discuss the parking departure and then the bus loading and unloading. Mr. Sheppard reminded the Committee that conditions requiring physical improvements and changes to the streets need to be adjacent to the school site. The Committee can recommend anything they wish, but its implementation might be difficult and would depend on the Department of Planning and Development (DPD) and SEPA authority enforcement.

Less than Required On-site Parking

Ms. Holly Godard noted that the District's transportation study both lists various suggested improvements calls for the convening of a school safety committee, safety routes, traffic studies, etc. She suggested tht the Committee consider referencing these recommendations in some manner. In response to questions from the Committee, Mr. Sheppard concurred that the Committee could approve the departure on conditions that the list is implemented and summarized the possible the recommendations as they are stated in Section 4 of Page 30 of the Heffron Transportation report dated December 18, 2014.

Mr. Beadle stated that one of the benefits of street parking is to help slow traffic and he did not see on-street parking as a negative and it is not his goal to see more street parking. He suggested increasing the number of bike parking spaces and mentioned that if 8% of the kids are comfortable riding their bikes to school, there would be insufficient spaces to accommodate them. He suggested that increased bicycle spaces be a condition of granting any parking departure.

Mr. Sheppard suggested as a condition that "x" number of units for bicycle parking be added.

Mr. Noguchi stated that the City code requires on-site parking to reduce spill over parking to the neighborhood. The idea is to accommodate parking demand generated by the school on-site. The proposed number of parking stalls are reasonable and that special events that happen 2 or 3 times a year generates a lot of parking spaces. In order to resolve and minimize spillover, he suggested having establishing restrictions between 8 am – 4 pm except on Sundays on NE 133rd Street 23rd, 33rd and 20th Avenues NE on both sides of the street.

Members expressed agreement with the general idea of having the hard surfaced play area available for 54 spaces of overflow parking. The use of this space for this purpose will be rare and most of the time the space will be available as a play surface and for 54 overflow spaces for evening events.

Mr. Sheppard summarized the following conditions that the Committee has presented regarding granting less than required parking which are:

- 3) That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014, contained in Section 4 (pages 30 and 31) of that report be a required

condition of the implementation of this plan and become a condition attached to the Master Use Permit;

- 4) That a reasonable number of bicycle parking spaces be provided or more as future demand analysis indicate be provided; and
- 5) That access to the hard-surface plan area shown below be designed to allow access to its use for overflow parking for large events.
- 6) That daytime parking be restricted between 8am on NE 133rd Street 23rd, 33rd and 20th Avenues NE in the areas near the school on both sides of the street.
- 7) That the City and SDOT investigate incorporating angle parking in the south side of 133rd street between 20th and 23rd Avenues NE.

Brief discussion followed. Members expressed general agreement with conditions 1 through 3 but various members objected to including condition 4 and 5. Members also noted concern with the impact of the on-site parking on the adjacent single family homes and especially those along the east side of 23rd Avenue NE. The current configuration places parking only 19 feet from the rear lot lines of those homes. Members noted that it might be desirable to increase the setback between the 56-staff east parking lot and the rear lot lines of those properties along the west side of 23rd Avenue NE. District Staff noted that this might result in less parking spaces available and might impact access to the sole loading dock. Following brief discussion members agreed that a further reduction of parking might be desirable if certain conditions were met the most significant which would be an increase in the setback from 10 to 20 feet. Others noted that the turning radius in and out of that lot from the parent pick-up and drop off area was very sharp and suggested that changes be made there to soften the angle of that turn.

District staff briefly conferred and suggested that such changes might be possible but would require loss of spaces so long as there was consideration given to allowing intrusion into the greater set-back to accommodate the turn to the loading dock. They also noted that this would reduce parking and result in a reduction of maximum on-site parking to 64 spaces.

With this information, the following condition was added to the list to be considered:

- 8) That an additional Departure for a further reduction in on-site parking be approved (135 required, 64 provided) subject to the following additional conditions:
 - a) Increase from 10 to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in to the school loading dock, and
 - b) Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.

A motion to approve the departure for less than required on-site parking was made with the various conditions noted above. Members asked for a separate vote by show of hands on incorporation conditions 4 and 5 above. A show of hands was taken and the final count was 3 in favor; 4 oppose and 1 abstain. The motion to incorporate conditions 4 and 5 above having received less than a majority present failed.

It was moved and seconded that:

The departure for less than required on-site parking (135 required, 82 to be provided) be approved, subject to the conditions 1 2 and 3 identified below:

- 1) That the findings and recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014, contained in Section 4 (pages 30 and 31) of that report be a required condition of the implementation of this plan and become a condition attached to the Master Use Permit;
- 2) That no fewer than 50 bicycle parking spaces be provided or more as future demand analysis indicate
- 3) That access to the hard-surface plan area be designed to allow access to its use for overflow parking for large events.
- 4) That an additional Departure for a further reduction in on-site parking be approved (135 required, 64 provided) subject to the following additional conditions:
 - b) Increase from 10 to 20 feet for the landscaped buffer between the east parking lot and the rear lot lines of those residence fronting the west side of 23rd Avenue NE with allowance for an intrusion into the west 10 feet of the 20 foot buffer to accommodate turning radius in to the school loading dock, and
 - b) Reconfigure the south portion of the east parking lot to provide a “softer and less severe” turning radius from that lot to the parent drop-off and pick up loop.

The question was called by polling of the committee. Votes were as follows:

Nancy Cabbage	Yes
Lucy Morello	Yes
Chuck Dickey	Yes
Annie Meadows	Abstain
Anne Hilman	Yes
Tomoki Noguchi	Yes
Steve Beadle	Yes
Karen Costarella	Yes

A quorum being present and the majority of those present having voted in the affirmative; the motion passed.

Continued On-street Bus Loading and Unloading.

Members expressed general agreement with granting this departure and suggested that the same recommendations from Transportation Report be added as a condition to this departure.

Mr. Noguchi noted that completing the system of curbs and sidewalks around the school would greatly increase safe walking and that some of these would appear appropriate to attach as conditions of the bus-loading departure. . Several committee members mentioned that these safety routes and improvement are outline under the Transportation report regarding a safety committee to recommend the improvements.

Steve Sheppard suggested noted that improvements along 23rd Avenue NE and NE 130th Streets seemed far removed from the school. After further discussion members agreed with Mr. Noguchi that the extension of the sidewalks curbs and gutters along NE 130th Street might appear appropriate.

It was also suggested that representatives from the neighborhood be formally included the Seattle Safe Routes to Schools Committee.

Upon further deliberation and discussion by the Committee members regarding conditions to grant departure for bus loading and unloading, Mr. Sheppard summarized the condition as follows::

- 4) That the findings and Recommendations contained in the Transportation Technical Report for Olympic Hills Elementary School Replacement, prepared by Heffron Transportation Inc. dated December 18, 2014 and contained in Section 4 pages 30 and 31 of that report, be a required condition of the implementation of this reconstruction plan and become a condition attached to the Master Use Permit;
- 5) That the Seattle Safe Routes to Schools Committee be expanded to include at least two representative from the Olympic Hills Neighborhood to evaluate safety surrounding the school, identify action to improve pedestrian safety in the broader neighborhood and seek funding to implement identified improvements: and
- 6) Provide a continuous concrete sidewalk with curbs and gutters on the north side of NE 130th Street from 20th to 23rd Avenues NE. This would include improvements in front of four lots not owned by the Seattle School District.

A motion was made and seconded to grant the departure of less than required parking with the conditions noted above. Votes were as follows:

Karen Costarella	Yes
Steve Beadle	Yes
Tomoki Noguchi	Yes
Anne Hilman	Yes
Annie Meadows	Yes
Chuck Dickey	Yes
Lucy Morello	No
Nancy Cabbage	Yes

A quorum being present and the majority of those present having voted in the affirmative; the motion passed.

Mr. Sheppard informed the Committee that he will be writing the final report that includes the minutes from both meetings, discussions and rationale for granting the departures and he will send them via email for the Committee members to review and provide comments.

Mr. Sheppard thanked the Committee members for their participation on the process and reminded that if there are any minority reports that they wish to send, to go ahead and submit it to him.

VI. Adjournment:

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

Appendix 3 Minority Report of Ms. Annie Meadows

On January 14, I abstained from voting on the Departure Request for 54 parking spaces to be accommodated as overflow for school events only.

The proposed plan showed 82 permanent parking spaces and 54 overflow spaces (and Fire Department turnaround) on the hard surface play area. I abstained from the vote on this Departure for the following reasons:

The proposed site plan is insensitive to the adjacent single family lots.

Two of the property lines are adjacent to right-of-ways. A right-of-way serves as a 60-foot buffer to the school parking use. The adjacent single-family lots are separated only by a fence, and whatever landscape buffer is provided. Placing all of the vehicular uses directly adjacent to single family lots is just plain mean, and should have been done only when all other avenues were exhausted. The east parking lot is also the service area for the school.

The design of the parking lot doesn't work.

The east curb cut is "IN" only, with a one-way drive in front of the school for visitor load/unload to an "OUT" only at the west curb cut. Exiting the parking lot requires negotiating a sharp turn and driving through the load/unload area. Extending the lot onto the hard surface play area for special events only magnifies the problem. Somewhere in the middle of our December 8 deliberations, the parking lot was presented as "staff only" and we were told there would be requirements to ensure that staff would park there, and there would be "orange vests" at the visitor load/unload area to make sure visitors were using the load/unload area "properly." Good site plans are self-explanatory. It should not take monitoring and training to make sure it is understandable.

The school entrance at the south side of the lot does not make sense, for several reasons.

There is a bend in the road west of 20th Avenue NE, with often fast-moving eastbound traffic that is difficult to see coming. The crosswalk at the intersection of NE 130th Street and 20th Avenue NE is just under 20 feet, less than a two-way traffic driveway. While it serves its purpose to slow traffic in the neighborhood, it is an obstacle on the way to the school entrance on NE 130th Street, causing people to drop off children on the opposite side of 20th Avenue NE and turn around in the right-of-way. This is a problem for the current school building.

Most of the walk zone is north of the school. Placing the main entrance at the south side of the site means more people have to walk farther to arrive at school. When the design team presented their proposed plan at the end of the SDAT process, it was under the premise that no children would need to cross a drive aisle to reach the front door of the school. In the current proposal, students arriving from the southeast corner of the property will need to cross the entrance to the main parking lot for the school. With most of the

children approaching the school from the north and west, I believe this makes the crossing even more dangerous for the children that do need to cross at this location. When drivers don't often see hazards at a given location, they get out of the habit of looking for them.

An unimproved right-of-way is an opportunity.

The right-of-way at NE 133rd Street, with "T" intersections at each end, will be a much quieter street than NE 130th Street. An example of a similar road configuration in the immediate neighborhood is NE 128th Street.

A creative approach to parking on and/or adjacent to the newly opened right-of-way would provide a much more efficient parking design, which would open up more usable playground green space on the Olympic Hills site.

There are precedents: In order to maintain and enhance the character of their neighborhood in the face of a new transit station, the Roosevelt community created a Streetscape Concept with many deviations from standard street plans. There is also a creative solution for parking in a right-of-way on NW 60th street, south of the Ballard Community Center and Adams Elementary School. With cooperation between the School District, the DPD, and the SDOT, these things ARE possible.

The attached plan is just one possibility. A quick drive through this neighborhood will make it clear that parking perpendicular to the street paving is not unusual in this neighborhood. Designing for it would definitely make it more appealing than the current neighborhood aesthetic where homeowners provide their own pavement across the entire front of a lot.

The proposed site plan breaks up the green space unnecessarily.

The site for Olympic Hills Elementary is about seven acres. This is a generous site, especially compared to many school sites in Seattle. More efficient use of the site would keep the large green space that the neighborhood is accustomed to, and allow it to continue to be usable for sporting events.

While it is not a transportation or parking issue, and therefore it was not open to discussion under the purview of the Departure Advisory Committee, I have one more comment:

As proposed, the hard-surface play area will always be in the shade during school hours in winter, and the covered play area at the gym will always be in the shade, year-round.

The School Design Advisory Team determined that locating the hard surface play area so it will get sun during the school day was a high priority. If the covered play area were on the south side of the gym, it would allow sun to shine under there in winter, and provide a shaded play area in summer.

In its current configuration, the covered play area will always be in shade. The hard surface play area would also be always in shade during the school year, and about half of it would be in shade, even at summer solstice.

I firmly believe that the design team can do better than the current proposal.

