



City of Seattle

Edward B. Murray, Mayor

Seattle Department of Neighborhoods

Kathy Nyland, Director



Magnolia Elementary School

Development Standards Design Departure Advisory Committee

FINAL Meeting Minutes

Meeting #1

September 14, 2016

Catharine Blaine Elementary School

2550 34th Ave W

Seattle, WA 98199

Magnolia Elementary School Design Departure Advisory Committee

Members

Karen Nilson

Brad Halverson

Damien McBride

Trent Mummery

Abigail DeWeese

Nicole Reid

Terry Richardson

Jeanette Imanishi

Jim Brown (Alternate)

Mark Mauzey (Alternate)

Ex-Officio Members

Maureen Sheehan,

Department of Neighborhoods

Holly Godard,

Seattle Department of Construction & Inspections

Members and Alternates Present

Karen Nilson

Trent Mummery

Nicole Reid

Brad Halverson

Abigail DeWeese

Jeanette Imanishi

Damien McBride

Jim Brown (A)

Mark Mauzey (A)

Terry Richardson

Staff and Others Present

Maureen Sheehan

DON

Holly Godard

SDCI

Sara Zora

SDOT

I. Opening and Introductions

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

II. Overview of the Process

Ms. Sheehan stated that this process is governed by the Land Use Code Sections of the Seattle Municipal Code (SMC Title 23), which specifies how the meeting is run. Ms. Sheehan noted that the City of Seattle does not have a school zone; instead, the City allows schools in all zones, subject to the development standards of the underlying zone. Since most schools are in residential neighborhoods and are zoned "single family," the development standards do not anticipate school projects, which can present challenges. As schools are not single family homes, they do not normally meet the underlying zoning requirements. Thus, the Land Use Code contains provisions that allow the Seattle School District to request exemption from various development standards or "departures" from many of the provision of the Code.

The Committee is meeting tonight for the purpose of developing recommendations concerning the School District's requested departures for exemptions to several provisions of the Seattle Municipal Code related to land use. The process for reviewing and approving the District's requests includes setting up a Committee composed of eight members- a person of the

neighborhood that resides within 600 ft. of the site, two representatives at the general neighborhood that does not to be residing within the 600 ft. of the site, two people who represents the parents of the students of the school, a representative from the Seattle School district, and a representative at-large who is involved with the school district and with the school's city-wide education issues.

The Committee receives information on the departures being requested from the Seattle School District and its consultants, public testimony is taken; and then the Committee discusses the requested departures. The Committee may do one of the following:

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

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

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

Ms. Sheehan emphasized that the Committee's decisions are recommendations. Their recommendations will be put into a report that will be reviewed by the Committee and forwarded to Ms. Holly Godard and to the Director of Seattle Department of Constructions & Inspections (SDCI) who will then issue a written decision.

III. Presentation

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

The Project:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

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

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

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

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

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

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

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

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

Departure Requests

Ms. Rosen summarized the following departure request:

1. Lot Coverage

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

2. Building Height

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

3. Parking

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

4. Bus loading and unloading

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

5. Electronic Reader board

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

IV. SDOT Presentation

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

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

V. Committee Clarifying Questions

Ms. Sheehan opened the floor for Committee questions.

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

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

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

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

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

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

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

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

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

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

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

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

VI. Public Comments and Questions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VI. Committee Deliberation

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

The Committee began their deliberation by discussing the requested departures.

1. Increased Lot Coverage:

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

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

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

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

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

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

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

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

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

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

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

2. Greater than allowed building height:

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

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

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

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

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

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

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

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

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

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

3. Continued off-site parking:

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

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

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

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

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

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

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

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

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

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

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

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

4. On-street bus loading and unloading:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Electronic reader board:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VII. Committee Recommendations

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

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

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

Departure #1

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

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

Departure #2

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

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

Departure #5

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

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

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

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

Departure #4

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

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

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

Departure #3

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

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

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

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

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

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

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

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

VII. Adjournment and scheduling of next meeting

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