



**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Record Number: 3025876-SD
Applicant Name: Andrew Hickman, TCF Architects for Seattle Public Schools
Address of Proposal: 3014 NW 67th Street

SUMMARY OF PROPOSAL

School Departure Process to allow departures from the public-school development standards.
(Daniel Webster School)

The following approvals are required:

Establishment of Development Standard Departure for Public Schools (Chapter 23.79) Seattle Municipal Code to approve or condition the following departures:

1. To allow greater than allowed lot coverage (SMC 23.51b.002 C.2.a)
2. To allow greater than allowed building height (SMC 23.51B.002.D.1.c)
3. To allow less than required setback (23.51B.002 E.1.c)
4. To allow off-site bus loading and unloading (SMC 23.51B.002.I.4)
5. To allow less than required off-street parking (6 fewer parking stalls) (SMC 23.51B.002 G)

BACKGROUND

Site and Location

Webster School is located at 3014 NW 67th Street. The project site is bounded by 68th Street to the north, 30th Avenue to the east, 67th Street to the south, and Webster Park/32nd Avenue to the west. Across the street to the north, east, and south of the property are single family residences. Webster Park is located on the same block directly west of the school and was originally play area for Webster School.

Zoning

The school is located in a Single Family zone (SF 5000). Surrounding zoning is Single Family SF 5000.

ANALYSIS – Development Standard Departure for Public Schools

The Development Standard Departure process is conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-012. An Advisory Committee was convened, public comment received, and a written recommendation to the Director of SDCI prepared. The Director prepares an analysis and decision per SMC section 23.79.010. The Director will determine the amount of departure to be allowed as well as mitigation measures to be imposed. The Director's Decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting(s) and other comments from the public. If the Director modifies the recommendations of the Advisory Committee, the reasons for the modification shall be put forth in writing.

Section 23.79.008 directs the Advisory Committee to “gather and evaluate public comment”, and to “recommend maximum departures which may be allowed for each development standard from which a departure has been requested”. It states, “Departures shall be evaluated for consistency with the objectives and intent of the City's Land Use Code....., to ensure that the proposed facility is compatible with the character and use of its surroundings”. The Advisory Committee is directed to consider and balance the interrelationships among the following factors in SMC 23.79.008 C 1:

- a. *Relationship to Surrounding Areas: The Advisory Committee shall evaluate the acceptable or necessary level of departure according to:*
 1. *Appropriateness in relation to the character and scale of the surrounding area;*
 2. *Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale;*
 3. *Location and design of structures to reduce the appearance of bulk;*
 4. *Impacts on traffic, noise, circulation and parking in the area; and*
 5. *Impacts on housing and open space.*

More flexibility in the development standards may be allowed if the impacts on the surrounding community are anticipated to be negligible or are reduced by mitigation; whereas, a minimal amount or no departure from development standards may be allowed if the anticipated impacts are significant and cannot be satisfactorily mitigated.

- 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 departures may be allowed for special facilities, such as a gymnasium, which are unique and/or 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.*

Departure Request and Advisory Committee Recommendation

Seattle School District submitted a request for a departure from Seattle Municipal Code Development Standards to reduce the amount of onsite parking due to installation of new portable classrooms.

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.006E, 23.51B 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 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 Department of Construction and Inspections from the Department of Neighborhoods.

Following completion of the Advisory Committee Report and its transmittal to the City’s Department of Construction and Inspections, SDCI, will publish the Director’s Decision. The Director of the Department of Construction and Inspections will determine the extent of departure from established development standards which may be allowed, as well as identify all mitigating measures which may be required. The Director’s Decision is appealable to the City hearing examiner.

The Department of Neighborhoods sent notices to residents within 600 feet of the proposed new school and to a list of individuals and organizations that had shown interest in other community issues requesting self-nominations for membership on the Development Standard Departure Advisory Committee. The Committee was formed and composed of eight voting members with a City staff non-voting Chairperson.

In order to accommodate the educational program for this project, the District requested the following departures from the Seattle Municipal Code:

Departure #1 – Greater than Allowed Lot Coverage

Existing Standard:

SMC 23.51b.002 C.2.a - Lot Coverage For Public Schools In Single Family Zones. For additions to existing public schools on existing public school sites the maximum lot coverage permitted is 35 percent of the lot area if any structure or portion of a structure has more than one story.

SMC 23.51b.002 C.4 - Departures from lot coverage limits may be granted for up to 45 percent for structures of more than one story per chapter 23.79. Lot coverage restrictions may be waived by the Director as a Type 1 decision when waiver would contribute to reduced demolition of residential structures.

Departure Requested: 7% additional lot coverage.

Departure #1 – Greater Than Allowed Lot Coverage

1) Appropriateness in relation to the character and scale of the surrounding area were considered by the Committee, and they did not have concerns about the school’s greater than allowed lot coverage having an impact on its relationship to the surrounding area.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about the school’s greater than allowed lot coverage having an impact on the transition in scale.

3) Location and design of structures to reduce the appearance of bulk were considered by the Committee, and they did not have concerns about the school's greater than allowed lot coverage having an impact on the appearance of bulk.

4) Impacts on traffic, noise, circulation and parking in the area were considered by the Committee, and they did not have concerns about the school's greater than allowed lot coverage having an impact on traffic, circulation and parking the neighborhood.

5) Impacts on housing and open space were considered by the Committee, and they did not have concerns about the school's greater than allowed lot coverage having an impact on housing and open space.

The maximum lot coverage in a single family zone without a departure is 35%. The existing school already covers approximately 37% of the lot. The proposed demolition would remove approximately 9% of the existing lot coverage, and the new gymnasium addition would add approximately 14.5% lot coverage for a total of 42.5% lot coverage. While the departure is for 7% lot coverage greater than allowed, the noticeable change will be 5%. The Committee did not express any concerns specific to the lot coverage but wanted to be sure they discussed the use of the open space in relation to Webster Park with departure #3: Setback (noise). After consideration of the above, the Committee recommends:

Recommendation 1 – That the departure to allow a 7% greater than allowed lot coverage be GRANTED as requested by Seattle Public Schools.

Departure #2 – Greater than Allowed Building Height

Existing Standards:

SMC 23.51B.002.D.1.c - Building Height For Public Schools In Single Family Zones
For additions to existing public schools on existing public school sites, the maximum height permitted is height of the existing school or 35 feet plus 15 feet for a pitched roof at a minimum of 4:12, whichever is greater. The existing roof is not pitched, but the limits create a perimeter of allowable area that the majority of the equipment fits within.

Departure Requested: 23 feet above the 35 foot height limit.

1) Appropriateness in relation to the character and scale of the surrounding area were considered by the Committee, and they did not have concerns about the school's greater than allowed building height having an impact on its relationship to the surrounding area.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about the school's greater than allowed building height having an impact on the transition in scale.

3) Location and design of structures to reduce the appearance of bulk were considered by the Committee, and they did have concerns about the school's greater than allowed building height having an impact on the appearance of bulk which were addressed in the recommended conditions.

4) Impacts on traffic, noise, circulation and parking in the area were considered by the Committee, and they did not have concerns about the school's greater than allowed building height having an impact on traffic, circulation and parking the neighborhood.

5) Impacts on housing and open space were considered by the Committee, and they did not have concerns about the school's greater than allowed building height having an impact on housing and open space.

The existing building already exceeds the 35 ft. allowable building height by 7.2 ft., not including the existing chimney to be demolished that reaches 57.8 ft. The gymnasium addition would be built to meet the allowable height per SMC 23.51B.D.1.c. The elements that require a height departure are the new rooftop mechanical equipment and new elevator penthouse. Some members of the Committee were very critical of the proposed design to take the elevator up to the roof with additional space for circulation. They asked the design team to demonstrate the need for this height by showing alternatives that would not necessitate the elevator going to the roof, but rather use of stairs. The design team presented two stair studies: one that was adjacent to the proposed elevator but would still exceed the allowable height without a departure, and the other that would extend the landmark stair to the roof, but would significantly impact the building interior, including the Landmark corridors, and eliminate a shared learning space. Some still felt the height was too much.

In the end most of Committee concluded that there was not much to gain in having the stairs versus the elevator. Because the building is a City of Seattle designated landmark, any substantial changes need to be reviewed by the Landmarks Preservation Board (LPB). The Committee opted to defer to the LPB and their recommendations to make the penthouse additions as appropriate as possible.

After consideration of the above, the Committee recommends:

Recommendation 2 – That the departure for greater than allowed building height be GRANTED as requested by the Seattle Public Schools with the following conditions:

- a. The Committee supports the Landmarks Preservation Board's recommendation regarding the materials used on the penthouse structures.

Departure #3 – Less than Required Setbacks

Existing Standard: 23.51B.002 E.1.c - Setbacks For Public Schools In A Single Family Zone. Setback requirements for operable windows in a gymnasium, play equipment or other similar items are to be located at least 30 feet from any single-family zoned residential lot. The covered play area, which is similar, is adjacent to Webster Park, a single family zoned lot. The best available location of the Covered Play is next to the gymnasium somewhat close to the park. This optimal location would reduce the 30' setback for the covered play area to 13'-9".

A soft play area and free standing playground equipment will also be located adjacent to the park at the southwest corner of the school site. SPS proposes zero-foot setback for the chips area surrounding the play equipment. The play equipment may be sited as close as six feet to the property line. To allow the play equipment to be sited later the Committee recommended that the soft play surface/chips area be approved at zero foot setback.

Departure Requested: Setback of z13'-9" for the covered play area and zero feet for the chips area

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

There were differing opinions whether the requested setback departure should consider the school's integration with the park, such as fencing materials and the design of the fence at the property line. The code anticipated less compatible uses adjacent to the property, however this being a park adjacent to the school, the concerns were mainly around the school's impacts on the public use of the park, and public access to the school play area after school.

The Committee wanted to ensure that the school play area be easily accessible within SPS policy, whether that is with a swinging or sliding gate. The fence should be consistent with the fencing around the rest of the property and be visually appealing. Transparency was a topic of discussion specifically to prevent people from camping on school property. In order to maintain an inviting and transparent environment, the Committee and the school district both recommend a six foot fence, rather than the proposed eight foot fence.

There was discussion of the Seattle Public School and Seattle Parks and Recreation Joint Use Agreement, but in the end the Committee felt confident that the Joint Use Agreement, in coordination with the community, would be sufficient.

After consideration of the above, the Committee recommends:

Recommendation 3 – That the departure to allow less than required setback be GRANTED as requested by the Seattle Public Schools without modifications and with the following conditions:

- a. Specify the setback of 13.9 feet for the covered play area and zero feet for the playground and six feet for the play equipment.

- b. Reduce the fence height between the park and the school to 6 feet.

Departure #4 – Off-site Bus Loading & Unloading on NW 68th Street

Existing Standard: SMC 23.51B.002.I.4 - Bus And Truck Loading And Unloading.

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

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

Departure Requested: To re-locate on-street bus loading on NW 68th Street.

1) Appropriateness in relation to the character and scale of the surrounding area were considered by the Committee, and they did not have concerns about off-site bus loading and unloading on NW 68th Street having an impact on its relationship to the surrounding area.

2) Presence of edges (significant setbacks, major arterials, topographic breaks, and similar features) which provide a transition in scale were considered by the Committee, and they did not have concerns about off-site bus loading and unloading on NW 68th Street having an impact on the transition in scale.

3) Location and design of structures to reduce the appearance of bulk were considered by the Committee, and they did not have concerns about off-site bus loading and unloading on NW 68th Street having an impact on the appearance of bulk.

4) Impacts on traffic, noise, circulation and parking in the area were considered by the Committee, and they did have concerns about off-site bus loading and unloading on NW 68th Street having an impact on traffic, circulation and parking the neighborhood, which were addressed in the recommended conditions.

5) Impacts on housing and open space were considered by the Committee, and they did not have concerns about off-site bus loading and unloading on NW 68th Street having an impact on housing and open space.

After the first meeting, the Committee asked to understand why NW 68th Street was the best option for bus loading & unloading as opposed to the other three bordering streets. The Design Team presented the pros and cons for each of the streets, with the conclusion that NW 68th Street can best accommodate the projected number of buses, provide accessible entry to the school, and visibility by school staff.

There was agreement that demolition of residential structures to make room for bus loading and unloading was not a reasonable alternative. There was however a divide between some Committee members who felt that due to the size of the school site and the already dense neighborhood, school buses should not be used at the school thus avoiding a departure. The majority of the Committee did not agree and believed that the street width was sufficient for school bus drop off and pick up.

There were concerns from all the Committee around a particular intersection that could be considered unsafe without implementing SDOT approved traffic calming measures, such as crossing treatments, along the street treatments, and traffic calming specifically at NW 68th Street and 30th Avenue NW. The Committee was made aware of the Safe Routes to School Committee and felt it was important that neighbors be aware of the opportunity to share their thoughts. They also wanted to support the Findings and Recommendations (Section A – F) of the Transportation Technical Report for this project. The Committee was not in consensus on the issue, but a majority agreed.

After consideration of the above, the Committee recommends:

Recommendation 4 – That the departure to allow off-site bus loading and unloading on NW 68th Street be GRANTED as requested by Seattle Public Schools without modifications and with the following conditions:

- a. A Transportation Management Plan as stated on Sections A through F of the Transportation Plan (Heffron 2017) be prepared with an emphasis on public involvement and community notification.
- b. Work with SDOT to install safety and traffic calming measures along NW 68th Street and 30th Avenue NW and where buses enter the roadway.

Departure #5 – Less than Required On-site Parking

Existing Standard: SMC 23.54.015 (Table C – Row N) - Required Parking.

One space for each 80 square feet of all auditoria or public assembly rooms, or one space for every eight fixed seats in auditoria or public assembly rooms containing fixed seats, for new public schools on a new or existing public school site.

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

After the first meeting, the Committee asked to see a visualization of parking utilization throughout the day and during potential events at the school as well as if additional parking spaces could be accommodated on the site. The transportation study found that parking utilization around the school can accommodate the needs of the school, however some Committee members still felt that the on-site parking stall quantity is still inadequate, and the school again should be downsized to accommodate a more reasonable number of staff and students.

The design team created an additional three spaces for a total of eight parking spaces after the first meeting. While two are not located in the main parking lot, most of the Committee felt that two additional for staff or teachers off the street would be appreciated.

The Committee also wanted to support the Findings and Recommendations (Section A – F) of the Transportation Technical Report so the school will continue to address students, parents, and school staff entering and exiting the site.

After consideration of the above, the Committee recommends:

Recommendation 5 – That the departure to allow less than required off-street parking be GRANTED as requested by the Seattle Public Schools without modifications and with the following condition:

- a. Transportation Management Report as stated on Sections A through F be incorporated with an emphasis on public involvement and community notification.

SMC 23.79.008 C 1: b Need for Departure

The Committee recognized the need for a new school in the Ballard neighborhood. The community was frustrated that the grade level of the school was not yet determined and felt this process was premature without that important detail. The Committee voted to delay any vote on granting these departures until the type of school had been decided, and the motion did not pass. Some Committee and community members expressed that the size and number of students anticipated at this school are too large for the site and will place excessive traffic burden on the nearby residents. The Committee had several outstanding questions, especially around need, after the first meeting and the design team was able to respond to those concerns at the second meeting. In the end, the Committee did not question the need for any of the departures, but rather placed conditions on many of the departures to mitigate the impacts on the neighborhood.

Director's Analysis

The Director's decision shall be based on an evaluation of the factors set forth in Section 23.79.008 C 1 a and b, the majority recommendations and minority reports of the Advisory Committee, comments at the public meeting, and other comments from the public.

Section 23.79.008 C states:

- a. Relationship to Surrounding Areas: The Advisory Committee shall evaluate the acceptable or necessary level of departure according to:*

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

Seattle Public Schools proposes the following five (5) development standards to accommodate the educational program needed to serve Seattle students at this location:

1. To allow greater than allowed lot coverage (SMC 23.51B.002 C.2.a)
2. To allow greater than allowed building height (SMC 23.51B.002.D.1.c)
3. To allow less than required setback (23.51B.002 E.1.c)
4. To allow off-site bus loading and unloading (SMC 23.51B.002.I.4)
5. To allow less than required off-street parking (92 fewer parking stalls) (SMC 23.51B.002 G)

1. To allow greater than allowed lot coverage (SMC 23.51b.002 C.2.a)

The maximum lot coverage in a single family zone without a departure is 35%. The existing school already covers approximately 37% of the lot. The proposed demolition would remove approximately 9% of the existing lot coverage, and the new gymnasium addition would add approximately 14.5% lot coverage for a total of 42% lot coverage.

The Director agrees that the proposed lot coverage for the addition is well-sited to blend with the scale of the existing buildings and character and scale of the school in the single family zone. There are street trees, perimeter streets, and Webster Park to the west which all help to create a good transition in scale to the neighboring zones. The departure should not impact traffic, noise, circulation, and parking in the area nor have impacts on housing and open space.

The Director agrees that the departure to allow a 7% greater than allowed lot coverage be GRANTED as requested by Seattle Public Schools with no conditions.

2. To allow greater than allowed building height (SMC 23.51B.002.D.1.c)

After consideration of the Committee recommendations, the criteria, and public comments, the Director agrees that the departure for greater than allowed building height is acceptable within the criteria outlined in the code and should be GRANTED as requested by the Seattle Public Schools with the following condition:

- a. Support the Landmarks Preservation Board's recommendation regarding the materials and color to be used on the penthouse structures.

3. To allow less than required setback (23.51B.002 E.1.c)

The proposed setback departure is located along the western edge next to the park where no residential use will be affected. The covered play area is sited an appropriate location to best serve the students, next to the gymnasium. The play structures are set in a surrounding area of

play chips or soft material which borders Webster park, but the play equipment itself is located away from the property line. The second recommended condition for a fence limited to six feet is accepted at the property line between Webster Park and the school property. The Director has considered the criteria, the Committee discussion and recommendation and public comment and APPROVES the departure request with one condition.

- a. The fence height at the property line between Webster Park and Webster School is limited to six feet.

4. To allow off-site bus loading and unloading (SMC 23.51B.002.I.4)

After consideration of the Committee recommendations, the criteria, and public comments, the Director agrees that the departure for on street bus load and unload is acceptable. The Committee discussed options for best load and unload for student safety and access to the school. The Committee considered other streets near the school and neighboring park. The Committee also considered demolition of neighboring single family dwellings and came to a firm conclusion that the idea was without merit. The Director accepts the departure and GRANTS the request by the Seattle Public Schools with the following conditions:

- a. A Transportation Management Plan as stated on Sections A through F of the Transportation Plan (Heffron 2017) be prepared with an emphasis on public involvement and community notification. (also identified in departure #5)
- b. Work with SDOT to install safety and traffic calming measures along NW 68th Street and 30th Avenue NW and where buses enter the roadway.

5. To allow less than required off-street parking (92 fewer parking stalls) (SMC 23.51B.002 G)

The land use code requires the District to provide 100 on-site parking spaces for this project. The District requested a departure to allow eight (8) parking spaces on site, for a 92-parking space departure.

The departure request to reduce the parking on-site by was considered by the Departure Advisory Committee. The Committee members focused on the anticipated increased impacts to traffic and parking in the area and on general traffic and pedestrian circulation with special thought to minimizing accidents and conflicts. The Director agrees that traffic and parking impacts in the area will increase, but not to a significant level. The applicant, Seattle Public Schools, has stated that the building program, thus fewer parking spaces, is better than parking spaces to best serve students and the educational program.

The Director agrees with the Committee that there is a need for the departure per SMC 23.79.008C1b and agrees with the Committee that there will be impacts to traffic and parking due to reduced parking spaces, criteria 4 of SMC 23.79.008C1a4.

The Director accepts the Committee recommendation to approve the departure with the condition to follow the Transportation Management Report suggestions A-F.

After consideration of the Departure Advisory Committee majority recommendations and minority reports, public and agency comments, the Director grants the departures to reduce the parking requirement with conditions listed at the end of this document.

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.

The Committee discussed the overall need for the departures (SMC 23.79.008C1b) as part of its deliberations. The Seattle Municipal Code provides for granting departures from the requirements of the Municipal Code to accommodate educational needs of programs to be located in the proposed buildings. In this case, the Seattle School District stated that the departures will create a building and site to better serve the district's students' educational needs.

The Director balances departure requests through criteria based on the relationship to surrounding areas with need for development standards departures to meet program requirements and finds that the departure requests one through five should be allowed with conditions.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The five (5) school development standard departures are GRANTED with the following conditions:

CONDITIONS –SCHOOL DEVELOPMENT STANDARD DEPARTURES

For the Life of the Project

1. The fence height at the property line between Webster Park and Webster School is limited to six feet.
2. Specify the setback of 13.9 feet for the covered play area and zero feet for the playground surface and six feet for the play equipment.
- 3 Use the Landmarks Preservation Board's recommendations regarding the colors and materials to be used on the penthouse structures.
- 4 Incorporate recommendations A through F from the Transportation Management Report (Heffron, 2017) with an emphasis on public involvement and community notification.
- 5 Work with SDOT to install safety and traffic calming measures along NW 68th Street and 30th Avenue NW and where buses enter the roadway.

Holly J. Godard, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: July 30, 2018

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the three-year life of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by SDCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a two-year life. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.