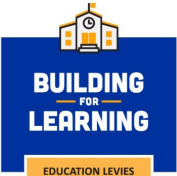




KIMBALL ELEMENTARY SCHOOL
DESIGN DEPARTURES





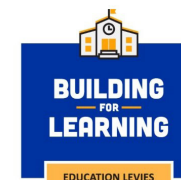
> PROJECT OVERVIEW

Demolish the existing elementary school and construct a new 93,000 sf Pre-K through 5th grade elementary school to address projected growth in the Beacon Hill neighborhood.

> ANTICIPATED START OF CONSTRUCTION / Summer 2021
OCCUPANCY OF BUILDING / Fall 2023

> DESIGN TEAM

Architect: NAC Architecture
Civil, Structural: Coughlin Porter Lundeen
Landscape: Osborn Consulting
Food Service: JLR Design Group
Mechanical, Electrical: Hargis Engineers



PROCESS CHANGES DUE TO COVID-19

- Seattle City Council approved legislation on Monday, April 27 to keep key projects safely moving forward for at least 180-days.
- The school departure recommendation process typically requires in-person public meetings, which are prohibited due to public health mandates on social distancing and limited gatherings.
- While this ordinance is in effect, DON staff will accept written public comment and the Director of Seattle Department of Neighborhoods will make a recommendation to the Seattle Department of Construction and Inspections (SDCI), taking into consideration the public's comments, in lieu of the committee holding public meetings.

PURPOSE & INTENT

- Most schools are in single family zone neighborhoods, the land use code does not include a “school zone”
- Renovation and additions often will not meet the underlying zoning; therefore the public schools can request exemptions, known as departures, from the land use code.
- This process is an opportunity for neighbors and the surrounding community to give the City feedback on the requested departures.
- At this time, the Department of Neighborhoods Director, taking into consideration public comment, can recommend to grant, grant with condition, or deny the requested departures.

EVALUATION CRITERIA – CONSISTENCY

(SMC 23.79.008)

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

EVALUATION CRITERIA – RELATIONSHIP

(SMC 23.79.008)

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

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

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

EVALUATION CRITERIA - NEED (SMC 23.79.008)

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

RECOMMENDATIONS

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

PUBLIC COMMENT

Please submit your comments on the requested departures, including any mitigation measures or conditions of approval by June 26th, 2020 to:

Maureen Sheehan

Maureen.Sheehan@seattle.gov

City of Seattle, Department of Neighborhoods

Attn. Maureen Sheehan

PO Box 94649

Seattle, WA, 98124-4649

PROJECT OVERVIEW: CONTEXT

CONTEXT

Neighborhood

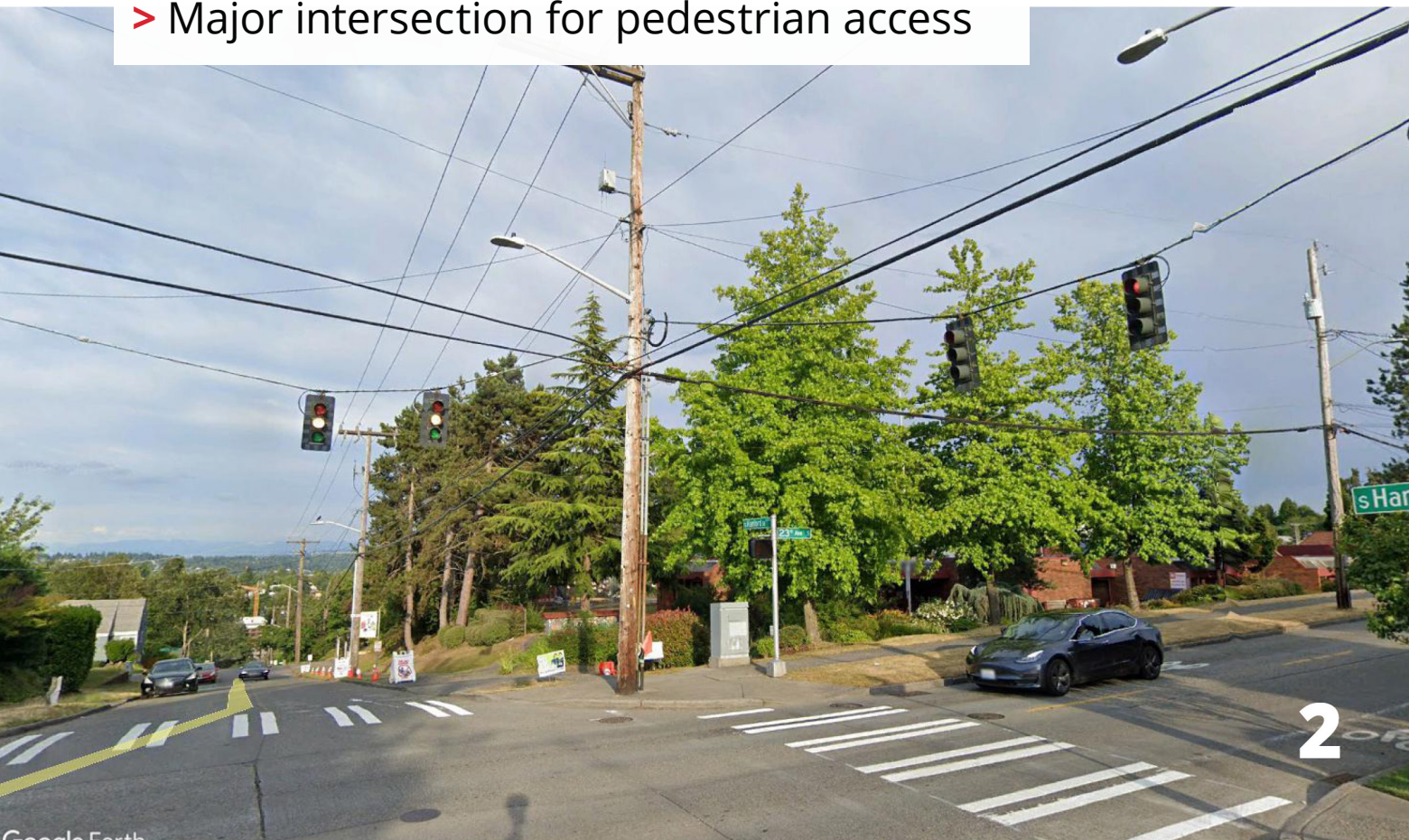


- > Located in Beacon Hill neighborhood.
- > The current attendance area is bounded by South Othello Street, Martin Luther King Jr Way, and Beacon Ave South.
- > Zoning for Kimball Elementary School and the adjacent parcels is SF5000. Most adjacent parcels have single family homes.
- > Kimball Elementary's current attendance is 438 students.

> Building is between 5 and 13 feet below street level



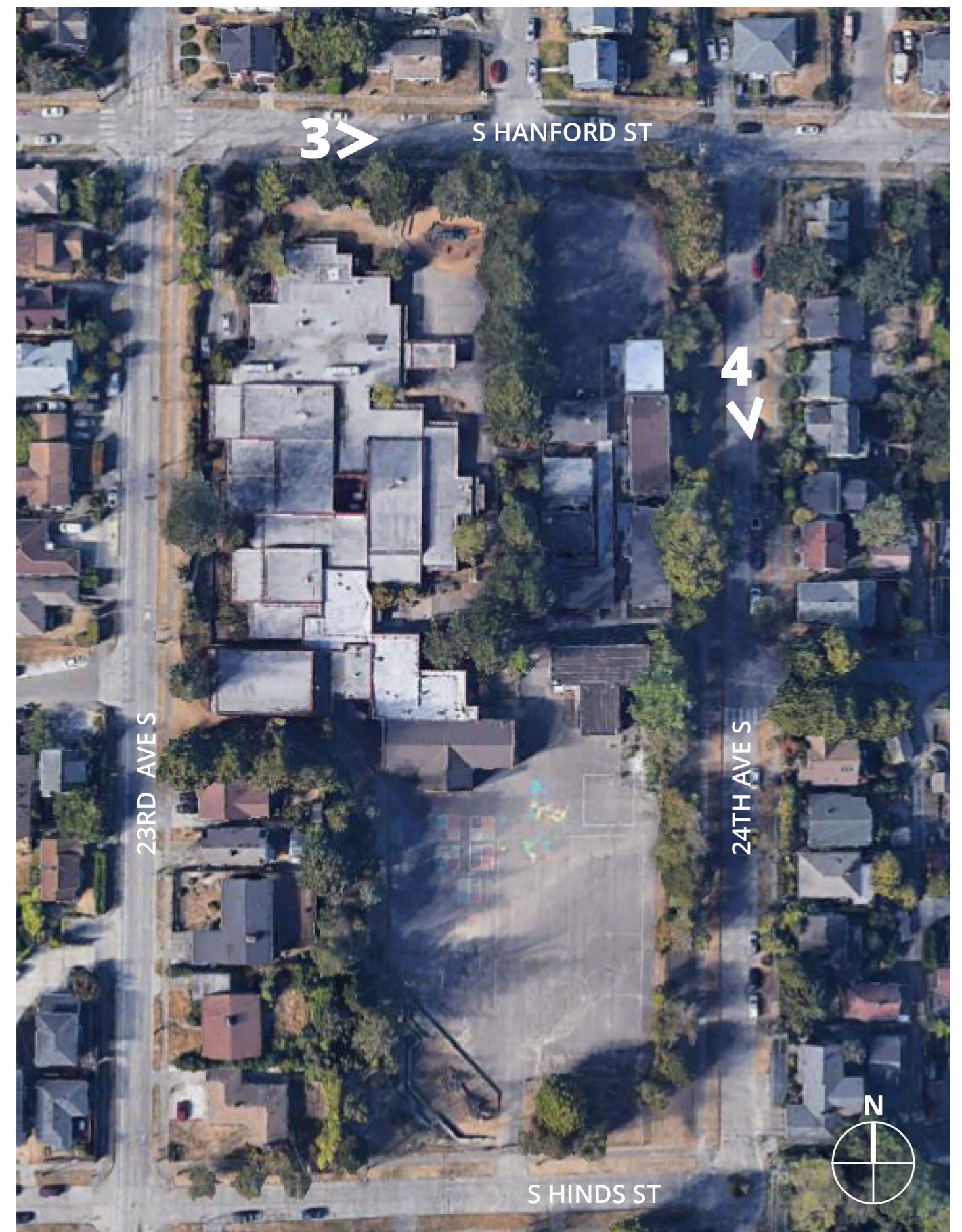
> Major intersection for pedestrian access



> Existing staff parking lot entry



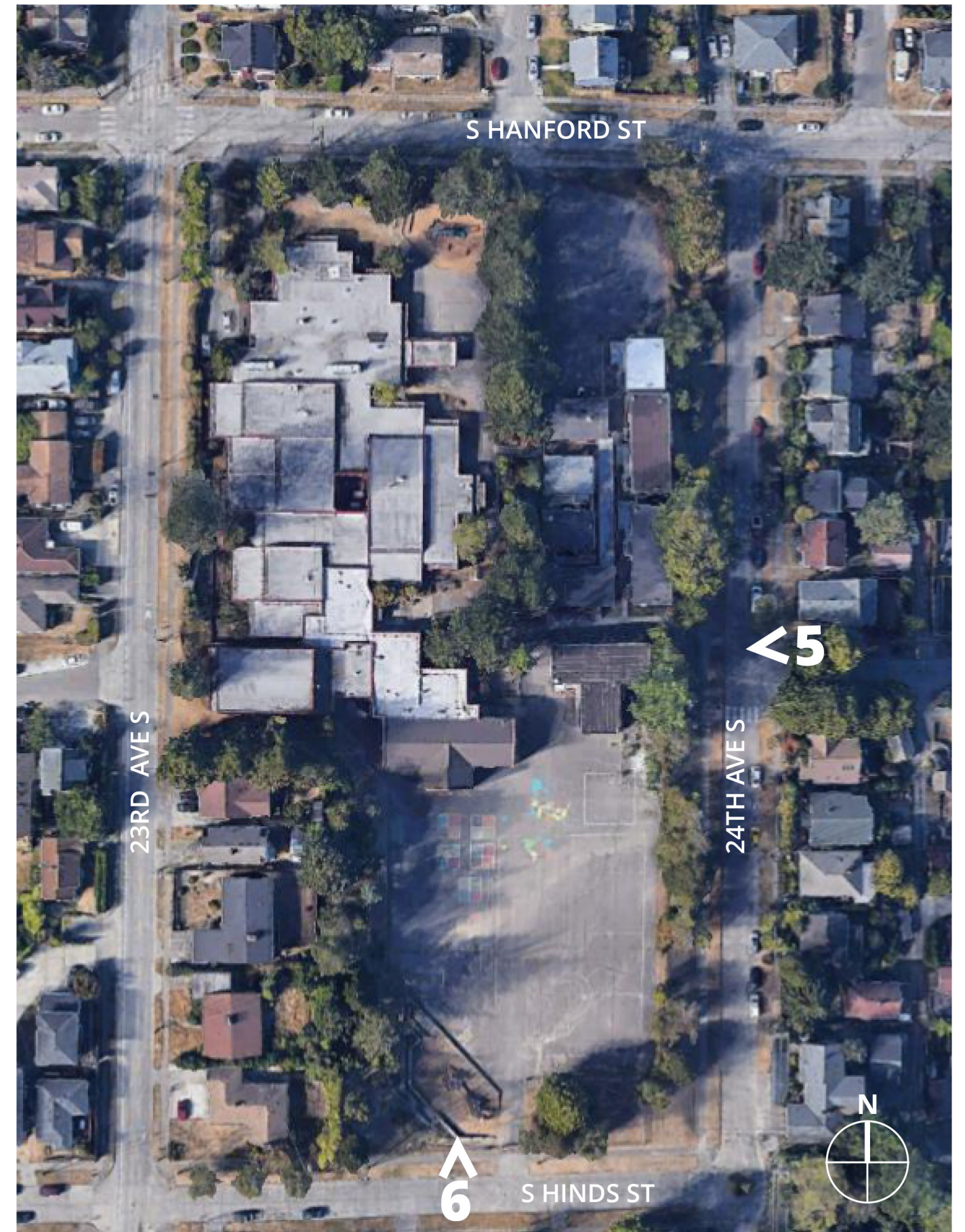
> Building is between 9 and 16 feet above street level



> Pedestrian access



> Existing bus dropoff



SITE ANALYSIS

> Steep Slopes

Site has 3 terraces each about 10 feet lower than the previous.

> Panoramic View

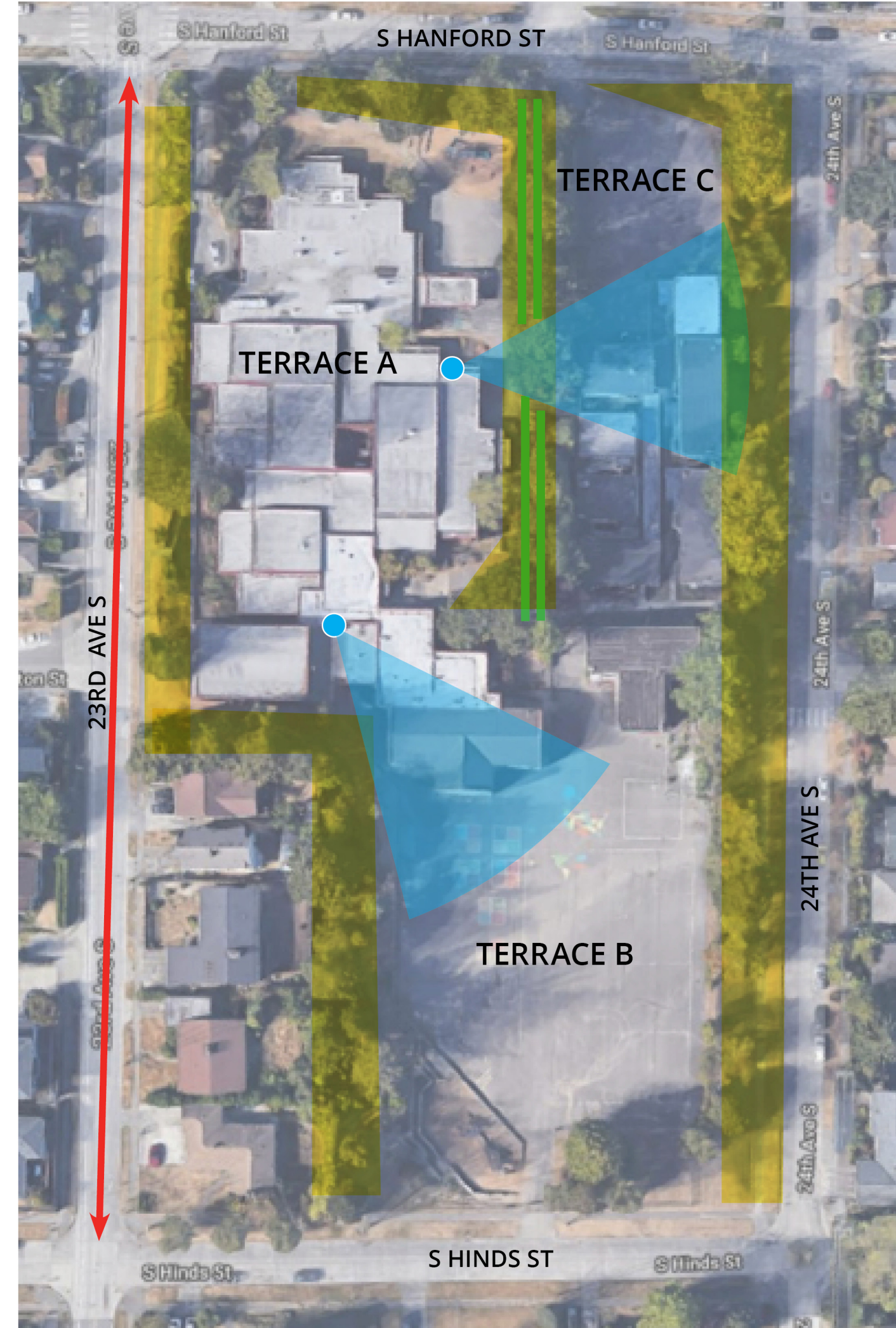
The site has a sweeping view of Mt Rainier, the Cascade Range and Lake Washington.

> Site Access

23rd Avenue South is a main thorough fare for vehicular traffic.

> Environmental Features

The site is home to a wide array of exceptional trees. One of the goals of this design was to preserve two groves that intersect the site.



PROJECT OVERVIEW: PROPOSED DESIGN

PROJECT OBJECTIVES

These objectives were developed with Kimball staff and families during the first months of design meetings.

> Transparency and Accountability

Learning and teaching are on display so students, teachers, and parents can see the educational life of the school.

> Diversity and Inclusion

Educational environments have spaces for different scales of gathering so that a class group, a small group, or an individual have a home in the school.

> Sense of Family

“When parents drop their kids off, they should know they are safe.”

Administration has good visibility and supervision of the site.

> Helping Others / Learning from Others

The building keeps students and teachers connected in close communities while providing spaces for teaching, learning, mentorship, and display.

> This Site is Special

Take full advantage of the grounds for views, play, discovery, and education.



PROJECT OBJECTIVES

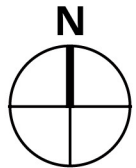
> Sustainability and Equity

The proposed project will be responsive to Seattle Public School's equity goals as well as their goals for a highly sustainable and energy efficient school environment for students, educators, and the community.



EXISTING SITE PLAN

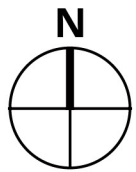
- KEY
- EXISTING TREE
 - BUILDING
 - PORTABLE
 - BUS LOADING ZONE
 - PARENT QUEUING AND DROPOFF
 - MAJOR PEDESTRIAN ACCESS POINT
 - MAIN ENTRY



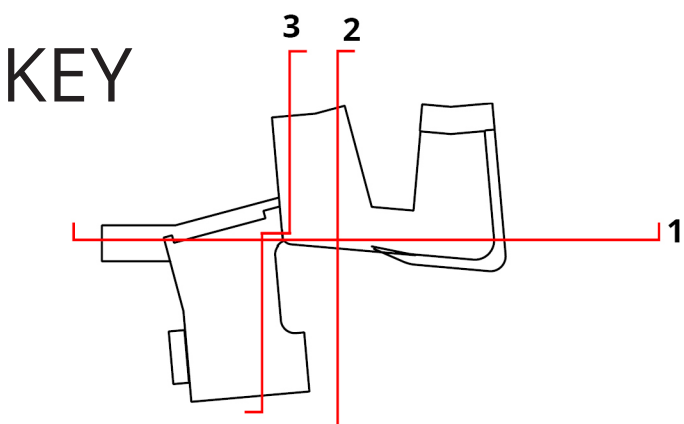
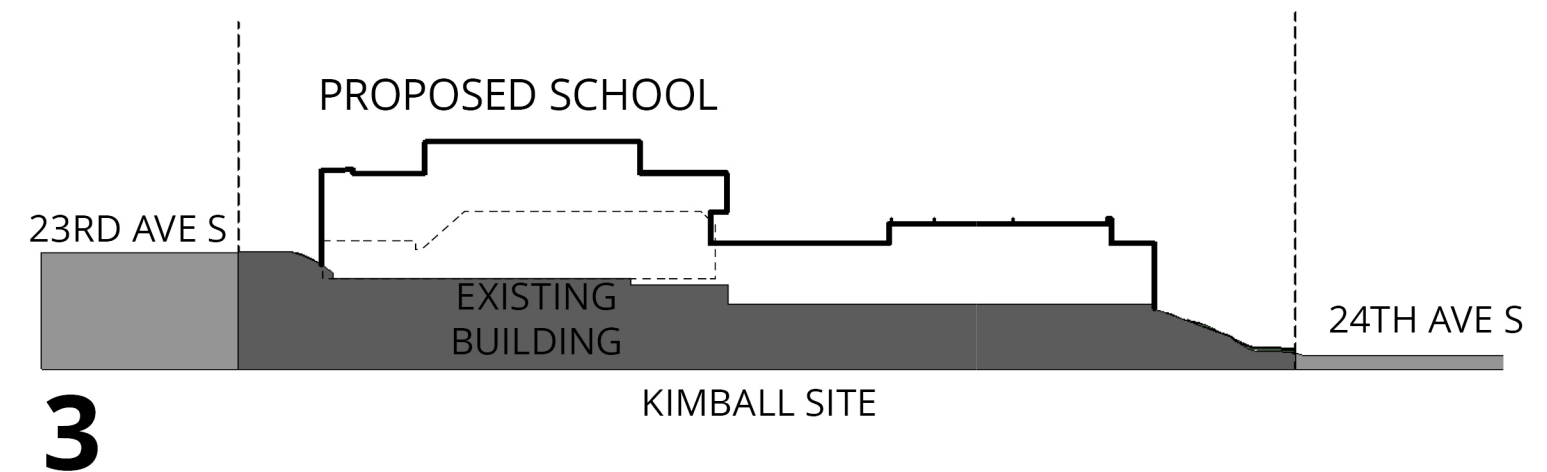
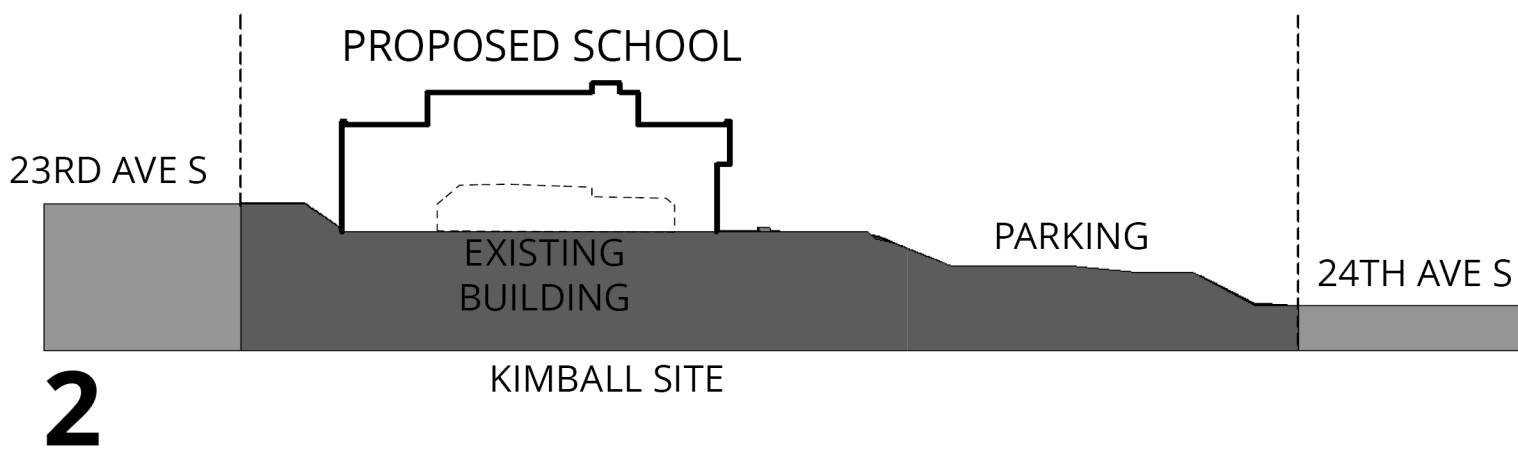
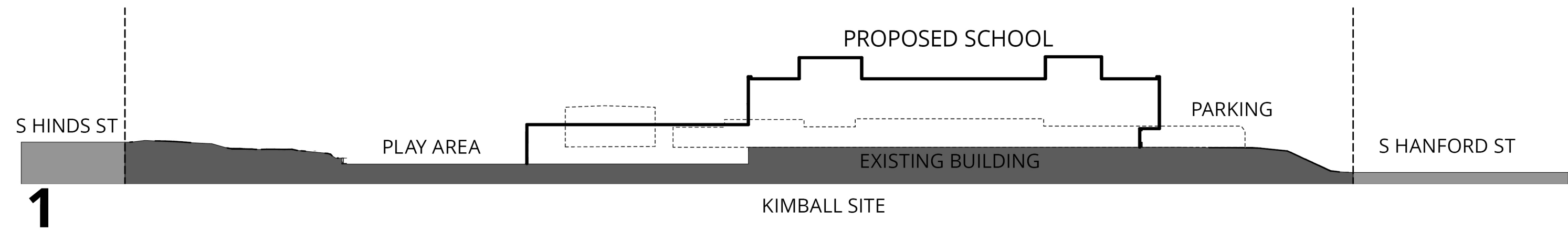
PROPOSED SITE PLAN

KEY

- GRASS / SHRUB BEDS
- CONCRETE SURFACE (SIDEWALKS, STAIRS, RAMPS)
- ASPHALT SURFACE (PLAY AREAS AND PARKING)
- WOOD CHIPS (PLAY EQUIPMENT AREAS)
- EXISTING TREE
- NEW TREE
- BUILDING
- BUS LOADING ZONE
- PARENT QUEUING AND DROPOFF
- MAJOR PEDESTRIAN ACCESS POINT
- MAIN ENTRY



SITE SECTIONS



EXISTING TREES

120 Existing Trees

39 “Exceptional” Trees

“Exceptional” per DR 16-2008, is a tree that is designated as a heritage tree by the City of Seattle; or is rare or exceptional by virtue of its size, species, condition, cultural/historic importance, age, and/or contribution as part of a grove of trees.

27 of the these 39 trees are located in two separate “Exceptional” groves.

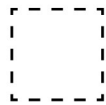
KEY



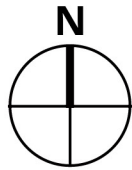
EXISTING TREE



“EXCEPTIONAL” TREE



GROVE BOUNDARIES (ALL TREES WITHIN ARE EXCEPTIONAL)






EXISTING & REMOVED TREES

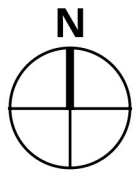
120 Existing trees

- 15 trees proposed for removal due to poor health and insect damage
- 10 trees proposed for removal because they are too close to the EXISTING building and would be damaged during demolition
- 13 trees proposed for removal because they are too close to the proposed NEW building and would be damaged during construction.
- 2 trees proposed for removal because they are listed as “Weeds of Concern” by City of Seattle.

80 Preserved Trees

KEY

-  EXISTING TREE
-  PROPOSED REMOVED TREE
-  PROPOSED “EXCEPTIONAL” REMOVED TREE



EXISTING & PROPOSED NEW TREES

120 Existing trees

- 40 trees proposed to be removed




= 80 Preserved Trees

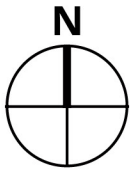
+ 80 Proposed New Trees

= 160 Total Trees

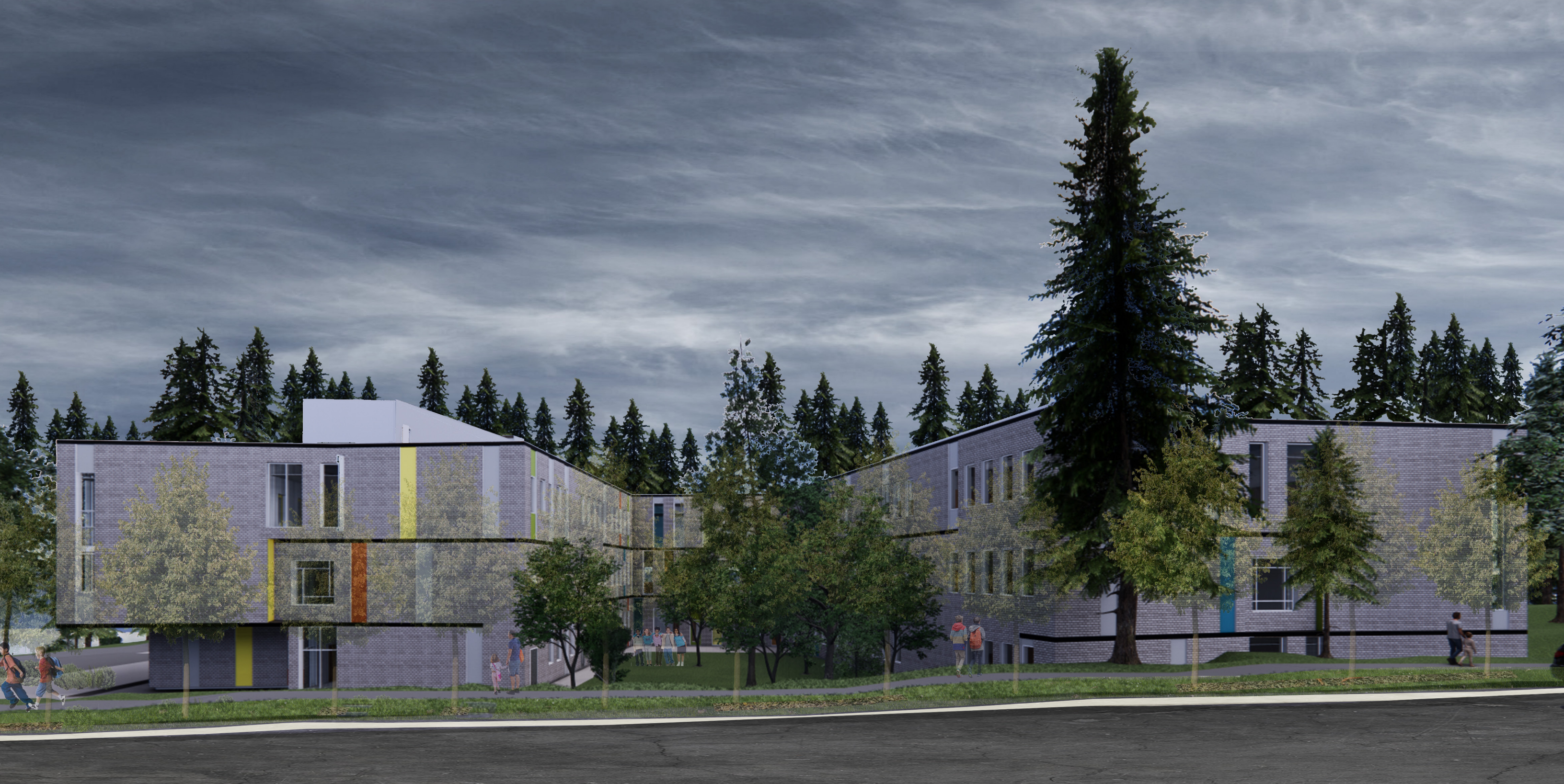
The shape of the proposed building was specifically designed to limit tree removal, particularly in the two groves at the center of the site.

KEY

-  EXISTING TREE
-  PROPOSED REMOVED TREE
-  PROPOSED NEW TREE



PROJECT OVERVIEW: EXPERIENCE



+ *23rd Avenue South*



+ *South Hanford Street*



+ *South Hinds Street*

REQUESTED DEPARTURES

KIMBALL ELEMENTARY SCHOOL

DESIGN DEPARTURES

> DEPARTURE #1

Building Height, SMC 23.51B.002.D.1.b

Departure requested for 23'-0" above 35'-0" height limit.

> DEPARTURE #2

Parking Quantity, SMC 23.54.015 Table C, Row N

Departure requested for 100 parking spaces of the 140 required.

> DEPARTURE #3

Long Term Bike Storage Quantity, SMC 23.54.015.K, Table D

Departure requested for 61 bike storage spaces of the 75 required.

> DEPARTURE #4

Shared Bike Storage Access, 23.54.015.K.2.b

Departure requested for shared access path for pedestrian and bicycle traffic.

> DEPARTURE #5

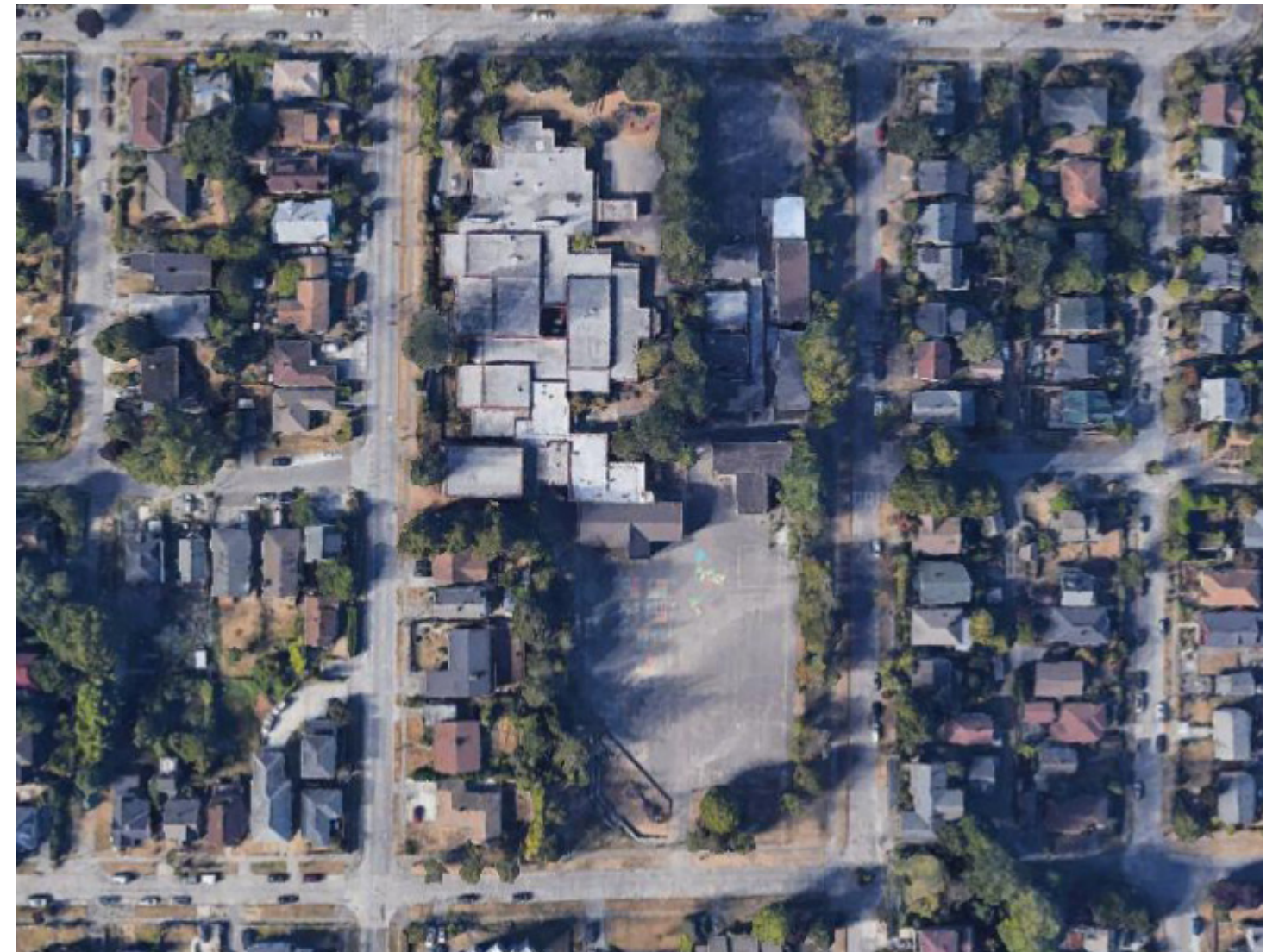
Bike Storage Protection 23.54.015.K.2.h

Departure requested for a bike storage without any roof covering.

> DEPARTURE #6

Double-Sided, Electronic, Changing Image Message Board, SMC 23.55.020.B, D.7

Departure requested for double-sided, electronic, changing image message board sign.



DEPARTURE #1:
BUILDING HEIGHT

DEPARTURE #1: BUILDING HEIGHT

(SMC 23.51B.002.D.1.b)

The maximum building height allowed is 35' above the average existing grade.

The proposed building is taller than 35' so it can have a smaller footprint to preserve site area for outdoor education, recreation space, and the existing tree groves.

Elevator Overrun * is over height limit by 23'-0"

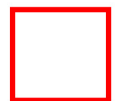
Mechanical Penthouses** are over height limit by 20'-0"

Classrooms are over height limit by 9'-0"

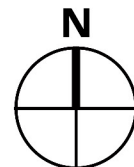
* An "elevator overrun" is the vertical extension of the elevator's structural frame.

** A "mechanical penthouse" is a room that encloses and protects equipment on the building's roof.

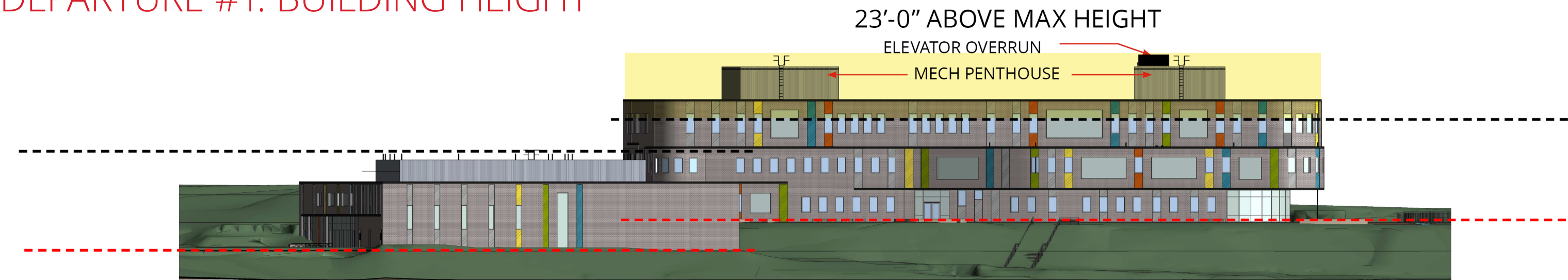
KEY



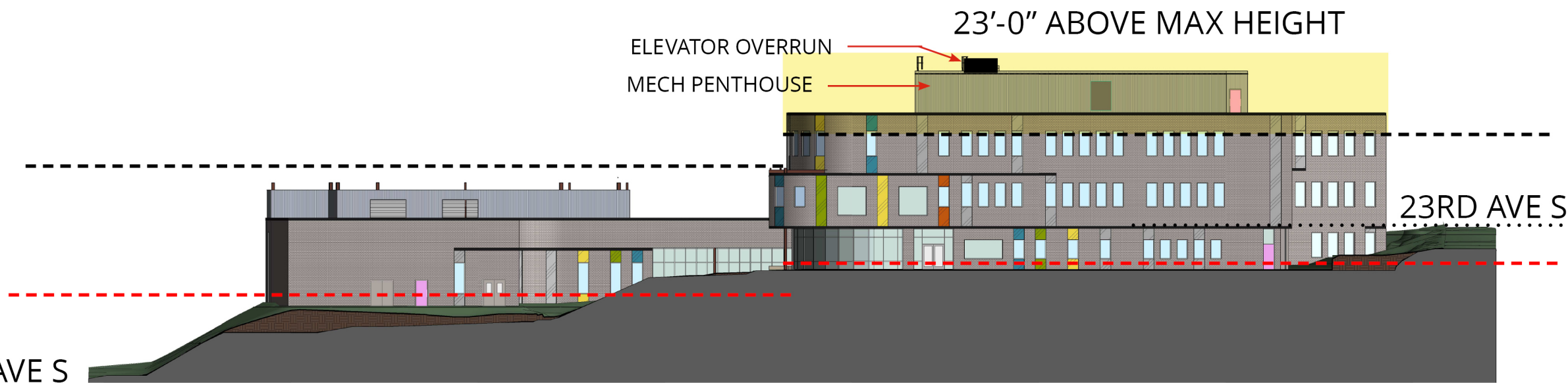
OVER 35' BUILDING HEIGHT LIMIT



DEPARTURE #1: BUILDING HEIGHT



Building Elevation at 24th Ave S

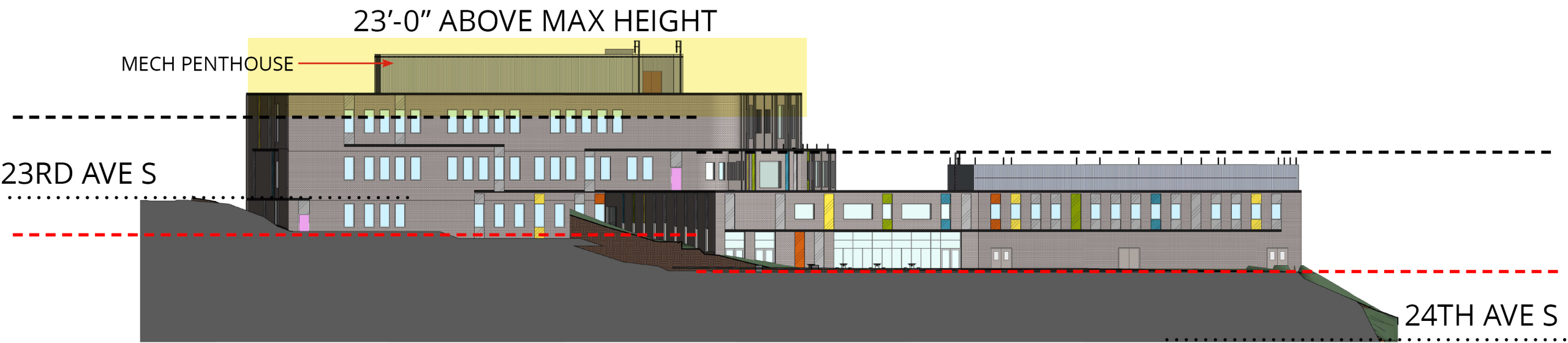


Building Elevation at S Hanford St

DEPARTURE #1: BUILDING HEIGHT



Building Elevation at 23rd Ave S

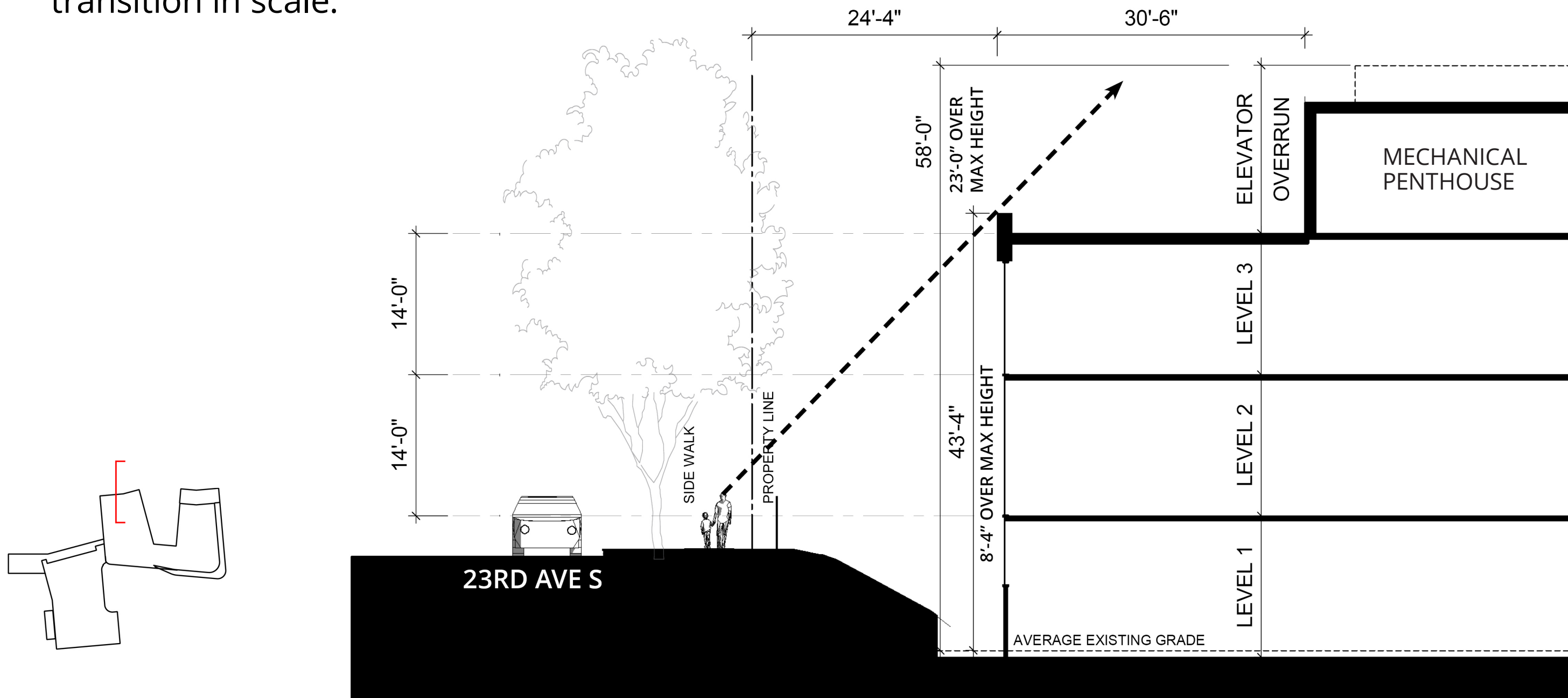


Building Elevation at S Hinds St.

DEPARTURE #1: BUILDING HEIGHT

Section through South wing of proposed building and mechanical penthouse at the shortest distance between the building and property line.

The building steps back away from the property line at the courtyard and North wing. Trees planted between the sidewalk and road will screen views of the proposed building and create a transition in scale.



DEPARTURE #1: BUILDING HEIGHT

SMC 23.51B.002.D.1.b - Height

1. Single Family and Lowrise Zones

b. For new public school construction on existing public school sites, the maximum permitted height is 35 feet plus 15 feet for a pitched roof.

Maximum Building Height from
Average Existing Grade

35'-0"

Proposed Building Height

58'-0" to top of Mechanical Penthouse
(Elevator Overrun)

> DEPARTURE REQUESTED FOR 23'-0" ABOVE THE HEIGHT LIMIT

DEPARTURE #2:
PARKING QUANTITY

DEPARTURE #2: PARKING QUANTITY

(SMC 23.54.015 Table C, Row N)

School Parking Calculations

The Seattle Municipal Code (SMC) requires 1 parking space per 80 square feet of public assembly spaces (Commons and Gymnasium)

4482 SF (Commons) + 6029 SF (Gymnasium) = 10,511 SF

10,511 SF of public assembly space / 80 SF = **132 Parking Spaces**

Child Care Parking Calculations

1 Parking per 10 children

50 Children = **5 Parking Spaces**

Child Care Loading Zone Calculations

1 Loading Zone Space per 20 children

50 Children = **3 Loading Zone Spaces**

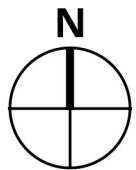
Total Parking Spaces Required = 140

DEPARTURE #2: PARKING QUANTITY

Existing Building with 27 parking spaces

KEY

PARKING



DEPARTURE #2: PARKING QUANTITY

Proposed Design with 40 parking spaces, a departure of 100 spaces.

The school district chose to preserve site area for outdoor education, recreation space, and the existing tree groves by limiting the size of parking lots

Additional parking on site would get heavy use by a small group of people during student drop-off and pick-up. It would be empty and unused the rest of the day. Student recreation spaces are used by every student at the school multiple times each day. Outdoor recreation spaces support the mission of the school.

KEY

 PARKING



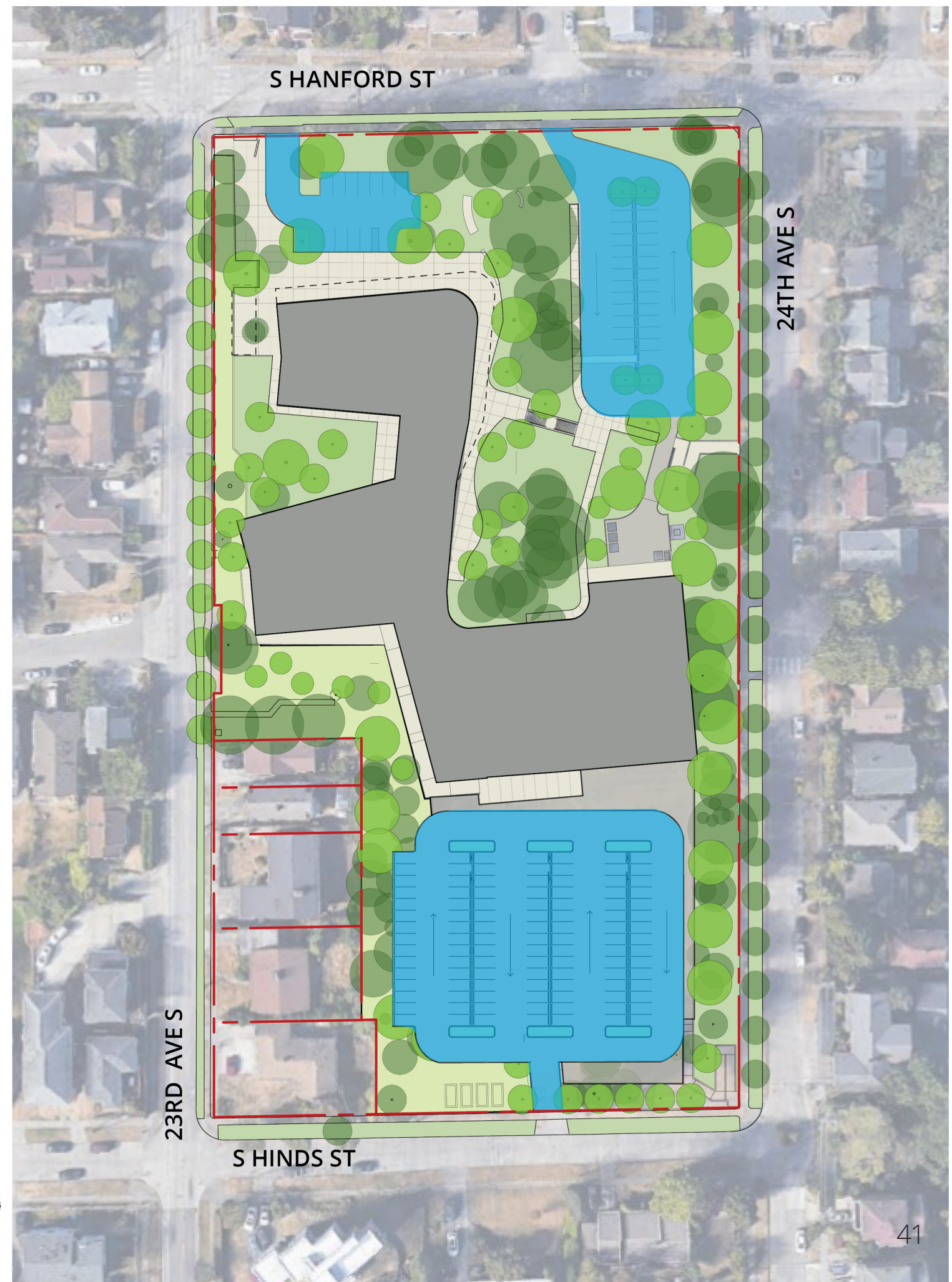
DEPARTURE #2: PARKING QUANTITY

Example Design with 140 Parking Spaces, the code required number.

If all of the code required parking were provided, the outdoor recreation space South of the school would become a parking lot. This example design does not meet Seattle School District's educational requirements.

KEY

 PARKING



DEPARTURE #2: PARKING QUANTITY

Proposed Design with 40 parking space
AND proposal for overflow parking.

To mitigate the number of cars parking in the neighborhood during evening events, the district proposes to allow overflow parking on the student play area. During the day, the play area would only be for student use, but during scheduled evening events the play area could be used for overflow parking. This overflow area has a capacity of 18 vehicles.

KEY

 PARKING



DEPARTURE #2: PARKING QUANTITY

Due to the minimum play space area requirements in the SPS Standards, every recently constructed elementary school has less than code required parking to preserve playground, and open play areas.

School Name	Enrollment [*] Capacity	Site Area (acres)	On-Site Parking Provided/Required	Departure
Arbor Heights Elementary	660	5.65	55 / 138	80
Genesee Hill Elementary	660	6.82	71 / 135	64
Loyal Heights	660	2.85	0 / 70	70
Magnolia Elementary	500	2.50	6 / 79	73
Queen Anne Elementary	500	3.00	32 / 118	86
Thornton Creek Elementary	660	7.66	91 / 162	71
Wing Luke Elementary	500	6.85	60 / 130	70
Kimball Elementary	650	4.78	40 / 140 (proposed)	100

* Enrollment Capacity per Educational Specification of Seattle Public Schools

DEPARTURE #2: PARKING QUANTITY

The proposed design has more parking than almost all of the schools nearest to Kimball. The only school with more parking has more than twice the enrollment.

School Name	Current Enrollment	Site Area (acres)	On-Site Parking Provided (approx)
Hawthorne Elementary	402	1.93	6
Beacon Hill Elementary	413	1.94	3
Dearborn Park Elementary	352	9.5	40
Maple Elementary	557	6.7	29
Mercer Middle School	1146	8.4	89
Franklin High School	1237	8.19	2
Kimball Elementary	438	4.78	40 (proposed)

DEPARTURE #2: PARKING QUANTITY

The transportation consultant determined that there is a total on-street parking space supply within 800 feet of:

541 Spaces (from 7:00 - 7:45 AM)

552 Spaces (from 10:30 - 11:15 AM)

2.4.1. Methodology and Study Area

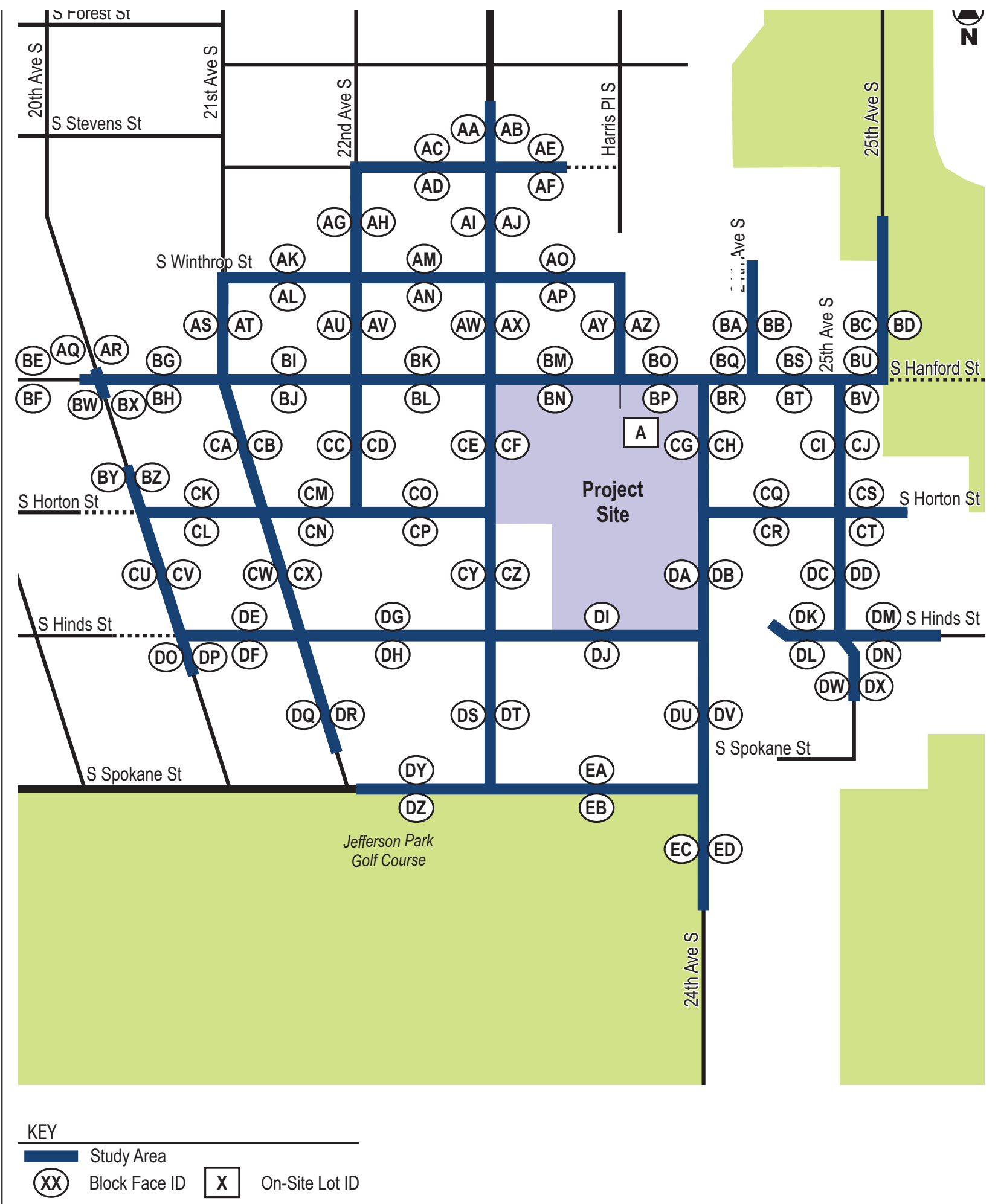
A detailed on-street parking study was performed and supply was documented according to the methodology outlined in the City of Seattle’s Tip #117.¹² Although Tip #117 was created for another purpose, it outlines the City’s preferred methodology to determine the number and type of on-street parking spaces that may exist within a defined study area, and how much of that supply is currently utilized at different times of the day.

The study area for the on-street parking analysis included all roadways within an 800-foot walking distance from the school site, as is typically required by the City of Seattle for evaluations of new development for SEPA review. The 800-foot walking distance results in a study area that extends just west of 20th Avenue S, just north of S Stevens Street, just south of S Spokane Street, and just east of 25th Avenue S. Details about parking supply and occupancy are provided in the following sections. The study area consists primarily of single-family residences. Many of the residential garages and driveways in the vicinity are accessed via alleys; area residents also use on-street parking.

Existing On-Street Parking Supply

Within the study area, the majority of local access roads are 25-feet wide with curb and gutter on both sides. Along these streets, parking supply was considered to exist on both sides unless otherwise signed. There are several streets in the study area that do not have curbs. Available on-street parking capacity for these streets were evaluated based on the street and shoulder width. The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the east side of 23rd Avenue S, between S Horton Street and S Hanford Street is one block face (identified as ‘CF’ for this study). The study area and block face designations are shown on Figure 5.

Each block face was measured and analyzed to determine the number of legal on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—and their buffer requirements were identified. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths between street features were converted to legal on-street parking spaces using values in the City’s Tip #117.



DEPARTURE #2: PARKING QUANTITY

On the days analyzed (2/11/2020 and 2/13/2020) between 39% - 55% of on street parking spaces were utilized. The analysis considered heavy use times like morning drop-off and evening all school events. Seattle Dept. of Transportation considers utilization rates of 85% or higher to be “full utilization”.

Table 2. Parking Occupancy Survey Results

Time Period Surveyed	Parking Supply	Total Vehicles Parked	% Utilization
<i>Weekday Early Morning (7:00 to 7:45 A.M.)^a</i>			
Tuesday 2/11/2020	541	256	47%
Thursday 2/13/2020	541	252	47%
<i>Average</i>	541	254	47%
<i>Weekdays Mid-Morning (10:30 to 11:15 A.M.)^b</i>			
Tuesday 2/11/2020	552	218	39%
Thursday 2/13/2020	552	220	40%
<i>Average</i>	552	219	40%
<i>Weekday Evenings (7:00 to 7:45 P.M.)</i>			
Tuesday 2/11/2020 – No Event	580	230	40%
Thursday 2/13/2020 – With Event ^c	580	320	55%

Source: Heffron Transportation, Inc., February 2020.

- a. No Stops (7 A.M. - 4 P.M.), School-bus only (7-10 A.M. & 1-4 P.M.) and 5 min School Load Only (7-10 A.M. & 1-4 P.M.) along frontage excluded from total supply this period.
- b. No Stops (7 A.M. - 4 P.M.), and School-bus only (7-10 A.M. & 1-4 P.M.) along frontage excluded from total supply this period.
- c. Event - Lunar New Year Potluck

DEPARTURE #2: PARKING QUANTITY

SMC 23.54.015 Table C, Row N - Parking for Public Uses and Institutions

N. Schools, public elementary and secondary

1 space for each 80 square feet of all auditoria or public assembly rooms . . . for new public schools on a new or existing public school site

Auditoria and Public Assembly Rooms

Commons and Gymnasium

Total Square Footage

4482 SF + 6029 SF = 10,511 SF

Number of Code Required Parking Spaces

140 Parking Spaces (round up)

Proposed Number of Parking Spaces

40 Parking Spaces

> DEPARTURE REQUESTED FOR 100 PARKING SPACES

DEPARTURE #3:
LONG TERM BIKE STORAGE QUANTITY

DEPARTURE #3: LONG TERM BIKE STORAGE QUANTITY

SMC 23.54.015.K, Table D, Row B.9

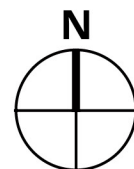
Proposed 14 Secured Long Term Bike Storage Spaces

The code requires 75 spaces long term and 26 short term bicycle storage spaces. Secured long term spaces are intended for student/staff use while open short term spaces are intended for visitor use.

Based on observations by the school's administrators, an average of 5 student/staff currently commute to the school by bicycle so the district proposes to install 14 long term bicycle storage spaces now. If bike ridership changes in the future, more spaces could be added. The district plans to install the code required 26 short term bicycle parking spaces.

KEY

- LONG TERM BIKE STORAGE
- SHORT TERM BIKE STORAGE



DEPARTURE #3: LONG TERM BIKE STORAGE QUANTITY

SMC 23.54.015.K Table D, Row B.9 - Parking for Bicycles	3 long term bicycle storage spaces required per classroom
--	---

Number of Classrooms	25
----------------------	----

Number of Code Required Long Term Bike Storage Spaces	75
--	----

Proposed Number of Long Term Bike Storage Spaces	14
---	----

> DEPARTURE REQUESTED FOR 61 LONG TERM BICYCLE STORAGE SPACES

DEPARTURE #4:
SHARED BIKE STORAGE ACCESS

DEPARTURE #4: SHARED BIKE STORAGE ACCESS

SMC 23.54.015.K.2.b

The code requires access to long term bike storage separate from vehicular and pedestrian access.

The proposed design has a shared access path between pedestrians and bicyclists at the entry to the site from the corner of 23rd Ave S and S Hanford St.

The 75'-0" long proposed path is oversized at 21'-0" wide to mitigate the shared use of this access.

KEY

- SHARED ACCESS PATH
- LONG TERM BIKE STORAGE



DEPARTURE #4: SHARED BIKE STORAGE ACCESS

SMC 23.54.015.K.2.b

Provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points.

> DEPARTURE REQUESTED FOR A SHARED ACCESS PATH
FOR PEDESTRIANS AND BICYCLISTS

DEPARTURE #5:
BIKE STORAGE PROTECTION

DEPARTURE #5: BIKE STORAGE PROTECTION

SMC 23.54.015.K.2.h

The code requires “full weather protection” for all required long-term bicycle storage spaces.

The bike storage is located close to the main building entry, but away from the main pedestrian walkway to the entry. Moving the long term bicycle storage would impact pedestrian circulation to the main entry.

KEY



LONG TERM BIKE STORAGE

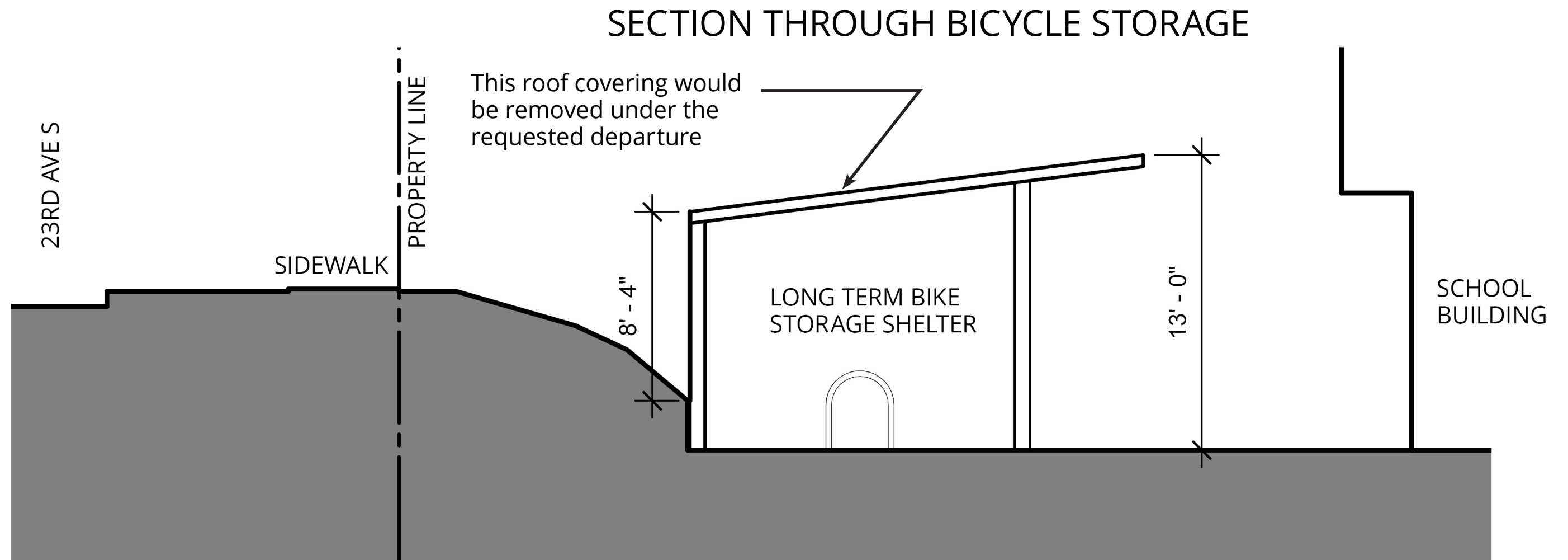


MAIN ENTRY



DEPARTURE #5: BIKE STORAGE PROTECTION

This section shows what a bike shelter with full weather protection could look like. The district is concerned that some people may attempt to climb on top of a low roof like this, creating a safety issue. The bike storage is at the bottom of a hill below 23rd Ave S. People have been observed climbing on top of the existing single story school. The requested departure would remove the roof covering and avoid the safety issue.



DEPARTURE #5: BIKE STORAGE PROTECTION

SMC 23.54.015.K.2.h

Provide full weather protection for all required long-term bicycle parking.

> DEPARTURE REQUESTED FOR LONG TERM BICYCLE STORAGE WITHOUT FULL WEATHER PROTECTION

DEPARTURE #6:

DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE MESSAGE BOARD

DEPARTURE #6: DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE, MESSAGE BOARD

SMC 23.55.020.B, D.7

The district would use the one proposed message board to alert families and the community to events taking place at the school. Messages could be displayed in multiple languages. This is an equitable way to communicate since access to technology is not universal.

The proposed location along 23rd Ave S was selected because it is the busiest frontage for vehicles and pedestrians. It is also nearest the building's main entry.

KEY

 PROPOSED MESSAGE BOARD

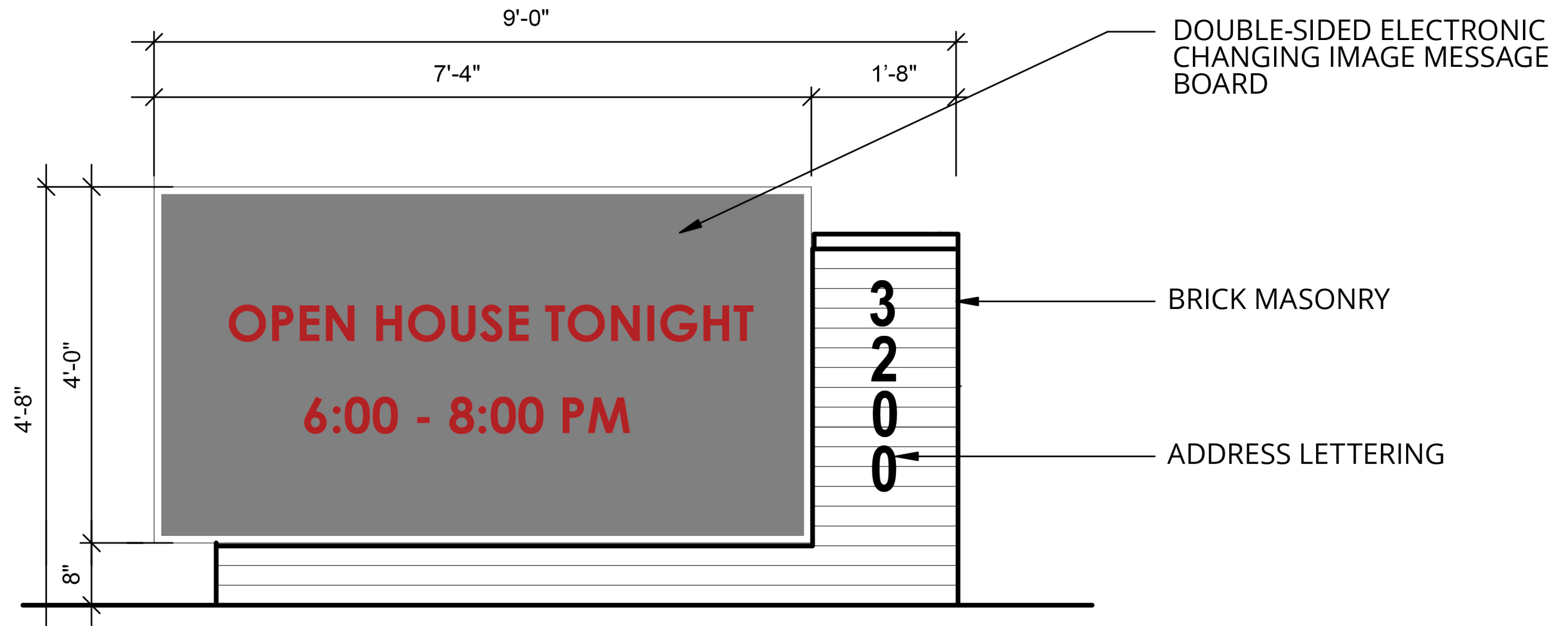
 MAIN ENTRY

Proposed message board location



DEPARTURE #6: DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE, MESSAGE BOARD

Prototypical Design for Monument Sign Incorporating Message Board



To mitigate the impact of the sign on the neighborhood, the district proposes the following limitations and guidance on the sign's operation:

1. The sign would only display messages in one color.
2. The sign would display messages that change to show different content, but no messages would flash to call attention to the content.
3. The sign would only display messages when school is in session, and would not be not used on the weekends, holidays, or vacations.
3. The sign would only display messages between 7:00am and 7:00pm except during special school events that take place later in the evening such as family nights, potlucks, and school performances. The district requests that the sign be allowed to stay lit until 9pm on these specific nights.

DEPARTURE #6: DOUBLE-SIDED, ELECTRONIC, CHANGING IMAGE, MESSAGE BOARD

SMC 23.55.020.B, D.7 - Signs in single-family zones

B. No flashing, changing image or message board signs shall be permitted.

D. The following signs are permitted in all single-family zones:

7. For elementary or secondary schools, one electric or nonilluminated double-faced identifying sign, not to exceed 30 square feet of area per sign face on each street frontage, provided that the signs shall be located and landscaped so that light and glare impacts on surrounding properties are reduced, and so that any illumination is controlled by a timer set to turn off by 10 p.m.



> DEPARTURE REQUESTED FOR A DOUBLE-SIDED, ELECTRONIC,
CHANGING IMAGE MESSAGE BOARD

SUMMARY

DEPARTURE REQUEST SUMMARY

- > Departure #1 Requested for 23'-0" Above 35'-0" Height Limit.
- > Departure #2 Requested for 100 Parking Spaces of the 140 required.
- > Departure #3 Requested for 61 Long Term Bike Storage Spaces of the 75 required.
- > Departure #4 Requested a Shared Bike and Pedestrian Access Path.
- > Departure #5 Requested no Weather Protection on Long Term Bike Storage.
- > Departure #6 Requested a Double-Sided, Electronic, Changing Image Message Board.

KEY

-  BUILDING HEIGHT DEPARTURE
-  PROPOSED MESSAGE BOARD



YOU MADE IT TO THE END!

- > THANK YOU FOR TAKING THE TIME TO READ THROUGH THIS DOCUMENT!
- > WE WELCOME YOUR INPUT. PLEASE SUBMIT YOUR COMMENTS ON THE REQUESTED DEPARTURES, INCLUDING ANY MITIGATION MEASURES OR CONDITIONS OF APPROVAL BY JUNE 26TH, 2020 TO:

Maureen Sheehan

Maureen.Sheehan@seattle.gov

City of Seattle, Department of Neighborhoods

Attn. Maureen Sheehan

PO Box 94649

Seattle, WA, 98124-4649