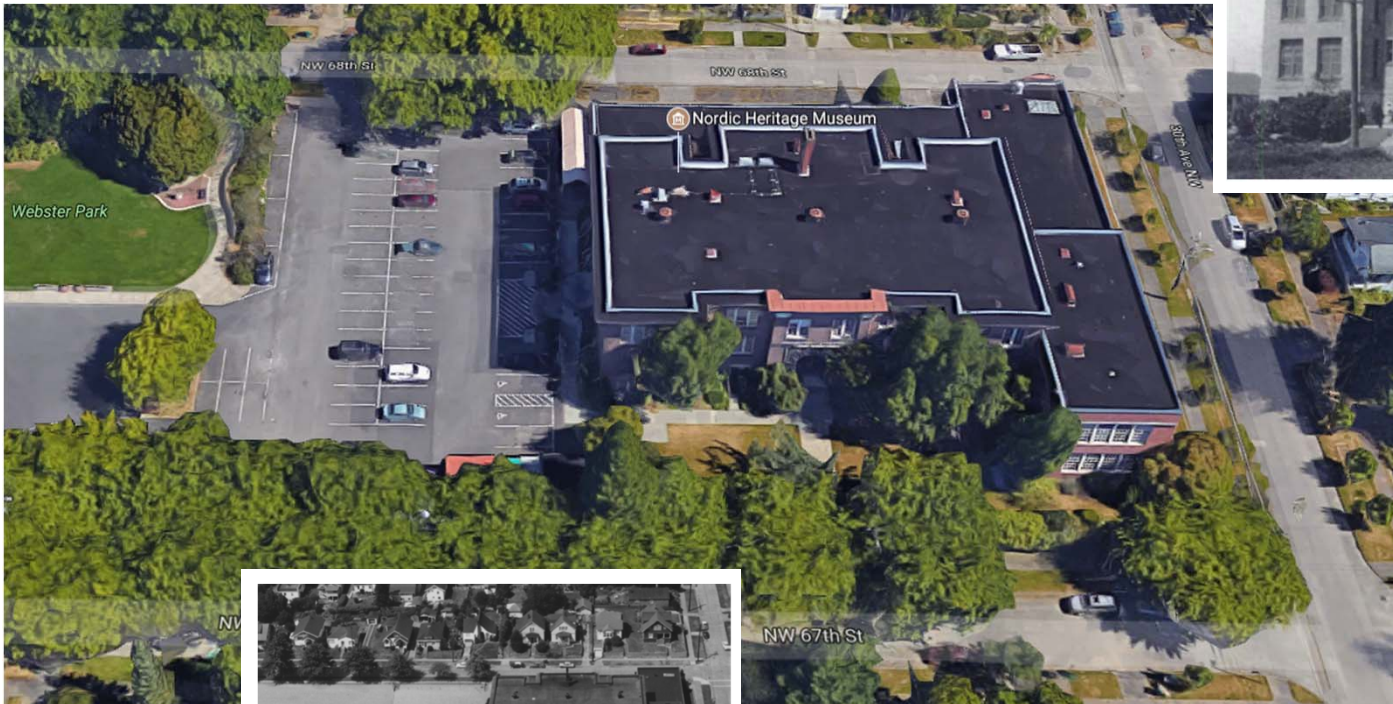




Webster School Departures

3014 NW 67th Street SDCI #3025876



Meeting #2
April 30, 2018



DEVELOPMENT STANDARD ADVISORY COMMITTEE

Maureen Sheehan

City of Seattle

Major Institutions and School Coordinator

OBJECTIVES

- Committee Members
- Purpose & Intent
- Roles & Responsibilities
- Evaluation Criteria
- Meeting Process
- Recommendations
- Schedule

	NAME	CATEGORY
1	Thomas Haff	Person residing within 600'
2	Dan Vos	Person owning property or a business within 600'
3	Dan Allison	Representative of the general neighborhood
4	Tad Anderson	Representative of the general neighborhood
5	Jocelyn Bauer	At large to represent citywide education issues
6	Mike Helmick	Representatives of the PTSA
7	Alison Kartiganer	Representatives of the PTSA
8	Connie Myers	Representative of the Seattle Public Schools
Alt 1	Kevin Philbin	Representatives of the PTSA
Alt 2	Darcy Fulcher	Person residing within 600'
Ex-Officio	Maureen Sheehan	City DON (Non-voting Chair)
Ex-Officio	Holly Godard	City Seattle Department of Construction & Inspections (Non-voting Member)

PURPOSE & INTENT

- Most schools are located in single family zone neighborhoods, the land use code does not include a “school zone”
- Renovation and additions often times will not meet the underlying zoning, therefore the public schools can request exemptions, known as departures, from the land use code.
- This committee is an opportunity for neighbors and the surrounding community to give the City feedback whether to allow departures.
- The committee can recommend to grant, grant with condition, or deny the requested departures.

SCHEDULE

January 12, 2018 Committee Formed (90 day clock starts to conduct meetings)

March 19, 2018 - First Meeting

April 30, 2018 - Second Meeting

TBD – Third Meeting, if needed

Recommendation report due to director of SDCI (drafted by DON, with the committees final approval):

If 1 Meeting = April 18, 2018 (30 days after first meeting)

If 2-3 Meetings = June 17 2018 (90 days after first meeting)

TBD, SDCI Director issues decision

COMMITTEE ROLES & RESPONSIBILITIES (23.79.008)

- A. It shall conduct one or more **public meetings** within a ninety (90) day period from formation of the advisory committee.
- B. It shall gather and evaluate **public comment**.
- C. It shall **recommend the maximum departure** which may be allowed for each development standard from which a departure has been requested. Minority reports shall be permitted. The advisory committee may not recommend that a standard be made more restrictive unless the restriction is necessary as a condition to mitigate the impacts of granting a development standard departure.

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.

MEETING PROCESS

- Robert's Rules of Order – DON Staff serves as non-voting Chair
- Presentations from Seattle Public Schools
- Public Comment
- Committee Deliberation – reference criteria (SMC 23.79.008)
- Vote on the need for departures and each individual departure

RECOMMENDATIONS

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

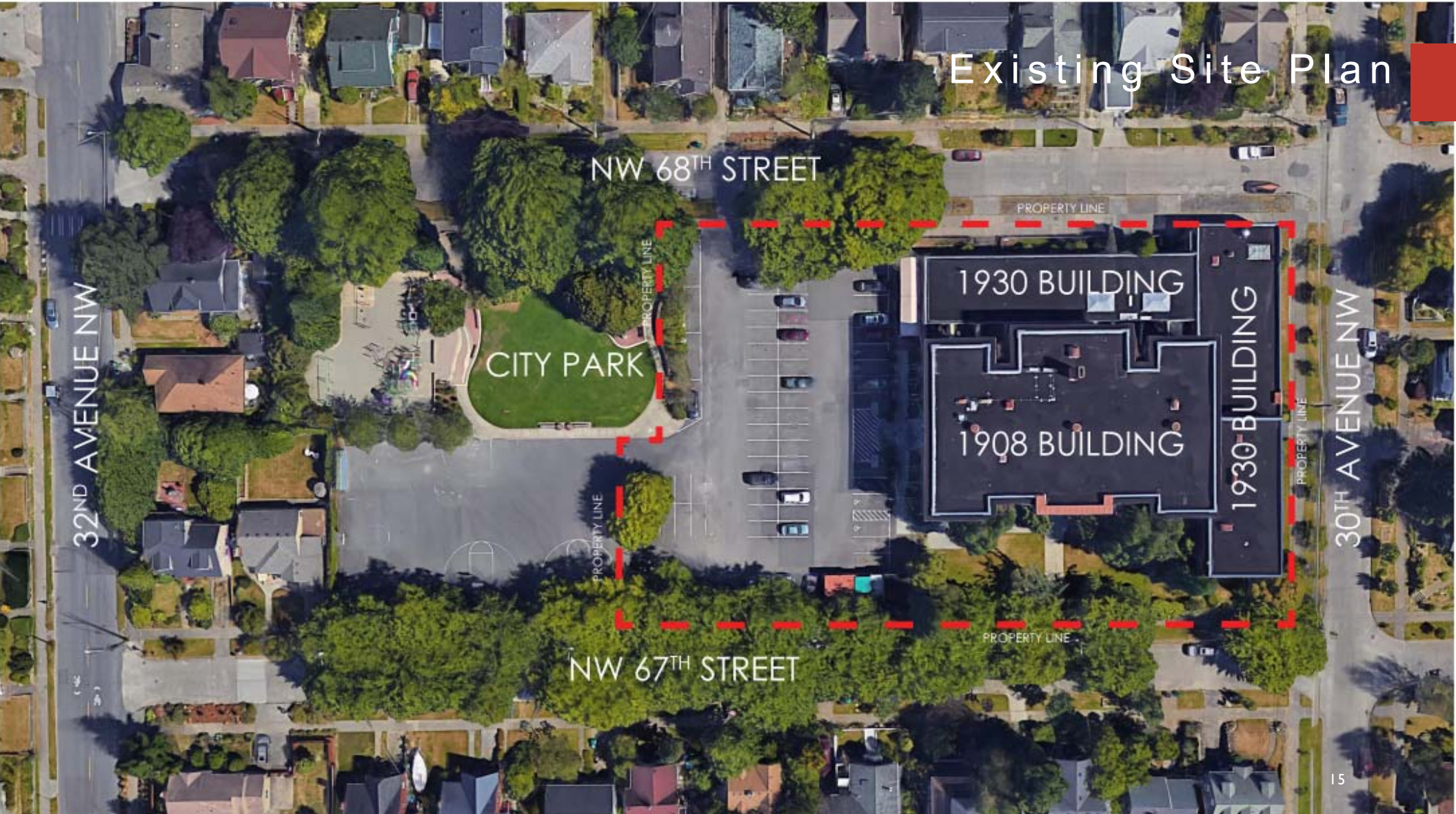
Questions?



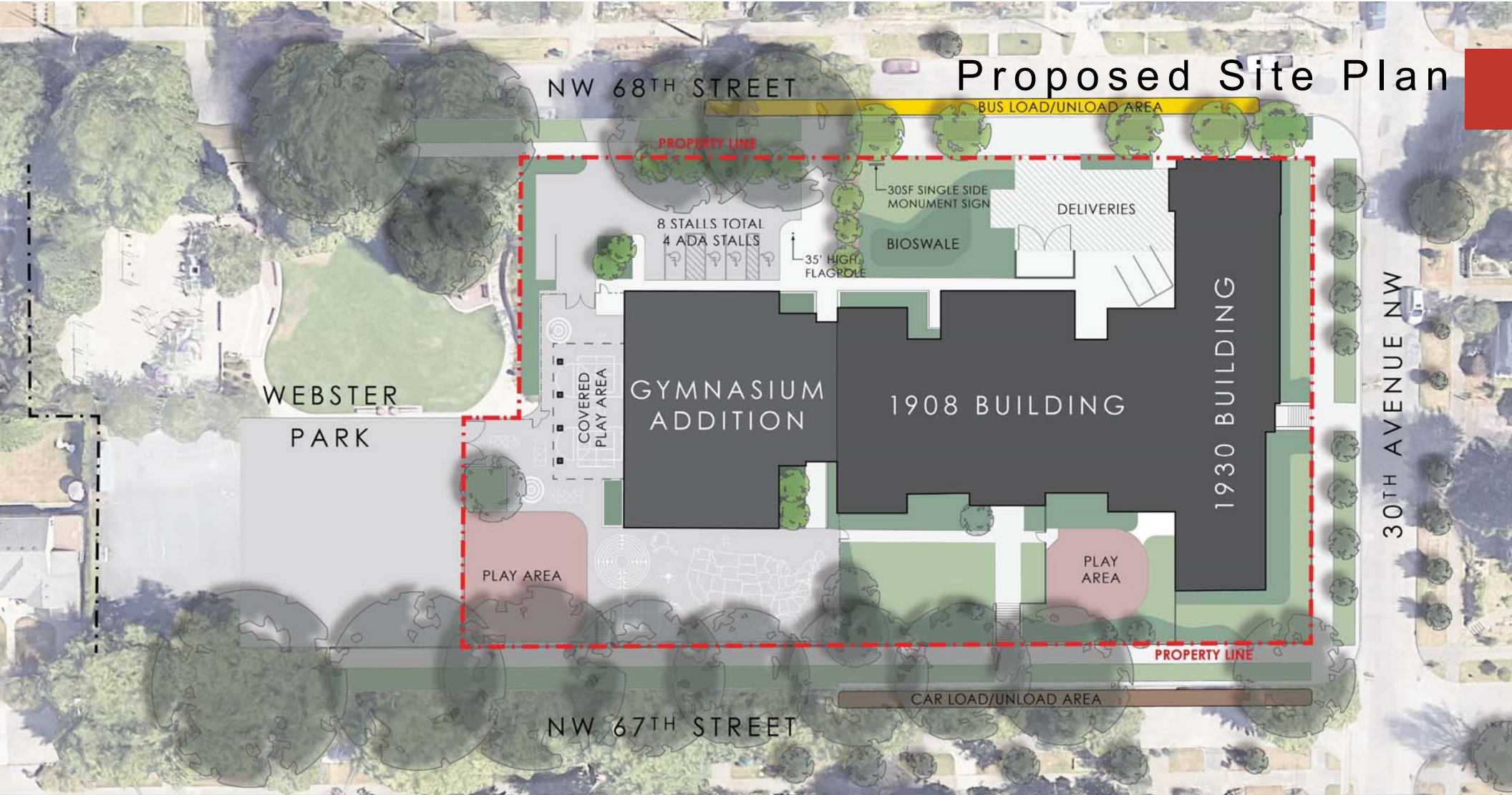
Agenda

- Departures Requested
 - Setback (noise)
 - Building Height
 - Lot Coverage - Approved
 - On-street Bus Loading & Unloading
 - Off-street Parking
- Committee Clarifying Questions
- Public Comment
- Committee Recommendations

Existing Site Plan



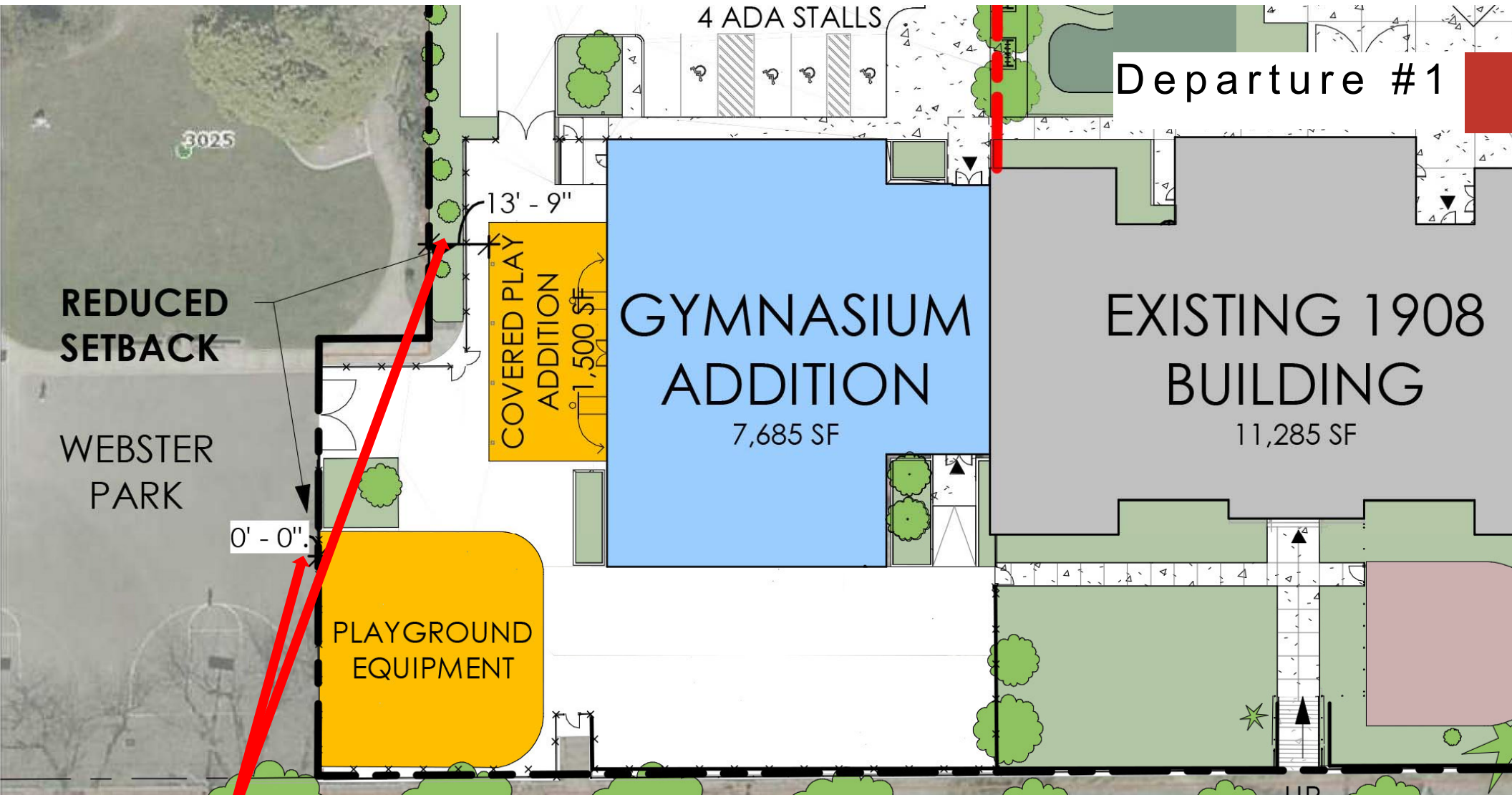
Proposed Site Plan





**■ Departures Requested
Additional Information**

1. Setback (noise)
2. Building Height
3. Lot Coverage - Approved
4. On-street Bus Loading & Unloading
5. Off-street Parking



Departure Requested for setback of 0' for School Playground from Public Park

Departure #1



Departure Requested for setback of 0' for School Playground from Public Park

Departure #1

View from Southwest at Playground



Departure Requested for setback of 0' for School Playground from Public Park



Departure #1 Setback

Covered Play and Play Equipment Noise

Joint Use agreement between Seattle Parks and Recreation (SPR)
and Seattle Public Schools (SPS)

- Current agreement is for 3 years – 2016 through 2019. The agreement is updated every 3 years and may be extended or renewed by mutual agreement signed by both the SPR Superintendent and the SPS Superintendent.
- Purpose: Increase youth and community access to SPS facilities and increase student access to SPR facilities
- Annual Review of Joint Use Scheduling with Principals and SPR coordinators
- Monthly School/Parks Operations Committee meeting is held to resolve issues
- Both SPR and SPS rent facilities to third parties so coordination is important
- Webster School will not have exclusive use of Webster Park

Departure Requested for setback of 0' for School Playground from Public Park



Departure #1 Setback

Covered Play and Play Equipment Noise

SMC 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 close to the park, **reducing the 30' setback to 13'-9.** **Free standing playground equipment** will also be **located directly adjacent to the park** at the southwest corner of the site **for 0' setback.**

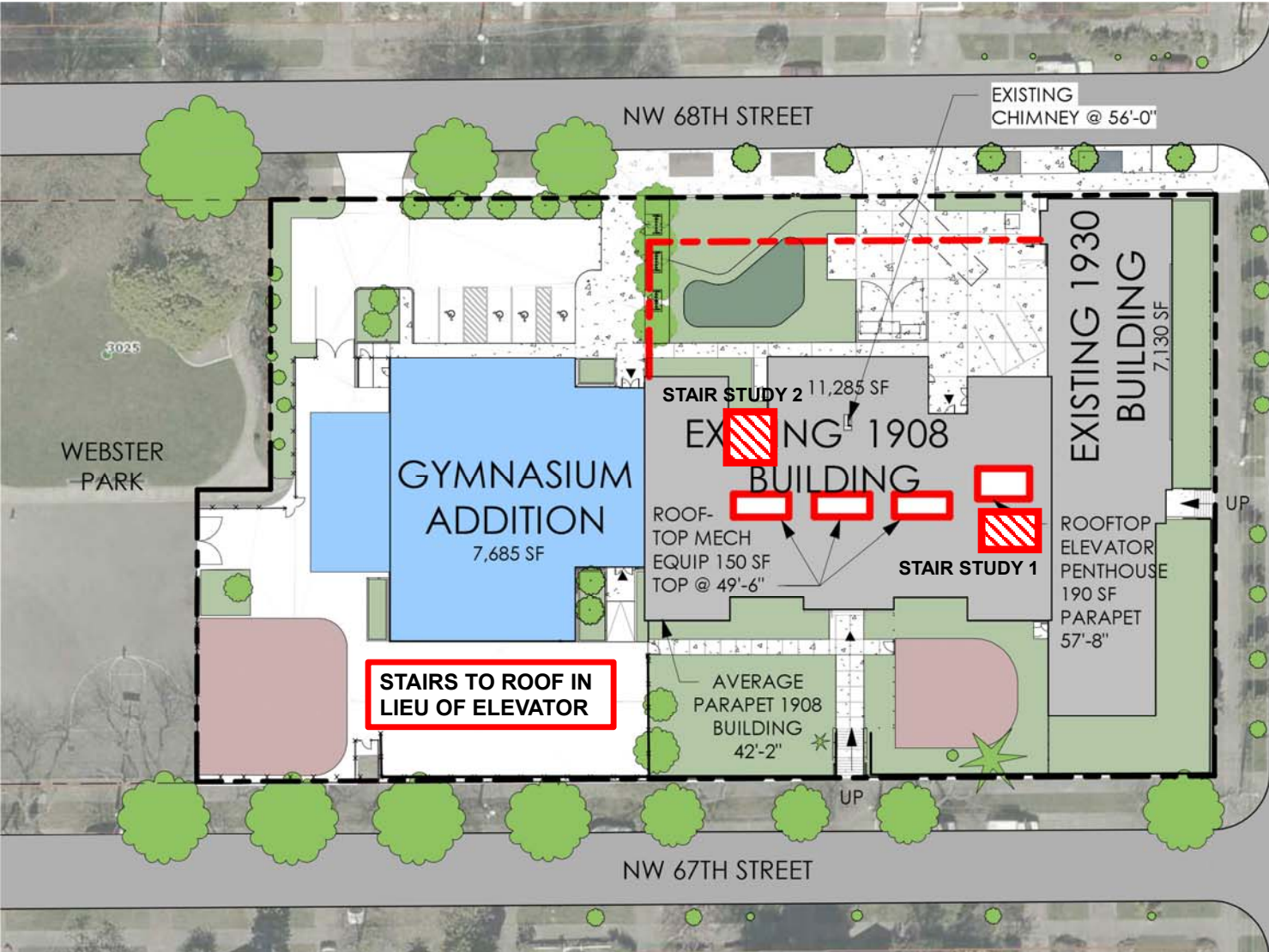
Location Advantages:

- Adjacent to Webster Park for joint-use agreement with Seattle Parks and Recreation
- Similar use and noise levels as Webster Park; no negative impact
- Furthest from neighborhood houses for minimal noise disruption
- Furthest from the historic façade of the original landmarked 1908 building

Landmarks review required

Departure Requested for setback of 0' for School Playground from Public Park

Departure #2

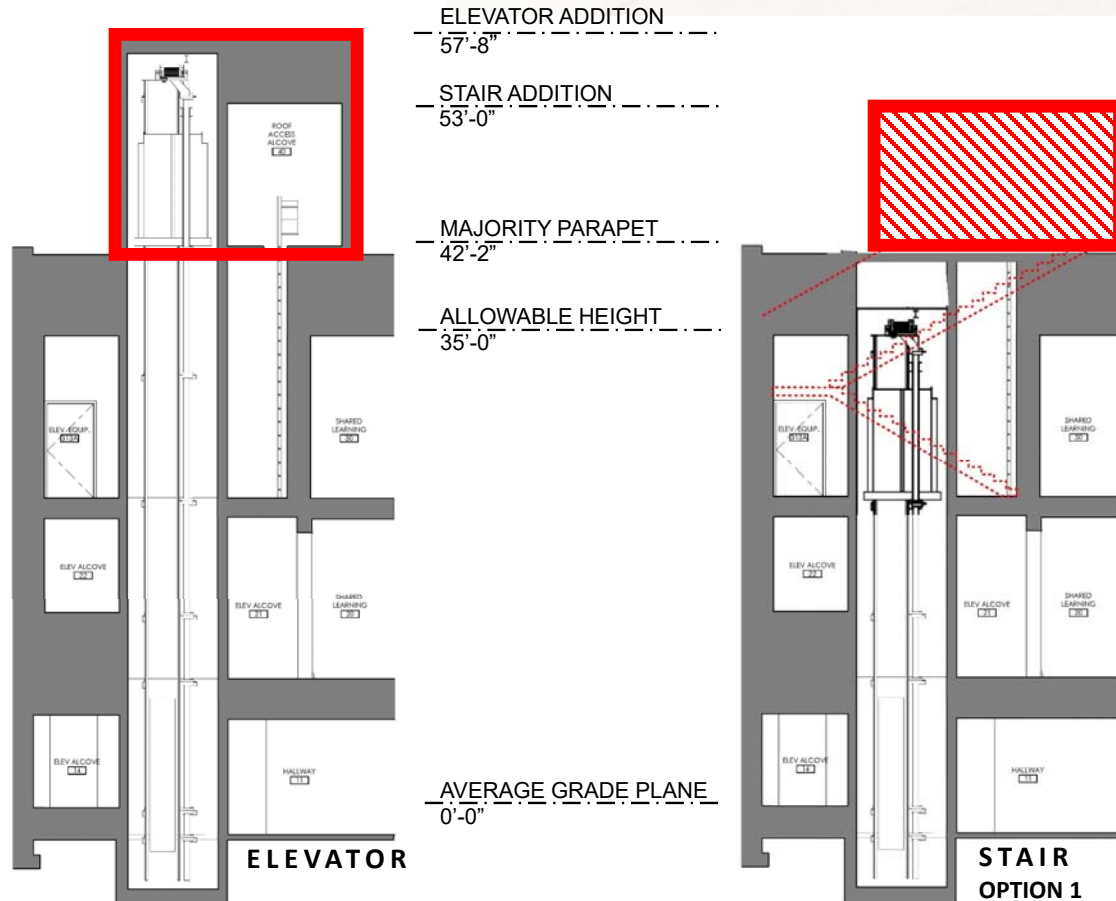


Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2 Building Height - Elevator versus Stair

Stair cannot be built on top of proposed elevator, so circulation space increased. Only two potential locations for stair to roof:

- STAIR STUDY 1: Usable space on third floor
- STAIR STUDY 2: On top of existing historic stair (significant impact to landmarked exterior and interior)



Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2 Building Height - Elevator

View from above at corner of NW 67th Street and 30nd Ave NW

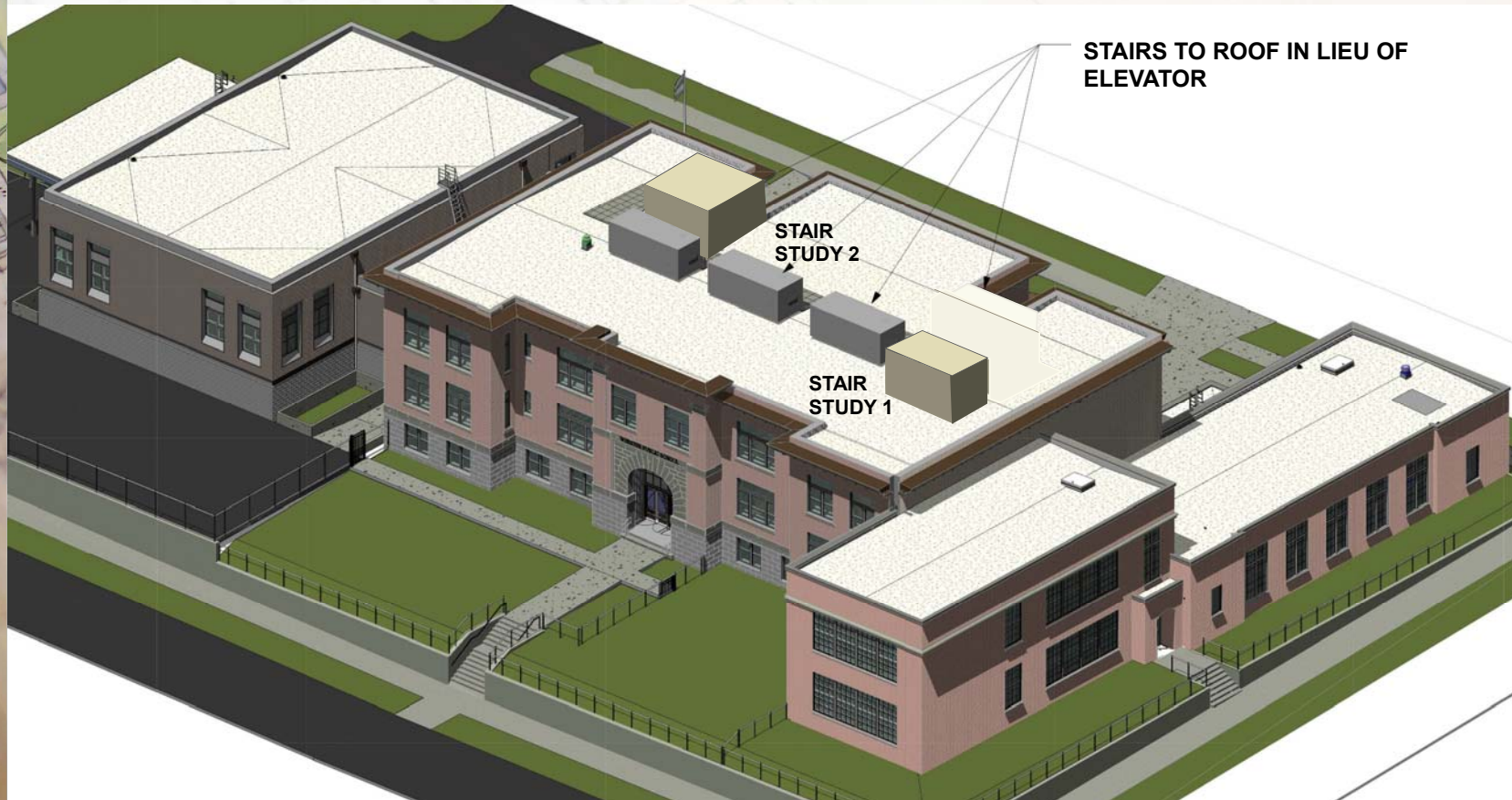


ROOFTOP MECHANICAL EQUIPMENT AND
ELEVATOR PENTHOUSE

Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2 Building Height - Stairs

View from above at corner of NW 67th Street and 30nd Ave NW



Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2 Building Height – Stairs

Third Floor



STAIR STUDY 1: Providing stair to roof in lieu of elevator would reduce amount of usable space in building and still exceed height limit

Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure # 2

View from Northeast at corner of NW 68th Street and 30nd Ave NW

Proposed
Elevator



Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure # 2

View from Northeast at corner of NW 68th Street and 30nd Ave NW

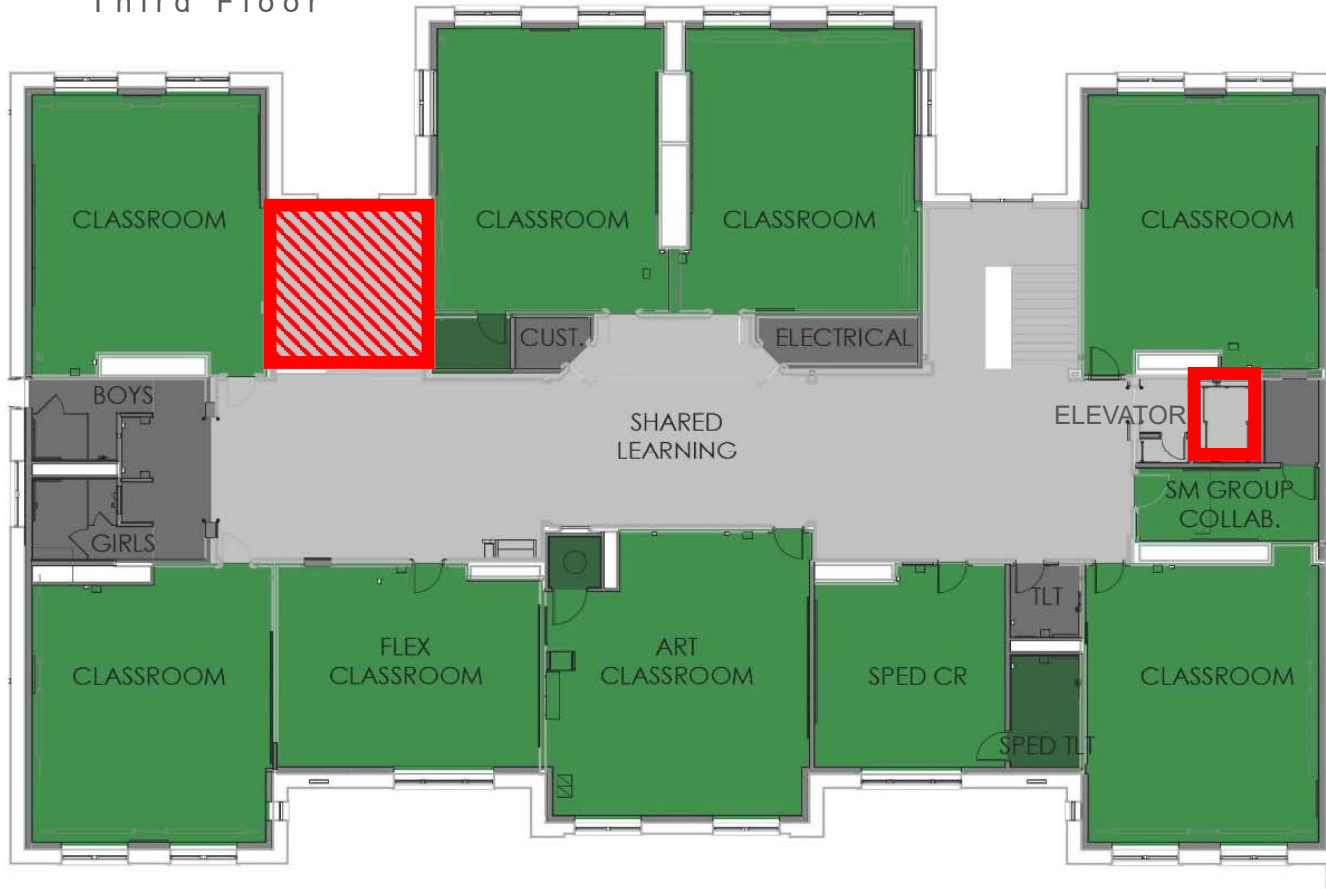
STAIR STUDY 1:
Providing stair to roof in lieu
of elevator would reduce
amount of usable space in
building and still exceed
height limit



Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2 Building Height – Stairs

Third Floor



STAIR STUDY 2:
Extending Landmarked stair to roof would significantly impact Landmarked corridors (Shared Learning) and exterior elevations and still exceed height limit

Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2

View from North on NW 68th Street

← STAIR STUDY 2:
Extending Landmarked stair to roof would significantly impact building elevation and still exceed height limit



Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #2

STAIR STUDY 2:
Extending Landmarked
stair to roof would
significantly impact
building interiors
including Landmarked
corridors (Shared
Learning)

Departure Requested for 23' above 35' height limit (existing exceeds limit)



■ Departure #2 Benefits of Elevator Roof Access

- Studies show HVAC equipment with easier access receives better maintenance and repair and therefore, lasts longer
- Mechanical components that may need to be replaced for roof top units could weigh up to 170 lbs
- Filter racks for roof top units contain up to 15 filters (24" x 20") and need to be changed quarterly
- Mechanics and Head Custodians are the most highly trained and experienced workers and usually work solo – easy access is a large safety consideration
- Adding an elevator stop takes less floor space than adding stairs and roof hatches
- Cost of structural improvements to existing building may increase due to larger footprint of stair compared to elevator

Departure Requested for 23' above 35' height limit (existing exceeds limit)

■ Departure #2 Building Height

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.

SMC 23.51B.002 D.4 - Height limits may be waived by the Director as a Type 1 decision when the waiver would contribute to reduced demolition of residential structures.

Seattle Energy Code improvements to Webster include **rooftop mechanical equipment** and access to the equipment via **rooftop elevator**. Placing on the ground would increase lot coverage.

Heights Above Average Existing Grade

Existing 1908 building Tallest Parapet Height:	43'-4 ½"
Existing 1908 building Majority Parapet Height:	42'- 2"
Existing 1908 Highest Element (Chimney):	56'-0"

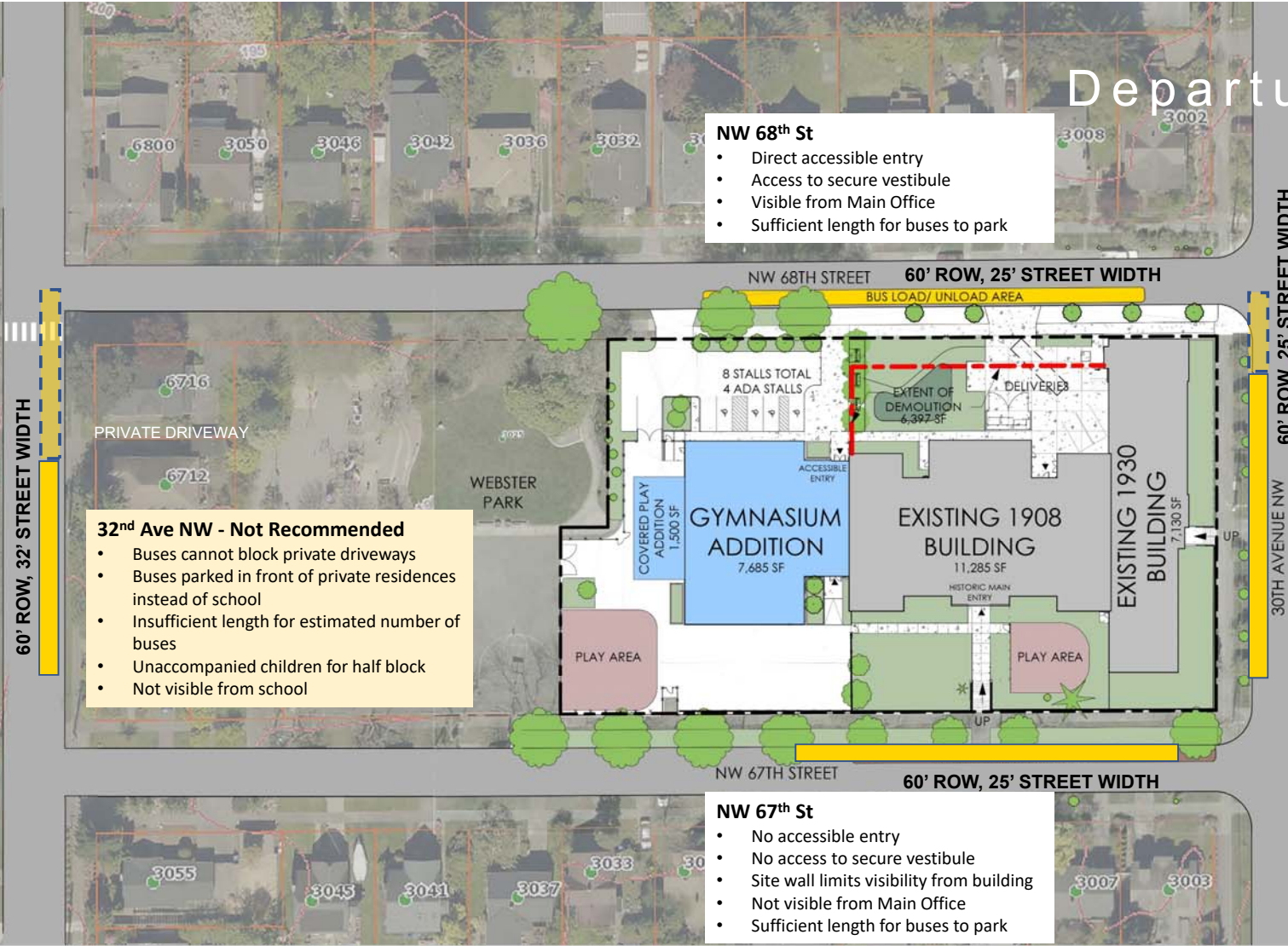
Proposed Rooftop Mechanical Equipment Height:	50'
Proposed Rooftop Elevator Height:	58'
Allowable Maximum Height:	<u>35' (50' within sloped area)</u>
Proposed Difference:	23' (8' within sloped area)

Height exemptions for **only 2 1/2% of total roof area, located near center of the building.**

Landmarks review required; concept presented to Architectural Review Committee, not rejected

Departure Requested for 23' above 35' height limit (existing exceeds limit)

Departure #4



NW 68th St

- Direct accessible entry
- Access to secure vestibule
- Visible from Main Office
- Sufficient length for buses to park

32nd Ave NW - Not Recommended

- Buses cannot block private driveways
- Buses parked in front of private residences instead of school
- Insufficient length for estimated number of buses
- Unaccompanied children for half block
- Not visible from school

30th Ave NW

- No accessible entry
- No access to secure vestibule
- Site wall limits visibility from building
- Insufficient length for estimated number of buses
- Furthest location from Main Office
- Not visible from Main Office

NW 67th St

- No accessible entry
- No access to secure vestibule
- Site wall limits visibility from building
- Not visible from Main Office
- Sufficient length for buses to park

Departure Requested for On-street Bus loading and unloading

Departure #4 On-street Bus Loading

— Potential School Bus Routes



More likely travel route for departing buses would not require turns to 30th Avenue NW. Proceed east straight through 30th to 28th Ave NW (more than 45-ft wide)

- Turn south to access NW 67th St (>42-foot wide) to 24th Ave NW and south to NW 65th Street (signal);

OR

- Turn north to access NW 70th Street to 24th Avenue NW at signal.

Departure Requested for Bus loading and unloading on NW 68th Street

Departure #4 On-street Bus Loading

SDOT's Traffic Calming Measures



Crossing beacon with passive detection.



Crossing beacon with push button at a school crosswalk.



Crossing beacon at neighborhood greenway arterial crossing.



Speed feedback sign displays a driver's speed compared to the speed limit.



Solar powered speed radar sign.



Speed feedback may also flash a "slow down" message.



Speed hump.



Speed cushions allow for larger vehicles such as fire trucks to pass through unimpeded.



Speed humps installed on hills may include a cut for downhill bicyclists.

- **Crossing Treatments** – Crossing Islands, Curb Bulbs, Marked Crosswalks, Crossing Beacons, 20 MPH Zones, Stop Signs

- **Along the Street Treatments** – Bikeways, Radar Speed Signs, Lane Reduction

- **Traffic Calming** – Speed Humps and Cushions, Traffic Circles, Neighborhood Greenways

SEATTLE SAFE ROUTES TO SCHOOL - ENGINEERING TOOLKIT

<http://www.seattle.gov/transportation/projects-and-programs/safety-first/neighborhood-traffic-operations/traffic-calming>

Departure Requested for Bus loading and unloading on NW 68th Street



■ Departure #4 On-street Bus Loading

SMC 23.51B.002 I.1 - Bus Loading & Unloading for Public Schools in Residential Zones

An off-street bus loading and unloading area of a size reasonable to meet the needs of the school shall be provided.

Remodeled public schools are allowed to maintain existing on-street bus loading if the school site is not expanded, and increase in student capacity is limited. Webster is defined as an existing school, **however the previous location of bus loading and unloading from 1979 is unknown. SPS sold the property for Webster Park and the lot is much smaller now at approximately 1.5 acres.**

The existing site is limited and insufficient in size to allow on-site bus loading and unloading.

Location on NW 68th Street

- Nearest to only accessible entrance
- Bus route using nearest arterial at 32nd Avenue NW places bus door on school side of street
- Bus rider pedestrian circulation separated from parking lot
- Bus rider pedestrian circulation separated from proposed vehicular drop off at south

Departure Requested for Bus loading and unloading on NW 68th Street



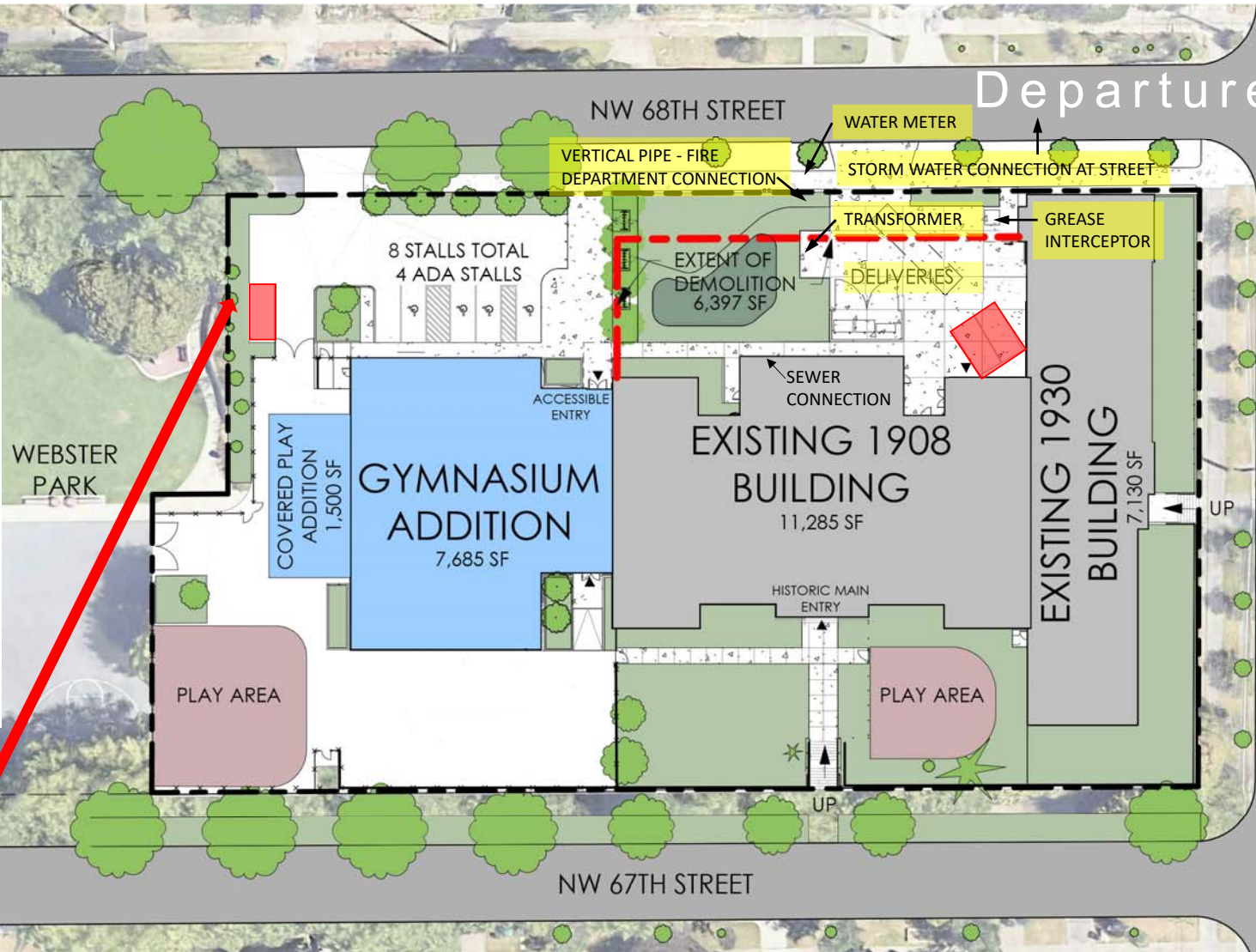
67 Existing Parking Stalls added by the Museum on the location of the Webster School play area

Departure #5 Existing Parking Lot

Departure Requested for 92 parking spaces

Departure #5

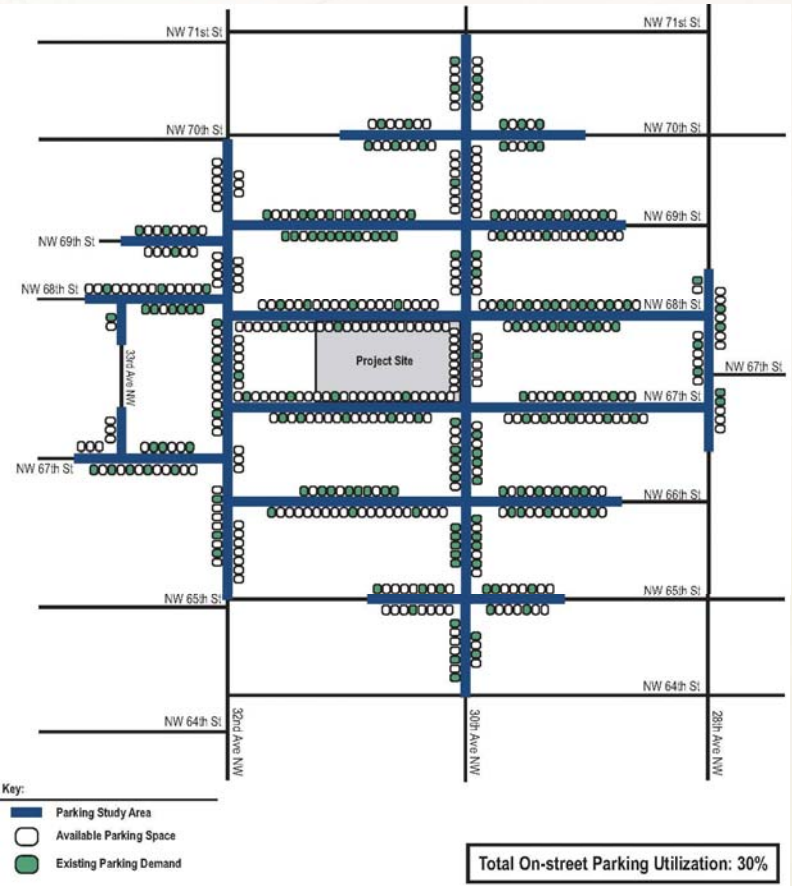
The city required stormwater bioretention facilities are located on the north near the majority of the on-site improvements and where the stormwater drainage will connect to the street. Moving them to the south would impact existing landscaping and require the piping to run very deep.



Departure Requested for 92 parking spaces

Departure #5 Off-street Parking

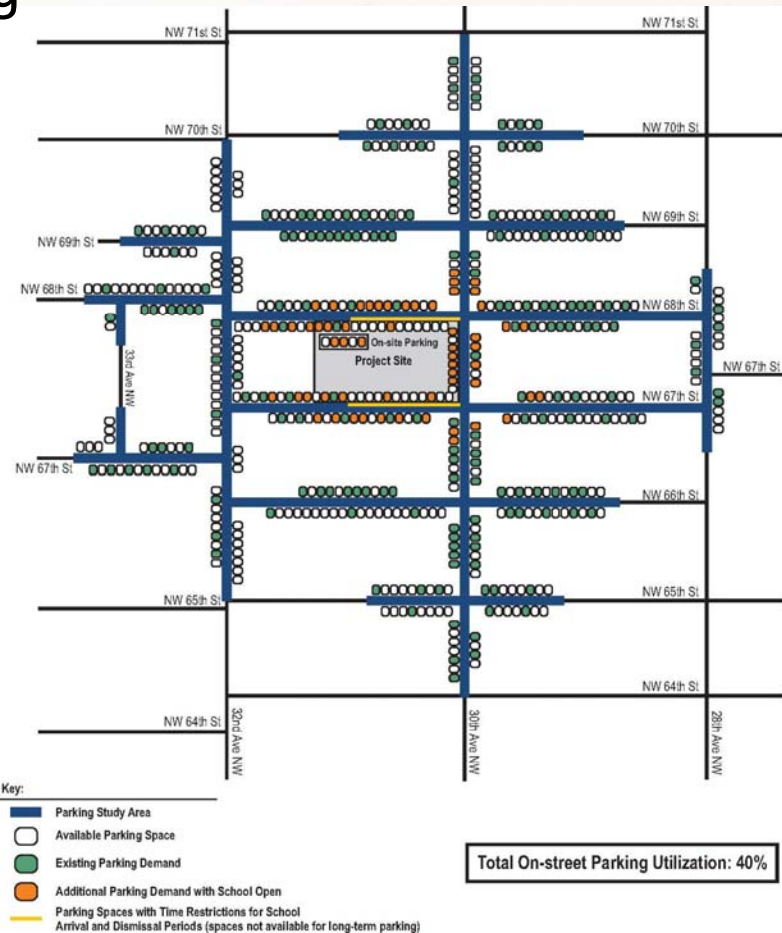
Parking Occupancy – Existing Morning



Departure Requested for 92 parking spaces

Departure #5 Off-street Parking

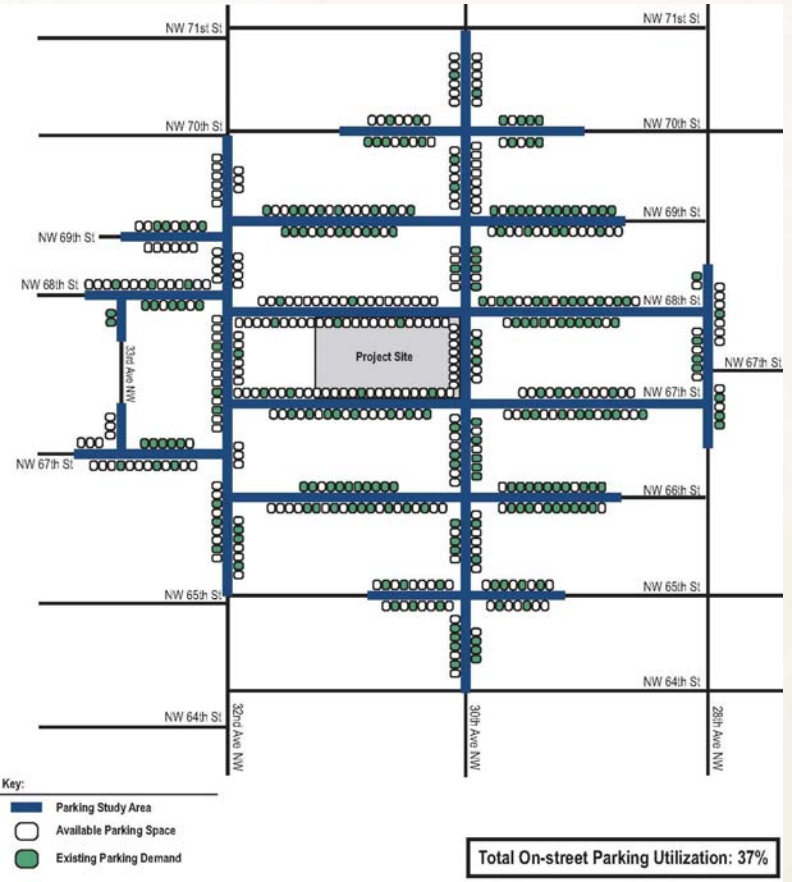
Parking Occupancy – With Project
Morning
58 vehicles



Departure Requested for 92 parking spaces

Departure #5 Off-street Parking

Parking Occupancy – Existing Evening



Departure Requested for 92 parking spaces

Departure #5 Off-street Parking

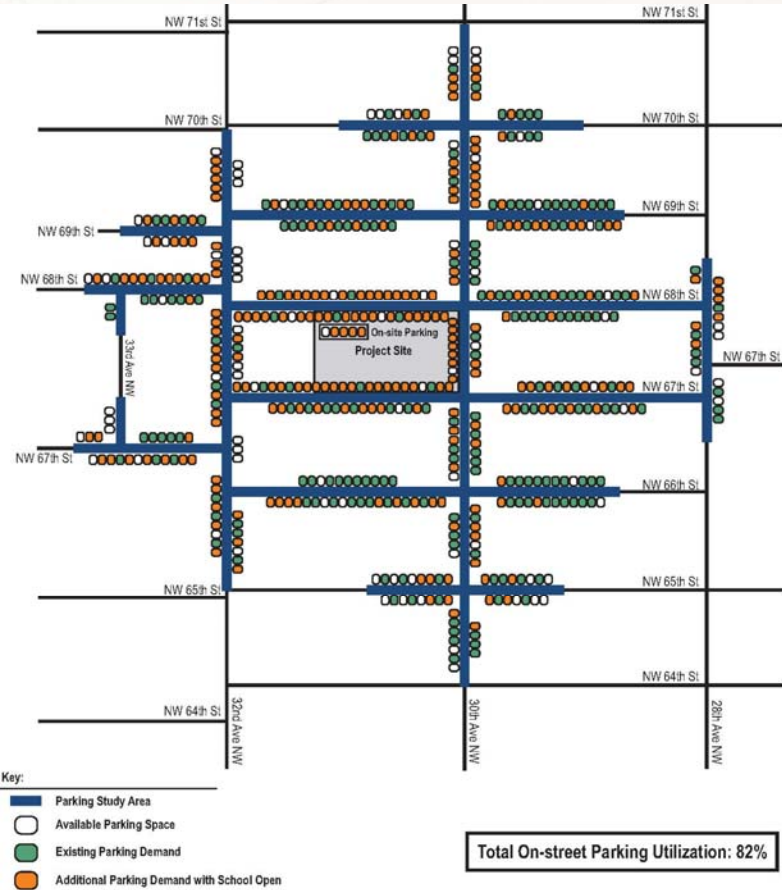
Parking Occupancy – Medium Event Evening
100 vehicles (250 to 300 attendees)



Departure Requested for 92 parking spaces

Departure #5 Off-street Parking

Parking Occupancy – Large Event Evening
(Curriculum Night)
250 vehicles



Departure Requested for 92 parking spaces

■ Departure #5 Off-street Parking

SMC 23.51B.002 G - Off-Street Parking Quantity for Public Schools in Residential Zones

SMC 23.54.015 - Required Parking

Table C – Parking For Public Uses And Institutions

Row N – Schools, Public Elementary And Secondary

Existing Parking: **67 stalls added by the Museum** utilizing existing play area of school

Required Parking: **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.

Footnote (7): When an existing public school on an existing public school site is remodeled, additional parking is required if any auditorium or other place of assembly is expanded.

Existing Dining Room: 2,355 sf

Gymnasium Addition: 5,640 sf

Total Required Parking on site: 7,995 sf / 80 sf per stall = 99.94 stalls ~ **100 stalls**

2015 Seattle Building Code Table 1106.1 requires 4 accessible stalls for 100 parking stalls.

Provided Parking:

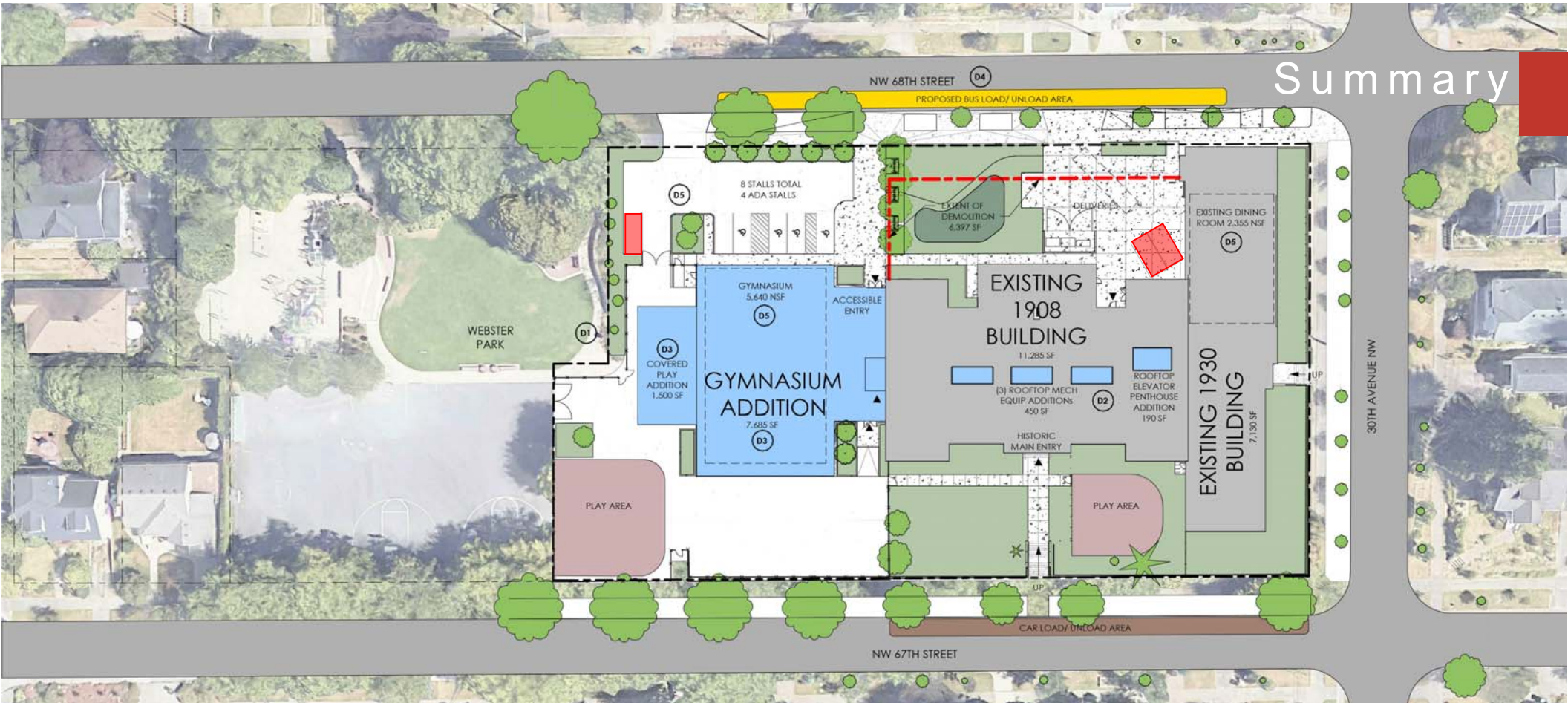
ADA stalls (including van parking) (9' x 19'): 4 stalls

Large stalls (9' x 19'): 4 stall

Total Provided Parking On-site : **8 stalls**

Departure Requested for 92 parking spaces

Summary



Departures Requested:

- **D1:** Departure Requested for Setback of 0' for Playground
- **D2:** Departure Requested for 23' above Height Limit
- **D3:** Departure Requested for Additional 7% Lot Coverage (Approved)
- **D4:** Departure Requested for Bus loading and unloading on NW 68th Street
- **D5:** Departure Requested for 92 parking spaces



Committee Clarifying Questions





Public Comments





 Committee
Recommendation