



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

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

Application Number: 3024148
Applicant Name: Corrie Rosen for Mahlum Architects
Address of Proposal: 2418 28th Avenue West

SUMMARY OF PROPOSAL

Land Use Application to allow the renovation and expansion of an existing public school (Magnolia Elementary). The project includes demolition of the existing library and covered play area and removal of portable buildings; construction of a new gymnasium, covered play areas and a two-story classroom addition on the southeast side of the existing building.

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:

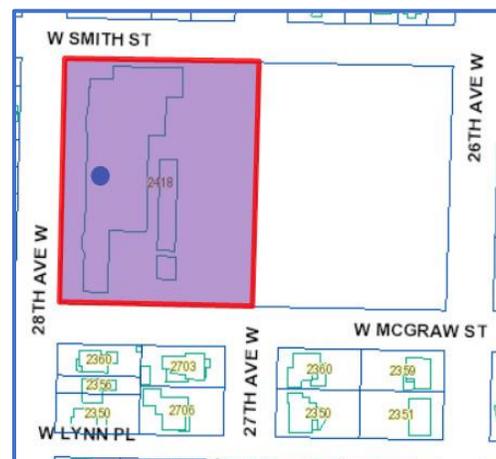
1. To allow greater than allowed lot coverage, up to 45% lot coverage, a portion of which is a 2-story building. (SMC 23.51B.002.C)
2. To allow greater than allowed building height (12') for a mechanical penthouse. (SMC 23.51B.002 D)
3. To allow less than required off-street parking (73 less) (SMC 23.51B.002 G)
4. To allow bus load and unload off-site (SMC 23.51B.002 I)
5. To allow double-faced, Electric, Changing Message Board Sign. (SMC 23.55.020 A,B, D7)

SITE AND VICINITY

Site Zone: Single Family (SF 5000)
Nearby Zones: (North) Single Family (SF 5000)
(South) Single Family (SF 5000)
(East) Single Family (SF 5000)
(West) Single Family (SF 5000)

ECAs: Steep slopes Environmentally Critical Areas (ECA) are mapped at the site.

Site Size: 2.45 acres.



Proposal Information

Seattle Public Schools (SPS) proposes to construct a 30,800-square foot addition to the existing Magnolia Elementary School. The School has been empty and has served intermittently for school groups displaced from other schools due to improvements at those schools. Project documents are available in the electronic file at <http://www.seattle.gov/SDCI/>.

Previous SEPA Related Actions

Prior to application for a Master Use Permit, the District exercised its prerogative to act as lead agency. A Determination of Non-Significance (DNS) was issued by Seattle Public Schools on December 12, 2016. An appeal was registered. On February 16, 2017 the DNS was recommended to be affirmed by the Hearing Examiner Pro Tem.

Environmentally Critical Areas (ECAs) review is required for building permit applications. Based on a review of the submitted information and the City GIS system, SDCI concludes that the project (3024148) appears to quality for the criteria established in the Critical Areas Regulations, SMC 25.09.180.B2b. Specifically, the submitted information for the steep slope developmental allowance application demonstrated that steep slopes at the site appear to have been created by previous legal grading activities associated with property development and street improvement. For this reason, SDCI will waive the required ECA Steep Slope Variance associated with SDCI Application No. 6511044/3024148. This approval is conditioned upon the approval of subsequent building permit applications for a design that demonstrates that the proposed development will be completely stabilized in accordance the recommendations by the geotechnical engineer as well as with provisions of the ECA Code and Grading Code. All other ECA Submittal, General, and Landslide-Hazard, and development standards still apply for this development.

Public Comment

Comment letters were received during the official public comment period. Letters can be viewed in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number, MUP project 3024148. The public comments addressed concerns for the decreased amount of parking, location of parking, location of the bus load and unload, traffic flow in the area with a dead end street, height concerns, and recommendations that the departure requests not be granted. Additional comments were received regarding adequate notice, Department of Neighborhoods process and the proposed electric image-changing sign.

Development Standard Departure

The Seattle School District submitted a request for departures from certain Seattle Municipal Code Development Standards for the proposed elementary school additions. The Department of Neighborhoods (DON) is charged with administering the School Departure process per SMC 23.79.004. DON formed the required Advisory Committee of eight voting members with a City non-voting Chair. The final Development Standard Departure Report is available in the public electronic file at the following link <http://www.seattle.gov/SDCI/> under the project number.

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.

In reviewing the departure request, 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

On March 23, 2016 the Seattle School District submitted a request for departures from certain Seattle Municipal Code Development Standards to accommodate the construction of a new addition to Magnolia Elementary School at 2418 28th Avenue West in Seattle, Washington. The addition is proposed to be approximately 30,800 square feet and will serve approximately 660 elementary school students.

The City initiated the Development Standard Departure Process, pursuant to SMC 23.44.17 and 23.79. The code requires that the Department of Neighborhoods convene an Advisory

Committee (Development Standard Advisory Committee) when the School District proposes a departure from the development standards identified under the code. These standards are 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 Seattle Department of Construction and Inspections, SDCI, will produce a formal report and determination. The Director of the Seattle 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. This 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 in the vicinity 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:

1. To allow greater than allowed lot coverage. up to 45% lot coverage, a portion of which is a 2-story building. (SMC 23.51B.002.C)
2. To allow greater than allowed building height (12’) for a mechanical penthouse. (SMC 23.51B.002 D)
3. To allow less than required off-street parking (73 less) (SMC 23.51B.002 G)
4. To allow bus load and unload off-site (SMC 23.51B.002 I)
5. To allow double-faced, Electric, Changing Message Board Sign. (SMC 23.55.020 A,B, D7)

Departure #1 –To allow up to 45% lot coverage. (SMC 23.51B.002 C) – The zoning code restricts the amount of lot coverage to 35 % for structures of more than one story. The District requested a departure to allow 45 % lot coverage.

Departure #2 –To exceed the maximum building height limit. (SMC 23.51B.002 D) – The zoning code restricts the height of development on the site to no greater than the existing building’s height or 35 feet plus an additional 15 feet for a pitched roof, if the pitch is at a rate of not less than 4:12. The District requested a 12 foot departure to allow the Elementary School to exceed this standard for mechanical and elevator penthouses.

Departure #3 – To allow a reduction of on-site parking. (SMC 23.51B.002 G) –The code requires the District to provide 79 parking spaces. The District requested a departure to allow six (6) parking spaces on site. Currently, no parking is provided on site.

Departure #4 – To allow bus load and unload off-site (SMC 23.51B.002 I) –The code allows off site bus load and unload in certain conditions. The applicant proposes to add additional space for bus load and unload off-site.

Departure #5 – To allow a double faced, electric, changing message board sign. (SMC 23.55.020 A,B, D7) –The code prohibits changing message board signs. The School requested a double-faced, electric, changing message board sign.

The Committee was convened in a public meeting held on September 14, 2016 at Catharine Blaine K-8. Approximately 30 people attended the meeting, 17 of whom provided public comments. The common themes raised in public comment were:

- The parking and traffic impacts on the neighborhood due to the lack of on-site parking will disproportionately affect neighbors living adjacent to the school;
- Impacts on the use of Ella Bailey Park;
- Support for the currently vacant building to be reused; and
- Impact of a changing-image, message board sign on neighbors living adjacent to the school.

Director's Analysis

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, 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.*

Departure #1 –To allow up to 45% lot coverage. (SMC 23.51B.002 C).

Departure #1 is a School District request to allow greater than allowed lot coverage. The committee understood the compromise that was made to provide for the required programming and a loss of open space on the site. The committee discussed the possibility of conditioning a departure with access and use of the Ella Bailey Park for school use. This proved to be more complicated, due to ADA accessibility and the discretion of the future Principal of the school regarding use of the park by the school citing student security and oversight.

After consideration, the Committee recommended that the departure to allow greater than allowed lot coverage be granted as requested by the Seattle Public Schools without modifications and without conditions.

In evaluating this departure request, the Director has reviewed the District required school program, public comment, the proposed site plan, and location of large programmatic elements such as the gymnasium, play area, library, and classroom spaces. Single family zoning with lot coverage restrictions and 30-foot height limitations dominate the neighboring area. The School addition must serve the future larger population of students and staff. The Director recognizes that a public school cannot approximate the scale and bulk of a single-family home in the area, but will continue to be recognizable, in bulk and scale, as a significant institution in the neighborhood.

As much as possible the proposal aims at reducing the appearance of bulk by providing building modulation, adding landscaping, and meeting code required building setbacks. Architectural elements and materials are appropriate choices to help the building addition blend with the character and scale of the existing school. The applicants have proposed to use red brick which is sympathetic to the original brick building. The proposed addition will replace the aging portable classroom buildings with a modern, integrated, and better designed structure to serve students.

The departure neither impacts traffic, noise and circulation nor impacts housing. Open space at the site will be impacted by reduced playground area and will be partially mitigated by all-weather play surfaces and a covered play area. Considering the criteria, the majority and minority recommendations from the Advisory Committee, and public comments, the Director grants the departure request of 45 % lot coverage with a condition listed at the end of this document.

Departure #2 –To exceed the maximum building height limit. (SMC 23.51B.002 D).

Departure #2 is a School District request to allow greater height. With this departure, the elementary school would exceed the development standard (SMC 23.51B.002 D) resulting in total height of 47 feet for the mechanical penthouse only. The area requested for departure is limited to a rectangular mechanical penthouse located at the south area of the building and limited in size to 6% of the roof area. This departure allows the project to provide a screened and covered mechanical penthouse. The over height mechanical penthouse area is setback from the building edge 13 feet and setback 30 feet from the south property line. The penthouse will be visible from the south edge of West McGraw street and homes to the south. The building itself is proposed to meet the code requirements.

The mechanical penthouse encloses the building's mechanical systems that regulate heat and air flow. This equipment would be allowed and no height departure required if the mechanical equipment were not covered. Covering the mechanical equipment is important to the School District to protect the equipment from the weather. The enclosure also helps mitigate mechanical noise.

The Departure Advisory Committee considered the height departure request and determined that it contributed to the overall height and bulk of the proposed addition yet recognized the school's desire to protect mechanical equipment at the site.

The committee was in general agreement that the additional height for a mechanical penthouse was reasonable. A suggestion was made to add architectural elements to the penthouse enclosure that would complement the historic features of the building, but it was agreed that not calling attention to the addition was preferable. Placement of the additional height was supported by the committee so as not to cast shadows on the school courtyard play space.

After consideration, the Committee recommended that the departure to allow an additional 12 feet of height for a mechanical penthouse (total 47 feet) be granted as requested by Seattle Public Schools without modifications and without conditions.

In evaluating this departure, the Director notes that the over height penthouse 30 foot setback from the property line helps to mitigate additional bulk by providing more space between the residential neighborhood and the additional height. The departure neither impacts traffic, noise and circulation nor impacts housing and open space. Considering the criteria, the majority and minority recommendations from the Advisory Committee and public comments, the Director approves the departure to allow greater than allowed height for the mechanical penthouse as requested by the Seattle School District without modifications and without conditions.

Departure #3 – To allow a reduction in on-site parking.(SMC 23.51B.002 G).

The land use code requires the District provide 79 on-site parking spaces for this project. The District requested a departure to allow 6 parking spaces on site, for a 73-parking space departure. Currently there is no permitted parking provided on site. The departure request was considered by the Departure Committee. Committee members noted that with the addition there would be increased parking pressure which would negatively affect adjacent streets.

The committee discussed the planned play space and its relation to Ella Bailey Park as well as the impact of no parking on-site and the surrounding streets. Some committee members felt the play space should not be compromised in order to provide parking on site, while others felt additional options should be discussed considering neighbors located immediately adjacent to the school who will be disproportionately impacted by the additional need for on-street parking. Neighbors located immediately adjacent to the school felt they will be disproportionately impacted by the additional teachers, staff and visitors requiring on-street parking. The committee spent significant time thoughtfully considering community concerns, and struggled with the appropriateness of the departure which only provides six parking spaces for a school of this size.

After consideration of the above, the Committee recommended that the departure to approve 73 spaces less than the parking requirement be granted as requested by the Seattle Public Schools without modifications and with the following suggested conditions:

1. The District must create an enhanced Transportation Management Plan (TMP) and provide resources to ensure compliance that includes a rigorous staff parking management component designed to have teachers and staff park at least one block away from the school in order to minimize school-day parking impacts to neighbors nearest the school and to allow for more efficient and safe traffic flow, and;
2. Evaluate restricting parking to four hours maximum adjacent to Ella Bailey Park along W McGraw St and W Smith St.

The Departure Advisory Committee recommended to the Director that the departure for reduced on-site parking be allowed. The Minority Report questions the accuracy of the Transportation Technical Report (Heffron, 2016) in assessing correctly times of day and locations which appear to have a higher parking utilization than reported. The Minority Report notes that additional mitigation efforts would be good such as a small parking lot on site to manage some of the teacher, staff, and visitor parking, a permit parking zone, and teacher shuttle to a remote parking lot.

Based on the recently adopted District-wide change in school start times, most elementary schools are expected to start at 7:55 A.M. and dismiss at 2:05 P.M., beginning with the 2016-2017 school year. Since this start time would result in worst-case conditions with morning school traffic overlapping the commuter AM peak hour, it was assumed the re-opened Magnolia Elementary School would have these start and dismissal times. To capture the existing traffic conditions during these hours, peak period traffic counts were performed from 7:00 to 9:00 A.M. and from 1:30 to 3:30 P.M. on Wednesday, February 10, 2016. During these periods, the highest existing hourly volumes varied by intersection—some peaked from 7:15 to 8:15 A.M., while others peaked from 8:00 to 9:00 A.M. In the afternoon, the highest hourly volumes generally occurred beginning at either 2:00 or 2:30 P.M. The full report is available in the electronic file for this project.

The Director notes that the departure for reduced on-site parking meets the appropriateness of character and scale of the surrounding area criteria by prioritizing learning space and play space over parking stalls. By reducing on-site parking there is greater opportunity to preserve remaining play space. The Director notes that there will be impacts of traffic, noise, circulation and parking in the area due to increased parking on surface streets during pick up and drop off hours, but as pointed out in the Transportation Technical Report (Heffron, 2016) the impact will be noticeable and could be partially mitigated by elements of a Transportation Management Plan. The Departure will not have impacts on housing unless the site is expanded to require closing a neighboring street and require demolishing residential structures. The departure will help preserve open space for play at the school. As mentioned in the Minority Report, a parking zone designation is operated by SDOT and initiated by neighborhoods. A parking shuttle may be a topic for the Transportation Management Plan, yet may prove to only transfer impacts to another neighborhood. A larger parking lot would appear to use too much space on the site. Considering the criteria, the majority and minority recommendations from the Departure Advisory Committee and public comments the Director grants the departure request with a condition to follow the recommendations outlined in the Transportation Technical Report.

Departure #4 – Additional Bus Loading & Unloading on W Smith Street (SMC 23.51B.002 I)

The committee understood the need for this request due to the accessibility needs of special education buses to unload on West Smith Street, where an ADA entrance is most accessible. The greatest concerns revolved around vehicle and bus maneuvering at intersections where sight lines are limited and streets are standard width, especially before and after school. The Committee agreed that there needs to be additional provisions to make intersections safer and maintain streets so they are still passable and accessible for emergency and city vehicles, as well as neighbors.

After consideration of the above, the Committee recommended that the departure to allow additional bus loading and unloading on West Smith Street be granted as requested by the Seattle Public Schools without modifications and with the following conditions:

1. Analyze options to minimize traffic conflicts at 27th Ave W. and W. Smith St. due to school operations and potential bus routes turning left onto 27th;
2. Explore safety measures and mitigation along 28th Ave W. and W. Smith St. to increase safety at the four-way off-set intersection;

3. Recommend relocation of the King County Metro bus stop in front of the school or combine with an existing nearby stop.

In evaluating this departure, the Director notes that the bus load and unload, and accessible bus load and unload are an important element of the education programs and access to accessible routes is key to an existing site maneuverability. The departure will impact traffic, noise and circulation during the load and unload times. The Director understands that the Transportation Technical Report prepared for this project has made recommendations to address the conditions and concerns of the Committee. The recommendations have been accepted by the school district and will be enacted as part of the project conditioning. Impacts to character, and scale of the surrounding area, housing and open space are not expected from this departure request. The Minority Report suggests that pick up and drop off vehicle queuing not be allowed along West McGaw at the school and parking frontages. This issue should be covered and explored in the Transportation Management Plan. Considering the criteria, the majority and minority recommendations from the Advisory Committee, and public comments, the Director approves the departure to allow expanded bus load and unload off site on West Smith Street as requested by the Seattle School District with conditions.

Departure #5 – Double-faced, Electric, Changing Message Board Sign. (SMC 23.55.020 A,B, D7)

There was general consensus that an electric, changing message board was unnecessary, inconsistent with the neighborhood as well as the historic Magnolia Elementary School, and the funds would be better spent on a project that would better serve the community, such as ADA accessible ramps between the school and Ella Bailey Park. Parents of students felt the school and staff did an excellent job informing parents and guardians of school activities. It was discussed that the target audience of a reader board of this type may not be parents, but the community, and if the committee were to approve the departure, conditions would need to be added.

After consideration of the above, the Committee recommends that the departure to allow a double-faced, electric, changing message board sign be denied as requested by the Seattle Public Schools without modifications and without conditions. In evaluating this departure, the Director accepts the Committee recommendation that the sign departure be rejected.

There was general consensus that an electric, changing message board was unnecessary, inconsistent with the character and sale of the surrounding area as well as the historic Magnolia Elementary School, and the funds would be better spent on a project that would better serve the community, such as ADA accessible ramps between the school and Ella Bailey Park. Some thought that the sign would only add additional bulk to the site. The sign would not have impacts on traffic, noise, circulation, and parking in the area, nor impacts on housing and open space.

Parents of students felt the school and staff did an excellent job informing parents and guardians of school activities during the recent past intermittent uses of the school. It was discussed that the target audience of a reader board of this type may not be parents, but the community, and if the committee were to approve the departure, conditions would need to be added.

After consideration of the above, the Committee recommends that the departure to allow a double-faced, electric, changing message board sign be denied as requested by the Seattle Public

Schools without modifications and without conditions. The Director accepts the Committee recommendation to reject the sign.

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 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 proposed buildings. In this case, the Seattle School District stated that both the construction of the addition and the educational standards present challenges and that without granting the departures for greater lot coverage, greater height, and less parking those standards could not be met. Without some departures, the alternatives would be either further reductions in important open play space, or efforts to expand the school site into the residential area.

After considering the overall design and program requirements, the Committee Majority Report generally determined that the proposed departure requests should not be allowed. The Minority report notes that the departures #3 and #4, are somewhat necessary and should be additionally conditioned. 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 numbers one through four should be allowed.

DECISION-DEVELOPMENT STANDARD DEPARTURES

The school development standard departures one through four are **GRANTED** and departure request number five is **DENIED**.

CONDITIONS –SCHOOL DEVELOPMENT STANDARD DEPARTURES

Prior to Building Permit Final Certificate of Occupancy

1. The District shall follow the recommended measure to reduce traffic and parking items A-G, page 30 of the Heffron Transportation Technical Report for this project. The District must create an enhanced Transportation Management Plan (TMP) and work with Seattle School Traffic Safety Committee to include a school staff parking management component designed to minimize school-day parking impacts to neighbors nearest the school. The plan should analyze options to minimize traffic conflicts at 27th Ave W. and W. Smith Street due to school operations and potential bus routes turning left onto 27th, explore safety measures and mitigation along 28th Ave West and West Smith Street to increase safety at the four-way off-set intersection; and explore relocating King County Metro bus stop in front of the school or combine it with an existing nearby stop.

2. Evaluate with SDOT adding signage restricting parking to four hours maximum adjacent to Ella Bailey Park along West McGraw Street and West Smith Street.

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

Date: April 27, 2017

HG:drm

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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.