City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Project Number: 3003699

Applicant Name: Dan Foltz and Wolf Saar, Weber+Thompson Architects for Levin Menzies & Associates, LLC

Address of Proposal: 600 Wall St

SUMMARY OF PROPOSED ACTION

Land Use Application for future construction of a 32-story building containing 3400 sq.ft. of retail at ground level and 223 residential units above. Parking for 217 vehicles to be provided in 10 levels below grade and two levels above grade. Project includes approximately 46,000 cu. yds. of grading.

The following approvals are required:

Design Review - pursuant to Seattle Municipal Code (SMC) Chapter 23.41, involving departures from the following development standards.

- Upper level development standards, SMC 23.49.058 D2a,
- Blank façade limit, SMC 23.49.056 D.
- Common recreation area, SMC 23.49.010 B.
- Structural building overhangs, SMC 23.53.035.
- Parking dimensions, SMC 23.54.030

SEPA - Environmental Determination – SMC Chapter 25.05.

SEPA DETERMINATION: [ ] Exempt [X] DNS[1] [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition or involving another agency with jurisdiction.

[1] Early DNS for the revised application was published November 2, 2006.

BACKGROUND DATA

Project Description

The applicant proposes a 30-story mixed-use structure with 223 residential units and 3400 sq.ft. of retail space at ground level. Parking is proposed within the structure, 2 stories above grade and 10 stories below, to be accessed from both 6th Avenue and Wall St.

Vicinity and Site

The site is roughly triangular, located to the south of Denny Way, between 6th Avenue and Wall St, at the edge of the Belltown/Denny Triangle neighborhood, adjacent to the South Lake Union neighborhood.

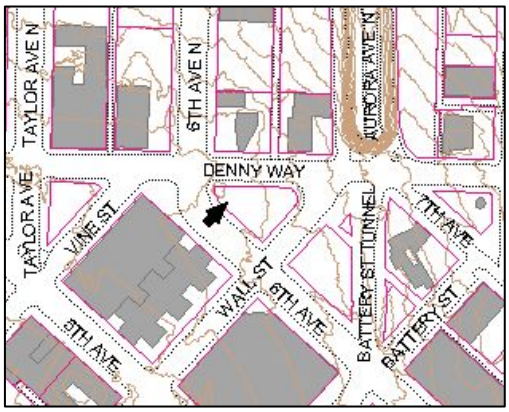

Figure 1. **Local topography**

The site is bounded by Denny Way to the north, 6th Avenue to the southwest, and Wall St to the southeast. All three streets are designated as principal arterials. State Route 99 (Pacific Highway/Aurora Avenue) crosses beneath Denny to the east of the site, where it enters the Battery St Tunnel toward the south. The site slopes down slightly to the east, and the vicinity slopes down to the northeast and southwest (see Page **24**).

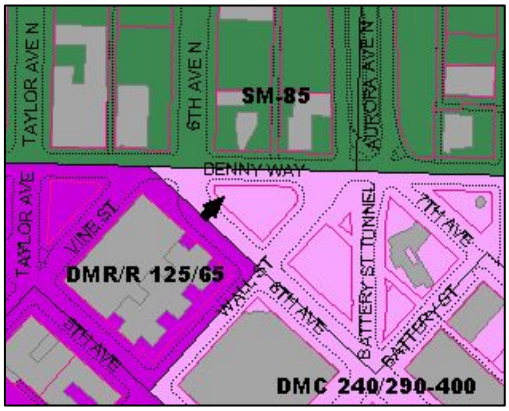

Figure 2. **Vicinity zoning**

Downtown zoning regulations have recently changed. Current zoning is shown in Figure 2. The site is zoned Downtown Mixed Commercial with alternative height limits of 240' for portions of buildings in nonresidential use, and between 290 and 400' for residential portions, subject to bonus criteria (DMC 240/290-400). Properties to the southeast and east of the site across Wall St. are also zoned DMC 240/290-400. To the west and southwest of the site, the zoning remains unchanged: Downtown Mixed Residential/Residential with alternative height limits of 125 feet for residential uses and 65 feet for nonresidential (DMR/R-125/65). Denny Way is effectively the northern boundary between Downtown and South Lake Union, and to the north land will continue to be zoned Seattle Mixed with an 85' base height limit. The property is located in the Denny Triangle Urban Center Village, at the leading edges of the Denny Regrade, the South Lake Union, and the Queen Anne/Uptown urban villages.

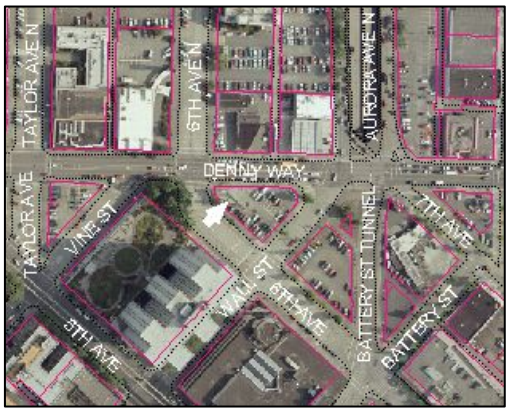

Figure 3. Aerial View

Existing structures in the vicinity include residential condominiums, such as the Wall Street Tower (1949) across 6th Ave, and office buildings, such as the Group Health Cooperative

building (1947) to the south across Wall & 6th. To the east across Wall is a surface parking lot. To the northeast across Denny Way is the SR 99 ramp leading into the Battery Street Tunnel. To the north are low commercial buildings – a gas station and vehicle maintenance business (proposed to be redeveloped under project #3004044). To the northwest across Denny and 6th is a bank building and a low office building, headquarters for the local Teamsters Union (proposed to be redeveloped under DPD project #2501342).

The site is roughly triangular, about 160' long at its northern end and about 105' deep from north to south. There is no platted alley. No portion of the site is designated as an Environmentally Critical Area on City maps.

The site is currently occupied by a paved surface parking lot. There is also a billboard located on the western portion of the site, which is to be removed. There is no substantial vegetation on site, but four mature sweetgum trees in the right-of-way currently provide a pedestrian buffer on 6th Ave and on Wall St. Existing sidewalks generally meet or exceed standards in SMC 23.49.022, except that a 12' sidewalk is required along Denny Way where the existing sidewalk appears to range from 10'-12'.

The site is intensively served by public transit. Routes service downtown, Queen Anne Hill, Ballard, the University District, Capitol Hill and beyond.

DESIGN REVIEW PROCESS

The project's first Early Design Guidance meeting took place on February 28, 2006 in the Boards and Commissions room of City Hall. Four Board members attended, with one recusal. The second Early Design Meeting took place on June 1, 2006, in the same location, with five board members in attendance. The Design Recommendations meeting took place on November 14, in the same location, with five Board members in attendance. Design illustrations are located in the project file, available for public review at DPD's Public Resource Center, floor 20 of Seattle Muncipal Tower.

The site is subject to the Belltown Urban Center Village Design Guidelines.

2/28/2006 EDG: Applicant's Presentation

Bob Kagan of the development firm Levin Menzies & Associates introduced the firm and the design team. He stated that the project recognizes an interest by young people in downtown and its amenities.

Dan Foltz, architect with Weber+Thompson presented the design. He described the site and vicinity, referring to much of the above information. He summarized proposed changes in the Downtown zoning, noting that the 160' change in allowed height is relatively dramatic at this site. He also clarified, while the new Code discusses a maximum average floorplate of 10,700 sq.ft, this entire site is slightly smaller than that limit.

The design is particularly challenged by the site's size, shape, and location between three busy arterials, while it also benefits from its visibility, its access to views, and its downtown location. It is difficult to locate "back of house" functions, such as driveways, loading areas, and access to garbage and recycling storage areas. It's also difficult to efficiently distribute parking across a small and irregularly shaped floorplate. Mr. Foltz stated that the proposed design includes seven

(7) below-grade parking levels and seven (7) levels above grade extending about 110' high, where the proposed Code generally allows no more than three (3) above-grade levels.[2]

The design likely will involve requested departures from Land Use Code development standards, including a reduction in outdoor common recreational area, and diminished transparency and commercial frontage at sidewalk grade.

The site's location presents several opportunities. Development across Denny Way is limited to 85', which will preserve views to the north. There are views to the Sound, the Space Needle is a nearby neighbor, Denny Park is nearby, and a new grocery store and other highrise residential development is under construction to the east along Denny. The axis of Aurora avenue makes this site particularly visible to southbound drivers, creating potential for an iconic Downtown image as they enter the Battery St. Tunnel. The nearby apartment building to the southwest is relatively massive, though it is substantially lower than the proposed design and presents its narrower profile to the site.

Mr. Foltz also drew attention to general engineering issues of building a tall, slender tower. Instead of relying on a structural core, the alternative is termed an "outrigger scheme", with large columns at the perimeter and floor slabs that extend to the perimeter, and structural interstices that relate to the outrigger columns. Such a design presumably allows for greater flexibility in organizing the floorplates

Mr. Foltz said the design team deliberated about the appropriate location for the building's "front". While the northern side along Denny provides ample exposure to passersby and to views, the designers chose instead to locate the principal residential entry along Wall St, while focusing the retail activity along 6th, extending to and wrapping the corner at Denny. Access to recycling and trash is on Wall, and driveway accesses would be on both 6th (to upper levels) and Wall (to subgrade levels).

Mr. Foltz presented models of three massing alternatives, though he noted that one model [Concept B] incorrectly represented its concept, so he directed the Board to instead refer to massing diagrams shown in the design packet. Concept A is essentially an extrusion of the site, with subtle modulations on the north and southeast and an inflected eastern corner at Denny and Wall. Concept B appears to be a refinement of A, suggesting the idea of "bundled rods" and material shifts suggesting "shoulders" of a slightly tapered tower. Concept C is the preferred and most developed design alternative. It presents a rounded, softer, glassy, sculptural form toward Denny, and a more orthagonal and planar geometry presented toward 6th and Wall. Façade modulation on 6th and on Wall appears to be achieved through material shifts and punched openings. A sculpted roof form resembles a visor canted up to the west.

Mr. Foltz briefly presented shadow studies and photos of other projects that helped to inspire this design, drawing attention to their curved geometries and use of punched openings, larger frames, and celebratory corners. He recognized the challenge of successfully designing a 7-story parking garage, suggesting that "celebrating the automobile" might be appropriate. He showed examples of projects that have taken this approach using "virtual transparency", interplay with translucent or spandrel glass, Light-Emitting Diodes, or other novel strategies.

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[2] The proposed Code also provides administrative flexibility for small or irregularly shaped sites, such as this one.

The design team identified the following guidelines as their high priorities: A1 (respond to the physical environment), A2 (enhance the skyline), B4 (design a well-proportioned and unified building), and the bulk of the streetscape items (C1-C5).

2/28/2006 EDG: Clarifying questions by the Board

Where would the preferred design locate loading and unloading functions? On Wall St.

What is the hatched area identified on the site plan? Passenger dropoff area.

How much truck access do you envision for this site? Garbage trucks, a few service vehicles, trash pickup during off-hours.

What are existing sidewalk widths? Denny is less than 12', 6th Ave is about 15', Wall is 12'.

Have you connected with Seattle Department of Transportation (SDoT) enough to know that they'll accept the proposed curbcuts and curb bulbs? "We've discussed them. There may be further shaping of the northeast corner."

Have you considered mechanical elevators to reduce the space devoted to parking? "We examined a variety of systems, and continue to look at stacker systems. The presented scenario incorporates stackers."

What treatments do you envision for the potentially blank façade resulting along Denny? "We've considered exposing the stairs – something neat and artful there. How much do you celebrate the parking garage and how much do you hide it? We'd like some direction from you and your thoughts. We could be honest with the parking and activate it in its own way. On Wall, the service areas need to be dealt with sensitively with glazing at the street level. We need to ratchet down the impact of the trash room and the garages."

2/28/2006 EDG: Public Comment

Five members of the public signed in at the Early Design Guidance meeting on February 28, 2006. Most comments from the meeting focused on design considerations under the Board's purview. Other comments related to the likely timeframe for construction. Comments related to design review included the following:

- It's important to recognize the surrounding context – there's a lot of it. Very substantial apartment building next door – Wall Street Tower.
- If the parking levels are to include nighttime lighting, please consider impacts of bright lights on neighbors.
- Denny is not a great pedestrian corridor yet, but people do walk through between Queen Anne and Capitol Hill. This project should be a chance to make it a better place to walk. It may not be appropriate to bring anything concrete or translucent down to the sidewalk.
- The current Battery Street alignment doesn't meet federal standards, and WSDoT is considering concepts that would lower Aurora and realign the tunnel to improve safety. It might affect construction of this project.
- Group Health is in design development for reuse of its site, across 6th and Wall to the south. I like the location of the entrances because they face our site, and they can relate back and forth to each other. I'd prefer not to have the truck entry and would welcome architectural panels to mask that activity.

DPD also received one letter from the public, asking to be a party of record.

6/1/2006 EDG: Applicant's Presentation

Dan Foltz presented the updated design. Referring to the Board's first Early Design Guidance, he noted that six levels of above grade parking are the greatest design issue to master. He briefly recapped the first meeting, recognizing that the Downtown Design Review Board membership had experienced some turnover since the first EDG meeting in February.

The current update envisions a 393'-tall structure, plus rooftop appurtenances.

He noted that the current Code allows for the proposed six levels of above-grade parking, considering the small and irregularly shaped site, and using discretion available to the Director. *[n.b. This discretion, identified in SMC23.49.019 B2b, is available only to sites "in which parking below grade is infeasible due to physical site conditions such as a high water table or proximity to a tunnel." DPD has since determined that a site's unusual size and shape alone do not justify the exercise of this discretion. The project is therefore limited to four stories of above-grade parking.]*

Mr. Foltz directed the Board's attention to the project's requested departures from Land Use Code development standards, identified in a matrix and summarized on page 17 below.

Compared to the previous iteration, the design now features a podium 30' shorter than previously presented, and containing 6 levels of above-grade parking and six below, with room for 14 spaces per floor. For maximum efficiency, the parking levels feature relatively steep, scissoring ramps and hydraulic car-stacking lifts. Portions of the design's lower level stairwells extend over the property line, "floated out as a window box", and might appropriately be considered as Structural Building Overhangs, subject to Design Review departure, in addition to review and approval by Seattle Department of Transportation (SDoT). Up to 40 units are likely to be marketed without parking spaces, representing the first such highrise condominiums in downtown Seattle without on-site parking.

The ground level plan features a retail space on 6th, and a smaller retail space on the site's northwest corner (6th and Denny). The design's more passive and service functions face Wall St, to the southeast.

The updated design features a curved, tautly stretched curtain wall system, with two framing elements, punctuated by a reveal. The intended result is a narrow, integrated tower. Mullions are arranged to break up the fenestration pattern with variously colored glass "like a DNA marker pattern" to give a sense of randomness and play. The design's lower levels "turn up the volume" in terms of frequency and grain. At its top five floors, the design features considerable sculpting.

As the design intent is to "make an invisible transition" between the parking levels and the living space above, this blending is achieved by extending the glazed curtain wall system over the parking levels, and shielding the parking with translucent paneling and art glass. Worklofts activate the lower levels at the southern corner (Wall and 6th).

Leni Schwendinger presented a brief summary of her portfolio and her preliminary design for a "six-story integrated artwork". Inspired variously by the site's shape and its location at the center of a somwhat fractured grid, she likened the image to the view through a kaleidoscope, which integrates light and reflection. Drawing from the patterns of the street map, and

considering the vicinity's various sight lines, she developed alternative patterns that could serve as a tempate for individual glass elements. Such elements might be expressed as baked-on enamel fritting. Or they might integrate a layering of materials, including chrome, metal mesh, glass, and LED lights. The effect should be interesting to pedestrians and motorists, during the day and at night.

Mr. Foltz discussed likely requests for departures from Land Use Code development standards. Requested departures may include a smaller indoor amenity space, increased rooftop coverage, a wider façade at the upper levels, a narrower sidewalk, a longer blank wall at sidewalk level, and modification of standards for structural building overhangs. This report further summarizes the requested departures and their rationales in the table on page 24 below.

<u>6/1/2006 EDG: Clarifying questions by the Board</u>

Have you explored a fully mechanized parking system? One concept would be to drive your car into a box and let it go. There are two that exist in the US: they don't work well. The triangular site is the most difficult factor, and stackers are hands-down the best option in this situation.

What is the scale of the proposed light boxes? 3'x3' is what's shown now. It's possible to make combinations of 3s: 3,6,9. When we understand the shape of the mullions, we can be more precise about it. The area shown in black (pg 32) is intended to be all translucent. Some areas could be lit, others sandblasted. We want it to be neutral, so you can't see the cars behind, with a vague luminosity.

How do these art elements carry up the building? They don't stop. The colored glass carries on up the tower. Consider the black & white drawings – the intent is a mosaic, Mondrian style.

It seems the artwork relies a lot on lighting and nighttime drama. What does it provide in the daytime? Garage ighting will be on all the time. It must be done well, with lightly diffused glass. That ambiance will be on all the time. During the day, it should look luminescent. It will present a more dramatic figure at nighttime, with a chameleon effect.

Please describe the the façade located immediately above the retail. [Applicant first addressed the sidewalk level, along Denny], We're working with the artist to decide what we can do with this space: light boxes, animated picture windows. There's limited depth to work with here. We can install 3D objects that can animate the sidewalk experience: planters, scrims of bamboo. [Speaking to the second-story level], At present, we're leaving this space blank, because it gives a greater sense of proportionality. In the context of the entire building, there wants to be some proportional strength to support it. This is our first pass, and we're open to your further thoughts and concerns.

Please explain what glass would occupy the frames not filled with art modules. We've identified two ways to create the art concept. Option A is inspired by the grid map, and inserting it between glass as a stainless steel mesh with LEDs implanted: a slender light box. It would have some depth to it, and is color coded as chartreuse on the elevation drawing. That's the first rank. The second art option is flat glass, with an interlayer laminated in it, or it could be sandblasted to give a gradation of color. There could be a gradation of translucency or frost, to transition from soft light to diffuse, to black. The black frames on pg 33 would be a lightly diffused or pale tint that transitions into the clear glass of the tower. We'll need to test it. We see the background glass paralleling the vision glass above. We want to blur the line between living levels and parking levels.

Will the art glass and the colored glass be backlit? We're at an early concept, but we don't intend for the lighting to stand out. There should be a sense of luminosity, not of darkness, day and night. For the living levels, most of the colored glass will occur at the ceiling and floor lines, along bathroom walls, etc.

Will people see the mesh? Yes. The LEDs will be visible during the day.

The design has modulations that extend down to the sidewalk. Are they inhabitable? Work studios are shown on the south corner. A stairwell is expressed in another modulation – that was a suggestion from the first EDG. Other modulations are architectural features intended to blur the distinctions between the tower's base and middle: unifying elements.

<u>6/1/2006 EDG: Public Comment</u>

Two members of the public signed in at the second Early Design Guidance. Most comments from the meeting focused on design considerations under the Board's purview. Comments related to design review included the following:

- The DRB should not recommend departures based on the small lot. Departures are meant to facilitate benefits to the city, not to address a challenged site. This proposal requests lots of departures and offers more blank façades than I've seen elsewhere. The sidewalk overhang, the sidewalk width – they seem to go on and on.
- It's OK if your image of the city is six stories of above-grade parking. I understand the Code now allows four levels, but six seems entirely out of line.
- McCaw Hall is beautiful [with its Leni Schwendinger lightwork]. These lightboxes don't compare: it would be a huge step to compare it.
- I see the smallest percentage of active frontage of anything else I've looked at. It's all vehicle entrances or blank facades.
- In rocket science, the axiom that nothing is impossible has a pitfall corollary that nothing is ridiculous.
- Even though the parking is described as six levels, it's actually seven, because you've stacked the parking.

<u>11/14/2006 Recommendations: Applicant's Presentation</u>

Paul Menzies of the development firm Levin Menzies & Associates introduced the firm and the design team. He stated that the project recognizes young people's interest in downtown and its amenities. He favorably compared Seattle and the San Francisco Bay area, concluding that this project strives for an iconic presence in a premier setting.

Dan Foltz of Weber+Thompson presented the updated design. He said the proponents had listened very closely to Board concerns about blank facades and above-grade parking. The design response was to plan for a considerably deeper parking garage, 10 floors below grade and 2 floors above. Glazed work units "upholster" all three corners of the parking levels – owners will likely offer these work spaces to the building's residential tenants.

Parking is otherwise shielded by spandrel glass intended to provide a "translucent volume" similar in appearance to the condos above.

"Virtually every inch of the ground façade provides commercial exposure." Corners are expressed according to their context and function: a "welcome" corner on 6th & Wall is the principal residential entry and lobby, a "café" corner on 6th & Denny is anchored by a retail space, and a "grove" corner bulbs the sidewalk and provides for substantial landscaping in the right of way. Finish materials at ground level will likely include board-formed concrete, intended to offer an interesting visual texture, as well as wood finishes at the building columns.

A pronounced canopy is intended to heighten the sense of arrival at the residential entry (6th and Wall), and provides a similar aspect ratio to the lower canopies provided all around the building. At the other two corners, the canopies are slightly raised.

The fourth level, above the parking, is reserved largely for the required residential amenity space. The balance of the amenity space is provided as a roof terrace, and is divided into outdoor "rooms" using planters.

The façade is organized by cementitious framing elements that surround vision glass and spandrel glass panes, randomized in whites, greens, and blues. At 6th & Denny, the design features an iconic "fin" expressed along an exposed south-facing demising wall. The fin extends to the roof, where it folds horizontally and wraps the penthouse apartment, described as a "lantern box". The design team welcomed input about an appropriate color for the fin. The design's top features a "halo element which spirals up and adds to the crescendo".

Designers from Studio Lux described the project's proposed lighting. Lights beneath the canopy are to be augmented by uplights at the sidewalk level, and particularly at the residential entry. Warm ambient light from the interior spaces will spill out to the sidewalk. It might be possible and appropriate to insert Light Emitting Diodes (LEDs) into the sidewalk. At the above-grade parking levels, offset lights will shine through translucent light panels.

The design is about one half the height of the Space Needle. The architects showed an animated "flythrough" that offered sidewalk perspectives and views from above.

The design team described requested departures from Land Use Code development standards, detailed on page 15 below.

<u>11/14/2006 Recommendations: Clarifying questions by the Board</u>

What sort of uses will occupy the parking-level work spaces? These will be use restricted. Boxes won't be stored against windows, for example.

Does the curving building overhang on Denny represent any appreciable additional floor area? We feel it's a design feature, particularly with the curvilinear nature of the top. It softens the building. It adds about 150 sq.ft. per floor, or 4,500 sq.ft. total.

Is the mast or "fin" element purely decorative? Yes.

<u>11/14/2006 Recommendations: Public Comment</u>

Three members of the public signed in at the Design Recommendations meeting on November 14, 2006. The meeting was well attended: most attendees were associated with the development team. Most comments from the meeting focused on design considerations under the Board's purview, and included the following:

- The Belltown Land Use Subcommittee met [earlier this week] to review the updated design. It its original incarnation, this building didn't get a very positive response. Now we feel pretty good about it. Consensus was very sincerely to approve. Parking, activation of the sidewalks, treatment of the corners: there are several substantial improvements. In general, we're pleased with the response and we strongly support this development.

Guidelines

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines of highest priority to this project, found in the City of Seattle's *Design Review Guidelines for Downtown Development*.

A. Site Planning and Massing -- ***Responding to the Larger Context***

A-1 Respond to the physical environment.
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 Enhance the skyline.
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

2/28/2006 Guidance – Site Planning
The Board supported the design team's siting choices for driveways, residential entry and service entries. While it may not be ideal to locate service uses adjacent to the residential entry, this configuration appears to be the best option, largely because it allows for more contiguous retail frontage on 6th Ave. The Board identified as a high priority the maximization of transparent commercial frontage at ground level.

The Board recommended that the design's roof should be sculpted and interesting.

6/1/2006 Guidance – Site Planning
Board member reiterated that the top of the building should be significant and architecturally interesting.

11/14/2006 **Recommendations – Site Planning**
The Board praised the updated design for surmounting some substantial challenges. They noted that a lower 30-story design seems to have facilitated the resolution of the Board's earlier basic siting questions.

B. Architectural Expression -- ***Relating to the Neighborhood Context***

B-1 Respond to the neighborhood context.
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-4 Design a well-proportioned & unified building.
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design

the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

2/28/2006 Guidance – Architectural Expression
Board members noted that there is positive pedestrian activity in the nearby vicinity, and the sidewalk level should be designed with that context in mind.

The proposed tower will be extremely visible, and the axial position of this site along Aurora Avenue invites a landmark expression. The Board recommended that the design should be "iconic" to suit its location.

6/1/2006 Guidance – Architectural Expression
At the next design meeting, the applicant should present the floorplan showing how the stairwell transitions from entirely inside to where it is pronounced above the sidewalk.

11/14/2006 Recommendations – Architectural Expression
The Board agreed that the updated design has largely achieved the intent of the identified priority guidelines.

Board members stated that the design's concrete frames are disturbing to the tower's slender verticality. The frames look structural, but they loom over the sidewalk and don't meet the ground and risk detracting from the design's subtleties. In earlier design iterations, the frames connected with the ground frame, providing a sense of connecting with the ground. Along Denny, the frame element seems to push down over the sidewalk. At the top, the square frame appears to conflict with the light, curved element. The heavy effect appears to be pronounced by the strong contrast in solid and void.

The design team should consider how the frames read as the design's single most dominant feature when seen from a distance. The frame elements should offer some nuance that reveals itself as a person approaches the building. The solid/void contrast is likely to be an effective feature, but it should not detract from the tower's sense of lightness and airiness. The Board recommends that the design team investigate further refinement of the frames, and recommended that they make any appropriate modifications.

C. <u>The Streetscape</u>

C-1 Promote pedestrian interaction.
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-2 Design facades of many scales.
Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-3 Provide active – not blank – facades.
Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce building entries.
To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

C-5 Encourage overhead weather protection.
Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

2/28/2006 Guidance – The Streetscape
Recognizing the site's programmatic constraints, the Board was nonetheless concerned about the impact of locating vehicle behind the north façade. The Board identified Denny is an important street façade: the area supports a range of residential and retail uses, and Denny Ave is a circulation corridor that does and should support pedestrians. In the proposed design, "Denny is a complete blank wall, except for a little bit of retail on the corner." The Board appeared to recommend that any street-level design treatment of this façade should integrate with the treatment of the above-grade parking levels.

The current design locates a stairwell at the northeast corner. Board members encouraged the design team to enliven that corner, perhaps by further developing the idea of bundled vertical elements, properly detailed. The Board identifed the stairwell as a design opportunity to be explored.

6/1/2006 **Guidance – The Streetscape**
The Board's principal concerns centered on blank façades at the sidewalk and the need for increased "energy" in the public spaces at ground level.

Board members recognized that the new height expectation and the site characteristics (its small size, its irregular shape, its location between three busy arterials), are what drive the major challenges of integrating the design with the streetscape and the broader Downtown vision. Board members agreed that guidance should emphasize the project's design goals and should not necessarily attempt to resolve the challenges.

Board members felt that the ground level deserves the level of detail and attention that the design team has clearly devoted to the tower and its top. They agreed with the architect's analysis that the base must be proportional and substantial enough to visually support the tower, and they asked for more detailed drawings of the area above the canopy level. This area now appears to be massive and blank, and should benefit from additional design attention.

11/14/**2006 Recommendations – The Streetscape**
Board members commented on the improved treatment of the Denny Way façade, considering its increased transparency and activation. They agreed that the proposed notching of the design's south corner further dramatizes the main residential entry.

D. <u>Public Amenities</u> – *Enhancing the Streetscape and Open Space*

D-2 Enhance the building with landscaping.
Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Provide elements that define the place.
Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

2/28/2006 Guidance – Public Amenities
The Board recognized that it may be appropriate to depart from the required outdoor residential common recreational area, considering other design priorities for the design's rooftop (sculpted, iconic) and the site's proximity to "what could be a very nice city park".

6/1/2006 **Guidance – Public Amenities**
Board members agreed that while the ratio of indoor and outdoor common recreational space is not at issue, they did not yet see a strong rationale for reducing the overall quanity of such common space.

11/14/2006 **Recommendations – Public Amenities**
Proposed landscaping appears to work well to define spaces around the building. The proposed bulbing of the sidewalk at Denny and Wall will make the sidewalk much more usable and should be required as an integral part of the approved design.

E. <u>Vehicular Access & Parking</u> – *Minimizing the Adverse Impacts*

E-1 Minimize curb cut impacts.
Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-2 Integrate parking facilities.
Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-3 Minimize the presence of service areas.
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

2/28/2006 Guidance – Vehicular Access & Parking
All of the above guidelines are high priorities. The Board was particularly concerned about the scale of the design's above-grade parking garage, compounded by the potentially blank wall on Denny. While the Board recognized the site's constraints and the regulatory flexibility to extend above the three levels otherwise prescribed, the appropriate design of the above-grade parking is a high priority. The explicit consensus among Board members was that they would continue to consider the proposed scale of the above-grade parking, with the expectation that it is to be expressed as a piece of public art: it will be "a very hard sell".

"Parking isn't something we want to celebrate here", they stated, and they encouraged the designers to "find a way of hiding it or making it beautiful in a way that isn't clearly a parking garage." The architect invited Board members to provide further preliminary feedback about an appropriate design response for cloaking the parking levels: a curtain wall that repeats the rhythms of the residential levels? Animation through shifts in color, lighting? Board members declined to identify a particular strategy. Possible approaches might include different kinds of glass, colors, textures, lighting. One Board member invited a bold response through color and lighting, noting that the existing context includes such iconic elements as a pink elephant, the Monorail, and the EMP. A successful treatment should be visually interesting in the daytime, not just at night.

6/1/2006 Guidance – Vehicular **Access & Parking**
During clarifying questions and in their deliberation, Board members clearly grappled with the idea of the art treatment, trying to understand how it would look at each level and in different light conditions. They requested that future design materials show the proposed treatment in a more realistic way.

The Board voiced misgivings about the identified strategy to visually integrate the parking levels with the living levels above. "Don't try to gloss it over", one Board member said. The Board asked that the distinction between the parking and living levels be presented as accurately as possible, with more photorealism.

1**1/14/2006 Recommendations – Vehicular Access & Parking**
The diminution of the design's above-grade parking levels and the proposed proposed façade activation have resolved the Board's original concerns.

DPD Staff Comment

As presented to the Design Review Board at its November 14 Recommendations meeting, the updated design requires a departure from upper level development standards, SMC 23.49.058 D2a (façade width above 85' and parallel to the Avenue shall not exceed 120'). Although at EDG the design team raised and the Board entertained a possible departure from this standard, the design team did not request the departure.

At the Recommendations meeting, applicants and DPD staff erroneously assumed the term "façade" to apply to that portion of the structure located closest to the lot line, in this case the tower wall adjacent to 6th Avenue. The updated design features a notch more than 20' square at the south corner, and the wall abutting 6th Avenue is therefore no more than 120'. However, SMC 23.84.012 specifies that modulations are to be included in façade measurements. The "façade" along 6th Avenue is therefore as much as 144' wide.

At EDG, the Design Review Board indicated it was willing to consider such a departure in consideration of the appropriate articulation of a narrow tower. At recommendations, they understood the updated massing and the proposed notching, and they concluded that the design had successfully achieved such articulation. DPD determines the granting of a departure to be appropriate and consistent with the Board's stated intent.

Table 1: Requested departures from Land Use Code development standards.

Requirement	*Proposed*	*Comments*	*Board Recommendation*
Upper level development standards, SMC 23.49.058 D2a. The maximum façade width on avenues shall be 120'.	Façade width on 6th Ave is 144', 24' and 20% longer than otherwise allowed.	• The design provides a substantially notched corner on 6th Ave and Wall St, so that the wall abutting the avenue is 120'. However, walls set back from and parallel to the avenue are also included in measuring façade width. • The triangular geometry of the site affords the opportunity to emphasize the vertical expression of a slender tower when viewed from the corners. • On a typical site which is square or rectangular, the width would stay constant as one moves into the site and away from the street. In this proposal, the triangular site results in a diminishing mass as one moves away from the street.	At EDG, the Board stated they were inclined to consider the requested departure in consideration of the appropriate articulation of the slender tower. At Recommendations, the Board understood the updated details of the façade width and its treatment and recommended approval of the design. The Director grants this departure.
Blank façade limits, SMC 23.49.056 D. For all streets abutting the site, blank facades shall be no more than 30' wide. Total, including garage doors, shall not exceed 70% of the street façade.	On 6th Ave, a blank façade is 38'-8" at the garage door, 8'-8" more than otherwise allowed. On Wall Street, total blank façade and garage doors are at 49'-7", 19'-7" longer than otherwise allowed.	• Façade treatment at garage door surrounds will be enhanced through materials and detailing. The Board's concerns about blank façades on Denny Way have been addressed through the introduction of retail space on Denny and, except for the garage doors, there are no other blank façades proposed.	The Board recommended that DPD grant the requested departure, in consideration of substantial sidewalk amenities the design's overall activation of façades at the first three levels.
Common recreation area, SMC 23.49.010 B. Not to exceed the area of the lot (10,665 sq.ft). A maximum of 50% may be enclosed.	Exterior: 2,801 sq.ft., or 47% less than otherwise required. Interior: 6,771 sq.ft., or 27% more than otherwise required. Total: 9,572 sq.ft., or 10% less than otherwise required.	• The slenderness of the tower and the sculpted massing at the top of the building contribute to a strong overall composition that reduces the amount of available area for contiguous interior and exterior common recreation area at the top of the tower. • The design features more interior common space than originally proposed. It also	The Board recommended that DPD grant the requested departure in consideration of the successful design of rooftop terraces and of landscaping and other amenities at the ground level.

Requirement	*Proposed*	*Comments*	*Board Recommendation*
		proposes substantial enhancements to the pedestrian environment on all sides of the building, which will likely further enhance residents' recreational opportunities.	
Parking dimensions, SMC 23.54.030. Various standards apply.	See plans – primarily related to maneuvering space and driveway slope.	• Diminution of the above-grade parking levels was of critical concern to the Board throughout Design Review. The updated plan achieves the intent of Code and Design Guidelines	The Design Review Board reviewed and approved the scale and architectural treatment of the above-grade parking levels. The Director grants this departure in consideration of the overall diminution of the above-grade parking.
Structural building overhangs, SMC 23.53.035. Various dimensional standards related to bay shape, width, and depth.	A 30' wide bay window projecting 2' beyond the property line is proposed at Denny Avenue from Level P3 to Level 28. The bay has 90 degree sides. A 45' wide bow projecting 1'-8" over the property line is proposed at 6th Ave from Level P3 to Level 28. A 41'-wide bow projecting 2'-2" over the property line is proposed at Wall Street from Level P3 to Level 28.	• The bay and bow window elements shape and add interest to the façades. The bow window provides a softer transition angle than the required 45 degree bay window sides otherwise required. None of the structural overhangs project to the maximum extent otherwise allowed.	The Board recommended that DPD grant the requested departure, in consideration of its positive effect on the expression of the tower, and its relatively marginal increase in building volume / decrease in light and air in the right of way.

ANALYSIS – DESIGN REVIEW

The Board identified several valuable elements of the design presented by the architects and landscape architect at the final meeting. Board discussion reflects those items which the Board felt were critical amenities that should be preserved and carried through to construction. Some of these design-related amenities are proposed within the right-of-way, and DPD encourages the applicant to involve Land Use staff in discussing the proposed street improvements with SDoT reviewers.

The project involves departures from Land Use Code development standards, listed and discussed in Table 1 on page 15 above.

DECISION - DESIGN REVIEW

DPD finds that the project's design has successfully evolved to address several issues raised by the Board in Early Design Guidance and through Recommendations. The proposed design and the design departures listed below are **CONDITIONALLY APPROVED** subject to conditions listed on page 22 at the end of this report.

Design departures:

DPD approves the requested departures described above, from the following land use development standards:

- Upper level development standards, SMC 23.49.058 D2a,
- Blank façade limit, SMC 23.49.056 D,
- Common recreation area, SMC 23.49.010 B,
- Structural building overhangs, SMC 23.53.035.

ANALYSIS – SEPA

DPD requires a State Environmental Policy Act (SEPA) analysis for a development of more than twenty (20) residential units in a downtown zone, according to Director's Rule 23-2000 and SMC 25.05.800 A2a. The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated by James W. Summers, Vice President for Pennhill Corporation, Inc, on August 25, 2006. The applicant also submitted a traffic report By Transportation Engineering Northwest, dated August 2006.

The "Final Environmental Impact Statement for Downtown Height and Density Changes" and the South Lake Union Transportation Study further inform this decision. DPD received two letters from the public, mostly detailing concerns related to urban design. King County Metro Transit questioned whether 275 parking stalls initially proposed (217 in the current proposal) are warranted in a neighborhood where transit is so freely available. The available information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short- and long-term adverse impacts from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; potential soil erosion

during excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section 25.05.794). Although not significant, these impacts are adverse.

The SEPA Overview Policy (SMC 25.05.665 D) states, "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation", subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code, SMC 22.800 (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of most potential adverse impacts. Thus, mitigation pursuant to SEPA is generally not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Construction noise. Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential uses. Due to the proximity of the project site to the residential uses, DPD finds the limitations of the Noise Ordinance to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

All construction activities are subject to the limitations of the Noise Ordinance, SMC 25.08. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this construction. See Table 3 and Condition #8 below.

The project team has the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise.

Parking. SMC 25.05.675 M2b(i) specifies, "No SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones".

Construction vehicles. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The subject site abuts 6th Avenue, Wall St, and Denny Way, and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated in part by enforcement of SMC 11.62. This

immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use single loaded trucks to remove excavation material, each truck holds approximately 10 cubic yards of material, requiring approximately 4,600 truckloads to remove the estimated 46,000 cubic yards of excavated material.

For the duration of the grading activity, the applicant(s) and/or responsible party(ies) shall cause grading truck trips to cease during the hours between 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity (Condition #9). As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC 11.62.

City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimizes the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g. increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Pedestrian access. The site is relatively constrained, and the project involves considerable grading. Use of adjacent sidewalks and streets is likely, subject to a street use approval. Denny Way experiences relatively high volumes of vehicle traffic. Public testimony and the experience of the Department suggests this corridor is also increasingly devoted to pedestrian traffic. If construction staging occupies the sidewalks along Denny and either Wall or 6th, pedestrian crossings may be complicated or confused. It is possible that construction activities will cause adverse impacts to pedestrian flow along Denny, and standard administration of the Street Use Ordinance may not fully address construction impacts on pedestrians.

DPD therefore conditions the project to require that the applicant provide evidence of a pedestrian access plan reviewed and approved by Marilyn Vancil at SDOT or a colleague assigned to work in her capacity (see condition #7). Ms. Vancil may be reached at (206) 684-5111.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased traffic and parking demand due to the new commercial space and new residences; minor increase in airborne emissions resulting from additional traffic; minor increase

in ambient noise due to increased human activity; increased demand on public services and utilities; and increased energy consumption.

The likely long-term impacts are typical of this scale of downtown mixed use development, and DPD expects them to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Department of Transportation requirements). Specifically these are: the Land Use Code (aesthetic impacts, height, setbacks, parking) the Seattle Energy Code (long-term energy consumption), and the street use ordinance. However, more detailed discussion of some of these impacts is appropriate.

Parking. SMC 25.05.675 M2b(i) specifies, "No SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones" The project provides substantially more than its Code-required minimum parking, and DPD has identified no long-term parking impacts generated by the project.

Traffic. The applicant submitted a vehicle access analysis conducted by Transportation Engineering Northwest, which concludes that traffic generated by the project will have relatively marginal effects on the Level of Service (LOS) of nearby intersections. The project site is effectively served by public transit. It is within walking distance of offices, restaurants, and many services associated with typical daily trips.

The vehicular traffic generated by the project will be both residential and business-related and will likely peak during the weekday PM hours. The traffic study calculates trip generation using the Seventh Edition of the ITE *Trip Generation* manual. The study applies trip generation rates associated with residential condo and specialty retail. Table 2 shows projected trip generation rates. Note that the table estimates residential unit counts to be higher and commercial floor area to be larger than currently proposed. Moreover, figures exclude "credit for the existing parking lot, adjustments for internalization between the residential and retail uses, [and] pass-by trips associated with the retail use. Therefore this estimate should be considered a conservative high estimate of project trip generation."

Use Per ITE Land Use	Use Per SMC	Independent Variable	PM Peak Trips Generated	Total PM Peak Trips Generated
Condos	Multifamily Residential	Unit Count = 250 *Actual = 223*	53	59
Specialty Retail	Commercial Retail	5,000 sq.ft. *Actual = 3,400*	6	

Table 2. Estimated trips generated by the project

ITE multipliers suggest there will be approximately 59 additional trips in the PM peak hour associated with the proposed combination of uses. The intersections studied currently operate between Levels of Service A, B or C and suggest some unused capacity at these intersections. Even with the additional 59 trips generated by the proposed development, these intersections are expected to continue to operate at the same Level of Service (LOS) during the weekday p.m. peak hours. These ITE figures also tend to be higher than what is expected in an urban environment where transit readily services the

Belltown neighborhood and provides direct connections to several other neighborhoods. The number of additional trips is not likely to adversely impact the existing levels of service of surrounding intersections beyond existing conditions.

Property development within and near South Lake Union is expected to produce substantial increases in vehicular traffic in the foreseeable future. Taken cumulatively, these projects will have a noticeable and substantial impact on the South Lake Union transportation system. The traffic volumes of the proposed development, together with those of other projects, will produce impacts that warrant mitigation. Assessing the pro-rata share of the anticipated costs of accommodating such growth reasonably apportions the costs of such mitigation. The proximity of the project site to the South Lake Union area requires mitigation for project trips that are anticipated to pass through South Lake Union pursuant to the capital improvements identified in the South Lake Union Transportation Study.

The project's traffic analysis identifies likely project impacts to specific South Lake Union intersections. Although not significant, these impacts warrant mitigation. In accordance with the project's proportionate share of impacts to these intersections, DPD requires a payment of $2,817 to the mitigation fund established for South Lake Union capital improvement projects, to be allocated as follows:

- Improvements to the Mercer/Fairview/I-5 intersection: $718
- Conversion of Westlake and 9th to two-way traffic: $2,099

King County Metro staff has commented that the proposed supply of accessory parking – and, by extension, its vehicle trips generated – appears to be excessive, considering the project's location in a transit-intensive urban center. The updated proposal has reduced the parking quantity from 275 to 217 (a 21% decrease overall, and a 15% decrease in the unit/parking ratio originally proposed). While there is no minimum requirement for downtown residential uses, the proposed parking approximates minimum standards applied to retail and residential uses elsewhere in the city.

DPD concludes that the project's likely impacts on traffic are adequately mitigated as discussed above and conditioned below.

Height Bulk & Scale. SMC 25.05.675 G2c states, "*The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project*."

The site is located at a zone transition from DMC 240/290-400 on the south side of Denny Way, to Seattle Mixed with a base height limit of 85'. The Design Review Board considered issues of height, bulk and scale in its review of this project. The proposed

structure is located on a small site in a zone where a base height limit of 400' applies, and the structure is designed to a 290' limit. No additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

Prior to issuance of the Master Use Permit

1. The Downtown Design Review Board identified the bulbing of the sidewalk at Denny and Wall (proposed in drawings presented November 14, 2006) as an amenity integral to the approved design. This feature is therefore required, subject to approval by Seattle Department of Transportation.

[The following Design Review conditions 2-4 are not subject to appeal.]

2. The applicant shall update the Master Use Permit plans to reflect plans shown to the Design Review Board on November 14, 2006, and the recommendations and conditions in this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or During Construction

3. Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

4. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

CONDITIONS – SEPA

Prior to Issuance of any Permit to Construct

5. The applicant(s) or responsible party(ies) shall submit to the City of Seattle the *pro rata* share of the anticipated traffic mitigation costs ($2,817).

6. The applicant(s) or responsible party(ies) have the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a Plan shall include discussion of management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise.

7. The applicant(s) and/or responsible party(ies) shall submit evidence of an approved construction access plan for pedestrians, reviewed and approved by Marilyn Vancil at SDOT or a colleague assigned to work in her capacity. Compliance with the construction plan must be a condition of the Street Use Permit. Ms. Vancil may be reached at (206) 684-5111.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

8. Unless otherwise modified in an approved Construction Impact Management Plan (see condition 5), All construction activities are subject to the limitations of the Noise Ordinance, SMC 25.08. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays[1] from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition. If an approved Construction Noise Management Plan modifies this condition, the applicant(s) and/or responsible party(ies) shall make the Plan publicly available at the construction site office.

[1] Holidays recognized by the City of Seattle are listed on the City website, http://www.seattle.gov/personnel/services/holidays.asp

	Non-holiday work hours						
	Sun	**Mon**	**Tues**	**Wed**	**Thurs**	**Fri**	**Sat**
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 3. Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

9. For the duration of grading activity, the owner(s) and/or responsible party(ies) shall cause grading truck trips to and from the project site to cease during the hours between 4 PM and 6 PM on weekdays.

Signature: (signature on file) Date: April 19, 2007
Scott A. Ringgold, Land Use Planner
Department of Planning and Development

SAR:rgc
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