



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

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

**Application Number:** 3005346  
**Applicant Name:** Jim Westcott  
**Address of Proposal:** 888 Western Avenue

**SUMMARY OF PROPOSED ACTION**

Land Use Application to establish the use for the future construction of a 12-story, 131,820 square foot office building with 13,560 square feet of retail at ground and second levels. Parking to be provided in a below grade garage for 160 vehicles.

The following approvals are required:

**SEPA - Environmental Determination** – Chapter 25.05 SMC.

**Design Review** – Chapter 23.41 SMC.

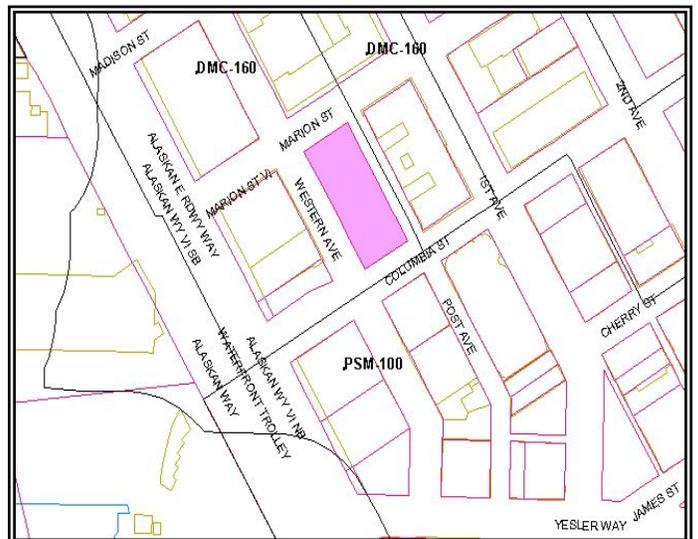
- SEPA DETERMINATION:** [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS  
[X] DNS with conditions  
[ ] DNS involving non-exempt grading, or demolition,  
or involving another agency with jurisdiction.

\*Early DNS Notice published January 18, 2007.

**BACKGROUND DATA**

Site and Area Description

This relatively flat site bounded by Western Avenue, Post Avenue, Marion, and Columbia Streets lies in the southwest portion of downtown just north of the Pioneer Square Preservation District. Currently used for surface parking, the full block site has two unusual right of way characteristics. The Marion Street pedestrian bridge to the Ferry Terminal abuts the site on the



north, while the Columbia Street on-ramp rises above the center of the street adjacent to the south side of the site. The raised pedestrian path, the highway on-ramp, the surrounding four to six story buildings, and the trees lining the perimeter create a distinctive, tightly enclosed site. Post Avenue, which has a 36 foot right of way, carries traffic one-way south bound and is in need of subsurface repair.

Originally called the Commission District, the area where farm produce came into the City via trains, the neighborhood has several zoning classifications. The site is zoned Downtown Mixed Commercial with a 160' height limit. The area directly to the east has a similar zoning DMC-160, with the Colman Building immediately across Post Avenue. To the east of First Avenue, the DMC zoning height steps up to DMC 340/290-400. To the south of Columbia Street the zoning category changes to Pioneer Square Mixed with a 100 foot height limit (PSM 100). The DMC 160 zone continues north parallel to the avenues. It extends west to Alaskan Way then transitions to Downtown Harborfront One with a 45 foot height limit (DH1/45).

The Colman Building across Post Avenue has city landmark status. A 40-foot view corridor setback requirement exists on Marion, which is also a designated green street. Columbia St. possesses a pedestrian two (P2) classification.

### Proposal Description

The applicant proposes to construct a 12-story office building with two levels devoted to retail use and three levels of below grade parking. At the Final Recommendation meeting, the proposal had the following key characteristics: retail spaces facing the surrounding four rights of way; garage and loading berth access on Columbia St. rather than Post Avenue; pedestrian access from the Marion St. bridge connecting to both second floor retail/lobby and to Post Avenue by stairs; a twelve story, horizontally predominant, elliptically shaped tower; and significant improvements to the entire Post Avenue right-of-way. Outdoor features included a landscaped entry plaza at the site's northwest corner, terraces on the second, fifth, seventh, and twelfth floors with bio-retention capability; balconies on the west façade, and an expansive green roof.

The designer's intention to create a sculptural building contrasts with the rectangular volumes of the surrounding buildings. By anchoring the building with four and six story frames that allude to the brick and masonry buildings of the Commission District as well as to their upper datum lines, the architects have attempted to create a base which urbanistically relates to the district's street level scale. A series of canopies and arcades on several levels mediate between the array of pedestrian bridges and elevated roadways surrounding the site and add to the district's distinguished, older iron and glass canopies. The elliptically shaped tower would rise above the historic Coleman Building and its other neighbors yet generally remain, in section, as part of the foreground to the taller structures along First and Second Avenues. The glass and metal tower, a sleek counterpart to the predominant masonry of the Commission district, is visually related to the Millennium Tower, two blocks up the hill.

Proposed materials comprise metal and vision glass for the curved upper level facades with gold or amber highlights at the fins, roof screening and some spandrels, and a grey cast concrete for the frames.

During the MUP process, the applicant revised the design of Post Ave. to eliminate an earlier proposal for a partial subterranean street vacation at Post Avenue. The current proposal improves the Post Avenue right of way by creating a series of three curb bulbs or extensions on the east side of the street and eliminates parking from the west side while maintaining it on the Colman Building side or east side. A narrow planting strip would divide the curb and street from the right of way near the proposal site. Varying colors of paving materials would differentiate the sidewalk and plaza. An augmented grey patterning would spill onto Post Ave. at an angle and signify the compass direction of the waterfront piers.

### Background

The Colman Center site already has an extensive design review history. In 1999/2000, the applicant proposed a 12 floor office building for this site. After five early design guidance meetings and an economic downturn in the office market, the project ceased progressing through the DPD approval process. During the summer of 2006, the applicant revived the project substantially redesigning the concept seen at the fifth and last meeting in January 2001. Given that the developer and the architectural firm remain the same, the department did not require the three concepts or partis usually requested at the EDG stage since so many earlier design concepts had been previously reviewed by the Board. Meeting reports from 2000-2001 are available upon request at DPD.

The following notes have been gleaned from the previous EDG meetings:

- Analysis of neighborhood context, especially the Old Federal, the National, and the Seattle Steam buildings, is important. Note what aspects of these surrounding structures are evident and worth taking cues from.
- Analyze the skyline views of the proposal particularly from the water. The proposal is a delicate insertion in this area.
- The design of Post Ave. is important. It should have retail uses facing the street and canopies over the sidewalk.
- The existing Marion St. pedestrian bridge provides an opportunity to add a unique design response.
- The proposal should have strength to stand up to the general pattern of the older architecture surrounding it. The Board characterized the neighboring buildings as being very high quality, stunning and possessing durable materials. “Solid, rugged and not shiny” were other qualities describing the industrial and warehouse structures.
- The Board encouraged the architect to review the First Ave. façade of the Colman Bldg. as an example of a continuous, uniform façade for the base.
- Discussion at the fourth and fifth EDG meetings (Charles Gwathmey’s Design) focused on whether a building at this site should be a counterpoint to the historic context. The Board wanted the design to pay deference to the neighborhood, “not just pay attention to it.”
- The important datum line is at the 4-6 floor level of the Journal/Polson Building, not the lower datum line on the Colman Building.

- The Board asked that Gwathmey’s firm “continue to develop the base with more of the warehouse scale and chunkiness of the adjacent and nearby buildings. The street facades should be more like the Polson building compared to the retail facades of 1<sup>st</sup> Ave. side of the Colman Bldg.”

### Public Comments

Eight people signed in at the Early Design Guidance meeting. Comments included the following:

- Supports the general concept of an industrial post and beam aesthetic as the building shoulder
- Favors the idea of rooting the building in its historic context but not creating a superficial imitation of its surroundings.
- The scale should recognize the pedestrian realm more adamantly.
- Post Avenue should be more vigorously retail or commercial to create a “Post Alley” experience comparable to Pike Place Market. It would do well for the development team to envision a more active Post Avenue.
- Find creative ways to reduce the amount of street front devoted to loading and service space on Post Avenue.
- Imbue the street level plazas with an obvious program or purpose. Exploration of the open space by the landscape architect and the development team is necessary. Cutting or angling back the structure from the pedestrian bridge on Marian St. makes sense. It may be better to engage Columbia St. with a retail use or, at least, find a greater purpose for the plaza than merely a forecourt to the entry.
- The City has not pursued improvements to Post Avenue based on requests by business owners.
- Avoid blank walls upon Post Avenue.
- Establish uses on Post in order to generate business activities.

Three individuals signed-in at the second Early Design Guidance meeting. One person commented on the need for the Board and the applicant to clarify their position toward parking on Post Avenue. The speaker indicated that the re-design of Post Avenue should accommodate parking initially and if the pedestrian and retail realm along the street is successful, there should be the possibility of eliminating the on-street parking.

## **ANALYSIS-DESIGN REVIEW**

### Design Guidelines Priorities

The project proponents presented their initial ideas at an Early Design Guidance meeting on August 22, 2006 and then a follow-up EDG meeting on October 24, 2006. 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 identified the following Downtown Design Guidelines as high priorities. Board comments for the second EDG meeting are in italics.

#### **A. Site Planning & Massing**

**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.**

Board members generally endorsed the proposal's overall massing strategy. The upper levels, the plazas at grade and the extent of the frames at the lower levels all need further study and refinement. Notes in the sections below provide more detailed guidance.

*The Board did not add to this discussion at the second EDG meeting.*

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

The Board advised the project proponents to shape the upper portions of the building with views of it from the waterfront and ferry in mind. The form of the restaurant level and the mechanical screening needs to be explored more seriously. The screening should be more sculptural. At the next EDG meeting, the presentation should show evidence of the designer's investigation of materials. The Board referred the project designers to the upper levels of the new Seattle city hall as an example of how to enrich the upper level's appearance on the skyline.

In addition, the roof top and the lower terraces should be beautiful in plan and attractive from taller structures that will look down on it.

*More design attention should be directed to improving how the proposed structure meets the sky. The termination of the curtain wall should be less abrupt which weakens the overall effect of the building on the skyline. Exploration of a cornice or contemporary trellis or some other technique to strengthen this relationship is warranted.*

**B. Architectural Expression**

**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.**

In keeping with earlier comments from meetings in 2000, the Board urged the developer to create viable retail spaces on Post Ave. even if it means moving some service functions to Columbia St. The Board believes that Post Ave. has the potential as a viable commercial street and that an attractive façade on Post Avenue would help animate this interesting street.

*The Board applauded the applicant's revision to the uses on Post Ave. With nearly an entire block of retail on Post, the proposal would do much to enliven the street. The Board endorsed the street design concept which would eliminate curb and possibly parking on Post to facilitate a vital pedestrian environment. In the concept, steps descending from the Marion Street pedestrian bridge would access Post Ave. Loading berths and access to a below grade parking garage would occur on Columbia St.*

**B-2 Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.**

At the EDG meeting, the Board members had not reached consensus on whether the proposal's bulk and scale related well enough to its neighbors. To aid the Board in its review of the proposal's bulk and scale, the next iteration of elevations and area sections should include the façade's of the adjacent buildings.

*The revised heights of the concrete frames respond to the neighboring buildings. The Board did not specifically comment on the changes to the frames.*

**B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

The greatest challenge for the architect is to transform the image of the building from what appears on paper like a sleek, glass and metal office building comfortably parked at a suburban highway interchange to a more substantial structure that evokes, without imitating, the solidity and ruggedness of its surroundings. The building base, as described by the varying heights of the post and beam frames, should exude depth, richness and elegance (for the later think of the Commuter Building canopy) that permeate the Commission District.

*The Board discussed the color of the concrete frames but refrained from providing definitive direction to the applicant. The applicant should present studies of the façade's appearance using tonalities from white to grey on the frames.*

**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.**

The upper levels of the building evoke nautical and streamlined imagery as well as a contemporary fascination with elliptical forms. The Board encouraged the use of solar controls on the west façade. New glass technology allows a façade to maintain its inherent transparency while providing depth and richness. The thin taut-like qualities of the facades as depicted by the images presented at the meeting should give way to a greater sense of materiality that enhances the proposal's sculptural form.

*The Board reiterated its earlier sentiments. The architect should endow the upper west façade's curtain wall with solar controls and articulate or convey a sense of depth and rhythm. The balconies should meet the functional needs of the tenants and contribute more positively to the articulation of the façade.*

## **C. The Streetscape**

**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.**

Creating a lively pedestrian street on Post Avenue is an important Board objective. Special attention should be given to the balance of retail and service functions on Post Ave.

The small plazas at the northwest and southwest corners on Western should promote pedestrian activities by providing seating, art and interesting landscaping.

*Inclusion of retail on Post Avenue and the street's proposed revisions to Post Ave. were in general supported by the Board. The Board did not comment directly on the proposed landscape design of the plaza along Western Ave. The members also did not object to the removal of the forecourt at Columbia St. and Western Ave.*

*The Board devoted considerable discussion to whether parking should continue on Post Ave. if the proposed street revision materializes. The Board asked that the applicant review a downtown parking study and wondered about loading space needs on Post Ave. for the Colman Building. While the applicant develops the right of way concept with SDOT's and DPD's contributions, parking needs will likely be clarified. A specific proposal should be ready for the Recommendation meeting. If parking won't work on Post Ave., the applicant should demonstrate why not.*

**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.**

The proposed façades clearly have many scales. In reviewing future presentations, the Board will expect to see a base with a depth and richness that reinforces the sense of precinct or place that the Commission District possesses. The architect's challenge, as stated above, is to instill those qualities in the glass, metal and concrete that on surface seem foreign to the district's predominate turn of the century aesthetic. Adding canopies and large storefront windows are not enough, the base should be imbued with the seemingly contrasting duality of both ruggedness and elegance. (Staff note: see Enric Miralles's Scottish Parliament Bldg. as an example of how these qualities can be combined).

*The façade should possess complexity and originality evoking a sense of wonder. More people than architects should want to pause, study and learn from the building. The curtain wall needs depth, changeability and vitality. Based on its narrow appearance, the balconies, the Board prefers, should accommodate the office workers' needs rather than only meet an aesthetic idea. In sum, the balconies need more study. The redesign of them should help animate the west façade.*

*The Board felt that the wings and the fins on the north façade should possess a clearer sense of hierarchy. The wings should more dramatically convey the arc of the curved walls as was originally expressed at the first EDG presentation.*

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

*The Board questioned the blank wall dividing the loading berth from the parking garage ramp. An aperture between these functions would likely promote safer vehicular circulation.*

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

The proposed images of the second story approach from the Marion St. pedestrian bridge project a back door quality. The pedestrian slides along the edge of the building and then slips into a non-descript opening onto the upper lobby. The Board members prefer to see a greater engagement between the proposed structure and the Marion St. pedestrian bridge. The retail should directly access the bridge similar to the Commuter and Colman Buildings. The walkway along the west side of the proposed structure could possibly be incorporated into the building rather than as an outdoor extension of the bridge. The current design seems perfunctory and missing a sense of arrival that is due given that the pedestrian has just walked off the ferry.

*The Board appreciated the engagement of the second floor retail space and walkway with the pedestrian bridge from the Colman dock. The entrance to the upper lobby should be extended at least another six feet toward the pedestrian bridge. The connection to the pedestrian bridge should be splayed toward the east to enhance the sense of movement onto the property.*

*The Board also expressed its agreement with the revised design of the lobby entrance on Post Ave.*

**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.**

Examples of terrific canopies abound in the neighborhood. The Colman and Commuter canopies are among the most elegant in the city.

*The canopy extending over the Marian St. pedestrian bridge met with the Board's approval. The Board members endorsed efforts on the part of the applicant and the City to seek approval from the jurisdiction with responsibility for the walkway*

*The design of the street level canopies should be more clearly represented at the Recommendation meeting.*

**C-6 Develop the alley facade. To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.**

The Board views the character and quality of the design for the alley façade as critical to creating an engaging Post Ave. for pedestrians. This short street has retail at the base of the Colman Building and leads directly to Yesler St. in Pioneer Square. The developer seeks improvements to Post Ave. as well as a partial subterranean street vacation to accommodate parking. The Board, in turn, seeks amenities at street level that promote pedestrian oriented uses and activities. Generous retail space, overhead weather protection, a wider sidewalk, signage, and minimal service functions would help initiate this conversion.

*Before MUP intake, DPD should determine the classification of Post Ave. as either a street or an alley. The Board applauded the revisions to the building program which shifted back of house functions to Columbia St. The Board also liked the staircase joining the Marion St. pedestrian bridge with Post Ave.*

## **D Public Amenities**

**D-1 Provide inviting & usable open space. Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

The Board noted the various upper level terraces and encouraged landscape designs that accounted for views of the terraces from downtown buildings overlooking the proposed Colman Tower. Board members referred to the Expeditors Building as a good example of having a well designed roof garden.

*Preliminary landscape plans signaled the development team's commitment to creating attractive and useable open spaces on the roof and terraces. These will serve as an amenity to the type of tenants the developer seeks to attract.*

**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.**

*The Board did not comment on the specific landscape plans; however, its members may want to reserve their judgment as the landscape plans continue to be refined.*

**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.**

The two plazas on Western Ave. should be well designed and establish a sense of place. Due to the proximity of the Columbia St. on ramp, the viability of an active plaza at this corner is questionable due to noise and the potential reduction of direct light.

*With the deletion of the proposed plaza at Columbia St. and Western Ave., the applicant has focused attention onto the plaza at Marion St. and Western Ave. and the Post Ave. re-design. The initial concept plans appear to root the design somewhat in the history of the site.*

**D-4 Provide appropriate signage. Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

The Board will want to review sign concepts at the Recommendation meeting.

**D-5 Provide adequate lighting. To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.**

The Board requested elevations showing an illuminated building at night.

*The Board appreciated the many lighting studies of the facades but did not make specific comments. The proposed lighting of the underside of the Marion St. pedestrian bridge was welcomed.*

**D-6 Design for personal safety & security. Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.**

The Board urged the applicant to provide improvements (such as pedestrian scaled lighting) to the area beneath the Marion footbridge to ensure the security of pedestrians.

*The applicant presented a lighting concept for the Marion footbridge in which the columns and the underside of the bridge would be washed in a purplish glow at night.*

**E Vehicular Access & Parking. Minimizing the Adverse Impacts**

**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.**

Reducing the amount of proposed area devoted to services on Post Avenue is clearly a desire of the Board. Alternatives locations and strategies are welcome.

*The applicant's revisions place access to services and loading on Columbia St. The Board fully supported this change and discussed possible acceptance of departures if needed to accommodate the proposal.*

**MASTER USE PERMIT APPLICATION**

The applicant revised the design and applied for a Master Use Permit with a design review component on December 21, 2006.

**DESIGN REVIEW BOARD RECOMMENDATION**

The Design Review Board conducted a Final Recommendation Meeting on June 12, 2007 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, a model and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

**Public Comments**

One individual signed-in at the meeting. Comments focused on the following suggestions:

- Add a door connecting the retail on the north side to Post Avenue.
- Illustrate the sidewalk conditions under the Marion St. pedestrian bridge.
- Add overhead lighting and heating under the building's canopies.
- Augment the west façade's horizontal mullions with a snap cover to provide more depth to the façade.

- Redesign the cornice/canopy above the southwest corner retail space as it appears a vestige from an earlier scheme.
- Kudos to the development team for the Post Avenue design.
- Ensure that the railing in the view corridor is clear glass by conditioning the project.

### Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Façade Modulation. Façade length of 155' maximum without a modulation within 15' from the property line from 65' above grade and higher.
2. Setbacks. Maximum setbacks shall be 10'. No setback deeper than 2' shall be wider than 20' measured parallel to the street property line.
3. Parking. 22' drive aisle width for a medium parking stall.
4. Parking. Of total parking spaces: small spaces equal to minimum 35% to 65% of spaces. Large spaces equal to a minimum of 35% of total spaces.
5. Open Space. Open Space for office workers must be open to sky.
6. View Corridor. Marion St. view corridor between Post Ave. and Western Ave. to be 60' above grade and 40' back from the property line.
7. Curb Cuts. No curb cut shall be located within 40' of an intersection.
8. Parking Access. Hierarchy of preferred access streets for primary vehicular access. Post Ave. preferred over Columbia St.

### Recommendations

#### **A. Site Planning & Massing**

**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.**

The Board had no further guidance or recommendations.

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

The Board suggested recessing the wall plane above the vertical row of balconies to strengthen the top of the west façade and to heighten the verticality of the balconies as an interesting counterpoint to the overall horizontal massing. The recession would create an outdoor space (of several feet) and visually tie the top into the south end of the structure as well as to the bridges and canopies at the lower northwest corner of the building.

#### **B. Architectural Expression**

**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.**

The Board had no further guidance or recommendations.

**B-2 Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.**

The Board had no further guidance or recommendations.

**B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

The Board recommended using transparent glazing for the guard rail that will extend into the Marion St. view corridor on the structure's fifth floor terrace.

**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.**

By the Recommendation meeting, wider spandrels had been added to the west façade's curtain wall both within the lower concrete frame and the glazed, upper façade. The wider spandrels at the upper levels impart heaviness to the façade that diminishes its contrast to the base's intentional solidity. This design decision increased the lack of distinction between the base and upper level. The Board observed that the dichotomy between these visually significant elements should be greater, and the Board members requested that the architect explore alternative designs. A lighter spandrel color might be one of several possible solutions.

## **C. The Streetscape**

**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, and open to the public.**

The Board approved of the redesign of Post Avenue right of way.

**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.**

The Board welcomed the changes to the balcony design and encouraged the architect to explore recessing the curtain wall above the upper most balcony on the west façade.

The Board asked the architect to extend the fins on the north elevation to a depth greater than the amber spandrels along side them in order to distinguish them from the thrust of the larger horizontal mass.

The Board encouraged the architect to provide a greater sense of definition between the five-story northern most shoulder of the building and the 12-story tower. A reveal or setback would create a subtle visual distinction between the masses.

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

The Board did not pursue its earlier guidance to create an aperture between the loading berth and the driveway into the parking garage.

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

The entrance to the office building should be differentiated from the retail entrances.

A door connecting the northern most retail space to Post Avenue should be added.

Entrance canopies should be added above the doors to the upper level terraces.

**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.**

The Board recommended that canopies over the street level open spaces be predominately comprised of glazing.

**C-6 Develop the alley facade. To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.**

See guidance C-4 regarding the allowance for circulation between the northern most retail space and Post Avenue.

**D. Public Amenities**

**D-1 Provide inviting & usable open space. Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

Responding to departure request #5 (public open space open to the sky), the Board recommended that the canopy over the northwest corner open space be primarily made of transparent glazing.

**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.**

The Board requested a selection of trees for the fifth floor terrace in the Marion Street view corridor with a potential maturation height of no more than 12 to 15 feet.

The proposed bio-retention strategy for the green roofs met with the Board's enthusiasm.

**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.**

The Board praised the designer's use of color on the facades. The Board also expressed its enthusiasm for the landscape (streetscape) design for Post Ave.

**D-4 Provide appropriate signage. Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

No discussion of signage occurred.

**D-5 Provide adequate lighting. To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.**

The Board indicated its satisfaction with the overall lighting concepts.

**E. Vehicular Access & Parking**

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

Based on the relatively short distance between Western and First Avenues and the desire to place garage and loading access on Columbia St. as a means of creating a commercially viable Post Ave., the Board recommended approval for a curb cut departure on Columbia St.

**Board Recommendations:** The recommendations summarized below were based on the plans submitted at the June 12, 2007 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 12th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Façade Modulation. SMC 23.49.058B.2	Façade length of 155' maximum without a modulation within 15' from the property line from 65' above grade and higher.	Allow a 157' long un-modulated façade along Western Ave. (2' difference) and allow modulated facade requirements to begin at 86'9" above grade along Post Avenue (21'9" difference).	<ul style="list-style-type: none"> <li>▪ Curve of the upper façade serves as modulation.</li> <li>▪ Variations in materials and recessions provide a sense of façade modulation.</li> </ul>	Approval
2. Setbacks SMC 23.49.056B.1b2.ii	Maximum setbacks shall be 10'. No setback deeper than 2' shall be wider than 20' measured parallel to the street property line.	Proposed maximum setback along Western Ave. is 30' and tapers down to 10'. Continuous length of setback is 87'. Requests 20' more than the maximum setback and 67' wider than maximum width.	<ul style="list-style-type: none"> <li>▪ Creates a gracious entry plaza.</li> <li>▪ Provides light and air relief from the Marian St. pedestrian bridge.</li> </ul>	Approval
3. Parking. SMC 23.54.030E	22' drive aisle width for a medium parking stall.	21'3" drive aisle width.	<ul style="list-style-type: none"> <li>▪ See Departure Request #4. Wider stalls allow easier turn movement.</li> </ul>	Approval.
4. Parking. SMC 23.54.030B.2	Of total parking spaces: small spaces equal to minimum 35% to 65% of spaces. Large spaces equal to a minimum of 35% of total spaces.	6% of total to be small spaces. 20% to be medium spaces. 74% to be large spaces.	<ul style="list-style-type: none"> <li>▪ Higher percentage of large spaces allows easier turn movement to support shorter aisles width.</li> </ul>	Approval
5. Open Space. SMC 23.49.016C.1	Open Space for office workers must be open to sky.	Portion of open space to be under the connection to Marion St. pedestrian bridge and portion of open space under canopies at street level.	<ul style="list-style-type: none"> <li>▪ Building canopy to be predominantly glass.</li> <li>▪ Connection to Marion St. provides access to upper level retail space.</li> <li>▪ Potential for outdoor café at second level pedestrian walkway.</li> </ul>	Approval
6. View Corridor. SMC 23.049.024C	Marion St. view corridor between Post Ave. and Western Ave. to be 60' above grade and 40' back from the property line.	To place 1'5" glass railing into setback.	<ul style="list-style-type: none"> <li>▪ Transparent glass railing for terrace.</li> </ul>	Approval
7. Curb Cuts. SMC 23.54.030D.2a3	No curb cut shall be located within 40' of an intersection.	To allow curb cut to be 30' from Western Ave. and Columbia St. intersection.	<ul style="list-style-type: none"> <li>▪ Garage and loading access preferred on Columbia St. rather than Post. Ave.</li> <li>▪ Provides retail spaces on Post Ave.</li> </ul>	Approval
8. Parking Access SMC 23.49.019H1.b,c	Hierarchy of preferred access streets for primary vehicular access. Post Ave. preferred over Columbia St.	To provide access from Columbia St. rather than Post Ave.	<ul style="list-style-type: none"> <li>▪ Creates viable retail on Post Ave.</li> <li>▪ Columbia St. has an elevated entrance ramp over the street.</li> </ul>	Approval

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1. Ensure that the guard rails extending into the Marion St. view corridor are primarily made of transparent glass. (B-3)

2. Building canopies over the open space on Western Avenue and Marian St. should be made of primarily transparent glass. (D-1)

### **DIRECTOR'S ANALYSIS - DESIGN REVIEW**

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the conditions recommended by the five Board members and the recommendation to approve the design, as stated above.

### **DECISION - DESIGN REVIEW**

The proposed design is **CONDITIONALLY GRANTED**.

### **ANALYSIS-SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated April 18, 2007) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "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 some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

#### **Short-term Impacts**

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, traffic and parking impacts as well as mitigation.

### Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found 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.

Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:

- A. Surveying and layout.
- B. Stacking the building with remote operating crane or fork lift.
- C. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
- D. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protection, water dams and heating equipment.

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:00 A.M and 6:00 P.M.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

### Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC).

### Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

### Grading

An excavation to construct the lower level of the structure will be necessary. The maximum depth of the excavation is approximately 51 feet and will consist of an estimated 43,250 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. 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 minimize 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.

### Traffic and Parking

Construction of the project is estimated to last 17 months. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require 4,325 round trips with 10-yard hauling trucks or 2,160 round trips with 20-yard hauling trucks. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Western Avenue. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

### Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increased light and glare, and proximity to a city landmark and a site of potential archeological significance.

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 which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. The Design Review process has contemplated height, bulk and scale issues. However, due to the size and location of this proposal, historic preservation, a site of potential archeological significance and traffic and parking impacts warrant further analysis.

### Traffic and Transportation

The proposed office tower with 13,560 square feet of retail would result in an overall net increase in peak hour traffic compared to the existing surface parking lot on site. The increase would total an estimated 113 vehicle trips during the PM peak hour. Although the project displaces a pay lot, the existing trips have the potential of relocating to other parking facilities in the area. Thus, Heffron Transportation, Inc, a transportation consulting firm, did not subtract the existing trips from the 113 PM peak hour vehicle trips to be generated by the proposal. Due to the similarity in volumes, AM peak hour trips would have similar impacts as the PM peak hour trips.

Traffic associated with the proposal would not significantly impact five of the six off-site study intersections. The un-signalized intersection at Western Ave. and Columbia St. would endure an 8.8 second delay once the project is completed according to Heffron Transportation, Inc. analysis. This would cause a reduction in Level of Service (LOS) from "C" to "D", which would remain an acceptable level of service for the city of Seattle. Based on the Level of Service, no off-site improvements would be needed to accommodate the proposed project.

To lessen the potential traffic and parking-related impacts of the project, the project proponent will be required to implement a transportation management program (TMP) for site employees. The TMP will need to be consistent with the city of Seattle's Director's Rule 14-2002. The TMP is required to include appropriate elements to be discussed with the City during the building permit phase of the project. The recommended single occupancy vehicle (SOV) goal of the project's TMP is 38 percent SOV, a goal established by the City for downtown Seattle to comply with the State of Washington's Commute Trip Reduction (CTR) law.

Accident data indicates no high accident locations or unusual safety issues in the site vicinity. Heffron reasons that it is unlikely that the proposed project would affect the safety at off-site locations.

### Parking

The existing surface lot on the proposal site has 82 parking spaces available as public parking for a fee. On-street metered parking is allowed on the west side of Western Ave., the west and east sides of Post Ave. and the north side of Marion Street in the blocks abutting the project site. Metered parking is also prevalent on many streets north and south of the site.

The proposal, which provides 150 parking spaces for the structure, would be used by office building employees, visitors, retail users and employees. Parking demand for the proposed redevelopment of the site was determined from rates and equations in Parking Generation (ITE, 3<sup>rd</sup> Edition, 2004) and from Shared Parking (Urban Land Institute, 2<sup>nd</sup> Edition, 2005). The ITE peak demand rates were adjusted to account for the non-motorized modes of travel. Heffron Transportation, Inc. states that during the weekday an estimated 146 vehicles could be parked in the 150 on-site spaces, utilizing 97 percent of the available capacity. Some of the parking could be generated by visitors who could use on-street metered parking instead.

Post Ave. will be reconstructed, with additional sidewalk width added to both sides of the alley. The existing on-street parking on the west curb will be removed to accommodate the improved roadway cross-section. This will result in the loss of ten on-street fee parking spaces. The east side of the alley will remain as 30-minute load/unload spaces. It may be possible to add four on-street parking spaces along the southeast curb of Marion Street along that site frontage, due to removal of two existing driveways. Net loss of on-street parking will thus range from six to ten spaces. Because the proposed 150 parking garage spaces can accommodate peak parking demand for the site of 146 vehicles, no parking impacts are expected from the proposal. While adverse impacts to parking may occur, they should be minimal. Furthermore, there is no SEPA authority to mitigate adverse impacts to parking in the Downtown area.

### Historic Preservation

The proposed structure lies directly across Post Avenue from the city historic landmark, the Colman Building (1900). Based on the Landmarks Preservation Board staff review, the Department of Neighborhoods (DON) does not require additional mitigation in the architectural design of the project. However, due to the proponent's desire to repave the Post Ave. right of way including the sidewalk adjacent to the Colman Building, the Historic Preservation Program of DON will review the paving plan for the Post Ave. right of way prior to issuance of a demolition, grading, or building permit.

Historic documentation suggests that a substantial portion of the clipper ship Windward (built 1853) may be buried below Western Ave. near Columbia Street. This lies close to the Colman Center site so that excavation of the proposed structure may encounter the buried remains of the ship. The applicant's consultant, Historical Research Associates, Inc. (HRA), states that, if present, the ship's remains are historically significant and "likely to be eligible for listing in the National Register of Historic Places". HRA proposes an archeological plan that establishes monitoring procedures, treatment of recovered artifacts, and reporting to document the process and results of the work. The plan monitors auger drilling for the secant wall piles; collection of ship fragments; the removal of fill and sediments from the excavation site; and the role of a qualified marine archaeologist in monitoring excavation, attending preconstruction meetings, training of construction supervisors, and keeping a daily log of monitoring activities.

The analysis also describes the need for a treatment plan if artifacts are, in fact, found. The archaeological contractor will notify the State Department of Archaeology and Historic Preservation (DAHP) and prepare a treatment plan for the remains. In the event of the discovery of human remains and associated or unassociated funerary objects, sacred objects or items of cultural patrimony, the archaeological monitoring plan outlines work stoppage procedures and means of notification to police, coroner's office, Indian tribes, and DAHP. Following the completion of archaeological monitoring and the implementation of a treatment plan, the archeological contractor will prepare one or more technical reports to document background information, methods, and the results of the work.

### Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

### **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 43.21.C), 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 a Master Use Permit

Update plans according to the following conditions:

1. Ensure that the guard rails extending into the Marion St. view corridor are primarily made of transparent glass.
2. Building canopies over the open space on Western Avenue and Marian St. should be made of primarily transparent glass.

#### Non-Appealable Conditions

3. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval by the Land Use Planner (Bruce P. Rips, 615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

4. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 615-1392), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
5. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

### **CONDITIONS-SEPA**

#### *Prior to Issuance of a Demolition, Grading, or Building Permit*

6. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, and sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site between 3:30 P.M. to 7:00 P.M.
7. The Historic Preservation Program of DON will review the paving plan for the Post Ave. right of way prior to issuance of a demolition, grading, or building permit.

#### *During Construction*

8. All recommendations in the Archaeological Monitoring Plan for Construction Excavation of the Colman Center report (dated June 29, 2007) by Historical Research Associates, Inc. shall be followed during the excavation and construction of the building.
9. The following condition(s) 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.
10. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.:
  - A. Surveying and layout.
  - B. Stacking the building with remote operating crane or fork lift.
  - C. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).

- D. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
11. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:00 A.M and 6:00 P.M.

Hours on weekdays may be extended from 6:00 P.M. to 8:00 P.M. on a case by case basis. All evening work must be approved by DPD prior to each occurrence. Only low noise impact work will be permitted Saturdays from 9:00 A.M. to 6:00 P.M.

Once the foundation work is completed and the structure is enclosed, interior construction may be done in compliance with the Noise Ordinance and is not subject to the additional noise mitigating conditions. Additional work hours may be allowed upon prior approval of a noise mitigation plan.

Prior to the Issuance of a Certificate of Occupancy

12. A Transportation Management Plan (TMP) will be required that includes incentives intended to reduce SOV travel, while increasing the use of transit and other travel modes. The TMP will be filed in the form of a recorded document at King County, and be written in the form of a TMP Acknowledgement Letter, as prescribed by the city of Seattle requirements. The recommended SOV goal for this project's TMP is 38 percent single-occupant vehicle.

Signature: (signature on file) Date: August 27, 2007

Bruce P. Rips, AICP, Project Planner  
Department of Planning and Development

BPR:lc

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