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: 3007494

Applicant Name: Dean Clark of LMN Architects for City Place II, LLC

Address of Proposal: 1100 Republican Street

SUMMARY OF PROPOSED ACTION

Land Use Permit to allow a 5-story office building with 12,792 sq. ft. of ground-floor retail and 257 spaces of below-grade parking. The project will require demolition of an existing 35,896 sq. ft. structure and soil excavation of approximately 36,383 cubic yards.

The following approvals are required:

Design Review pursuant to Seattle Municipal Code (SMC) 23.41

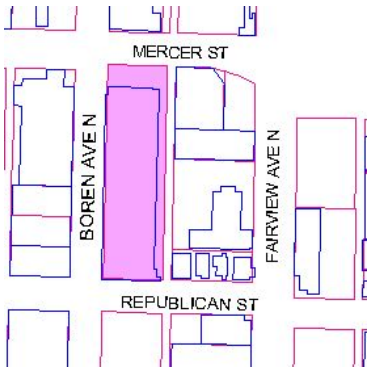
SEPA – Environmental Determination pursuant to SMC 25.05

Development Standard Departure: to allow venting below six feet from alley grade.

SEPA Determination: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

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



BACKGROUND INFORMATION

Site and Area Description

The site is located in the Westlake/Terry District of the larger South Lake Union neighborhood. It consists of one parcel located at 1100 Republican Street. The project site is bounded by Boren, Republican, Mercer, and the 16-foot mid-block alley to the east. The property is approximately 50,880 sq. ft. (1.1 acres) and gently slopes southeast

towards Republican Street with an elevation difference of approximately six to eight feet, but no remarkable topographic features.

Existing development on the property consists of a warehouse building of approximately 35,896 sq. ft.

The project site is zoned Industrial Commercial with a 65-foot height limit (IC-65). Properties to the east, west, and south are also zoned IC-65; properties to the north are zoned Seattle Mixed with a 40-foot height limit (SM-40).

The pattern of existing land uses surrounding the project site includes a mix of commercial and retail uses. Ongoing development in the project area is contributing to a transition from past industrial and warehouse uses to more commercial office-oriented uses mixed with retail and residential uses. Located directly west of the proposed project is the site of the proposed 3/4 block development at 1001 and 1021 Mercer Street (228,232 sq. ft. of office, 35,474 sq. ft. of retail, and below-grade parking for 363 vehicles). To the east is a retail furniture store, commercial offices, and some residences. To the south there are offices, retail uses, residential apartments, surface parking, and a warehouse used by local arts groups.

In addition, the Interurban Exchange 4/5 project has an approved master use permit for the block southwest of the site (290,000 sq. ft. of office and parking for 422 vehicles).

Project Description

The project consists of construction of a 5-story building with two levels of below-grade parking for approximately 263 vehicles. The proposal includes construction of approximately 149,976 square feet of above-grade space for office and retail uses. Retail area of approximately 12,792 sq. ft. will be located at street level. A privately owned pocket park plaza area will be provided at the southern edge of the project site along Republican Street. The existing 16-foot wide mid-block alley directly east of the project site will be widened to 18 feet. Ingress and egress to the underground parking area will be via Republican Street; vehicle access to the loading/service area will be via the mid-block alley. Project design and landscaping will include the addition of street trees and shrubs along Boren Avenue N and Republican and Mercer Streets. Construction of the project will require demolition of the existing warehouse building.

PUBLIC NOTICES AND MEETINGS

Public notice of the Master Use Permit (MUP) project application was published on January 3, 2008. The public comment period ended on January 16, 2008. DPD received no written comments on this proposal.

The Magnolia/Queen Anne Design Review Board held two properly noticed Design Review meetings on this proposal and included opportunities for the public to comment; an Early Design Guidance meeting was held on September 5, 2007 and the Recommendation meeting was held on February 6, 2008.

Comments from the public at the Early Design Guidance meeting was limited and focused on construction traffic impacts and the need for architectural quality in the new buildings. Public

comment received at the DRB Recommendation meeting indicated the design was a successful implementation of design attributes including colors, materials, and building forms.

ANALYSIS – DESIGN REVIEW

Design Guidelines Priorities

The initial ideas for the project were presented at the September 5, 2007 Early Design Guidance meeting. 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 found in the City of Seattle's *"Design Review: Guidelines for Multifamily and Commercial Buildings"* of highest priority to this project. The guidance and recommendations made were agreed to by all of the Board members present, unless otherwise noted. While the notes below indicate the area the Board found most important, all of the Guidelines for Multifamily and Commercial Buildings apply.[1]

A-1 Responding to Site Characteristics - The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation, and views or other features.

Board Comments:

The Board favors the applicant's preferred schemes for both sites with the open space crossing Project 2 site and being addressed by entry points on the Project 1 site. There would be a large scale "framing" of this open space by surrounding buildings.

The proposed "right turn" in the alley past the Project 2 site creates an edge condition between that alley and the large interior open space. Materials shown had a line of large vents or planters along this edge. The Board found this edge too impervious; too much of a wall. Instead an approach which allows penetration, both visual and physical, while still marking a boundary between conditions should be found. The "reeds treatment" at the EMP along the adjacent parking lot is a good solution for this kind of problem.

A setback expression along Mercer St. where the alley has been vacated may be an appropriate design expression.

The "pocket park" of landscape at the south end of Project 1 should be given every chance to be animated by uses within the new building. There should be windows and doors at grade from the building into the park area. There could be some "roll up" type doors or awnings as well. The building should be designed so that the use within has every opportunity to interact with the park.

The topographic element at the southern alley end in Project 1 provides an opportunity to do something unique. Something in the way of a pedestrian and community amenity should be created

[1] Early Design Guidance was conducted simultaneously for this project and the 1001/1021 Mercer Project (MUP #3007492, 3007493). In the Board Comments, "Project 1" refers to this project and "Project 2" refers to 1001/1021 Mercer.

there.

The vehicle entry to the Project 2 site which is proposed to share space with the alley right-of-way needs further explanation. Explanation needs to be given as to both the necessity of a driveway which overlaps into an alley and of how this approach would be consistent with safe vehicle traffic in and out to the building garage and in the alley.

Project Response:

Both Project #1 and Project #2 have continued to develop in the siting and massing direction identified in the EDG meeting. Project #1 incorporates a massing gesture that defines the building entry and frames the open space created by the building massing of Project #2. In addition, the massing of Project #1 is held back from Republican Street to create an intimate open space or "pocket park" at the south end of the block. The pocket park has been enlarged since the EDG meeting. The adjacent ground floor space has extensive windows and a pair of doors into the park area. Although tenant improvements are not part of the proposal, the use of the adjacent space could include office and/or meeting space, which would help to animate and interact with the park. The landscape palette of the park provides texture and color and is extended east up Republican Street to the bermed end condition in the alley.

A-2 Streetscape compatibility - The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street - Entries should be clearly identifiable and visible from the street.

A-4 Human Activity - New Development should be sited and designed to encourage human activity on the street.

Board Comments:

The applicants seem to understand these imperatives and are proposing uses and entry points along the streets in a manner which will encourage interaction with the pedestrian streetscape. The siting of the buildings appears to be on the correct track to create a successful interaction with the surrounding areas, sidewalks, streetcar stop and internal uses. Some entries are proposed to face the internal courtyard; an appropriate approach for this site plan.

Project Response:

A-2 Streetscape Compatibility - Project #1 has been sited to respond directly to the character of each street frontage. The building has been located on the assumed north property line to reinforce the proposed Mercer Street design. The building alignment along Boren Avenue further reinforces the urban character of this street.

A-3 Entrance Visible from the Street - The building entry is oriented towards Boren Avenue, creating visibility from the street and from the open space in Project #2. Other ground level entries supporting retail and office use have been located on Mercer Street, Boren Avenue and the pocket park.

A-4 Human Activity - As described above, building entries, retail entries, ground level building articulation and the pocket park are designed to encourage pedestrian interaction at the street.

B-1 Height, Bulk and Scale Compatibility - Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance

- **Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.**
- **Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.**
- **Relate proportions of buildings to the width and scale of the street.**
- **Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.**
- **Consider using architectural features to reduce building scale such as:**
- **landscaping;**
- **trellis;**
- **complementary materials;**
- **detailing;**
- **accent trim.**

Board Comments:

The proposed buildings would be tall, making use of the 65 foot zoned height and available bonuses. The proposed building in Project 1 is nearly a full block in length; the northern building on Project 2 is nearly a full block in width. Architectural measures need to be employed to limit the appearance of height, bulk and scale of the new buildings. The South Lake Union Design Guidelines provide direction to control height impacts through upper level setbacks where appropriate. The Board discussed whether to require upper level setbacks where additional height above 75 feet is obtained through available bonusing measures. Some members seemed to be in favor of this approach. The Board as a whole felt that measures should be considered along with the use of other building forms to limit the appearance of height, bulk and scale.

Project Response:

The building design uses architectural massing to break down the perceived bulk and scale of the building. The building steps in and out along its east and west facades to provide articulation and a hierarchy of scale. The top level (5th floor) is a partial floor that is selectively held back from the perimeter of the floors below in order to reduce the perceived height and scale.

C-1 Architectural Context - New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Board Comments:

The Board supports the applicant's stated objective to approach the development as urban infill. Each building should have a unique architectural character in order to avoid an obvious campus appearance. Diversity and unique character should be accomplished. The historic warehouse/industrial nature of the area is an appropriate context to respond to. Much of the new development in south Lake Union is looking a bit too suburban. The Board supports industrial looking buildings with multi-pane, large-format glazing; examples of which are the Shurguard, Sellen and SBRI buildings. Human scale is an important consideration. The Board does not support horizontal strips of glazing.

Project Response:

The architectural character of Project #1 is unique from that of Project #2. The massing, materials, panel modules, window pattern, use of curtain walls, and relationships to open spaces in Project #1 are all different from that of Project #2.

C-2 Architectural Concept and Consistency - Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Board Comments:

This general principle of good design applies to these structures. There should, however, be differentiation between buildings.

Project Response:

As noted in C-1, differentiation between buildings is proposed.

C-3 Human Scale - The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Board Comments:
Each of the buildings is long. It is important that a human scale and a sense of comfort for pedestrians be maintained. Measures to accomplish this should be explored and might include articulation of the pedestrian zone with building modulation, varying canopy height and landscape measures. Be sure to show detailed drawings of these areas in addition to full façade representations.

Project Response:

Human scale is addressed through landscape measures at the sidewalks and pocket park and a shift from the more solid upper floor facades to a more transparent enclosure at the ground floor. The sidewalks along Mercer and half of Boren will be animated by retail activity. The project includes two different conditions where pedestrians will be present (at the sidewalks). The south part of the ground floor is office function and a low base has been developed along Boren Avenue to create a physical separation between the sidewalk and the offices, without creating a visual separation. The north part of the ground floor is lobby and retail, where a transparent window wall encourages both visual and physical connection.

D-1 Pedestrian Open Spaces and Entrances - Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-7 Personal Safety and Security - Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Board Comments:
These guidelines apply to both proposed open spaces. Besides being beautiful landscapes they need to be readily accessible from interior building spaces so as to increase their use and function. In addition a balance in designed form between vertical form, including berms, planters, trees and bushes and clear sightlines is necessary, both for security and in order to maintain a sense of welcome inviting entry from the public realm.

Project Response:

D-1 Pedestrian Open Spaces & Entrances - As noted in A-1, the pocket park at the south end of the site is readily accessible from the building interior. The main entrance to the building is strategically located to face the public courtyard in Project #2.

D-7 Personal Safety & Security - Passive security, including balance in the landscaping of the open space between plantings and clear sightlines is a goal of the design. Physical and visual access from the adjacent public sidewalks into the pocket park encourages public use, which will heighten security.

MASTER USE PERMIT APPLICATION

The applicant revised the design according to the Design Review Board's guidance and applied for a Master Use Permit with a design review component on December 12, 2007. The application was deemed complete on December 21, 2007.

DIRECTOR'S ANALYSIS – DESIGN REVIEW

The Director finds no conflict with SEPA requirements or state or federal laws, and has reviewed the ***City of Seattle Design Review: Guidelines for Multifamily & Commercial Buildings*** *(January 2007)* and the ***South Lake Union Design Guidelines*** *(May 2005)* 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 four Board members and the recommendation to approve the design, as stated above.

Development Standard Departure

A development standard departure to allow HVAC venting along the alley façade within six feet of grade is added by the Director as implied from the materials provided in the MUP application and the presented design review graphic materials. This departure is necessary in order to provide for adequate garage venting without raising that venting up into the office façade areas of the building. Such venting arrangements are allowed in downtown alleys and would be an appropriate feature here.

DECISION – DESIGN REVIEW

Therefore, the proposed design as presented at the February 6, 2008 Design Review Board meeting is **CONDITIONALLY APPROVED** and the **Development Standard Departure is Granted**. Design Review conditions are listed at the end of this decision.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant on December 12, 2007 and annotated by the Department. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects forms the basis for this analysis and decision.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) 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 specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

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. Additionally, due to the temporary nature and limited scope of these impacts, they are not considered significant per SMC 25.05.794. The following is an analysis of construction-related noise, drainage, earth, grading, traffic and parking impacts as well as mitigation.

Earth/Grading

An excavation to construct the below grade parking for the proposal will be necessary. Approximately 36,400 cubic yards of soil and existing material will be removed from the site, which could create potential earth-related impacts. Compliance with the Stormwater, Grading, and Drainage Control Code (SMC 22.800) will require the proponent to identify a legal disposal site for excavation and demolition debris prior to commencement of demolition/construction.

Compliance with the Uniform Building Code and the Stormwater, Grading, and Drainage Control Code will also require that Best Management Practices (BMPs) be employed during demolition/excavation/construction including that the soils be contained on-site and that the excavation slopes be suitably shored and retained in order to mitigate potential water runoff and erosion impacts during excavation and general site work.

A drainage control plan, including a temporary erosion and sedimentation control plan will be required with the building permit application. In addition, a Shoring and Excavation Permit will be required by SDOT prior to issuance of a building permit.

The Phase I Site Assessment identified an abandoned underground storage tank at the south end of the subject parcel. UST should be removed and disposed of by a qualified UST removal contractor in accordance with State and Federal guidelines. The excavation contractor should be monitored by an environmental consultant and when contaminated soils are identified, the soils will be sorted and stockpiled prior to disposal.

Based upon the above considerations it is concluded that no SEPA-based conditioning is necessary for the anticipated earth-related impacts.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. Prior to demolition, the asbestos, lead-based paint and other similar hazardous materials that may be encountered during demolition would be removed by a qualified abatement contractor in accordance with State and Federal guidelines. The applicant will also take the following precautions to reduce or control emissions or other air impacts during construction:

- *During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust; and truck loads and routes will be monitored to minimize dust-related impacts.*
- *Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.*
- *Using electrically operated small tools in place of gas powered small tools wherever feasible.*
- *Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.*

Noise

The project is expected to generate increased noise impacts during demolition, grading and construction. Compliance with the Noise Ordinance (SMC 25.08) is required and will limit the use of loud equipment registering 60 dBA (not including construction equipment exceptions in SMC 25.08.425) or more at the receiving property line or 50 feet to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD. Construction noise is within the parameters of SMC 25.05.675.L, which states that the Noise Ordinance provides sufficient mitigation for most noise impacts.

Construction-Related Traffic and Parking

Under SMC 25.05.675.B.2, DPD has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project is limited. Truck trips could be generated during excavation, shoring, and foundation construction.

It is the policy of the City of Seattle to minimize or prevent temporary adverse impacts associated with construction activities, including measures to address parking and transportation impacts during construction per SMC 23.05.675.B.1.g. Pursuant to this policy, project approval shall be conditioned upon the following:

- To minimize on-street parking in the project vicinity due to construction impacts, construction workers will be required to park in the on-site garage when it becomes available. Until such time construction workers will park in off-street locations in the area and a shuttle shall be provided to transport them to and from the construction site.

- Prior to issuance of a street use permit, the contractor shall provide the City with a construction traffic plan. Site work shall be conducted in a manner that would minimize interference with vehicular, pedestrian, and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) shall be managed in accordance with the current City of Seattle Traffic Control Manual for In-Street Work and Manual of Uniform Traffic Control Devices. In the event that work requires closure of an entire sidewalk or travel lane, a signage plan and traffic control plan shall be prepared for approval by SDOT.

Long-Term Impacts – Use-Related Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased on-site bulk and scale, increased ambient noise due to increased human activity, increased demand on public services and utilities, increased light and glare, increased energy consumption, increased on-street parking demand, increased vehicle traffic, and demolition of a fifty year-old building. These long-term impacts are not considered significant.

Notwithstanding the Determination of Non-Significance, the following impacts merit more detailed discussion.

Historic

There are no known or listed historical resources or any officially-designated historical resources on the project site. The existing building was built between 1946 and 1950, but does not appear to have any particular significance.

There is one designated landmark building near the site, the Van Vorst Building at 415 Boren Avenue North. Numerous older buildings exist in the South Lake Union area and may be eligible for consideration as historic resources. The project is not expected to have any impact on any of these structures.

Archaeological

There is no surficial evidence to indicate that any archaeologically significant resources exist on-site and would be disturbed by the project. However, the project site is in an area identified as a historic fill zone near the former and existing shoreline of Lake Union. Historic records and previous limited archaeological excavations suggest that potentially historic archaeological resources may exist within such fill zones.

There is also potential for native surfaces to be preserved beneath fill. Prior to placement of fill in the South Lake Union area, a ravine formerly passed through or near to the project area and could have been used by native people as a travel corridor. Ethnographic sources indicate that a Native

American settlement existed on the Lake Union shoreline to the northwest of the project area, and a trail from the southwestern edge of the lake connected the settlement to Elliot Bay.

Due to the potential for encountering both pre-contact and historic period archaeological deposits during project construction, an archaeological monitoring plan has been recommended in conjunction with final project construction plans. The plan will include an inadvertent discovery protocol to ensure that if resources of potential archaeological significance are encountered during excavation or construction associated with the Proposed Action, the following measures would apply:

- work that is occurring in the portion of the site where potential archaeological resources are found would be stopped immediately;
- the City of Seattle land use planner that is assigned to the project and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP) would immediately be contacted; and
- regulations would be adhered to pertaining to discovery and excavation of archaeological resources, including but not limited to, Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable or as revised.

Otherwise, the project will not have any significant adverse impacts on archaeological resources.

Housing Impacts

The City's SEPA policies encourage preservation of existing housing, especially low income housing. SMC 25.05.675.I. These policies require compliance with City Code provisions on housing relocation, demolition, and conversion for proposed development to be in compliance with the housing policy. SMC 25.05.675.I.2.C. The proposed project will demolish a warehouse and replace it with offices and retail space. No existing housing will be demolished, relocated, or converted. Therefore, no mitigation to housing impacts is required.

Traffic, Transportation, and Parking

The Transpo Group completed a traffic study for the project that was submitted to the City as part of the application and review process.

For its analysis, Transpo utilized trip generation rates associated with ITE Land Use Code 714, Corporate Headquarters Building and LUC 814 Specialty Retail to estimate trips that would be generated for the project. All rates were obtained from the ITE 7th Edition (2003). The study estimated that in year 2010 the project would generate approximately 650 new trips per day, of which 96 new trips would be generated during the AM peak hour, and 103 new trips during the PM peak hour.

The project will include 257 below-ground stalls accessible via Republican Street and will not displace existing parking. The proposed 263 on-site stalls exceeds the minimum Land Use Code requirement of 187 stalls based on 1 stall per 1,000 sq. ft. of office space and 1 per 500 sq. ft. of general sales and service less reductions for the first 2,500 sq. ft. of retail space and shared parking space. Peak parking demand will be accommodated by the available on-site parking supply and no mitigation of parking impacts is warranted.

The traffic study also evaluated transportation concurrency for the proposed project. The calculated v/c ratios for the four tested screenlines were determined to remain below the adopted LOS standard; therefore, the proposed project was determined to meet the City of Seattle concurrency requirements.

Transit service to and from the project vicinity is provided by King County Metro Transit, including routes 17, 70, 71, 72, 73, and 83, and the South Lake Union Streetcar. These transit options provide access to downtown Seattle and (via connections) destinations throughout King County.

Expected traffic and parking impacts of the proposal are not considered significant and while present are considered to be consistent with the density of uses envisioned for an urban center context.

Transportation Mitigation

In July 2004, the Seattle Department of Transportation completed the South Lake Union Transportation Study with the help of consultants Parsons Brinckerhoff and Enviro issues. The study recommended a package of transportation improvements for the South Lake Union area which has broad support from a diverse group of neighborhood, business and community representatives. The improvements include a two-way Mercer Street, a narrower Valley Street, a streetcar, and a number of transit, pedestrian and bicycle measures. These improvements are intended to reconnect the South Lake Union area to the city, untangle streets that create barriers in the middle of the city, improve mobility, promote alternatives to single-occupant-vehicles, and continue a smooth flow of freight and people through the area.

As an alternative to mitigation measures that focus solely on minor improvements to nearby streets and intersections, DPD has determined that a more effective mitigation approach is for the applicant to contribute to the costs of the more comprehensive transportation improvements recommended in the South Lake Union Transportation Study. DPD has reviewed the projected transportation impacts of the project, as detailed in the February 2008 Transpo Analysis, and concluded that the transportation improvements in the South Lake Union Transportation Study would adequately mitigate those impacts.

DPD has considered the share of the transportation improvement costs that should be borne by this project. A portion of the improvement costs is attributable to existing deficiencies and must be funded with resources other than private developer mitigation payments. This project should bear its fair share of the remaining costs, based on the expected trip generation. Based on DPD's analysis of costs and allocation to this project, a payment of $47,500.00 is appropriate for traffic impact mitigation.

Plants/Animals

Any existing vegetation would be removed during the site excavation and construction. There is no known occurrence of threatened or endangered species on or near the site. Frontage improvements will include street trees. Landscaped open spaces will be provided in and near the public rights-of-way.

Impacts to plants and animals are not considered significant and no mitigation is warranted.

Energy and Natural Resources

Natural gas and electricity would be used as the principal source of energy for space heating. Electrical energy would be used for lighting and operating appliances. It is not expected that the height and configuration of the proposed structure would interfere with the potential use of solar energy by adjacent properties. Building construction would comply with this and other requirements of the Seattle Energy Code, at a minimum, to be reviewed at the time of Building permit application.

Long term impacts to energy and natural resources are not considered significant and no mitigation is warranted.

Height, Bulk and Scale

The subject proposal has been through the Design Review Process, previously discussed in this decision. A project that is approved pursuant to the design review process is presumed to comply with the City's height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that the height, bulk and scale impacts documented through environmental review have not been adequately mitigated. SMC 25.05.675.G.2. Measures employed to mitigate height, bulk and scale impacts, as incorporated into the building architecture, were reviewed by the Design Review Board and found sufficient.

Long-term height, bulk and scale impacts have been addressed through the Design Review process. No additional SEPA mitigation measures are warranted.

Public Services and Utilities

The change of use, increase in development on the site, and the type of development are expected to result in an increased demand for public services. There are no existing deficiencies in needed services or utilities to the site. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application.

All utilities required to serve the proposed commercial development are located within adjacent street frontages. Overall, the impacts to public services and utilities are not considered significant and no mitigation is warranted.

Existing and Projected Land Use; Comprehensive and Neighborhood Plan

The site was previously a warehouse. With the redevelopment proposal, the site would be redeveloped into a commercial office building with ground-floor retail uses. The land use of the site would thus be changed with the proposal.

The proposed project is compatible with surrounding uses and is located in an area of mixed Industrial-Commercial and Seattle Mixed zoning. The site itself is zoned Industrial-Commercial (IC-65). The redevelopment proposal is consistent with the IC-65 zoning of the property. Office

and retail uses are permitted outright in the IC zone. The proposal complies with development standards applicable to commercial office and retail development within the IC-65 zone.

The City of Seattle Comprehensive Plan designates the site as an Industrial Area, and it is located in the South Lake Urban Center. The proposed commercial office and retail development is consistent with the Comprehensive Plan designation.

In addition, the proposed project complies with the South Lake Union Neighborhood Plan. This Plan is one of 37 neighborhood plans prepared with the participation of people in the neighborhood to articulate a vision for growth and change over the next 20 years, which identifies actions to be taken to help achieve this vision and further implement the Citywide Comprehensive Plan. The Plan adopts several neighborhood specific goals and policies. The project is consistent with the following policies and goals:

- SLU-G1: A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.
- SLU-G3: A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-P9 Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.
- SLU-G10: Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.
- SLU-P31: Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.

The proposal conforms to the above-stated goals and policies. The new office space is designed to accommodate users who support the goals cited above. The site is in close proximity to transit facilities and residential areas. The tenant for this building is Amazon.com, a company which will add to the neighborhood's burgeoning reputation as a center for innovation and creativity. Users such as Amazon.com will help to create the vital and eclectic South Lake Union neighborhood sought by the Plan. The planned pocket park and street landscaping will provide open space and improve physical connections in the neighborhood.

It is the City's SEPA policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with adopted City land use policies. The subject proposal is compatible with surrounding uses, zoning, and City policies. The proposed mixed use project is consistent with the South Lake Union Neighborhood Plan and the Seattle Comprehensive Plan. No mitigation resulting from land use impacts is warranted.

Summary

In conclusion, certain non-significant adverse impacts on the environment are anticipated to result from the proposal. 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 – STATE ENVIRONMENTAL POLICY ACT (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. The intent of this declaration is to satisfy the requirements 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).

The proposed action is **APPROVED WITH CONDITIONS**.

CONDITIONS – SEPA

The owner(s) and/or responsible parties shall:

Prior to Issuance of Demolition, Grading, or Construction Permits

1. Prior to issuance of a construction permit, the contractor shall provide a construction traffic plan to SDOT for review and approval. Site work shall be conducted in a manner that would minimize interference with vehicular, pedestrian, and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) shall be managed in accordance with the current City of Seattle Traffic Control Manual for In-Street Work and Manual of Uniform Traffic Control Devices. In the event that work requires closure of an entire sidewalk or travel lane, a signage plan and traffic control plan shall be prepared for approval by SDOT.

2. A drainage control plan, including a temporary erosion and sedimentation control plan will be required with the construction permit application.

3. A Shoring and Excavation Permit shall be required prior to issuance of a construction permit.

During Construction

4. Construction workers shall limit parking in residential neighborhoods and will utilize the on-site parking garage when it becomes available. Until such time construction workers will park in off-street locations in the area and a shuttle shall be provided to transport them to and from the construction site.
5. Comply with the limitations contained in the approved construction-phase transportation plan.
6. Debris and exposed areas shall be sprinkled as necessary to control dust; and truck loads and routes shall be monitored to minimize dust-related impacts.

7. Use well-maintained equipment to reduce emissions from construction equipment and construction-related trucks and avoid prolonged periods of vehicle idling.
8. Use electrically operated small tools in place of gas powered small tools wherever feasible.
9. Trucking building materials to and from the project site shall be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.

Prior to Building Permit Issuance

10. The applicant shall pay a transportation mitigation fee of $47,500 to SDOT, to be apportioned among South Lake Union transportation projects.

Design Review Conditions

11. The building constructed shall substantially conform to the one represented to the Design Review Board and which received a recommendation of approval.
12. The applicant shall explore enrichment of the Boren Avenue North sidewalk. Adding planting and seating to the concrete plinth is an alternative approach that may be used to achieve the desired design enrichment.
13. The applicant shall enhance the blank wall that forms the east end of the pocket park along Republican Street. Special treatment of the wall, providing a water feature, or providing planters with screening landscape may be used to achieve the desired design enhancement.
14. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval of the Land Use Planner (Scott Kemp, scott.kemp@seattle.gov). 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.
15. 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, or by the Design Review Manager.
16. An appointment with the assigned Land Use Planner must be made at least (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.
17. All of the conditions contained in this decision must be embedded in the cover sheet for updated MUP permit plans and for all subsequent permits including any MUP revisions, and all building permits.

Signature: (signature on file) Date: April 21, 2008
Scott Kemp, Senior Land Use Planner
Department of Planning and Development
Land Use Services

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