

Addendum

to the

FINAL EIS

for the

Downtown Height and Density Changes

Prepared for

2030 Eighth Avenue Apartments

MUP Project # 3010926

City of Seattle

Department of Planning & Development

This EIS Addendum has been prepared in compliance with the State Environmental Policy Act of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and Seattle's Environmental Policies and Procedures Code (Chapter 25.05, City of Seattle Municipal Code), which implement SEPA. DPD has determined that this document has been prepared in a responsible manner using appropriate methodology and DPD has directed the areas of research and analysis that were undertaken in preparation of this document.

Date of Issuance of the EIS Addendum: June 2011

PREFACE

The purpose of this EIS Addendum is to provide information concerning site-specific development proposed for the **2030 EIGHTH AVENUE APARTMENTS** at 2030 8TH Avenue in Seattle.

Proposals to change zoning provisions for portions of Downtown Seattle were considered by the City over a period lasting several years. As part of that effort, in 2003 the Department of Planning and Development (DPD) issued a Draft Environmental Impact Statement (DEIS) entitled Downtown Height and Density Changes¹ and in January 2005, the Final Environmental Impact Statement (FEIS)² for that project was issued. That EIS, collectively referred to as the “Downtown EIS,” is a non-project-specific document that identifies and evaluates probable, significant environmental impacts that may result from several alternatives and addresses a large area of the Downtown.

The Preferred Alternative in that FEIS evaluates a range of possible changes to Downtown zoning, including an increase in height from 240 to 400 feet for residential and mixed-use projects in a portion of the Downtown Mixed Commercial zone, which includes the site of the proposed 2030 EIGHTH AVENUE APARTMENTS project.

An addendum is an environmental document that is used to provide additional analysis or information about a proposal, but does not substantially change the analysis of significant environmental impacts and alternatives in the existing environmental document³ (e.g., the FEIS). Since probable significant environmental impacts of a 400-foot tall residential building at this site have already been adequately evaluated as part of the non-project Downtown EIS,⁴ the purpose of this EIS Addendum is to provide additional, more-detailed analysis and information concerning the site-specific 2030 EIGHTH AVENUE APARTMENTS project.

This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. This EIS Addendum will accompany the 2030 EIGHTH AVENUE APARTMENTS project through Seattle’s review processes and will be considered by City officials in making the necessary permitting/approval decisions.

The EIS Addendum is organized into three major sections. The Fact Sheet provides an overview of the proposed project and location, permits required, and points of contact; Section I is a comprehensive description of the Proposed Action; and Section II contains an analysis of environmental impacts associated with the Proposed Action compared with those described in the Downtown EIS.

¹ Seattle, 2003a.

² Seattle, 2005.

³ Seattle Municipal Code 25.05.600D.3

⁴ The adequacy of the Downtown EIS was appealed on grounds that it did not address impacts of the proposal on air quality, water quality, light and glare, and plants and animals. Specifically, the appellant contended the Downtown EIS did not analyze the impacts the proposed height changes would have on reducing sunlight necessary for oxygen production by marine plant life on Elliott Bay. The City’s Hearing Examiner held an appeal hearing on February 28, 2005 and thereafter issued a decision that the Director of Planning and Development’s determination of adequacy for the Downtown EIS was not shown to be in error and therefore, was affirmed. Thus, the Downtown EIS is presumed to be an adequate disclosure of environmental impacts from the Downtown zoning proposals.

FACT SHEET

Name of Proposal	2030 EIGHTH AVENUE APARTMENS
Proponent	Lake Union Partners Seattle, LLC
Location	The Proposed Action is located at the intersection of 8 th Avenue and Lenora Streets in the Denny Triangle neighborhood of Seattle. The site address is 2030 8 th Avenue.
Proposed Action	<p>The Proposed Action would involve development of a 400 foot residential apartment project consisting of one single tower built over subterranean and above grade parking structure with retail at the street level. The project would consist of approximately 509,000 gross square feet of residential use (<i>including parking structure</i>) and approximately 380 residential units, 20 small work lofts, 3,500 square feet of street-level retail use, additional square footage for ancillary uses, and approximately 350 parking spaces. Vehicle access would be from the driveway off of Lenora Street, and from the street at 8th Avenue.</p> <p>The project site currently contains a two-story structure used for parking, office space and retail shops. Demolition and construction activity is tentatively scheduled to begin in mid 2012 with the building complex operational by fourth-quarter 2014.</p>
Lead Agency	City of Seattle, Department of Planning & Development
Responsible Official	Diane Sugimura, Director City of Seattle, Department of Planning & Development Seattle Municipal Tower-700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
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Addendum/Adoption
of Original Document

This EIS Addendum provides additional site-specific information and analysis concerning the 2030 EIGHTH AVENUE APARTMENTS project, but does not substantially change the analysis of significant impacts and alternatives that are described in the Downtown EIS. The Draft and Final EIS for the Downtown Height and Density Changes are adopted for purposes of SEPA compliance, pursuant to WAC 197-11-630 and City of Seattle SEPA regulations.

Master Use Permit

DPD MUP No.: 3010926

Required Approvals

Preliminary investigation indicates that the following permits and/or approvals could be required for the Proposed Action. Additional permits/approvals may be identified during the review process.

City of Seattle

Department of Planning & Development

Permits/approvals associated with the proposed project, including:

- Master Use Permit - (including SEPA Compliance, Zoning Review, and Design Review)
- Demolition Permit
- Grading/Shoring Permit
- Building Permit
- Mechanical Permits
- Electrical Permits
- Certificate of Occupancy
- Comprehensive Drainage Control Plan approval
- Large-Parcel Drainage Control Plans with Construction Best Management Practices, Erosion and Sediment Control Approval

Seattle Department of Transportation (SDOT)

- Street Improvements (e.g., sidewalk modifications, curbcuts, alley improvements, etc.)
- Street Use Permits (temporary-construction-related)

Seattle - King County Department of Health

- Plumbing Permits

Authors and Principal
Contributors to this
this EIS Addendum

The proposed 2030 EIGHTH AVENUE APARTMENTS EIS Addendum has been prepared under the direction of the Seattle Department of Planning & Development. Research and analysis were provided by the architect and traffic engineer for the project.

Location of Background Data	City of Seattle Department of Planning & Development Seattle Municipal Tower 700 Fifth Ave., Suite 2000 Seattle, WA 98104-7195
Date of Issuance of this EIS Addendum	June 2011
Date of Issuance of the Final EIS	January 6, 2005
Date of Issuance of the Draft EIS	November 7, 2003
Availability/Cost of EIS Addendum	<p>Notification of the availability of this EIS Addendum has been distributed to agencies, organizations and individuals noted on the Distribution/Notification List (Appendix A to this document).</p> <p>Copies of this document are also available for review at the Seattle Department of Planning & Development Public Resource Center, which is located in Suite 2000 of Seattle Municipal Tower in Downtown Seattle (700 Fifth Avenue) and at the Seattle Public Library (1000 Fourth Ave.).</p> <p>A limited number of complimentary copies of this EIS Addendum may be obtained from the Department of Planning & Development Public Resource Center while the supply lasts. Additional copies may be purchased at the Department of Planning & Development Public Resource Center for the cost of reproduction.</p> <p>The Downtown EIS is also available for review at the Seattle Department of Planning & Development Public Resource Center, which is located in Suite 2000 of Seattle Municipal Tower in Downtown Seattle (700 Fifth Avenue) and at the Seattle Public Library (1000 Fourth Avenue).</p>

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SECTION I

PROJECT DESCRIPTION

A. PROPONENT/PROJECT LOCATION

Proponent

The 2030 EIGHTH AVENUE APARTMENTS project is sponsored by LAKE UNION PARTNERS SEATTLE, LLC.

Project Location

The Proposed Action would be located in Downtown Seattle (see Figure 1). The approximately 16,000-square-foot site (located at 2030 Eighth Avenue) would occupy the 1 quarter-block on the northeast side of Eighth Avenue between Lenora and Westlake Avenue. The entire block is bounded by Lenora Street on the north, Eighth Avenue on the west, Westlake Avenue on the west. The legal description of the project site is:

LOTS 5 AND 6, BLOCK 25, PLAT OF THE SECOND ADDITION TO THE TOWN OF SEATTLE, AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, KING COUNTY, WASHINGTON.

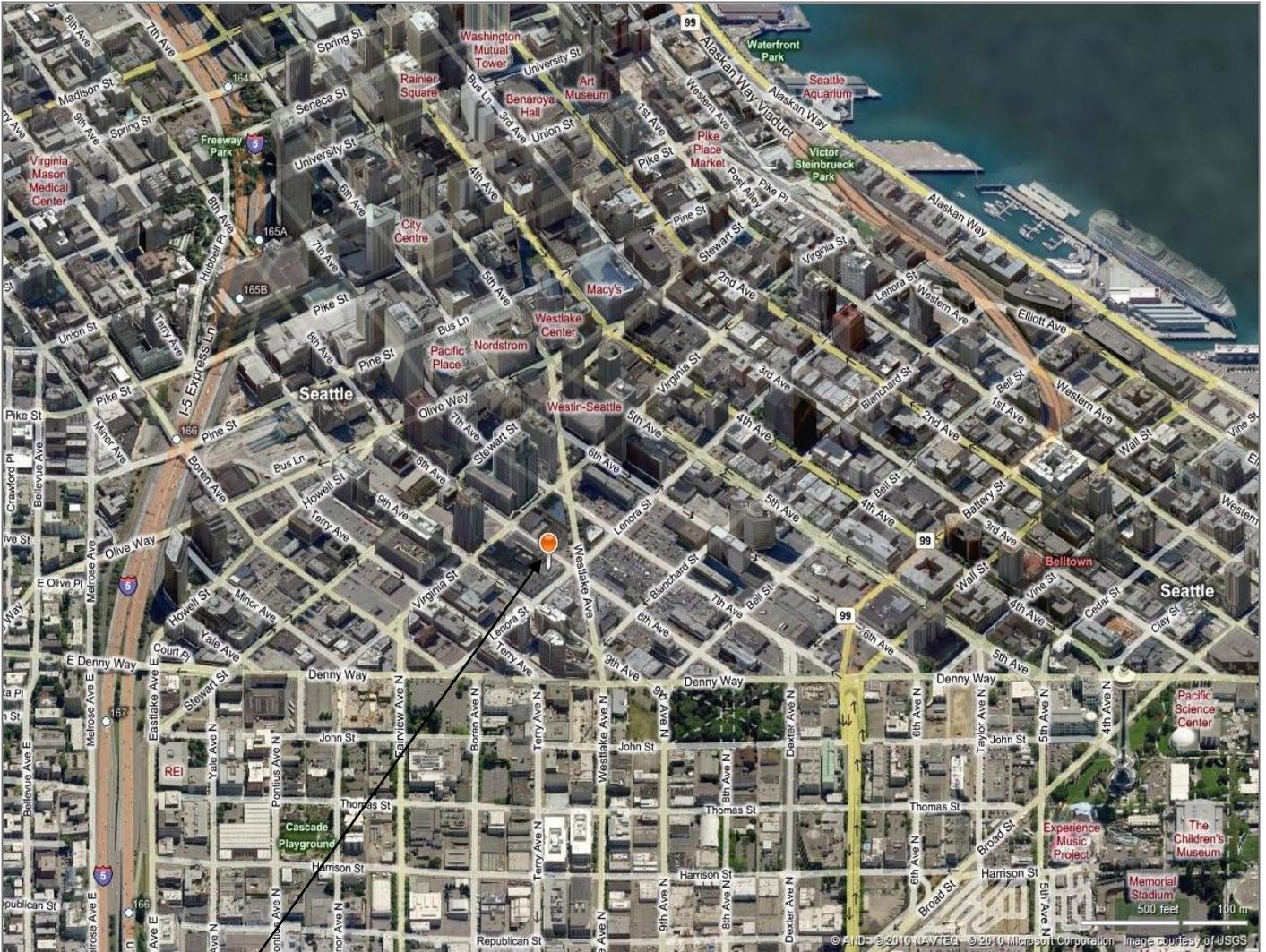
TOGETHER WITH PORTION OF VACATED ALLEY ADJOINING, AS VACATED BY ORDINANCE NO. 82555 OF THE CITY OF SEATTLE, WHICH UPON VACANTION, ATTACHED TO SAID PREMISES BY OPERATION OF LAW

Existing Site Characteristics

The project site is depicted in Figure 2. The full parcel is occupied by a two-story structure currently used as parking garage, retail shops, and office uses on the second floor.

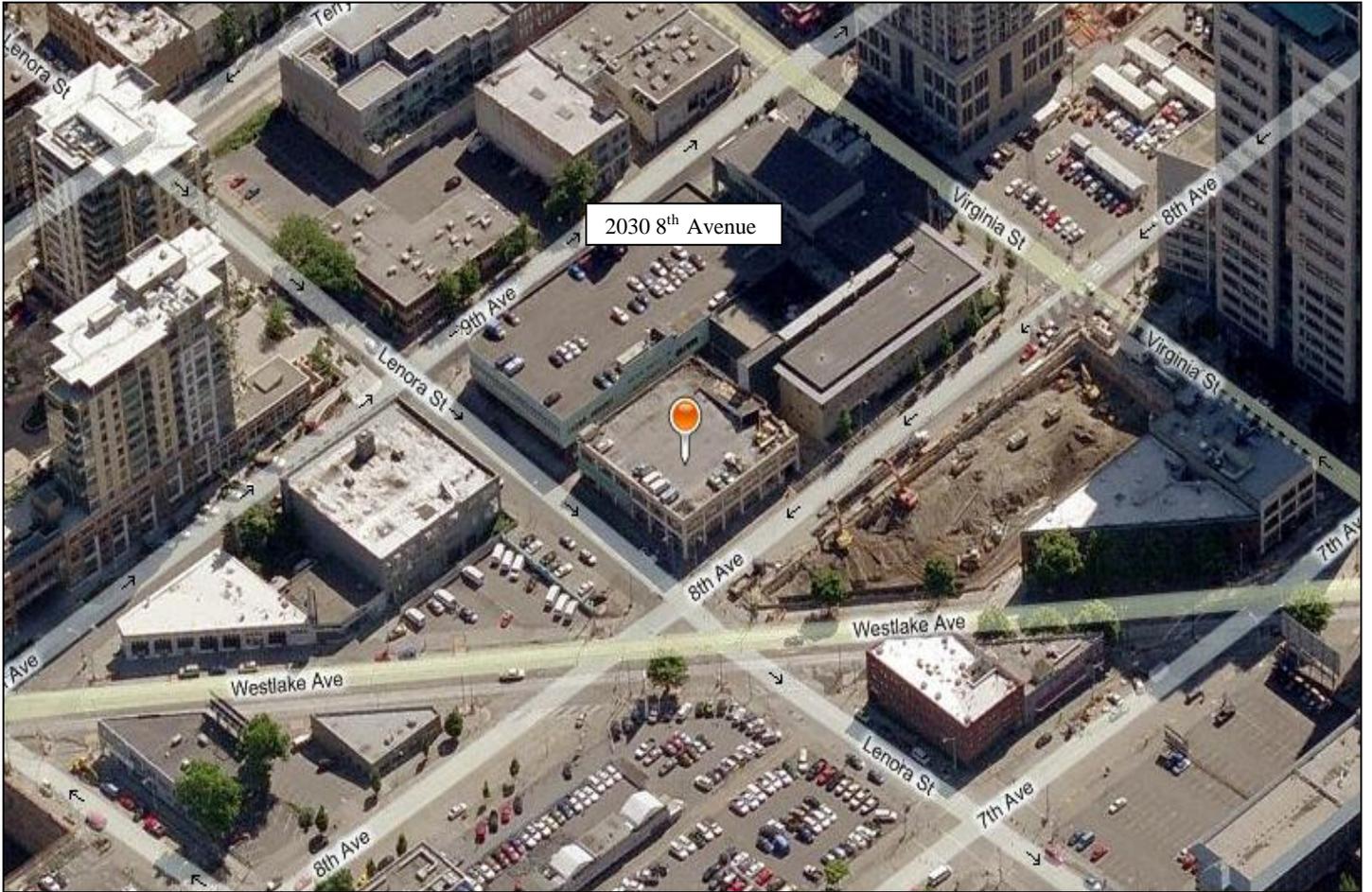
The site slopes downward gently from the southeast to northwest with approximately 3' - 5" inches topographic variation across the site.

Figure 1
Vicinity Map



Site Location

Figure 2
Site Aerial



B. BACKGROUND INFORMATION

Downtown EIS

A Draft Environmental Impact Statement (DEIS) was published for the Downtown Height and Density Changes proposal in November 2003 and the Final Environmental Impact Statement (FEIS) for that project was published in January 2005 (these documents are collectively referred to as the “Downtown EIS”). The Downtown EIS identified and evaluated the probable significant environmental impacts that could result from changing the height and density requirements in several Downtown Seattle zoning districts. That analysis evaluated the direct, indirect and cumulative impacts of the Preferred Alternative and other alternatives.

The 2030 EIGHTH AVENUE APARTMENTS project site is within the geographic area that was analyzed in the Downtown EIS. In addition, the proposed 2030 EIGHTH AVENUE APARTMENTS project is within the range of actions and impacts that were evaluated as part of the Preferred Alternative and other alternatives associated with the Downtown EIS. For example, the Downtown EIS evaluated the impacts of allowing residential and mixed-use buildings to be increased in height from the previously allowed 240 feet to a proposed height of 400 feet in portions of the Downtown Mixed Commercial (DMC) zone. This change was considered throughout the Downtown EIS.

The 2030 EIGHTH AVENUE APARTMENTS project is located within the DMC 340’/290’ - 400’ zoning district.

EIS Addendum - Key Analyses

DPD determined that for SEPA compliance associated with the proposed 2030 EIGHTH AVENUE APARTMENTS project, it is appropriate to adopt the Downtown EIS and prepare an EIS Addendum to add project-specific information. DPD determined that this EIS Addendum should address the following areas of environmental impact: land use, aesthetics and shadows, transportation, and construction.

C. DESCRIPTION OF THE PROPOSED ACTION

Project Overview

The following is an overview of the Proposed Action; details concerning project elements follow. Figure 3 depicts a site plan for the 2030 EIGHTH AVENUE APARTMENTS project and Figure 3A depicts Level 1.

The proposed 2030 EIGHTH AVENUE APARTMENTS project would involve construction of a single 400 foot tall residential apartment building. The building will include open space and an enclosed amenity space to be located on the top floor of the building. The project will consist of: approximately 380 residential units in the tower with approximately 350 structured parking stalls; approximately 3,500 square feet of street-level retail uses; approximately

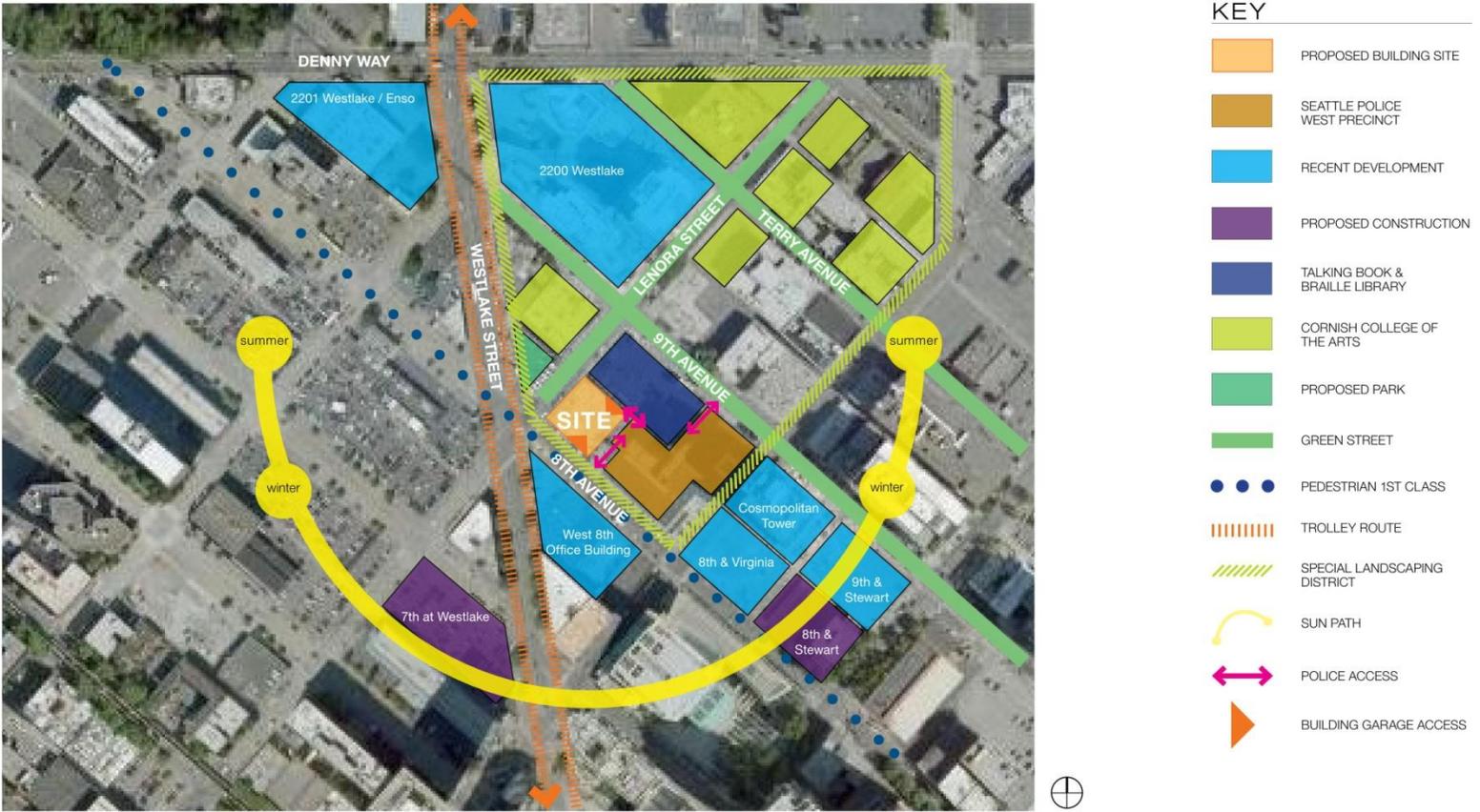


Figure 3
Site Plan with surrounding uses

Figure 3A
Level 1 Site Plan



9,000 square feet of common area-related uses (lobby, corridors, amenities and management office); approximately 2,200 square feet of garage access on level one, including a small amount of parking adjacent to the alley; approximately 1,500-square-feet of space for outdoor pets exercise, and interior bicycle storage; and, seven levels of below-grade parking, with 3-levels of above grade parking, for a total of approximately 350 vehicles. The top floor will include approximately 10,500 sf of interior and exterior amenity space. Table 1 provides an area approximation for the uses.

Table 1
Areas of Specific Uses Within Zones of the Building
 (approx. gross square footage)⁵

Level	Residential	Ground level*	Work Lofts / Storage / Back of House	Parking
Parking Levels P-1 – P7				92,000 SF
Parking Floors 1-3				43,000 SF
Work Lofts Floors 2-7			5,300 SF	
Residential Studio Units Floors 2-5	3,500 SF			
Storage Floors 5-7			10,500 SF	
Retail Space at Street Level		3,500 SF		
Back of House / Loading area, Bike Storage, etc		12,700 SF		
Common Area for Pet exercise, mgmt. office	4,500 SF			
Residential Area Floors 5-41	367,000 SF			
Amenity Space Floor 41	10,500 SF			
TOTAL	385,500 SF	16,200 SF	15,800 SF	135,000 SF

*Includes approximately 2,000 square feet of enclosed bicycle storage.

Residential

The 2030 EIGHTH AVENUE APARTMENTS project will have approximately 380 dwelling units. A majority of the units will be a mix of studios, one- and two-bedroom units.

All dwelling units would be accessed via elevators from the building lobby. The primary entrance and lobby will be in the center of the building between the retail spaces on 8th Avenue.

⁵ Measured to the inside surface of exterior walls at floor level and includes above-grade and below-grade construction.

Residential-support space would be located both in the base structure and on top of the podium. In addition to the lobby, street-level support areas will include lobby and mail area. Management / back of the house operations would be located on the 7th floor adjacent to an outdoor pet area. Resident storage would be provided on Levels 5-7. A residential amenity space will be located on the 41st floor may include an exercise facility, locker rooms, game room, library, coffee bar, film screening room, 2 meeting rooms, and one open air landscaped terrace for a combined total area of approximately 10,500 square feet.

The specific quantities and layout of the residential space may change as project design advances and market conditions evolve. However, changes in quantity and layout are not expected to substantially alter the analysis contained in this EIS Addendum.

Retail

A combined total of approximately 3,500 square feet of retail space would be located on the first floor of the building with direct street access from Eighth Avenue and Lenora St. Figure 3A depicts the general location of the retail areas within the building. It is expected that the retail area would be modified to accommodate the specific needs of individual tenants. Changes in the amount and location of retail space, however, are not expected to alter the impact analysis associated with this EIS Addendum.

Pedestrian Access

Access to the building residential lobby would be from Eighth Avenue and access to the retail tenants would primarily be from 8th Avenue and Lenora Street (see Figure 3A).

Parking, Access and Loading

The 2030 EIGHTH AVENUE APARTMENTS project would provide parking for approximately up to 350 vehicles to serve the needs of the residents and retailers. The proposed parking would consist of three levels of above ground parking, and up to seven levels of below grade parking. Changes to the quantity may occur as project design and refinement advances, such changes are not expected to substantially alter the analysis contained in this addendum.

Garage Access

Vehicular access to the garage will be provided through the driveway easement and from 8th Avenue. The Upper three levels would be accessed from the easement driveway with ingress and egress accessible via both Lenora (two-way east and west bound) and 8th Avenue (one-way north bound). The existing 18-foot wide easement would remain as is. Lower parking levels P-1 – P-7 would be accessed from the garage ingress and egress on 8th Avenue.

Loading and service access associated with the uses located in the building would be accessed from easement driveway located on the east side of the building.

Recreation Space

Approximately 10,500 square feet of common recreation space would be provided on-site in the form of exterior landscaped open space and interior common areas. This space would be for residents of the building and located on the top floor. Additionally, approximately 1,500 square feet of pet area will be located on the exterior terrace area of the 7th floor on the south side of the building.

Project Design

The project site contains an area of approximately 15,400 square feet and the proposed building would occupy the entire site. Figures 4 through 7 are lower level and tower elevations, as viewed from streets that border the site. The proposed structure would be composed of one 41-story tower. Overall height of the tower would be 400 feet. The building parapet, rooftop mechanical penthouses and elevator overruns could add an additional 23 feet to the overall height of the building. It is anticipated that the tower would be a curtain wall or window wall with some metal accents as shown in Figures 4 through 7.

It is proposed that the project incorporate vision glass with a Low E coating and a shading coefficient that is consistent with the City's Energy Code requirements and the LEED Silver energy requirements, as set forth in the City's Land Use Code. Reflectivity would be dictated by the nature of glass that is employed and the requirements set forth by the City's Energy Code and the LEED energy requirements. However, no excessively reflective surfaces (i.e. mirrored glass, or polished metals) that go beyond what is required to meet energy-related code provisions are proposed on the exterior of the project.

It is anticipated that 2 or 3 retail tenants will occupy approximately 3,500 square feet at the street level, providing light, vitality, and activity to the street level.

At street level, as shown in Figures 4, 5 and 6, multiple street trees and planting areas are proposed along Lenora Street, and 8th Avenue. As a Green Street, Lenora will be particularly heavily landscaped and likely featuring benches. Lower than required Canopies are also proposed to provide weather protection and a better human scale experience along 8th Avenue and Lenora Street facades of the building.



Figure 4
Street Level on Lenora St. looking east



Figure 5

Street Experience on 8th Avenue looking north



Figure 6
Night image at corner of Lenora St. and 8th Avenue

Figure 7
Daytime elevation at corner of Lenora St. and 8th Avenue Looking SE



The Proposed Action is subject to the City’s Design Review process and design of the development was addressed as part of that process. The Proposed Action has been designed to be consistent with the Citywide Design Review Guidelines⁶, as well as the Design Review Guidelines for Downtown Seattle.⁷ An Early Design Guidance meeting was held on February 9, 2010, and a Recommendation Meeting was held on June 22, 2010, with the Downtown Design Review Board to discuss project design and compatibility with these design guidelines. At the June meeting, the Design Review Board unanimously recommended approval of the project, including granting the five development standard departures requested by the proponent. The departures are discussed in Section II.A of this Addendum.

Site Preparation and Proposed Construction Schedule

The proposed 2030 EIGHTH AVENUE APARTMENTS project would involve removal of the existing two-story structure on the site.⁸ Construction activity is tentatively scheduled to begin in approximately mid 2012 with the building operational by fourth-quarter 2014.

⁶ DCLU 1998 and 1993

⁷ Adopted 10.7.03

⁸ Appendix B: In 2006 the existing building was nominated for consideration as a City of Seattle Landmark, in order to resolve its status. The Landmarks Preservation Board determined that the building did not meet the criteria for Landmark status. Denial of Designation for 2024 – 2030 8th Avenue, #LBP 314/06, September 8, 2006.

SECTION II

COMPARISON OF ENVIRONMENTAL IMPACTS

This document is an Addendum to the Draft and Final EIS for the Downtown Height and Density Changes. That EIS, referred to as the “Downtown EIS,” is a non-project-specific document. It identifies and evaluates probable, significant environmental impacts that may result from a Preferred Alternative and three additional alternatives. Copies of the Downtown EIS are available for review at DPD and at local libraries noted in the Fact Sheet of this EIS Addendum. The Downtown EIS is adopted for purposes of SEPA compliance associated with the proposed 2030 EIGHTH AVENUE APARTMENTS project, pursuant to WAC 197-11-630 and the City of Seattle SEPA regulations.

The Preferred Alternative in the Downtown EIS evaluates a range of possible changes to Downtown zoning, including an increase in height from 240 to 400 feet for residential and mixed-use projects in a portion of the Downtown Mixed Commercial zone, which includes the site of the proposed 2030 EIGHTH AVENUE APARTMENTS project.

Addendum is an environmental document that is used to provide additional information or analysis that does not substantially change the analysis of significant impacts and alternatives in existing environmental documents (WAC 197-11-706, 197-11-600[4][c]). Existing environmental documents may be used in whole or in part to address environmental considerations. The previous proposal and this Proposed Action need not be identical but must According to the SEPA Rules⁹, and Seattle’s Environmental Policies and Procedures¹⁰, an EIS have similar elements that provide a basis for comparing environmental consequences (RCW 43.21C.034). As noted previously, the EIS for the Downtown Height and Density Changes is a non-project document that analyzes decisions on policies, plans and regulations. That EIS analyzed the impacts of increasing building height to 400 feet on the 2030 EIGHTH AVENUE APARTMENTS project site and surrounding area; that EIS has been found to be adequate. The purpose of this EIS Addendum, therefore, is to provide additional, more-detailed analysis and information concerning the site-specific 2030 EIGHTH AVENUE APARTMENTS project.

Scope of Analysis of this EIS Addendum

The Downtown EIS contains detailed environmental analyses relative to a broad range of environmental parameters. DPD has determined that the Downtown EIS is an appropriate document for the proposed 2030 EIGHTH AVENUE APARTMENTS project and concluded that additional, more site-specific environmental analysis and mitigation is needed relative to the following:

⁹ Chapter 197-11-600 (4) and 197-11-706 Washington Administrative Code

¹⁰ Seattle Municipal Code 25.05.600 D.3. and 25.05.706

- Land Use
- Aesthetics and Shadows
- Height Bulk and Scale
- Transportation
- Construction

Project-specific information is presented in this EIS Addendum relative to each of the environmental parameters noted above. The analysis for each consists of: a brief summary of the impacts noted in the Downtown EIS; analysis relative to project-specific impacts associated with the proposed 2030 EIGHTH AVENUE APARTMENTS project; where possible, identification of possible mitigation measures; and, identification of significant unavoidable adverse impacts that could occur as a result of the Proposed Action despite mitigation.

A. LAND USE

Land Use Code

As part of the area-wide downtown zoning changes approved in April 2006, the zoning for the project site was changed to Downtown Mixed Commercial – 340’/290’-400’. This new zone designation allows building heights of 400’ for residential projects when a proponent agrees to make a contribution to be used by the City to build or provide housing for certain income levels. The site and area zoning are shown in Figure 8. The function of the zone is to permit lower-scale office, retail and commercial uses related to activity in the office and retail cores, mixed with higher-density housing and associated residential services. Across the street on the same block, the site is zoned Downtown Mixed Commercial – 240’/290’-400’.

Discussion: The proposed 2030 EIGHTH AVENUE APARTMENTS project complies with all zoning standards, with the exception of five departures sought from those standards, which are discussed in Appendix E. The development would be a residential complex with street-level retail. Uses that are proposed would be consistent with land uses allowed in the DMC-340'/290'-400' zone. The Proposed Action would consist of one 41-story tower for a total height of 400 feet. The structure has been designed to the maximum height limit. As a residential use, the amount of parking that is proposed (350 spaces) is not subject to the maximum parking limit. The common recreation area that is proposed would include the approximately 1,500square feet of landscaped open space at the top floor of the building, along with 10,000 square feet of enclosed recreation area. , Additional outdoor recreation will be provided on the 7th floor of 1,500 square feet of open recreation space on the 7th floor of the building, plus additional ground, for a total of at least 13,000 square feet of common recreation area.

The proposed 2030 EIGHTH AVENUE APARTMENTS project meets the applicable Land Use Code requirements of façade modulation, tower width, tower spacing, and common recreational area limits. The project sought five design departures which are described herein.

With respect to tower spacing requirements, there are no other existing towers on the block. Approval of the 2030 EIGHTH AVENUE APARTMENTS would mean that the Land Use Code's 60-foot tower separation rule will prohibit a future tower above 160 feet to be developed at the two remaining parcels on the block.

Proposed Design Departures

As noted in Section I of this EIS Addendum, the Proposed Action is subject to the City's Design Review process and the Design Review process can authorize departures from certain development standards. The Early Design Guidance meeting and Recommendation Meeting have been held to discuss project design and compatibility with these design guidelines. The five development standard departures proposed by the proponent were recommended for approval by the Design Review Board at the Recommendation Meeting. The departures are defined in Appendix E, Design Review Recommendation Report:

Urban Design - Height, Bulk and Scale Downtown EIS

The Downtown EIS addressed the impacts of increasing the height and density in specific sections of Downtown Seattle, including the site of the Proposed Action. The EIS notes that the increase in height limits will allow more variations in the skyline with less bulky buildings even as the density increases. The Downtown EIS notes that additional bulk controls in the Land Use Code would help provide transitions in building size and scale.

EIS Addendum - Project Impacts

The 2006 amendments to the downtown zoning code, particularly with respect to the Downtown Mixed Commercial zone, create incentives to encourage density and bring more residents to Downtown, with the stated intent of helping to foster a more vibrant and safer "24-7" Downtown

core. The code amendments require taller buildings to be more slender, i.e. to be comprised of smaller floor plates with less building bulk. By encouraging taller but more slender buildings, the code amendments are intended to encourage vertical elegance, openness and a more pleasant skyline.

The Proposed Action would have a height of 400 feet. The building parapet, rooftop mechanical penthouses, common recreational area, and elevator overruns could add an additional 23 feet to the overall height of the building. The residential towers would contain floor plates that average approximately 10,000 square feet above 68.9 feet, which is less than the 11,500 square feet maximum allowable. The tower is designed to meet the height and bulk standards from the Land Use Code.

As noted previously, the proposed 2030 EIGHTH AVENUE APARTMENTS project would consist of one 41-story tower. Overall height of the towers would be 400 feet (top of the roof).

Regarding the architecture of the proposed 2030 EIGHTH AVENUE APARTMENTS project:

- 1) As noted in Section I of this EIS Addendum, the building exterior would likely be composed of curtain wall or window wall glass, metal accents, or composite panel cladding.
- 2) Overall, the proponent indicates that the proposed 2030 EIGHTH AVENUE APARTMENTS project has been designed to continue and improve upon a contemporary aesthetic in a developing neighborhood. At street level, the proposed 2030 EIGHTH AVENUE APARTMENTS project would enhance the pedestrian experience along the segment of Lenora Street adjacent to the building by incorporating retail uses with weather protection canopies and creating a welcoming pedestrian environment via the light and energy expressed by the retail tenants at the base.

Potential Mitigation Measures

The Design Review process is considered adequate mitigation of height, bulk and scale impacts.

Significant Unavoidable Adverse Impacts

None.

B. AESTHETICS AND SHADOWS

Aesthetics - Viewshed Downtown EIS

The Downtown EIS notes that there are possible impacts to the Harborview Viewpoint, Four Columns Park, views toward various landmarks, public places, skyline views and scenic routes as a result of the proposed increase in building height and density in Downtown.

The Downtown EIS also notes that views would be altered in the sense that the number of buildings and arrangement of buildings that compose the Downtown skyline would be different as buildings are developed under the Preferred Alternative. This type of change is not considered a significant impact.

EIS Addendum - Project Impacts

The City's Environmental Policies and Procedures Code (SMC 25.05) include policies that are directed toward protecting the environment. Several policies pertain to Public View Protection, including:

1. "It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors, identified in Attachment 1. (Attachment 1 is located at the end of this Section 25.05.675.) This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section."¹¹

The above Code provision is qualified with respect to projects located in the Downtown area. For Downtown projects, the authority to condition or deny the project based on view impacts is limited to those situations "when public views from outside of downtown would be blocked as a result of a change in the street grid pattern."¹²

Discussion: Throughout the entire City limits, there are 89 designated public parks, viewpoints, playgrounds and view corridors identified in Attachment 1. The closest such viewpoint that potentially could be affected by the Proposed Action in terms of a reduction in views of the Olympic Mountains, Elliott Bay and Puget Sound is Four Columns Park. This is an area that is roughly 75 feet wide and borders the east side of I-

¹¹ Seattle Municipal Code 25.05.675 P.2.a.i.

¹² Seattle Municipal Code 25.05.675 P.2.a.ii.

5, extending from Pine Street to Pike Street (the park also crosses Boren Street). This viewpoint is approximately one-half mile east of the project site. Boren-Pine-Pike Park includes a pathway that provides a pedestrian connection from Pine Street to Boren Street and from Boren Street to Pike Street with benches in several locations. Four Columns Park affords close-in views of the Downtown skyline and territorial distant views of the Olympic Mountains, Puget Sound and Lake Union. The most “unobstructed views,” however, are from the north-end of the park adjacent to Pine Street. Views from this location looking west are possible down Pine Street and down Pike Street. Because the site of the proposed 2030 EIGHTH AVENUE APARTMENTS project is located away from Pine and Pike Streets, it would be visible within territorial views from this viewpoint but would not significantly impact public views as shown in figures 8, 9, and 10.

As seen from other viewpoints south and north of Downtown (e.g., Harborview Viewpoint, Kerry Viewpoint, Bhy Kracke Park, Jose Rizal Park/U.S. Public Health Service Hospital), the Proposed Action would blend into the Downtown skyline and appear as one of several tall buildings.

2. “It is the City’s policy to protect public views of historic landmarks designated by the Landmarks Preservation Board which, because of their prominence of location or contrasts siting, age, or scale, are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City. This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section.”¹³
3. “It is the City’s policy to protect public views of the Space Needle from the following public places.”¹⁴

Discussion: The proposed 2030 EIGHTH AVENUE APARTMENTS project is not expected to block public views of historic landmarks. The Seattle Monorail cars and guideway are City of Seattle landmarks that run on the west side of Fifth Avenue adjacent to the project block. The Space Needle is discussed below.

While not physically located in the Downtown area, the most visible landmark from many parts of the City is the Space Needle, which is located approximately three-quarters of a mile north of the project site. The City has identified nine viewpoints from which views of the Space Needle are to be protected. While the majority of these designated viewpoints are located north of the project site, there are four viewpoints located south of the project site; three are in West Seattle and the fourth is Four Columns Park. The view corridor extending directly from the West Seattle viewpoints to the Space Needle passes approximately 12 blocks north of the project site. The view corridor from Four Columns Park passes approximately three blocks to the northeast of the project site. Therefore, the proposed 2030 EIGHTH AVENUE APARTMENTS project would not add new impacts

¹³ Seattle Municipal Code 25.05.675 P.2.b.i.

¹⁴ Seattle Municipal Code 25.05.675 P.2.c.

to views of the Space Needle from any of the City's nine designated locations as there are already existing buildings that block these views.

4. City ordinances also identify specific scenic routes throughout the City in which view protection is to be considered. The two major north-south thoroughfares have been designated as scenic routes — the Alaskan Way Viaduct and I-5.

Discussion: The Alaskan Way Viaduct offers expansive view opportunities. Because the northbound lanes are located atop the viaduct structure, motorists traveling north can experience views of Elliott Bay, Puget Sound, the Olympic Mountains, territorial views in a westerly direction, as well as easterly views of the Downtown skyline. The predominant view opportunity for motorists in the southbound lanes is in a westerly direction. While this view is similar to that of northbound motorists, it is also more constrained. Views looking east for southbound motorists are more affected by the viaduct structure, which limits views of the Downtown skyline. The Proposed Action would not affect views from the Viaduct.

The segment of I-5 that is closest to the project site is located beneath lids associated with Freeway Park and the Washington State Convention Center and, therefore, does not offer westerly views toward the project site. North and south of Downtown, views from I-5 toward the project site are possible, however, in all probability the proposed 2030 EIGHTH AVENUE APARTMENTS project would appear as part of the Downtown skyline.

In sum, no view obstruction is anticipated from the public places identified in the SEPA Policy for public view protection. The Proposed Action would affect cross-site views from residential dwellings and office buildings located proximate to the project site. However, private views are not protected by City regulations.

Potential Mitigation Measures

None required.

Significant Unavoidable Adverse Impacts

None.

Figure 8



View from: Four Columns Park- Middle of Park

Figure 9



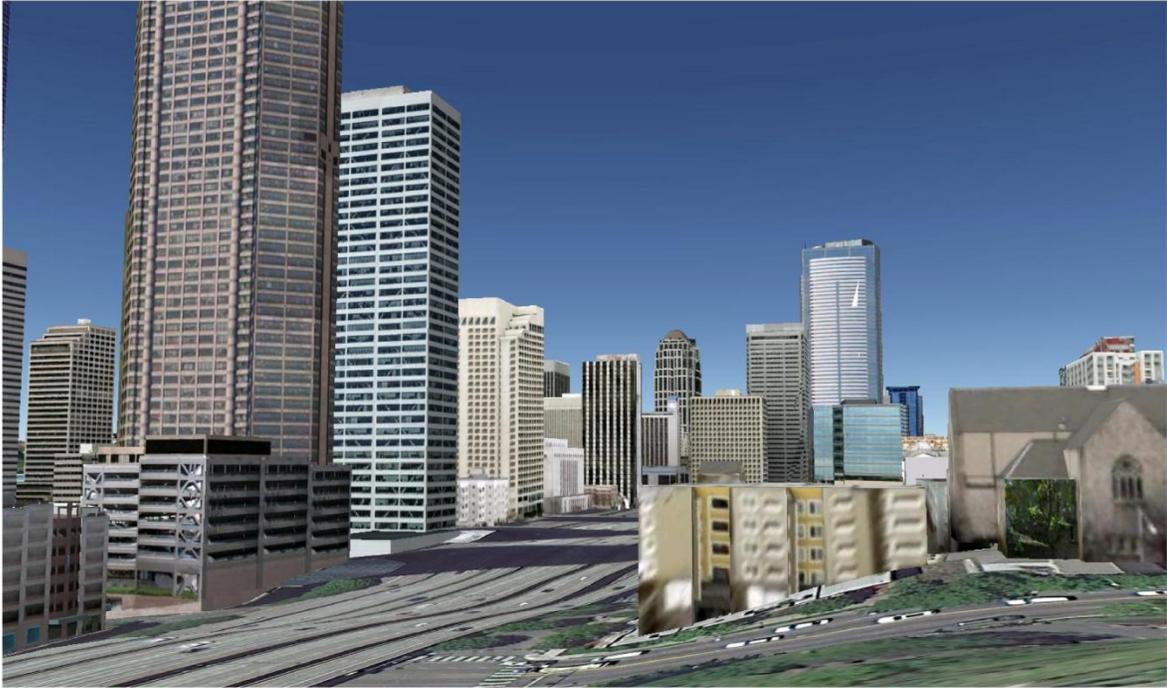
View from: Four Columns Park- North End

Figure 10



View from: Four Columns Park- South End

Figure 11



View from: Harborview Park

There is no view of the proposed action from Harborview Park

Figure 12



View from: Jose Rizal Park

There is no view of the proposed action from Jose Rizal Park

Figure 13



View from: Kerry Park

Shadows **Downtown EIS**

The Downtown EIS states that during the day, north/south avenues are exposed to sunlight for only a brief period during the middle of the day and east/west streets experience sunlight later in the afternoon. The EIS also notes that although building heights and widths are the main determinants of shadow length and width, other building features (e.g., upper level building setbacks, the location of other structures within a block and the space separating such structures, roof overhangs, marquees, etc.) can also affect the extent and pattern of shading. As noted by the Downtown EIS, in general, taller buildings increase the length of a shadow and increased building bulk widens the shadow that is cast. Buildings that are taller and narrower with spacing between structures may cause less shadow impacts. Due to the increased heights associated with the Preferred Alternative in the EIS, shadows would increase; however, additional shading of Downtown parks identified in Seattle’s SEPA policies is not expected to change significantly.

EIS Addendum - Project Impacts

Factors that influence the extent of shading include: weather (e.g., cloud cover); building height, width and facade orientation; and, the proximity of other intervening structures, topographic variations and significant landscaping.

Seattle’s SEPA policies are directed at “minimizing or preventing light blockage and the creation of shadows on open spaces most used by the public.”¹⁵ However, this policy is qualified with respect to projects that shade Downtown open space, in recognition that it is not practical to prevent shadow impacts at all public open spaces Downtown. Therefore, the policies identify specific Downtown parks where mitigation of shadow impacts may be considered. The policies also specify certain areas outside of Downtown where mitigation may be considered.

Discussion: None of the Downtown parks identified in the SEPA policy or any other existing parks would be shaded by the Proposed Action. The two closest parks identified in the SEPA policy, Westlake Park and Plaza, and Steinbrueck Park are discussed further below, as is the Denny Park located outside Downtown. Figures 14 and 15 depict shadows cast by the 2030 EIGHTH AVENUE APARTMENTS on Denny Park during the winter months only.

1. WESTLAKE PARK AND PLAZA 401 PINE ST.

The shadows from the Proposed Action would extend in a northwesterly to easterly direction to the north. Westlake Park and Plaza are located four blocks south of the Proposed Action and they would not be shaded by the Proposed Action.

¹⁵ Seattle Municipal Code 25.05.675 Q.2.

**2. VICTOR STEINBRUECK PARK
2001 WESTERN AVE.**

Victor Steinbrueck Park is located eight blocks west and one block south of the Proposed Action. The shadows from the Proposed Action would extend in a westerly to easterly direction to the north and would not shadow Steinbrueck Park.

3. DENNY PARK

Denny Park is located three blocks northwest and of the Proposed Action. As demonstrated on Figures 8, and 9, shadows from the project in winter are the only impact to Denny Park. The analysis shows the shadow from the northwestern side of the project tower extends across Lenora, Blanchard, and Denny Way as depicted in Figure 9. Accordingly, the Proposed Action would only shadow Denny Park the early morning hours during Winter.

Potential Mitigation Measures

None required.

Significant Unavoidable Adverse Impacts

None.

Figure 14 – Sun Shadow Diagrams
December 21 at 8:30AM

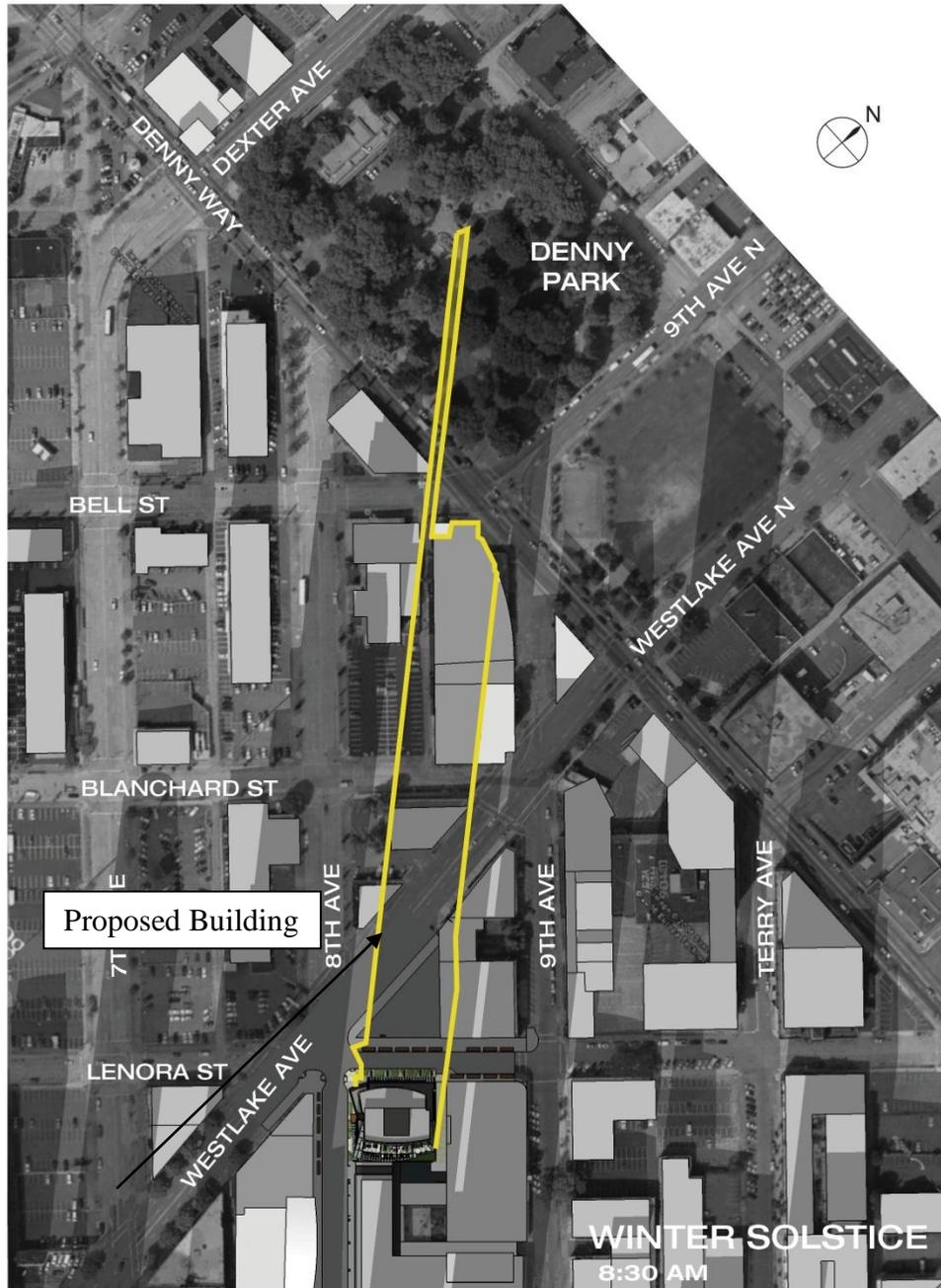
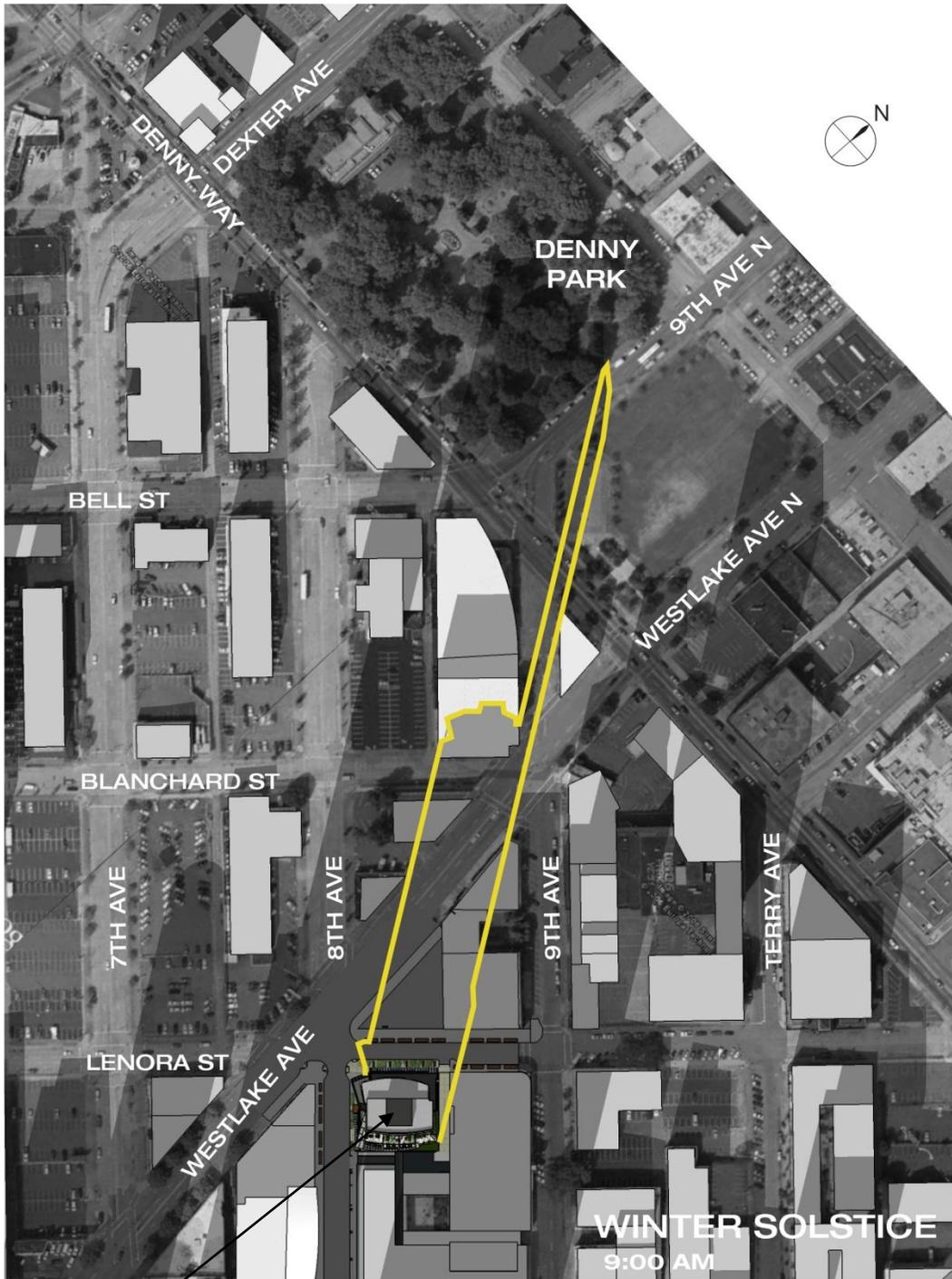


Figure 15 – Sun Shadow Diagrams
December 21, 9:00AM



Proposed Building

TRANSPORTATION

Downtown EIS

The Downtown EIS identified and evaluated the probable significant environmental impacts that could result from changing the height and density requirements in several Downtown Seattle zoning districts. The Downtown EIS analysis considered the direct, indirect and cumulative impacts of that proposal and alternatives as they relate to the overall transportation system.

For all alternatives that were evaluated in the Downtown EIS, traffic volumes in 2020 are expected to increase by about 10 percent in the AM peak hour and 20 percent in the PM peak hour compared to existing conditions. The Downtown EIS concludes that the preferred alternative would not significantly reduce traffic operations in the downtown core when compared with the no action alternative. Most of the increases in traffic congestion would be due to commute traffic; that is, those who drive into downtown Seattle in the morning, and out in the afternoon. Most of the congested locations would be near the freeway ramp terminals or other gateways to downtown, or along the routes that lead to these locations. The documents include a list of mitigation measures, including Transportation Demand Management and Transit Improvements.

The site of the 2030 EIGHTH AVENUE APARTMENTS project is within the area analyzed under the Preferred Alternative in the Downtown EIS. In addition, the proposed 2030 EIGHTH AVENUE APARTMENTS project is within the range of actions and impacts evaluated as part of the Preferred Alternative and alternatives that were contained in the Downtown EIS.

For comparison with impacts identified in the Downtown EIS, the impacts associated with the Proposed Action represent a portion of the overall transportation impacts that were evaluated in the Downtown EIS.

EIS Addendum – Project Impacts

Detailed transportation analysis for the 2030 EIGHTH AVENUE APARTMENTS project is presented in the *Traffic and Parking Impact Study* by (Transportation Engineering NW (September 21, 2010) and is included as Appendix C. The traffic analysis evaluated transportation impacts associated with the Proposed Action in terms of peak hour trip generation, parking, and site access. An overview of the results of that analysis is provided below.

The 2030 EIGHTH AVENUE APARTMENTS project would not increase traffic congestion above that anticipated in the EIS. The project would, in fact, produce traffic primarily traveling in the opposite direction to the predominant commute pattern. Many of the site's residents are expected to use transit or walk to the Central Business District jobs. This fits within the Transportation Demand Management measures of the Downtown EIS. Those traveling further afield by automobile would generally be in the opposite direction of most peak period volumes. Non-work-related trips would also be expected to be primarily via transit, walking or bicycling, given the site's location.

The proposed project would not result in any additional adverse impacts compared to those evaluated in the Downtown EIS.

The proposed 2030 EIGHTH AVENUE APARTMENTS project, which would include a mix of residential and retail uses, would add traffic to the surrounding roadway system. The site is located between Lenora St. to the north, and Eighth Avenue bordering the site on the west and driveway easement off Lenora St. to the east. The site includes a one quarter block. The site is currently partially occupied by a two-story, 30,000-square-foot office building which houses, a furniture store, auto repair and maintenance garage on the first floor, and small office users on the second floor. The existing building has approximately 25 rooftop parking spaces. This building and its parking would be demolished.

The project would be located in an area with excellent transit service, including Metro Transit bus routes, the Seattle Monorail, and the new South Lake Union Streetcar. Given its proximity to transit, downtown core employment concentration, and various cultural, retail and recreational centers, the 2030 EIGHTH AVENUE APARTMENTS project would generate lower levels of traffic and parking demand than might be found in a less urban setting.

The proposed 2030 8th Avenue development is located on the east corner Westlake Avenue N/8th Avenue/Lenora Street in Seattle, Washington. The project would include 380 dwelling units 3,500 square feet (sf) of miscellaneous retail space, and 350 parking stalls. The year of completion and expected occupancy for the project is 2014. The existing land uses on the site include a 6,000 sf furniture store, a 3,000 sf auto repair shop, 12,000 sf of office space, and 63 parking stalls all of which would be replaced by the proposed development.

Site Access. Vehicular access to the site would be provided via a driveway on 8th Avenue and a private driveway located off Lenora Street. Delivery truck loading would access the site via the driveway off of Lenora Street.

Trip Generation. The proposed development is estimated to generate approximately 37 net new trips occurring during the weekday AM peak hour and 51 net new trips during the weekday PM peak hour. The trip generation estimate and analysis included in this report was based on 380 dwelling units. Therefore, the results and conclusions included in this study should be considered conservative by one PM peak hour trip.

Intersection LOS. Intersection LOS analyses were conducted at two study intersections: (1) Westlake Ave N/8th Avenue/Lenora Street and (2) Lenora/9th Avenue. Both study intersections are anticipated to operate at LOS C or better in 2014 without or with the project during the weekday AM and PM peak hours.

Concurrency. Transportation concurrency was evaluated for the 2030 8th Avenue development. The calculated v/c ratios for the tested screenlines were determined to remain below the adopted LOS standard with the proposed development. Therefore, the proposed development was determined to meet the City of Seattle concurrency requirements.

Parking. A parking demand/supply analysis was completed for the proposed development. Based on parking demand rates included in ITE *Parking Generation*, the proposed parking supply of 350 parking stalls is expected to accommodate the parking demand of the site.

Project Mitigation. The LOS at the study intersections are expected to remain the same (LOS C or better) without or with the proposed project with increases in delay of up to 1 second. Based upon this traffic impact analysis, no traffic mitigation is proposed for the project.

Therefore, the potential parking overflow from the proposed 2030 EIGHTH AVENUE APARTMENTS project would not adversely affect parking in the site vicinity.

Potential Mitigation Measures

None required.

Significant Unavoidable Adverse Impacts

None.

D. CONSTRUCTION

Downtown EIS

Because of the programmatic nature of the Downtown EIS, it did not address specific impacts related to construction activity. Since the 2030 EIGHTH AVENUE APARTMENTS project is site-specific, however, a discussion of construction impacts and associated mitigation is provided. This section of the EIS Addendum evaluates possible construction impacts associated with the Proposed Action, specifically noise, air quality, and transportation/parking.

EIS Addendum – Project Impacts

The proposed project is located on one city lot on the east side of Eighth Avenue and the south side of Lenora Street. The building to the east is the Talking Braille and Book Library. The building to the south is Seattle Police Precinct and 911 Call Center. Immediate neighbors include the West 8th Tower on the west side of 8th Avenue, and Cornish College (future Performing Arts Center) on the north side of Lenora Street, along with the Enterprise Rental Car lot. 2200 Westlake includes two residential towers, a Pan Pacific Hotel, Whole Foods and other miscellaneous retail shops is located one block north of the proposed project. 2201 Westlake known as Enso which is a mixed use building which includes market rate residential condominiums, office space, and retail is located one block north east of the proposed project. The Rollin Street Flats (a mixed use residential apartment building) is located two blocks Northeast of the proposed project. The Cosmopolitan Condominium (a residential tower) and 1918 8th Ave (an office tower) are located one block south east of the proposed project.

Construction activity is tentatively scheduled to begin in mid 2012 with the building operational by mid 2014. Most construction activity would occur during day time hours. As such, construction activity associated with the Proposed Action would be noticeable to some adjacent

land uses. The following evaluates potential construction-related impacts in terms of short-term noise/vibration, air quality, and transportation related impacts.

Noise/Vibration

EIS Addendum - Project Impacts

During construction, localized sound levels and localized vibration would temporarily increase in the vicinity of the project site and streets used by construction vehicles accessing the construction site. The increase in sound levels and vibration would depend upon the type of equipment being used, the duration of such use, and the proximity of the equipment to the property line. Sound levels within 50 feet of construction equipment often exceed the levels typically recommended for residential land uses and, in general, decrease at a rate of about 6 dBA for each doubling of distance from the noise source. Average noise levels associated with various construction equipment are listed in Table 3. For relative comparison, Table 4 is a list of typical sound levels for a variety of activities.

Table 3 - Typical Noise Levels From Construction Equipment

Equipment	Average Noise Level (dBA measured 50 ft. from the equipment – from U.S EPA 1971)
Dump Truck 15-20 cu.yd. capacity)	91
Scraper	88
Backhoe	85
Concrete Mixer	85
Concrete Pump	82
Air Compressor	81
Bulldozer D-8	80
Generator	78
Pump I	76

Table 4 - Typical Sound Levels

Noise Source/Activity	DBA
Aircraft Carrier Flight Deck Operations.	140
Threshold of Pain	130-140
Fireworks	130
Jet Takeoff (200 ft. distance)	120
Jack Hammer	120
Auto Horn (3 ft. distance)	120
Chain Saw/Noisy Snowmobile	110
Jet Takeoff (2,000 ft. distance)	105
Lawn Mower, Power Tools (3 ft. distance)	85-100
Noisy Motorcycle (50 ft. distance)	100
Heavy Truck (50 ft. distance)	90
Quiet Snowmobile/Motorcycle (50 ft. distance)	80
Busy Urban Street	80
Normal Automobile, Commercial Area	70
Seagulls and Crows	70
Normal Conversation (3 ft. distance)	60
Quiet Residential Area	50
Moderate Rainfall	50
Quiet Residence, Library	40
Bedroom at Night or Whisper	30
Background Level in a Concert Hall	30
Broadcasting Studio	10
Rustle of Leaves	10
Threshold of Hearing	0

Sources: EPA, 1978; EPA, 1972.

Construction noise would result in temporary annoyance and possibly increased speech interference near the construction site.

Potential Mitigation Measures

Noise from construction activities would be subject to the limits in the Seattle Noise Ordinance and construction contractors would be required to comply with provisions of this Ordinance. Measures that are proposed as part of construction mitigation would be similar to those associated with other Downtown projects where residential uses are located proximate to commercial and residential development. A key noise impact consideration is that the proposed structure would primarily be concrete, which is typically a quieter construction process than that associated with steel-frame construction.

The following are general, as well as specific, mitigation measures that could be undertaken to minimize noise and vibration-related impacts during construction. These measures may be

authorized upon review and approval by DPD of a Construction Noise Management Plan prior to issuance of the first phase building permit.

General Noise Mitigation Measures

- Because of the proximity of dwelling units in residential buildings near the project site, mitigation of noise and vibration-related impacts is important and the proponent is committed to communicating with neighbors before and during construction regarding noise and vibration issues.
- Limit most activities to standard construction hours between 7 a.m. and 6 p.m. on weekdays. Construction workers may arrive at the site prior to standard start times; however, noisy set-up activity will be expressly prohibited prior to 7 a.m. on weekdays, 9 a.m. on Saturdays and 10 a.m. on Sundays. Any equipment warm-up prior to standard start times will be coordinated not to disturb neighbors.
 - Impact types of equipment, such as pavement breakers, pile drivers, jackhammers, sand-blasting tools and other impulse noise equipment will be prohibited after 5 p.m. weekdays and weekends unless a specific noise variance has been obtained.
 - Work is not expected to occur on construction holidays, which are defined as: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, day after Thanksgiving Day, and Christmas Day. Any listed holiday that falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular workday.
- Ensure that nighttime activities do not exceed allowable noise levels.
- Limit the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources, to work activity between 7 a.m. and 5 p.m. on weekdays.
- Whenever appropriate for impact tools, substitute hydraulic with electric models to further reduce demolition and construction-related noise and vibration.
- Limit loud talking, music or other miscellaneous noise-related activities.
- Construction noise would be reduced with properly sized and maintained mufflers, engine intake silencers, engine enclosures and turning-off idling equipment.
- Truck haul routes and haul times would be jointly developed by the proponent, SDOT and DPD, and approved by SDOT.

Specific Noise Mitigation Measures

Demolitions, Earthwork and Shoring

- During demolition (scheduled for approximately a two-week duration) use crushing machines to demolish the existing building rather than a swinging demolition ball or implosion. This method would be less intrusive to the surrounding neighborhood.
- Process building debris off-site during the demolition process.
- As necessary, deploy portable sound barriers around generators, compressors, tieback drill rigs, etc.
- Construct temporary barriers of materials at least as dense as one-half-inch thick plywood.
- Trucks will be routed either on Eighth Avenue, Lenora Street, or on 9th Avenue. This routing will be mutually agreed upon with SDOT.

Concrete Construction

- This will be coordinated by SDOT. Stage concrete trucks at a location south of Downtown, to limit the number of concrete trucks on-site at any one time. The proponent anticipates use of the parking lot across the street on Lenora Street and Westlake as the primary localized staging area for concrete trucks. The proponent has been advised this parking lot has been acquired by the Seattle Parks Department. Using this lot may require an easement agreement with the Parks Department prior to use.
- The contractor will pre-fabricate efficiently transportable core-wall formwork at the contractor's off-site facility to minimize the use of electric saws and hammers on-site
- All rebar that can be fabricated and trucked efficiently will be fabricated off-site.

Interior Construction

- Pre-fabricate risers and long interior runs and hoist them into place.

Significant Unavoidable Adverse Impacts

While construction-related noise and vibration impacts would be unavoidable, with the mitigation proposed and given the anticipated duration, none would be considered to be significant.

Air Quality

EIS Addendum - Project Impacts

Construction of the Proposed Action would generate air pollutants as a result of fugitive dust from demolition activities associated with the building, earthwork and emissions from construction vehicles. Residential uses in the vicinity of the site — such as the 2200 Westlake Condominiums, Cosmopolitan Condominiums, and 2201 Westlake (Enso) Condominiums, -- are the most sensitive land uses proximate to the project site.

The primary types of pollutants during construction would be particulates and hydrocarbons. Gasoline or diesel-powered machinery used for demolition, excavation, and construction emit carbon monoxide and hydrocarbons. Such emissions, however, would be temporary in nature and localized to the immediate vicinity of the construction activity. Also, trucks transporting excavated earth and/or construction materials would emit carbon monoxide and hydrocarbons along truck routes used by construction vehicles. No construction activity or off-site construction-related truck movements are expected to cause violations of applicable ambient air quality standards.

Appendix D includes information data as it relates to greenhouse gasses for the proposed action.

Potential Mitigation Measures

Site development would adhere to Puget Sound Clean Air Agency's (PSCAA) regulations regarding demolition activity and fugitive dust emissions, including: wetting of exposed soils, covering or wetting of transported earth materials, washing of truck tires and undercarriages prior to travel on public streets, and prompt cleanup of any materials tracked or spilled onto public streets.

Significant Unavoidable Adverse Impacts

While construction-related air quality impacts would be unavoidable, with the mitigation proposed and given the anticipated duration, none would be considered to be significant.

Traffic

EIS Addendum - Project Impacts

Construction-related traffic impacts would occur in varying degrees throughout the construction process as presented in Appendix C.

It is anticipated that construction workers would arrive at the construction site prior to the AM peak period and depart either prior to the PM peak period or after the PM peak period, depending upon work schedules. The quantity of workers during each phase of the project would vary, but in general construction workers would be present in greater numbers during the finishing stages of the building.

Preliminary estimates indicate that approximately 25,000 truck cubic yards (cy) of material would be removed in conjunction with development of the Proposed Action. This amount of earthwork is estimated to generate approximately 1,750 truck and trailer trips each way over the eight- to ten-week time frame for earthwork activity. Given the estimated construction schedule, the amount of traffic would equate to an average of approximately 40 truck and trailer trips per day depending upon the days of the week that excavation would occur. The amount of construction-related traffic would be less than the total development-related traffic volumes that are anticipated. While construction-related traffic may at times cause inconvenience to properties adjacent to the site, such impacts would be temporary.

During the construction phase, large trucks would make trips to the site to deliver a variety of materials, including: cranes, machinery, and other construction equipment; construction materials (e.g., steel, wood for forms/framing, and concrete); and other materials including prefabricated building components, sheet rock and building machinery (e.g., HVAC, plumbing, electrical equipment, etc.). Concrete deliveries would occur early in the overall construction schedule and decline in frequency as the construction process continues. Appendix D includes data regarding greenhouse gases related to the proposed action.

The presence of a temporary work force on-site would increase the demand for construction worker parking. There is both structured and surface parking located within several blocks of the project site. It is anticipated that these facilities would serve as construction-worker parking until the parking garage associated with the project is usable.

The corner on Westlake Avenue and Lenora Street is surface parking lot used for Enterprise Car Lot. The proponent is working with the owner of this lot to obtain permission to use it for a construction laydown/trailer area during the construction period. It is anticipated this lot will be returned to normal at the completion of construction. The proponent has been advised this parking lot has been acquired by the Seattle Parks Department. Using this lot may require an easement agreement with the Parks Department prior to use.

Potential Mitigation Measures

- Prepare a construction traffic plan for workers and truck deliveries/routes. This plan would consider the need for special signage, flaggers, route definitions, flow of vehicles and pedestrians during construction, and street cleaning.
- Encourage construction workers to take transit to the site. Additionally, there is both structured and surface parking located within several blocks of the project site, which would serve as construction worker parking.
- Allow construction workers to park on site when parking garage is usable.
- Work with King County Metro to move the bus layover area on Blanchard Street to the east during project construction. There are no Metro transit stops surrounding the site.
- Where existing sidewalks or walkways are temporarily closed during construction, provide and sign alternative routes.

- Provide either a covered walkway adjacent to the site or redirect pedestrians across the street during demolition, excavation, and building construction. Details related to pedestrian access will be coordinated with SDOT.

Significant Unavoidable Adverse Impacts

While construction-related transportation and parking impacts would be unavoidable, with the mitigation proposed and given the anticipated duration, none would be considered to be significant.

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DISTRIBUTION LIST

Federal Agencies:

Economic Development Administration
Environmental Protection Agency
Housing and Urban Development
National Marine Fisheries Service
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

State Agencies:

Office of the Governor
Washington State Department of Community Development
Washington State Department of Ecology Environmental Review Section
Washington State Department of Fish and Wildlife
Washington State Department of Health Office of Program Services
Washington State Department of Natural Resources SEPA Center
Washington State Department of Transportation
Washington State Office of Archaeology and Historic Preservation

County:

King County Executive
King County Assessor
King County Department of Community and Human Services
King County Department of Development and Environmental Services
King County Department of Transportation
Metro Transit Environmental Planning

City:

Seattle City Council
Seattle City Light – Laurie Geissinger
Seattle Department of Human Services
Seattle Department of Neighborhoods Director
Seattle Department of Planning and Development – Gordon Clowers
Seattle Department of Planning and Development SEPA/PIC
Seattle Department of Transportation Director
Seattle Department of Transportation Senior Environmental Specialist Larry Huggins
Seattle Department of Transportation Environmental Supervisor Janice Gedlund
Seattle Design Commission

Seattle Fire Department Chief
Seattle Health Department Director
Seattle Housing Department
Seattle Law Department
Seattle Parks Department Director
Seattle Planning Commission
Seattle Police Department Chief
Seattle Public Library Governmental Publications
Seattle Public Schools
Seattle Public Utilities

Other Governmental Entities:

Port of Seattle
Puget Sound Clean Air Agency
Puget Sound Regional Council of Governments
Seattle-King County Housing Authority
Sound Transit
Washington State Major League Baseball Stadium Public Facilities District
Washington State Public Stadium Authority

Tribes:

Duwamish Tribe
Muckelshoot Tribe
Suquamish Tribe
Tulalip Tribe
United Indians of All Tribes

Interested Others:

Allied Arts of Seattle
Daily Journal of Commerce
League of Women Voters Land Use Chair
John Pehrson, Chair, Belltown Housing and Land Use Subcommittee
Eastlake Community Council
Seattle Post Intelligencer
Seattle Times Reporter Mark Watanabe

NOTIFICATION LIST

Burke-Gilman Place PDA
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Community Transit
Historic Seattle PDA

Local 8
Makers
Museum Development Authority c/o Seattle Art Museum
Pacific Hospital PDA
Pike Place Market PDA
Seattle Chinatown/International District PDA
Seattle Displacement Coalition
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