City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

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

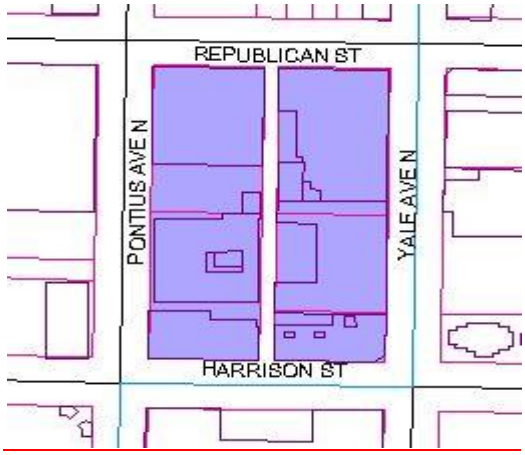
Application Number: 3011606, 3011607, 3011522

Applicant Name: Jodi Patterson-O'Hare for City Investors XVIII LLC

Address of Proposal: 420 Pontius Ave. N., 409 Yale Ave. N., 1265 Republican St.

SUMMARY OF PROPOSED ACTION

Land use application to allow a seven-story building with 189 residential units and two live-work units located above 4,798 sq. ft. of retail. Parking for 378 vehicles will be provided in a below grade garage. Environmental review includes a change of use of a commercial laundry to office/retail under project # 3011522. Review also includes a new seven-story residential/retail structure under project # 3011607; demolition of five structures (72,497 sq. ft.) and 48,780 cu. yrds. of grading.



The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapter 23.41 Seattle Municipal Code (SMC). While review designated features of Landmark structures is done by the Landmarks Preservation Board, the Landmark structure in Project 3011522 was reviewed to the extent its development affected the overall project and site.

Development Standard Departures:

(1) Upper level setback departure to allow the top two floors to extend in to the setback along Harrison St. and the top 4 floors to extend in to the setback along the alley;

(2) Façade height departure to allow portions of the new building facades along Harrison street to be between 21 feet to 25 feet tall;

(3) Façade transparency departure to allow a reduction in transparency along Republican Street;

(4) Blank façade departure to allow a 16 foot 9 inch wide blank façade along Republican Street;

(5) Residential amenity area departure to allow the residential amenity area to be accommodated for the project as a whole rather than for each building site;

(6) Parking and loading departure to allow the parking garage entrance to be off Republican Street; and

(7) Sight triangle departure to allow moderately sized column to interrupt the sight triangle.

.

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

[ ] DNS with conditions

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

BACKGROUND INFORMATION:

Site and Area Description

The proposal is for development of the full block bounded by Republican St. to the north, Yale Ave. N. to the east, Harrison St. to the south, and Pontius Ave. N. to the west. A sixteen-foot wide alley divides the block, running north-south from Republican St. to Harrison St. The total site is approximately 1.98 acres and is relatively flat, sloping gently to the northwest.

The project site is zoned Seattle Mixed/Residential with a height limit of 55 feet for nonresidential structures and a height limit of 75 feet for residential or mixed-use structures (SM/R 65/75) and is located in the South Lake Union Urban Center. Property to the south, east, and west is also zoned SM/R 65/75. Property to the immediate east is zoned Seattle Mixed with a 75 foot height limit (SM-75).

The current development on the property consists of six buildings: The vacant 38,160 sq. ft. Supply Laundry Building on the northeast quarter of the site; a 17,209 sq. ft. former school building on the southwest portion of the site; a 10,848 sq. ft. office/lab; a 5,930 sq. ft. vacant former apartment building on the southeast corner of the site; and a 19,880 sq. ft. building that

was formerly a school on the east-central portion of the site. Surface parking is located on the site proximate to several of the buildings.

Surrounding properties are characterized by a mix of uses, including the Pontius Building (office) and City Center Council buildings to the west; the Cascade Playground to the southwest; the Florist Building warehouse and distribution building to the south; St. Spiridon Cathedral to the east; The Cairns mixed-use/residential building to the east; and surface parking, office and residential uses to the north.

Project Description

The overall project includes two seven-story buildings, with three levels of below-grade parking under the westernmost building that would provide accessory parking for the entire site. The western building (Project 3011606) at 420 Pontius Ave. N. would be seven stories with 189 residential units above 6,012 sq. ft. of retail and below grade parking for 305 vehicles. The building on the southeastern quarter of the overall site (Project 3011607) at 409 Yale Ave. N. would be seven stories with 90 residential units above 2,334 sq. ft. of retail and parking would provided in the below-grade garage at 420 Pontius Ave N. The project would include demolition of the structures on those two sites. The building currently occupying the northeastern quarter of the site is the Supply Laundry Building, which has been nominated by the applicant and designated by the Seattle Landmarks Preservation Board as a Seattle Landmark. That building would be adaptively reused by changing use of that 38,116 sq. ft. building from commercial laundry to office or retail. Parking for the uses in the Supply Laundry Building would be provided in the below-grade garage at 420 Pontius Ave. N. The project plans anticipate excavation of approximately 44,830 cubic yards of earth and provision of approxima6ely 3,950 cubic yards of fill. Vehicle access to the parking garage is proposed via a single curb-cut on Republican Street.

Required residential amenity areas are proposed to be provided for the project as a whole, rather than on a building-by-building basis. Construction of the project will require removal of the existing surface parking and demolition of the three existing structures. The applicant anticipates that the project will target LEED-CS Gold for the Supply Laundry Building site and LEED for Homes Platinum for the new residential construction.

PUBLIC PROCESS, NOTICES AND MEETINGS

SEPA review for all three projects was combined and conducted under Project No. 3011606. Design review was also combined and conducted under Project No. 3011606. Review of changes of designated features (all exteriors) of the historic Supply Laundry building will be conducted by the Landmarks Preservation Board.

The Notice of Application for all three components of the project was published on February 10, 2011. The required public comment period ended February 23, 2011.

The Magnolia/Queen Anne Design Review Board held one properly noticed Early Design Guidance meeting for the project on September 23, 2010. A properly noticed recommendation meeting was held on April 20, 2011.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The initial design ideas for the project were presented at the Early Design Guidance meeting on September 23, 2010. 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* and the *South Lake Union Design Guidelines* 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 areas the Board found most important, all of the Guidelines for Multifamily and Commercial Buildings apply.

A-1 <u>Responding to Site Characteristics</u> - 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 noted appreciation for the both the mid-block connection from Cascade Park to the landmarked smokestack and the setback at the south façade for the visual connection from the Park to St. Spiridon Cathedral. The Board advised further development of the mid-block connection to enhance the smokestack at the axis of that connection.

Cascade Park is considered a "heart location." The proposed angle of the mid-block connection will more directly connect the Park with the interior of the subject property and Yale Ave. N. to the east. The Board noted that the Park-facing facades should be designed in response to the Park and swale and Pontius Ave. N.

Project Response:

The project proposed to create a large open space at grade along the alley to serve as a gathering space for the community. The design of the alley and surrounding spaces is focused on allowing the alley to become a comfortable pedestrian environment, similar to the precedent established with the Alley 24 development two blocks south of this site. The upper level massing of the buildings shifts to create breathing room between the 7-story volumes on either side of the alley, allowing light and air to reach the grade-level open spaces at the center of the block.

The project is voluntarily setting back one foot along the frontages of Pontius Ave. N. and Yale Ave. N. to allow room for the right-of-way requirements of the Seattle Public Utilities bioswales planned for the rights-of-way along this block and the block to the south. The swales will treat stormwater runoff form the Capitol Hill neighborhood before discharge into Lake Union and will have dense low-level plantings, providing green open spaces to the neighborhood. Plant materials similar to the swales will be carried into the site at grade level, capitalizing on the sense of place created by the swales.

Shadow studies confirmed that nearby Cascade Park will not be impacted by shadows from the development.

A large common area roof deck will be provided on the top of the 410 Pontius Ave. N. building with views of Lake Union, Seattle Center and Downtown.

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

Board Comments:

The applicant should focus on how the proposed design responds to the swales on Yale Ave. N. and Pontius Ave. N. and appropriate development adjacent to the proposed retail at the north and south perimeters of the site.

Project Response:

The streetscapes along Pontius Ave. N. and Yale Ave. N. will be dominated by the future swales along this block. The swale edges will have informational signage, pedestrian bridges and seating to enhance the pedestrian environment. Because the swales will limit mid-block crossings and parking along the east and west sides of the project site, these frontages are proposed for a combination of residential townhouses and live/work units at the center of the block, transitioning to commercial uses at the north and south ends of the block.

Much of the south (Harrison Street) frontage is dedicated to commercial/retail uses. The buildings have been set back several feet from the south property line to allow internal functions to spill onto the sidewalk while still maintaining a minimum six foot sidewalk to allow for pedestrian movement. Large awnings are proposed along the commercial frontages to allow for pedestrian overhead protection. Building and canopy lighting will be incorporated along all frontages of the block.

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

Project Response:

The loft units at the SW corner of the site along Pontius Ave. N. are designed primarily for commercial use. Focusing on the commercial function and locating the units adjacent to the large commercial space opposite the entrance to Cascade Park will encourage public interaction at this highly public portion of the site.

Key elements of the building program have been oriented along the through-block pedestrian 'mews" to generate activity at ground level around and through the site. The fitness room amenity space is located facing the alley in the west building with large windows facing the alley and through-block "mews." Several of the townhouse entry stoops are located along the alley or along the through-block "mews" to help generate pedestrian activity. Locating the parking garage in the west building will generate pedestrian traffic as residents and users of the buildings on the east side of the block cross the alley to access their cars. A new entrance to the historic Supply Laundry Building is proposed on the north side of the through-block crossing.

A-4 <u>Human Activity</u> - New development should be sited and designed to encourage human activity on the street.

Board Comments:

The proposed retail/restaurant uses on site should be oriented to the street and the pedestrian connections to encourage human activity.

Project Response:

See discussion above of how the through-block crossing and ground-related open spaces are designed to keep neighborhood connections open. Lighting will be provided along the alley and at the through-block crossings to help the open space feel safe and inviting for pedestrians, even at night.

There are proposed grade-level residential units along Yale Ave. N., Pontius Ave. N., the through-block crossing and along the alley. Proposed approaches vary slightly depending on the specific location, but in each scenario there will be an entry sequence to create a public, semi-public, semi-private- to private transition.

With the exception of the historic building, the proposed commercial spaces are set back to allow commercial activity to spill out onto the sidewalk. Commercial space is concentrated at the south end of the site along Harrison St., which is a Green Street linking the project to Cascade Park. Commercial space is also proposed along Republican, which has faster-moving traffic, making ground level more appropriate for commercial use.

Raised street mid-block crossings along Pontius and Yale were discussed with SPU. That idea is not being pursued because the grading required by the new swales would make it difficult to accommodate additional catch basins. Raised street crossings are often not supported by SDOT.

A-5 Respect for Adjacent Sites – Buildings should respect adjacent properties by being located on their sites to minimize disruption of privacy and outdoor activities of residents in adjacent buildings.

Project Response:

St. Spiridon Cathedral is a Seattle Landmark across Yale Ave. N. from the site. The building massing has been angled back at the SE corner on the uppermost floors to preserve the view of the entry stoop of the church to the Space Needle.

A-6 Transition between Residence and Street – For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Project Response:

See discussion at A-4 Human Activity above.

A-8 Parking and Vehicle Access – Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Project Response:

In order to make the alley a more pedestrian-friendly environment, the design has been revised to concentrate all of the below-grade parking into one garage on the west side of the site. This garage would be accessed off Republican Street. This limits vehicular access on the alley to service vehicles and to tenant move-ins. To address Board concerns about pedestrian visibility at the north end of the alley in relation to the garage entrance, the project proposes to hold the building façade ten feet back from the property line between the garage driveway and the north entrance to the alley to maximize visual access for pedestrians and vehicles entering the site.

A-10 Corner Lots – Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Project Response:

Each of the primary building corners has been designed to orient to its specific site conditions. The NW corner is a tall, regular building mass to balance the bulk and scale of the Pontius Building across the street. The SW building corner features a prominent building mass floating over a transparent base. It has a high concentration of commercial activity at ground level to relate to Cascade Park on the opposite corner. The SE building corner anchors the corner at lower levels to bring commercial activity to the Harrison St./Yale Ave. N. intersection, but the upper levels set back to preserve views to and from St. Spiridon Cathedral. The NE corner of the Supply Laundry Building will be restored to its original condition so the facades will come together in a way that will strengthen the building's presence on the site.

As described in A-8 above, parking and automobile access is concentrated away from the site corners at the center of the block along Republican St.

B-1 <u>Height, Bulk and Scale Compatibility</u> - 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 nearby, 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.

Board Comments:

The Board stressed simplification of the design concept, responding to the historic character of the Supply Laundry Building, and adjacent St. Spiridon Cathedral, and development of consistent design responses applicable to each façade context (swales, alley, facing the Park, etc.)

Project Response:

See A-10 above for a description of how the building massing relates to each of the street intersections and surrounding massing.

Building massing has been modulated to break the full block development down to the scale of smaller, quarter block scaled developments more common to this neighborhood. Three primary façade treatments have been developed to provide visual interest and enhance the project's relationship to the surrounding context.

The "Fabric" elements relate to the warehouse/industrial building style common to South Lake Union. Fabric uses brick cladding, large window openings and clean massing and proportions to create the sense of a background building common to the fabric of the neighborhood.

The "Object" element suggests movement from the exterior to the interior of the site along the through-block connections. It also addresses the northeast entrance to Cascade Park. Object features horizontal cladding and horizontal window configurations to suggest movement through the site, with a glassy base to further enhance the sense of motion.

The "Link" elements are lighter, glassier facades pulled further back from the property lines, linking the Object and Fabric building masses together. Detailing for the Link elements will be simple with clean proportions and a limited material palate.

C-1 <u>Architectural Context</u> - 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.

Project Response:

See discussion of the variety of façade treatments at B-1 above.

The historic Supply Laundry Building at the NE corner of the site will be rehabilitated and preserved, repurposing the original industrial building as a commercial retail/office space to engage with the neighborhood.

The project is working in partnership with Seattle Public Utilities to bring the swale project to the site, thereby responding to the sustainable character of the Cascade neighborhood. The project also proposes an Urban Agriculture element on the roof to the west building.

C-2 <u>Architectural Concept and Consistency</u> - 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:

The roofs of this development may be visible from Capitol Hill. The applicant should show how the proposed design satisfies this guideline.

Project Response:

The rooftops of the building are considered the fifth elevation of the project. Currently, the design intends to include an area of Urban Agriculture, common gathering spaces, and low-intensity green roofs on the roof of the west building.

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

Project Response:

The project will incorporate a variety of exterior finish materials to help the larger building masses achieve a good human scale, particularly at the ground plane. Brick, scored concrete, clear glazing, canopies, signage, lighting and planting will create a comfortable neighborhood scale at pedestrian level. Residential entrances will be layered with varied façade treatments including planting beds, stoops and canopies to ease the transition from public to private space, helping the ground-related housing units feel appropriately located in this larger development. Commercial frontages will use large expanses of clear glazing to provide transparency to the interior spaces, as well as integrated signage, lighting and overhead weather protection to anchor the commercial spaces to the streetscape and provide a comfortable pedestrian environment.

C-4 <u>Exterior Finish Materials</u> – Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Project Response:

Exterior finish materials include brick, scored concrete and clear glazing at the ground plane. Metal and rainscreen cladding are proposed at the upper levels. These were shown to the Board at the recommendation meeting and found to meet the standard.

C-5 <u>Structured Parking Entrances</u> – The presence and appearance of garage entrances should be minimized so they do not dominate the street frontage of a building.

Project Response:

The parking entrance along Republican Street is set back ten feet from the building façade and property line. The building mass that houses the garage is a "Fabric" element, comprised of a brick framework acting as the primary expression of the building mass. The rhythm of the openings on that façade is established by the building mass at large, and the parking entrance fits within a seemingly existing opening. The entrance will be treated with a canopy similar in scale and style to the canopies protecting the residential and commercial portions of the building along that frontage.

D-1 <u>Pedestrian Open Spaces and Entrances</u> - 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.

Board Comments:

The restaurant plaza and Supply Laundry smokestack should be the focal point of the alley development. Open spaces adjacent to residences at grade should be consolidated and aligned with the "axis" of the alley and the mid-block connection, with the purpose of simplifying the alley development and providing usable open space for residents.

Development adjacent to Yale Ave. N. and Pontius Ave. N. should respond to the swale condition adjacent to the sidewalk.

Project Response:

See responses to A-3 and A-4 above for a discussion of the placement and design of building entrances along the site. The through-block pedestrian mews is a publicly-accessible open space populated with building entrances. The mews links together the open spaces across the site, using the materials and plantings of the swales to strengthen the connection between Yale and Pontius Avenues to the east and west. North-south passage through the site along the alley is strengthened as a pedestrian space with a variety of paving styles and adjacent plantings, including trees.

The smokestack is a visually prominent element in the neighborhood that will be preserved and utilized as a marker for the community open space at its base, between the Supply Laundry Building and the alley. It will be reinforced for seismic stability, and once the adjacent building is removed, the base of the smokestack will be exposed to the adjacent open space, acting as a beacon for the open space to the surrounding neighborhood.

D-6 <u>Screening of Dumpsters, Utilities and Service Areas</u> – Building sites should locate service elements, like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Board Comments:

The applicant should demonstrate how the proposed alley design will also provide adequate screened service areas.

Project Response:

Service areas for all three buildings are located off the alley. Both the new construction buildings concentrate access to trash, transformers and other utilities at the south end of the alley between Harrison Street and the central alley courtyard. The existing loading dock for the historic Supply Laundry Building will be preserved for use by the tenants of that building.

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

Board Comments:

Pedestrian areas should be well lit with fixtures that avoid light spill onto adjacent properties. The mid-block connections should provide clear sight lines and the applicant should indicate how the proposed residences and commercial spaces will provide eyes on the street in these areas.

Project Response:

The project will provide a significant increase in the number of eyes on the street for its neighborhood context. The increased density will increase the pedestrian traffic around the site, as will the commercial spaces at grade. The upper-story apartments and roof decks will overlook the surrounding streets and activity in Cascade Park. The interior of the site along the alley and the adjacent public spaces are treated with as much intensity as the "exterior" faces of the project, as there are several building or unit entrances off the alley and mews; as well as the upper story apartments looking down on the open space below.

To foster 18-hour a day public activity, the project proposes installation of overhead catenary lighting along the alley and building mounted lighting around the open spaces. It is anticipated the open spaces and alley at the center of the site could be used for spill over activities from the commercial units in the Supply Laundry Building, such as restaurant seating, display space, special events/performances and neighborhood gatherings.

D-8 <u>Treatment of Alleys</u> – The design of alley entrances should enhance the pedestrian street front.

Project Response:

See comments in D-7 regarding project lighting and use of the alley. The design of the loading dock at the west side of the Supply Laundry Building will be developed in more detail.

D-9 <u>Commercial Signage</u> – Signs should add interest to the street front environment and should be appropriate for the scale and character of the desired area.

Project Response:

Illustrations of the signage were presented for review at the DRB Recommendation Meeting.

D-10 <u>Commercial Lighting</u> – Appropriate levels of lighting should be provided in order to promote visual interest and sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Board Comments:

The applicant should demonstrate how the proposed street facing and alley facing areas satisfy this guideline.

Project Response:

Lighting will be provided at the commercial spaces to promote visual interest and a sense of security during evening hours. The lighting will be comprised of a combination of building-mounted, canopy and storefront lighting. Illustrations were presented at the DRB Recommendation Meeting.

D-11 <u>Commercial Transparency</u> – Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Project Response:

Commercial storefronts will be highly transparent. See sheet T02 of the Master Use Permit drawings.

D-12 <u>Residential Entries and Transitions</u> – For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

Project Response:

The residential entries at the ground plane will have small gardens, stoops, lighting and canopies to create a transition between the public sidewalk and private entry. See discussion in response to A-3 and A-4 above for more description.

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 February 10, 2011. The application was deemed complete on February 23, 2011.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a recommendation meeting on April 20, 2011 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and a palate of proposed exterior materials were presented for the Board members' consideration.

Public Comments

Three members of the public attended and made comments at the April 20, 2011 meeting. Comments included:

- Noting that the alley-oriented spaces worked well.
- Stating that the building repeats its upper massing and becomes too big. Changing the sizes and shapes would help, but this late in the process changing colors may be all that is possible.
- Encouraging the street level elements to be varied to allow individual expression.
- Concern that residential users at street level will have closed blinds most of the time, creating an "offensive experience" at the street. One approach is to lessen the amount of glazing and to use landscaping to protect approaches to windows.
- Endorsing more glass in the "Link" portion of the project.
- Asked for the cistern elements to be rounded and highlighted as an artistic element.
- Observed that the components lack hierarchy or rhythm.
- Observed that the green street presentation was too limited, that there should be some three-bedroom units, that a monolithic experience for pedestrians should be avoided, and that the driveway access departure for Republic should be granted, but the sight triangle is important.

Board Deliberation

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and considering the drawing showing the proposal, the Board **recommended approval** of the project design and the requested **departures** with the following recommended **conditions**:

1. The commercial store fronts need to be further developed to add variety and separate character between what could be individual tenants in the pedestrian realm. A single, unchanging character needs to be avoided. Methods which could be incorporated include: use of a rhythm of textures and variety of awning types, variety of window fenestration types (perhaps including a roll up door or two), lighting variety, and individual signage opportunities.
2. The "object" building at the southwest corner of the site shall be smooth in appearance with closed joints like those used in the Agnes Lofts.
3. The elements of the "link" facades shall be distinguished from the other building mass elements by setting them back from the perimeter wall and also by giving them a shorter parapet height.
4. The cistern visible between the alley and the proposed driveway shall be a cylinder rather than a box with educational display incorporated into its installation.

The Board indicated these conditions could be approved by the project planner and incorporated into the Master Use permit plans prior to Master Use Permit issuance.

Development Standard Departures

The Board reviewed the following requested Development Standard Departures and in each case found that each departure would result in a building design which would meet the objectives of the applicable Design Review Guidelines as well or better than the code prescriptive approach. Each recommendation was unanimously supported by all members present.

Description	**Request**	**Justification**
1. Upper Level Setbacks SMC 23.48.012 Upper level setbacks required along Harrison St above 45 feet. Upper level setbacks required for facades facing alleys above 25 feet.	To allow the top two floors to extend into the setback along Harrison St and the top four floors to extend into the setback along the alley. The specific amount of non-conformity is shown in plan drawings in the MUP.	The project provides a varied pattern of upper level and lower level setbacks that provide a result better suited to the context and site.
2. Façade Heights SMC 23.48.014.B.2 Minimum façade height of 25 feet required along a Class 2 pedestrian street.	To allow portions of the new building facades along Harrison St. to be between 21 and 25 feet.	The SE building is intentionally setting back the upper floors to allow visual clearance to and from St. Spiridon Cathedral. The east and west building sides are being pulled back to avoid pinching the alley with two tall buildings.
3. Façade Transparency SMC 23.48.018.A.1 A minimum of 60 percent transparency between 2 and 8 feet of grade on Class 2 pedestrian streets.	To allow a reduction in transparency along Republican St. to 48.8 percent.	The easternmost portion of the opaque façade is set back from the property line by 10 feet to allow pedestrians along the alley and Republican St. to better view cars entering and exiting the parking garage.
4. Blank Façade SMC 23.48.018.B.1. The maximum width of a blank façade is 15 feet (exclusive of garage entries) on Class 2 pedestrian streets.	To allow a 16 foot 9 inch wide blank façade along Republican St.	The blank façade is set back from the property line by 10 feet to allow pedestrians along the alley and Republican St. to better view cars entering and exiting the parking garage.
5. Residential Amenity Area SMC 23.48.020 A residential amenity area of 5 percent of gross residential square footage is required per lot.	To allow the residential amenity area to be accommodated for the project as a whole rather than calculating it for individual buildings.	Consolidation of the amenity spaces to serve the entire site allows those areas to be of better function and design.

6. Parking and Loading SMC 23.48.034 Parking access required off the alley when a lot abuts an alley.	To allow the parking garage entrance to be off Republican St.	A primary goal of the project is to create a safe pedestrian environment along the alley to provide public amenity space to the site and the neighborhood. Reducing alley traffic furthers that goal. At the DRB request, the project has opened the NE corner of the west building, thereby providing better view for pedestrians along the alley and Republican St. to see vehicle movement in and out of the project garage.
7. Sight Triangle 23.48.034.G.2 A sight triangle on the exit side of the garage driveway is required to be free of any obstruction.	To allow a moderately sized column to interrupt the sight triangle.	The column provides an aesthetically pleasing connection between the building and the ground, while holding the driveway entry into the building back 10 feet from the sidewalk, as requested by the DRB in order to allow adequate visibility for vehicles and pedestrians.

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.

The development standard departures approved by the Board will be incorporated as conditions into this Decision

DECISION - DESIGN REVIEW

Therefore, the proposed design as presented at the February 13, 2008 Design Review Board meeting is **CONDITIONALLY APPROVED**. 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 January 27, 2011, 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.

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, increased vibration 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, vibration, drainage, earth, grading, traffic and parking impacts as well as mitigation.

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 watered down 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.*

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. Construction noise is within the parameters of SMC 25.05.675.L, the Noise Ordinance provides sufficient mitigation in this instance and no additional, SEPA Policy based, mitigation is warranted.

Vibration

Although the project is expected to generate vibration impacts during certain portions of the construction process including demolition, placement of any piles, and grading, it is not expected that these vibration levels will exceed the levels typically involved with a construction activity of this nature, nor is it expected that such vibration levels will have significant adverse impacts on the environment. If it is necessary in the construction process to place pilings, the piles should be placed using auger drilling techniques rather than pile driving.

Earth/Grading

Excavation to construct the below-grade parking for the proposal will be necessary. Approximately 44,830 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 Seattle 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.

According to the geotechnical study, on-site groundwater levels were encountered at depths 29 to 44 feet or greater below grade. Perched groundwater was encountered at a depth of 14 feet in the SE corner of the site. Some dewatering may be necessary during construction. Generally, however, the groundwater table is expected to remain below the bottom of the building basement floor slab. A drainage control plan, including a temporary erosion and sedimentation control plan (TESC) will be required with the building permit application. In addition, a Shoring and Excavation Permit will be required by the Seattle Department of Transportation prior to issuance of a building permit.

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

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 off-street to minimize parking impacts on the neighborhood.
- Prior to issuance of a street use permit, DPD approval of a construction traffic plan is required. 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.

<u>Long-term Impacts</u>

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 three buildings. These long-term impacts are not considered significant.

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

Historic

The Landmarks Preservation Board has designated the Supply Laundry Building at 1265 Republican St. as a Seattle Landmark. The features of the Landmark to be preserved are "the exterior of the building including the roof and smokestack and excluding the 1951 garage addition and excluding the 1952/1957 addition to the south and the concrete platform." (LPB 375/05, September 21, 2005). The Supply Laundry Building comprises the NE quarter of the site. The original building was constructed prior to 1908 and consisted of a one-story brick masonry building. A narrow L-shaped addition was added to the building soon after, and a second story was added in 1914. In 1925, another addition was built on the west side of the building, incorporating a boiler room, a new two-story section, and the smokestack. The Landmarks Preservation Board has determined that changes made to the north façade in the 1940s and additions made in the 1950s need not be preserved.

As part of the project, the Supply Laundry Building will be preserved, integrated into the project, and adaptively reused for office/retail uses. Any changes to the designated elements of the Supply Laundry Building must be reviewed and approved by the City's Landmarks Preservation Board and Department of Neighborhoods pursuant to that Board's Certificate of Approval process. Review and approval of any such changes by the Landmarks Preservation Board assures that there will not be any significant adverse environmental impact to that historic resource.

There are a number of other designated Seattle Landmark buildings in the vicinity of the project – most notably the St. Spiridon Cathedral (1941) located immediately east of the project at 400 Yale Ave. N. Other Seattle Landmarks in the general vicinity of the site include:

- Troy Laundry (1927, at Fairview Avenue North);
- Seattle Times Building (1920, 1120 John Street);
- Metropolitan/New Richmond Laundry(1917-1944, 224 Pontius Avenue South);
- Ford Assembly Plant (1913, 1155 Valley Street);
- Van Vorst Building (1909, 413-421 Boren Avenue North);
- Pacific McKay and Ford McKay Buildings (1925 and 1922, 601 and 615 Westlake Avenue North);
- Lake Union Steam Plant and Hydro House (1914-1921, 1179 Eastlake Avenue East);
- Immanuel Lutheran Church (1912, 1215 Thomas Street);
- Jensen Block (1906, 601-611 Eastlake Avenue East); and
- Old Norway Hall (1915, now Cornish College Raisbeck Performance Hall, 2015 Boren Avenue).

In addition, 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 an adverse impact on any of these structures; and the design of the project has accommodated views to and from the St. Spiridon Cathedral.

The other three structures on the project site have no known historic significance and will be demolished as part of the project. A referral of information on these structures to staff at the

Seattle Office of Urban Conservation resulted in a conclusion they are unlikely to meet the criteria for landmark designation.

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 that has a number of historic resources.

Due to the potential for encountering archaeological deposits during project construction, a condition to ensure protection of archaeological resources in the event of an inadvertent discovery associated with the project is appropriate If such resources are encountered, 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 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.

The project should not have any significant adverse impacts on archaeological resources.

Traffic, Transportation, and Parking

Heffron Transportation, Inc. ("Heffron") completed a traffic study for the project which was submitted to the City as part of the application and review process.

The project proposes minor changes to adjacent streets as part of site development. The applicant is coordinating with SPU with respect to location of bioswales in the Pontius and Yale rights-of-way. Curb bulbs will be provided on the two south corners of the site and at the northeast corner of the site. The existing diagonal parking on Yale Ave. N. will be eliminated, which will add width to the traveled way adequate to accommodate two-way traffic. The alley on that site will be improved to provide a pedestrian corridor that can also be used for services and delivery.

In its analysis, Heffron estimated that the overall project would generate 2, 270 daily vehicle trips, with 184 total AM peak hour trips and 219 total PM peak hour trips. Compared to existing conditions, this is an estimated net increase of 1,300 total daily vehicle trips, with a net decrease of 3 AM peak hour trips and a net increase of 79 PM peak hour trips.

The project will include 305 parking spaces. Heffron provided a parking demand analysis for the entire project which estimated that the peak parking demand would occur on Saturday at 8 PM and would be 298 vehicles. Peak demand during the week would be between 8 PM to 10 PM and would be slightly less than 298 vehicles. Accordingly, the project is expected to provide parking sufficient to meet its peak demand and no parking impacts are expected.

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 Level of Service 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, 83, 98 and the South Lake Union Streetcar. These transit options provide access to downtown Seattle and (via connections) destinations throughout King County.

Expected traffic impacts (as mitigated through the contribution discussed below) 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. Other than the proportional share contribution described below, no SEPA-based conditioning of traffic or parking impacts is imposed.

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 Enviroissues. 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 Heffron 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 $27,818 is appropriate for traffic impact mitigation. That mitigation payment may be made prior to building permit issuance either by cash payment or by setoff against the City Investor Mercer Corridor Mitigation Credit amounts.

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 the public rights-of-way and in the mid-block open space and mews.

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.

Carbon Footprint/Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. It should be noted that the applicant is voluntarily targeting LEED-CS Gold for the Supply Laundry Building and LEED for Homes Platinum for the proposed new residential construction.

Height, Bulk and Scale

The subject proposal has been through the Design Review Process, previously discussed in this decision, wherein the height, bulk and scale of the proposal were considered. 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 type of development (office and retail) 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 exterior entrances to the building would be well-lit and equipped with security gates.

All utilities required to serve the proposed development are located within adjacent street frontages. Only side service connections should be required for each utility service.

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 is currently occupied by four commercial warehouse, auto service, and office buildings. 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 Seattle Mixed/Residential (SM/R 55/75). The redevelopment proposal is consistent with the SM/R 55/75 zoning of the property. Residential, office and retail uses are permitted outright in the SM/R 55/75 zone. The proposal complies with development standards applicable to mixed use and office/retail development within the SM/R 55/75 zone.

The City of Seattle Comprehensive Plan designates the site as an Commercial Area and it is located in the South Lake Union Urban Center. The proposed mixed use and office/ 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-G2 A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.
- SLU-G3: A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-G6: A livable, walkable community that is well served by transit and is easy to get around in by foot, bike or transit.
- SLU-P6 Establish incentives to encourage preservation, reuse and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past and promote diversity of character and building types.

- 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.

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, no significant adverse impacts on the environment are anticipated to result from the proposal.

DECISION - SEPA

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

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

CONDITIONS

SEPA CONDITIONS

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 DPD 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. The applicant shall pay a transportation mitigation fee of $27,818 either by cash payment or by setoff against the City Investor Mercer Corridor Mitigation Credit amounts.

During Construction

3. To minimize on-street parking impacts in the project vicinity due to construction, the applicant will require its contractors to provide off-street parking for construction workers sufficient to reasonably mitigate parking impacts to the surrounding neighborhood.

4. Comply with the limitations contained in the approved construction-phase transportation plan.

5. Debris and exposed areas shall be sprinkled/watered as necessary to control dust; and truck loads and routes shall be monitored to minimize dust-related impacts.

6. Use well-maintained equipment to reduce emissions from construction equipment and construction-related trucks and avoid prolonged periods of vehicle idling.

7. 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.

8. If it is necessary in the construction process to place pilings, the piles should be placed using auger drilling techniques rather than pile driving.

9. If archaeological resources are inadvertently encountered during construction: work that occurring in the portion of the site where potential archaeological resources are found would be stopped immediately; the City of Seattle land use planner assigned to the project and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP) would 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

10. Any work on the designated portions of the Supply Laundry Building may not begin until a Certificate of Approval for that work has been issued by the Landmarks Preservation Board.

DESIGN REVIEW CONDITIONS

Prior to MUP Issuance (to be approved by project planner)

11. The commercial store fronts shall be further developed to add variety and separate character between what could be individual tenants in the pedestrian realm. A single, unchanging character shall be avoided. Methods which might be incorporated include: use of a rhythm of textures and variety of awning types, variety of window fenestration types (perhaps including a roll up door or two), lighting variety, and individual signage opportunities.

12. The "object building" at the southwest corner of the site shall be smooth in appearance with closed joints like those used in the Agnes Lofts.

13. The elements of the link facades shall be distinguished from the other building mass elements by setting them back from the perimeter wall and also by giving them a shorter parapet height.

14. The cistern visible between the alley and the proposed driveway shall be a cylinder rather than a box with some educational display incorporated into its installation.

During Construction and Prior to Certificate of Occupancy

15. 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.

16. 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.

17. An appointment with the assigned Land Use Planner must be made at least three 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.

18. 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: September 19, 2011

Scott Kemp, Senior Land Use Planner
Department of Planning and Development
Land Use Services

SK:jj
I:kemp/doc/3011606 MUP Decision.doc