



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

Application Number: 3012298
Applicant Name: David Neal
Address of Proposal: 1100 Eastlake Avenue East

SUMMARY OF PROPOSED ACTION

Land Use Application to allow the change of use of 157,154 square feet of office and retail to 80,000 square feet of laboratory and 77,154 square feet of office. Project includes expansion of the rooftop mechanical screening and reduction in parking spaces from 294 to 260 parking spaces.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC.

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

*Early DNS Notice published June 16, 2011.

BACKGROUND DATA

Project Description

The proposed change of use converts an existing, vacant five-story, approximately 157,154 square foot building, from office and retail uses to office and research laboratory uses for the Fred Hutchinson Cancer Research Center (FHCRC). The proposed project will require interior building improvements to accommodate research laboratory uses. This necessitates new rooftop mechanical equipment which will expand existing equipment as well as require new screening.



The building, 55 to 67 feet in height due to the sloping site, contains 157,154 square feet of building space with 153,230 square feet of space approved for office use and roughly 3,924 square feet for retail use. A three-level parking garage includes space for 294 vehicles.

The applicant seeks to create a maximum of 80,000 sq. ft. of research laboratory use and approximately 77,154 to 107,154 sq. ft. of office space. A portion of parking levels P-1 and P-2 would be converted to mechanical and support systems to

serve the proposed laboratories, requiring the elimination of 34 parking spaces. All nine existing ADA space would remain in their current locations.

Site and Vicinity Description

Located at 1100 Eastlake Ave. E., the site has a perimeter bounded by Eastlake Ave. E. to the west, I-5 and the southbound Mercer off-ramp to the east. Ward Street is located approximately 100 feet to the north. The Fred Hutchinson Cancer Research Campus lies directly to the east.

The site is predominately wedge shaped but long in its orientation, as it fronts Eastlake Ave. E. for approximately 425 feet. Marked by a steep slope along the southeast portion of the property, the property flattens towards the north and northwest.

Public Comment

DPD did not receive any public comment.

MASTER USE PERMIT APPLICATION

The applicant applied for a Master Use Permit with a SEPA component on May 24, 2011.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated May 24, 2011) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

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

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient

mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

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

Drainage and Earth

The subject site includes areas that are environmentally critical on the eastern portion of the site abutting the I-5 right of way. The ECA Steep Slope development standards were waived for this project under an exemption (#2006077) on August 24, 2000. While the Steep Slope development standards were due to previous development on the site, the ECA landslide hazard and general submittal standards still apply to the project. Since the renovation of the building will occur on the interior and on the rooftop, no additional compliance with ECA Code is needed during this review and no SEPA conditioning is warranted.

Construction Noise

Structures surrounding the site include Fred Hutchinson Cancer Research Center, office buildings, a hotel and Interstate 5. The Noise Ordinance limits hours of construction and noise levels. These regulations should adequately mitigate construction related noise impacts. Most of the construction work will take place in the interior of the structure with the exception of the installation of rooftop mechanical equipment and screening. No SEPA conditioning is warranted.

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 (if any) during demolition. However, there is no permit process to ensure that PSCAA will be notified of the proposed demolition. A condition will be included pursuant to SEPA authority under SMC 25.05.675 A, requiring a copy of the PSCAA permit be submitted to DPD before issuance of a demolition permit. This will ensure proper handling and disposal of asbestos, if it is encountered, on the proposal site.

Transportation

Truck & Equipment: No removal or addition of soil will occur on the site. Interior renovations and expansion of the rooftop mechanical systems will not demand many truck trips to and from the site. Vehicular access to the proposed project site is primarily provided by Eastlake Ave. E. which is located immediately to the west of the site. Vehicular access is available at the north end of the site, where a driveway serves the existing parking garage. I-5 is located to the east of the project

site and the nearest access to I-5 is located approximately 0.3 miles to the south at the mercer Street/Fairview Avenue intersection. The impact of truck trips is not adverse. The renovations do not warrant further SEPA conditioning.

Construction Parking

Construction of the project is proposed to last for several months. On street parking in the vicinity is limited and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking. The owner and/or responsible party shall ensure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible. It is expected that all workers will be able to park in the parking garage for the duration of construction activity. No further SEPA conditioning is warranted.

Historic and Cultural Preservation

The subject parcel is located within the 200-foot buffer of the Meander Line. Per SMC 235.05.675H, evaluation and mitigation of sites with potential archeological significance must occur. This review is consistent with Washington Administrative Code (WAC) 25-48-020. On March 14, 2001, the applicant undertook a review of State Archaeological Records at the site through the State Office of Archeology and Historic Preservation. The site or immediate vicinity was not identified in any resource material. Because the majority of construction activity occurs in the interior and on the roof, it is not expected that construction would impact potential archaeological resources. No SEPA conditioning is warranted.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions 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.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; and increased demand for public services and utilities.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control, the City Energy Code will require insulation for outside walls and energy efficient windows. The Land Use Code controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts that are not considered significant.

Air Quality

Seattle's air quality is adversely affected primarily by vehicular emissions, and the proposed project is expected to have an adverse impact on air quality, due to its associated increases vehicular traffic. However, the project-related increases in traffic on streets in the project vicinity do not appear great relative to the existing and projected background traffic. Current federal and state regulations are likely to provide adequate mitigation for impacts on air quality through restrictions on vehicular emissions. No further mitigation pursuant to SEPA authority at SMC Section 25.05.675.A is warranted.

Energy

The project is subject to Director's Rule 3-87 concerning energy consumption as the project is over 50,000 square feet. It is estimated that the proposal would consume significant amounts of electricity. This project contributes to overall load growth for the region, and could have impacts on the environment associated with new generation projects. Adherence to Seattle Energy Code minimum performance levels should help to reduce maximum energy consumption and effectively mitigate impacts energy resources. However, the project proponent should consult with Seattle City Light on measures available through the "Energy Smart Design" program to further reduce energy consumption by the development. No mitigation pursuant to 25.05.675.E is warranted.

View Protection

SEPA public view protection policy is stated in SMC 25.05.675P. In order to protect views of Seattle's natural and built surroundings, the City has developed specific sites and corridors for public enjoyment of views. The potential obstruction of public views may occur, specifically in this case, "when a development along a street creates a continuous wall separating the street from the view." The Code enumerates views to specific natural and human made features worth preserving. The applicant's submitted view studies show an extended rooftop mechanical screen and exhaust stacks at approximately eye level (while sitting in an automobile) along I-5 Exit 167 southbound. Protected views, specific to the site, include the Olympics, the downtown skyline and Lake Union. One view shows a minor view blockage by the extended screen of Lake Union. At the height of where the study was conducted, Queen Anne Hill blocks views of the Olympics from the interstate ramp. The downtown skyline is to the south and not blocked by the proposed equipment.

The impact of the proposal is not expected to be significant. No mitigation based on SEPA public view protection policy is warranted.

Traffic and Transportation

Laboratory and research spaces typically have fewer employees per square foot than an office use. Heffron Transportaton, Inc, the author of the traffic and parking update, acknowledges the reduction in peak hour traffic based on the change of use. Unlike the previous application, the transportation commute pattern of the Fred Hutchinson employees, who will inhabit the structure, will be part of the larger campus traffic reduction effort. Although the previous MUP required a TMP for the proposed office building, the FHCRC employees at the new facility will be integrated into an existing TMP effort which should further reduce traffic impacts. AM and PM peak hour

vehicle trip averages for the change of use are less than the previous estimates for the approved uses. A comparison of approved uses and their rates and mode-of-travel assumptions with the proposed office to lab conversion shows reductions of five and ten vehicles in the AM and PM peak hours respectively. The approved uses did not warrant SEPA conditions beyond the requirement of a TMP (see below). For the proposed uses, no mitigation other than a TMP pursuant to SEPA authority appears warranted.

Transportation Management Plan

Due to the number of trips generated by the proposed development, a Transportation Management Plan (TMP) consistent with the TMP(s) implemented by the Fred Hutchinson Cancer Research Center's plan shall be submitted to DPD in order to reduce the number of trips to the site as well as to adjacent roads. The TMP shall be promoted for employees of the new building and consist of the following elements: TMP Goal, Standard Implementation Requirements, Supplemental Implementation Requirements, and Evaluation Criteria.

Parking

With the conversion of the office building (and its small retail component) to research / laboratory and office use, the peak parking demand calculated by Heffron Transportation, Inc. was estimated at 245 vehicles. The proposed alterations of the building reduce the number of parking stall by 34 spaces (from 294 to 260 spaces). The 260 remaining stalls will accommodate the peak parking demand of 245 vehicles.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions 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.

Summary

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

DECISION - SEPA

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

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

CONDITIONS-SEPA

Prior to Issuance of Master Use Permit

1. A Transportation Management Plan (TMP) consistent with the TMP(s) implemented by the Fred Hutchinson Cancer Research Center's plan shall be submitted to DPD in order to reduce the number of trips to the site as well as to adjacent roads. The TMP shall be promoted for employees of the new building and consist of the following elements: TMP Goal, Standard Implementation Requirements, Supplemental Implementation Requirements, and Evaluation Criteria.

During Construction

2. Parking for construction workers shall be provided on-site.

Signature: (Signature on File)
Bruce P. Rips, AICP, AAIA
Department of Planning and Development

Date: August 29, 2011