City of Seattle
Edward B. Murray, Mayor

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: 3015251

Applicant Name: Jodi Patterson- O'Hare, for Laconia LLC

Address of Proposal: 600 Wall Street

SUMMARY OF PROPOSAL

Land Use Application to allow a 43-story building containing 400 dwelling units, above 1,950 sq. ft. of retail space at ground level. Parking for 315 vehicles below grade to be provided. Existing parking lot to be demolished. Project includes 35,000 cubic yards of grading.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code (SMC), with a Departure:

Development Standard Departure to increase maximum façade width along 6th Avenue. (SMC 23.45.058.E.2)

SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

DPD SEPA DETERMINATION:

Mitigated Determination of Non-significance

☐ No mitigating conditions of approval are imposed.

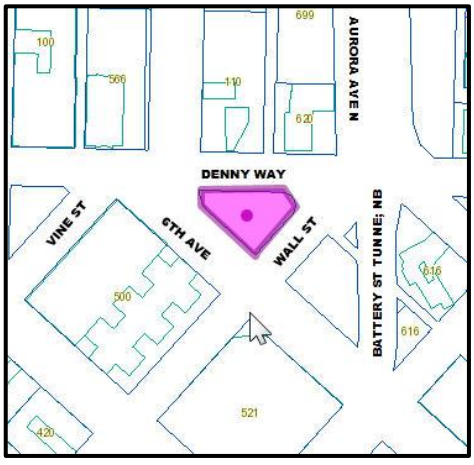
☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

Site:

Site Zone: DMC 240/290-400

Nearby Zones: (North) SM-85
(South) DMC 240/290-400
(East) DMC 240/290-400
(West) DMR/R-125/65

Lot Area: 10,665 sq. ft.



Site Development:

The site is currently a surface parking lot.

Access:

This triangular site has pedestrian access from all three surrounding streets. Vehicular access from Denny Way is prohibited by SDOT; one curb cut to be provided on each of Wall Street and 6th Avenue frontages, mid block.

Surrounding Development and Neighborhood Character:

The site is bordered by an 18 story residential tower across 6th avenue to the southwest, a 3 story office/educational block to the south, and a newer 8 story hotel across Denny Way to the north. The adjacent site to the southeast and others beyond are surface parking lots, but these are transforming, including the twin 41 story Insignia condo towers under construction one block south.

Environmentally Critical Areas (ECA's):

None.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: November 5, 2013
DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp. or contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately 5 members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Cautioned that the above grade parking has translucent glass screening and lighting that could distract drivers or be too garish; (applicants clarified it will be subtle lighting changes to mimic the coming-and-going of residents in typical units).
- Stated the existing Denny sidewalk is too narrow, and encouraged more walkable surface width, especially if adjacent uses are commercial and could spill out onto the sidewalk.
- Suggested the 400 ft. height is too tall for the context.
- Encouraged the addition of balconies and other scale and relief on the facades, which currently look 'office-like'.

EARLY DESIGN GUIDANCE MEETING #2: January 7, 2014
DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.
or contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
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PUBLIC COMMENT

There were no public comments at this meeting.

RECOMMENDATION MEETING: January 6, 2015
DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.
or contacting the Public Resource Center at DPD:

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PUBLIC COMMENT

The following comments and issues were raised at this meeting:

- Strongly supported the distinctive triangular shape, but felt the screening on the lower levels was distracting and appeared 'tacked on'.
- Concerned that a significant amount of the ground level frontage along Denny Way was un-activated by retail and pedestrians would be looking into a car loading zone.
- Concerned that the proposed on-street apartment resident loading activities would obstruct the sidewalk, and possibly conflict with vehicles at the exit portal, so suggested direct access from the on-street loading zone to the loading/trash room on the Wall Street frontage.

PRIORITIES & BOARD RECOMMENDATIONS

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 (the Board) provided the following siting and design guidance. The Board identified the following Downtown Design Guidelines of **highest priority for this project**.

The Priority Downtown guidelines are summarized below, while all guidelines remain applicable. For the full text of all guidelines please visit the Design Review website.

Page references below are to the respective meeting booklet and its respective date.

A. Site Planning & Massing

Responding to the Larger Context

A-1 **Respond to the Physical Environment.** Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

At the Early Design Guidance Meeting #1, the Board discussed how this strategic site, while small and constrained, offers exceptional visibility and prominence in the city, and thus deserves a persuasive design concept that responds to that unusual site and its context. The Board requested more understanding of how the context and street level patterns inform the lower levels and tower massing, beyond a pure extrusion. The acute corners will be very prominent at proximate and distant viewpoints, so they require special analysis, and may be different expressions based on the specific conditions of this 'pivot' between grids. Also see comments under B-2 about the podium scale.

At the Early Design Guidance Meeting #2, the Board discussed three components of this guideline: ground floor uses, podium expression, and upper tower expression. The ground floor sidewalks and uses are much improved from EDG #1, but further improvements are described under C-1 and D-3. The Board supported the two acute Denny corner expressions as shown (page 49/51), with refinements to the podium composition and materials described under B-2, and upper tower refinements described under A-2 and B-4.

[The Board requests all perspectives portray accurate context, in particular the outdated massing across Denny Way shown on pg. 42/43.]

At the Final Recommendation Meeting, the Board strongly endorsed all the parking now being underground, and the more active and improved podium that allows. The Board also supported most of the design changes shown in the tower, with various minor refinements described in sections below and listed on the last pages.

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

At the Early Design Guidance Meeting #1, the Board discussed how the building, especially the top, would be visible from many locations and distances, including the sizable traffic flowing east and west on Denny Way, north-south on Auroura, and the Mercer Street offramp. To fully test the tower top and profile on the skyline, future meetings should include multiple perspective simulations from key locations.

At the Early Design Guidance Meeting #2, the Board appreciated the multiple perspectives provided, and used them to inform the comments under B-2 and B-4. The Board found the tower top composition shown on page 52 promising, especially the spatial interest in the amenity rooms and the generous amount of exterior deck available to the public. However the Board noted the tower top is possibly too busy in material and formal moves, and needs clarification.

The Board requested a floor 40 plan (even if mechanical), plus explanatory diagrams, proposed materials and a design rationale for the following elements:

- the three blue fins, which stop at different levels and appear to track through to the sidewalk;
- the semi-circular metal panel wall at floor 39;
- the metal panel curved wall facing Denny, and why it is canted and so similar to the one referenced above?

Based on the page 40-43 perspectives, the tower top provides visual interest, but the Board requests more information to evaluate proportions, materials and composition.

At the Final Recommendation Meeting, the Board agreed the rooftop forms and materials were more cohesive and clear, for a profile that will be highly visible on the skyline. The Board supported the horizontal screening shown on the amenity and MEP walls (pg 69) but recommended that it also extend above the highest parapet to provide a more transparent transition that dissolves into the sky.

B. Architectural Expression

Relating to the Neighborhood Context

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

At the Early Design Guidance Meeting #1, the Board commented that the immediate context is diverse, but exhibits an important 'urban' podium datum of 5-7 stories, which is currently not expressed in the proposal. This height also corresponds with the proposed parking/studios above grade, which should be expressed more authentically, especially the two-story studios at the corners. To confirm the relationships of uses to facades, future meetings should include large scale cross sections of the first 7 floors at several locations, including the streetscape to curb, and corresponding façade treatments side-by-side.

At the Early Design Guidance Meeting #2, the Board discussed how the proposal now includes a desirable podium scale, but that it appears grafted onto the tower or is too heavily expressed, especially at the 6th & Wall corner. The Board advised the following:

- Express the level 2-6 zone as a distinct corner form, but explore a 'more honest' material expression of the uses within. The red wall surfaces are too large and distracting.
- Explore channel glass or a similarly solid translucent treatment to clad the parking levels, with the floor slabs internalized and showcasing the vehicle lifts with transparent glass. Seeing shadows of the stored cars and frames is acceptable.
- Express the entire 24 ft. high space of the amenity along Denny, rather than the partial red box; it should be distinct from the revised 6th/Wall corner treatment, and still accentuate the acute corners as different uses and different composition.

- Explore actual rental units, stacked in the 2 acute corners, rather than amenity/ studio spaces; units provide consistent and real activation, especially if balconies are included. (Also see comments under Departure #2)

At the Final Recommendation Meeting, the Board agreed the overall tower had become more unified and elegant, and that expressing the podium scale was no longer relevant, especially since the need for parking screens was eliminated. The Board agreed the horizontal terra cotta screening shown (pg 50-53) should be deleted entirely, and the underlying facades be designed as a coherent, well-modulated continuation of the glass and spandrel system above. The canted glass shown in the middle of each façade on plans 3-7 (pg 29) is critical to providing this modulation.

B-4 **Design a Well-Proportioned & Unified Building.** Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

At the Early Design Guidance Meeting, the Board discussed the parking program and functions of the lower tower at length. While supportive of the efficiencies of the proposed robotic parking, the Board agreed any above grade parking is undesirable, since it replaces truly active facades and human uses. To fully understand the constraints, the Board requested the following explanations at future meetings: sections to better understand why that system is not used deeper than B6 on the south and east robotic banks, opposite the tunnel constraint; why the storage lockers and mechanical on levels 2-6 cannot be replaced with more activating studios; ramps and precise car movements on B1, and convenient provision of bikes and car-share to reduce/minimize the high parking ratio in this dense urban location.

The Board also discussed the facades of the parking/studio floors at length, and was concerned they display a confusing design logic. The Board agreed the 2 story studios add an important double scale, and should be expressed as 2 stories, while the parking portions between (if retained) should not be disguised like glass residential units. The large framing elements above these floors create scale, but they should not simply die into the ground, and maybe they should be different on 1 or 2 sides of the triangle. There was particular concern about the 160 ft. width and absence of deep modulation along the Denny wall (see departure #1 comments).

At the Early Design Guidance Meeting #2, the Board understood the below-grade excavation constraints and agreed the podium uses are much improved, in particular the amenity spaces on Denny. The Board supports the car share spaces on P-1. They discussed how the podium issues described in B-2 must transition well into the middle of the tower. To better evaluate this, the Board requires:

- Full page elevations with complete color and material notes.
- Large scale sections of the first 7-8 floors, showing dimensions and all façade elements (the ones shown on pages 36/37 are too small; ¼ inch scale preferred). NOTE: these should be composited with the landscape-only sections shown on pages 32-34.

- Large scale partial elevations (floors 7-8) adjacent to corresponding sections, which show all materials and light tone shadows, but not street trees.

The Board agreed the four white frames on the mid-tower provide middle scale to the three elevations, but they appear to be thin planes; show more details that establish the materiality and depth of these elements (as suggested by the white wall returns on pages 45, 47 and 49), and show these accurately on floor plans. Also, explore the following as part of the elevation refinements:

- Explore a 2-3 floor transition between the podium and middle tower, starting the white frames at floorline 9 or 10 rather than 8.
- Explore the white frames along Denny starting above the podium, and not overlapping with the podium amenity expression, as currently shown on page 51.
- Explore reducing the width of the white frame elements, and/or their identical material/color nature on all three street frontages.
- To test these relationships, provide perspective studies like on pages 45,47,49, but that extend further upward into the tower.

At the Final Recommendation Meeting, the Board endorsed the basic material palette of light blue glass, matching metal spandrels, and glass balcony railings (as shown on pg 61-69; note, the glass color variations on pages 47-52 are not accurate). The Board reiterated how the 3 white frames provided an important mid-scale device, and they supported the canted infill windows and recessed balconies adjacent (near grid E/M) that reveal a legible depth for the frames.

The Board recommended the three frames start at a consistent datum of floor 8, and the Wall Street frame be a single rectangle with a non-stepped top. The Board appreciated how the projecting balconies within the white frames on the north and east elevations, provided a playful pattern of random shadows, but required they be blended and composed in a manner over the entire frame, and not so starkly expressing unit variations within.

The Board recommended all materials, especially in the lower levels and visible from the sidewalks, be high quality and carefully detailed.

C. The Streetscape

Creating the Pedestrian Environment

C-1 **Promote Pedestrian Interaction.** Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

At the Early Design Guidance Meeting #1, the Board supported the corner bulb-outs and expanded streetscape proposed, but was concerned the ground level uses and design treatment do not support that positive streetscape, in particular at the enlarged northeast and southwest bulb-outs. The two commercial spaces appear shallow and hardly viable, and the Board requested more commercial uses along the Wall Street frontage. The Board requested the walkable sidewalk on Denny Way be widened, and/or the storefront be setback more.

At the Early Design Guidance Meeting #2, the Board applauded the revisions that added depth and area to the ground floor commercial spaces, and the shifted transformer hatch. To further improve this now viable layout, the Board advised the following to best activate this critical location:

- Increase the depth of the retail at 6th and Wall to the structural bay (about 23 ft).
- Shift the leasing space along Denny to an upper level and replace it with a retail/commercial space at grade.
- To enlarge the corner areas, explore shifting the two exit stairs along Denny as far mid-block as possible (and keep them glass at grade as stated).
- At next meeting, provide a larger scale, full page ground floor plan that clearly shows all perimeter doors, solid and transparent wall changes, reveals and plane changes, and any stepped floor slabs (Board supported to eliminate steps to sidewalks). Plan should be consistent with perspectives and all elevations, in particular round versus square columns, vehicle lifts, loading doors, etc.

At the Final Recommendation Meeting, the Board supported the corner commercial sizes shown on pg 25 as the minimum acceptable, and the driveway portal widths. The Board endorsed shifting the northeast retail door to maximize desire lines to the corner and the usable sidewalk place shown there (pg 39). The Board also recommended designing in for flexible retail door locations, loading doors direct to the sidewalk at the loading/trash room, and an associated paved path through the planter strip.

C-2 **Design Facades of Many Scales.** Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

At the Early Design Guidance Meeting #1, the Board agreed the entire podium and ground floor facades require a design concept independent of the extruded tower above, incorporating maximized active uses at grade and the special opportunity of a triangular site seen fully from all sides (eg not boxed into a typical block).

At the Early Design Guidance Meeting #2, the Board agreed the podium had evolved well, but requested numerous explorations of the podium, tower and tower top described under A-2, B-2 and B-4 above.

At the Final Recommendation Meeting, the Board agreed the strong expression of the podium was no longer needed, but the white frames and other façade modulating elements were still essential.

C-3 **Provide Active—Not Blank—Facades.** Buildings should not have large blank walls facing the street, especially near sidewalks.

At the Early Design Guidance Meeting #1, the Board supported the small parking portals and their basic two locations, and agreed transparent glass showing the operating car lifts would provide positive activation at the street and podium levels. The Board was concerned about the large square footage of residential 'support spaces' at grade, beyond a typical lobby and internal mailroom, and requested an explanation why the support spaces could not be located above the compressed and valuable street level.

At the Early Design Guidance Meeting #2, the Board agreed the ground floor uses were more activating and appeared to be largely transparent, but requested the larger scale and unobscured elevations described under B-4 for confirmation. The Board supported the stated intent to keep the vehicle lifts transparent from ground to level 6, and to paint, light and finish off the interior walls of those lifts in a refined manner, which still celebrates the unique dynamic of the automated parking system.

At the Final Recommendation Meeting, the Board endorsed the extent of channel glass shown at ground level, but to ensure adequate mid-block pedestrian interest along the long Denny frontage, the Board reiterated previous support that the perimeter car lift be visible through clear glass for one bay. To ensure the channel glass glows and illuminates the sidewalk at night, the Board recommended generous interior backlighting at all channel glass locations.

D. Public Amenities

Enhancing the Streetscape & Open Space

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

At the Early Design Guidance Meeting #1, the Board supported the expanded sidewalks and bulb-outs, and requested more detailed information on the plant species, pavers, furnishings, lighting and other landscape details at future meetings.

At the Early Design Guidance Meeting #2, the Board supported the bulb-outs and widened sidewalk along Wall Street, and requested the site plan (page 24) show all the adjacent sidewalks and the proposed crosswalks to all corners of the project. The curb ramps shown on page 24 and 50/51 do not align with the crosswalks. The Board requested the next version of drawings clearly describe all paving materials and plant species, and describe seating blocks, cafe seating and other special features. The planter strips should be eased at the intersections to acknowledge pedestrian desire lines, and the landscape palette should accommodate the urban level of activity.

At the Final Recommendation Meeting, the Board recommended a more unified sidewalk paving pattern rather than the three different ones described. The Board supported a lush and hardy mix of species to provide a pedestrian buffer in the planter strips, but again recommended a unified palate. The Board supported the place-making efforts at the expanded northeast mini-plaza, including the special tree, paving rings, and what appears to be a circular seating feature around that tree.

D-3 **Provide Elements that Define the Place.** Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

At the Early Design Guidance Meeting #1, the Board agreed the bulb outs, working in conjunction with the adjacent building edges and commercial uses, are the prime opportunity for public place-making on this site, and to repair a dead zone with no pedestrian amenity. This distinctive triangular site at the grid-shift, provides cues for a memorable site-specific landscape design of these bulb –outs, expressing the transition between neighborhoods.

At the Early Design Guidance Meeting #2, the Board supported the proposed transparent and continuous canopies as shown on page 51, but was confused and not supportive of solid canopies suggested on page 45, or the higher one at the 6th and Wall corner. Provide a clear canopy plan, a rationale for the higher canopy, and integrate it into the podium redesign per B-2 guidance.

At the Final Recommendation Meeting, the Board supported the 8 ft. deep, clear glass and lightly framed canopies shown (pg 50-52), but recommended they not change heights so frequently, nor be too low at the key retail corners. The Board strongly endorsed continuous LED lighting at the canopy edge, which will illuminate all sidewalks, and did not endorse any uplighting. The Board agreed the residential lobby entrance can remain discrete, but it still needs a clear marker to 6th Avenue traffic, so that above-canopy signage should be prominent as shown on pg 52, while all retail signage should be subordinate.

E. Vehicular Access & Parking

Minimizing the Adverse Impacts

E-2 **Integrate Parking Facilities.** Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

At the Early Design Guidance Meeting #1, the Board understood the parking portal locations are possibly optimum, but requested detailed and dimensioned sections to better understand the curving position and height of the ramps to level B1. If possible, the ramps should be re-positioned to increase the size, depth and viability of all commercial spaces.

At the Early Design Guidance Meeting #2, the Board applauded the ramp sections which maximized the retail floor area, supported the ramp locations and the portal opening sizes. They requested detailed material descriptions of how these ramp walls and ceilings will be treated, since they will be visible to pedestrians down to level P-1.

At the Final Recommendation Meeting, the Board supported the ground floor change that eliminated the parking ramps but increased the ground floor area devoted to vehicle staging, valets and lifts. And since these portals and interior areas will be open 24/7 and visible to pedestrians, the Board recommended the following: finish the ceilings, floor and walls with high quality materials, provide generous and attractive lighting, and consider a contrasting or bold color that expresses the 'internal' nature of these corner-cutting spaces.

E-3 **Minimize the Presence of Service Areas.** Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

At the Early Design Guidance Meeting #1, the Board was very concerned that services such as transformer, storage, fire pump and similar are not activating to the streetfront, and requested explanations why these cannot be located on another level, so the ground floor active use can be maximized.

At the Early Design Guidance Meeting #2, the Board discussed how the service areas appeared to be minimized at the perimeter, but requested more detailed information on the large scale elevations. The materials of the loading door, transformer, pump room and exits should provide transparency/translucency and pedestrian interest.

At the Final Recommendation Meeting, the Board recommended loading doors be integrated into the channel glass section of that façade, and to explore glass or semi-transparent walls at the two exit stairs co-planner to the sidewalk. This would eliminate the solid blank walls proposed at grade that are incongruous with the entirety of the glass and spandrel building.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project **better meet** these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Final Recommendation meeting, the following departure was requested:

1. **Façade Modulation (SMC 23.49.058.E.2):** In brief, the Code requires the maximum width of any façade above 85 ft. along the avenues (in this case 6th Ave) to be 120 ft. wide. The proposed façade along 6th Avenue, above 85 ft, is 117 ft. closest to the property line, with a 23 ft. deep corner chamfer at the south end at the Wall Street corner; the total width including the chamfer is 144 ft.

   The Board supported this specific departure, based on the deep 23 ft. corner chamfer that effectively makes the façade and mass appear less than the 120 ft. width. The Board agreed it was desirable to maintain the corner expression to grade at the prominent acute corner at Denny and 6th Avenue. (Guidelines A1, B4, C1)

   The Board unanimously recommended that DPD grant this departure.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review booklet dated January 6, 2015, and the materials shown and verbally described by the applicant at the January 6, 2015 Design Recommendation meeting (unless a condition below, the design should not change, especially aspects explicitly noted in the above narrative, which the applicant should carefully read through).

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions (Guidelines referenced): These conditions should be resolved prior to MUP issuance.

1) **GROUND FLOOR REFINEMENTS: (Guidelines C1, C3, D6, E2)**
   a) Add loading doors directly from sidewalk into the Loading/Trash room.
   b) Add a generous pavement through the planter strip to align with the above doors.
   c) Provide 6 ft. mullion spacing at all retail frontages, and no obstructing sill conditions to allow for flexible future tenant door relocations or additions.
   d) Shift the proposed northeast retail door to be on axis with the sidewalk corner.
   e) Implement and specify on all MUP drawings, generous interior backlighting onto all channel glass, to ensure it glows and illuminates the adjacent sidewalk at night.
   f) Change the channel glass at the car lift frontage on Denny Way to be clear vision glass; this adds dynamism and midblock pedestrian scale and interest.
   g) Specify on all MUP drawings: exterior quality wall, ceiling and floor materials and generous lighting for the 2 parking portals and interiors. Minimize exposed mechanicals and consider bold color/treatments for these highly visible interiors.
   h) Explore glass or semi-transparent surfaces for the 2 exit stairs at the sidewalks.

2) **LANDSCAPE REFINEMENTS: (Guidelines D1, D2)**
   a) Develop one sidewalk paving material/pattern and one planter strip species mix – hardy and lush - and consistently specify that for all three streetscapes, with simple transitions at the acute corners. The special tree and paving rings (and circular seating encouraged) at the northeast corner can be retained to define that usable public place.
   b) Delete all landscape up-lighting fixtures, at street and upper levels.

3) **LOWER TOWER REVISIONS: (Guidelines B2, D3)**
   a) Delete all the terra cotta screening elements, and compose the glass and panel façade behind them in a manner cohesive with the surrounding facades.
   b) Ensure the 6 expressed pilasters along Denny, have a high quality finish and a graceful transition into the slight overhang above; include a quality soffit there.
   c) Maintain the wide, frosted glass canopies with light metal frames, but make them a relatively consistent horizontal datum around the block. If grade changes require some steps, ensure the highest canopies are at the three retail corners.
   d) Retain the 18 “(or taller) address letters over the residential lobby canopy, and delete all the competing retail signage above the canopy; underslung retail signage is acceptable. Consider a bold color to clearly mark that lobby address sign.

4) **MID-TOWER REFINEMENTS: (Guidelines B4, C2)**
   a) Shift the white frame on Wall Street down one level to floor line 8 to match the lower datum of the other two white frames.
   b) Delete the stepping top to the Wall Street frame extending it to level 43, and make it one white rectangle, similar to the other two.
   c) Maintain the canted window walls within each frame to ensure maximum depth at the joint to the white frames.
   d) Ensure the secondary verticals within each frame (at grids 3, 4, D, and possibly P) are visually subordinate to the white frame, and consistent to at least level 8.

e) Recompose the 'staggered' projecting balconies within all parts of the Denny frame, in a manner that better blends them at floor 23, so the unit changes are not so starkly legible; balconies can be a variety of widths and positions.

5) UPPER TOWER REFINEMENTS: (Guideline A2)

a) Retain the horizontal screening (terra cotta or other thin material) on the amenity/MEP forms, but extend it above the top parapet to 'dissolve' that edge to the sky.

b) At level 42, south of grid E, shift the glass railing back to align with the balcony unit wall below, so that the deep offset those balconies provide from the adjacent white frame is a consistent vertical all the way up the building. The floor slab at that location is optional.

6) MATERIALS BOARD: (Guideline B4, C2)

a) Provide a complete and clearly labeled material board showing accurate color and material samples of the following key materials, at minimum: tower glass; tower spandrels; tower mullions and door frames; balcony railing glass; balcony railing frames; storefront mullions; storefront vision glass; channel glass; white frame metal panels; roof metal panels; canopy frame color.

7) PERSPECTIVES and LOWER ELEVATIONS/MATERIALS: (All guidelines)

a) For required Landmarks staff review, provide as soon as possible (a pdf direct to G Papers), updated perspectives and elevations that incorporate all design and material revisions above, of the following: fully noted elevations pages 50, 51, 52; and perspectives pages 61, 63, 65, 67, 69. Also include a page that shows all lower elevation material samples/accurate photos and color swatches (a single page, comprehensive version of "12.0 Material & color palette").

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:
The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.
At the conclusion of the Recommendation meeting held on January 07, 2015, the Board recommended approval of the project with the following conditions:

1) GROUND FLOOR REFINEMENTS: (Guidelines C1, C3, D6, E2)

a) Add loading doors directly from sidewalk into the Loading/Trash room.

b) Add a generous pavement through the planter strip to align with the above doors.

c) Provide 6 ft. mullion spacing at all retail frontages, and no obstructing sill conditions to allow for flexible future tenant door relocations or additions.
d) Shift the proposed northeast retail door to be on axis with the sidewalk corner.
e) Implement and specify on all MUP drawings, generous interior backlighting onto all channel glass, to ensure it glows and illuminates the adjacent sidewalk at night.
f) Change the channel glass at the car lift frontage on Denny Way to be clear vision glass; this adds dynamism and midblock pedestrian scale and interest.
g) Specify on all MUP drawings: exterior quality wall, ceiling and floor materials and generous lighting for the 2 parking portals and interiors. Minimize exposed mechanicals and consider bold color/treatments for these highly visible interiors.
h) Explore glass or semi-transparent surfaces for the 2 exit stairs at the sidewalks.

2) LANDSCAPE REFINEMENTS: (Guidelines D1, D2)

a) Develop one sidewalk paving material/pattern and one planter strip species mix – hardy and lush - and consistently specify that for all three streetscapes, with simple transitions at the acute corners. The special tree and paving rings (and circular seating encouraged) at the northeast corner can be retained to define that usable public place.
b) Delete all landscape up-lighting fixtures, at street and upper levels.

3) LOWER TOWER REVISIONS: (Guidelines B2, D3)

a) Delete all the terra cotta screening elements, and compose the glass and panel façade behind them in a manner cohesive with the surrounding facades.
b) Ensure the 6 expressed pilasters along Denny, have a high quality finish and a graceful transition into the slight overhang above; include a quality soffit there.
c) Maintain the wide, frosted glass canopies with light metal frames, but make them a relatively consistent horizontal datum around the block. If grade changes require some steps, ensure the highest canopies are at the three retail corners.
d) Retain the 18 "(or taller) address letters over the residential lobby canopy, and delete all the competing retail signage above the canopy; underslung retail signage is acceptable. Consider a bold color to clearly mark that lobby address sign.

4) MID-TOWER REFINEMENTS: (Guidelines B4, C2)

a) Shift the white frame on Wall Street down one level to floor line 8 to match the lower datum of the other two white frames.
b) Delete the stepping top to the Wall Street frame extending it to level 43, and make it one white rectangle, similar to the other two.
c) Maintain the canted window walls within each frame to ensure maximum depth at the joint to the white frames.
d) Ensure the secondary verticals within each frame (at grids 3, 4, D, and possibly P) are visually subordinate to the white frame, and consistent to at least level 8.
e) Recompose the 'staggered' projecting balconies within all parts of the Denny frame, in a manner that better blends them at floor 23, so the unit changes are not so starkly legible; balconies can be a variety of widths and positions.

5) UPPER TOWER REFINEMENTS: (Guideline A2)

a) Retain the horizontal screening (terra cotta or other thin material) on the amenity/MEP forms, but extend it above the top parapet to 'dissolve' that edge to the sky.
b) At level 42, south of grid E, shift the glass railing back to align with the balcony unit wall below, so that the deep offset those balconies provide from the adjacent white frame is a consistent vertical all the way up the building. The floor slab at that location is optional.

6) **MATERIALS BOARD: (Guideline B4, C2)**
   Provide a complete and clearly labeled material board showing accurate color and material samples of the following key materials, at minimum: tower glass; tower spandrels; tower mullions and door frames; balcony railing glass; balcony railing frames; storefront mullions; storefront vision glass; channel glass; white frame metal panels; roof metal panels; canopy frame color.

7) **PERSPECTIVES and LOWER ELEVATIONS/MATERIALS: (All guidelines)**
   For required Landmarks staff review, provide as soon as possible (a .pdf direct to G. Papers), updated perspectives and elevations that incorporate all design and material revisions above, of the following: fully noted elevations pages 50, 51, 52; and perspectives pages 61, 63, 65, 67, 69. Also include a page that shows all lower elevation material samples/accurate photos and color swatches (a single page, comprehensive version of "12.0 Material & color palette").

Five members of the Downtown Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Response to Recommended Design Review Conditions:

1a) The applicant added doors at the specified location. The proposal meets recommended condition #1a.

1b) The applicant added pavement at the location. The proposal meets recommended condition #1b.

1c) The applicant provided the specified mullions. The proposal meets recommended condition #1c.

1d) The applicant shifted the specified doors. The proposal meets recommended condition #1d.

1e) The applicant noted the backlighting at all specified locations. The proposal meets recommended condition #1e.

1f) The applicant added the specified vision glass. The proposal meets recommended condition #1f.

1g) The applicant added the specified interior notes at the specified locations. The proposal meets recommended condition #1g.

1h) The applicant added glass at the specified locations. The proposal meets recommended condition #1h.

2a) The applicant revised the paving and plantings at the specified locations. The proposal meets recommended condition #2a.

2b) The applicant deleted the upliaghts at all locations. The proposal meets recommended condition #2b.

3a) The applicant recomposed the specified facades in a coherent manner. The proposal meets recommended condition #3a.

3b) The applicant detailed the pilasters and soffit at the specified locations. The proposal meets recommended condition #3b.

3c) The applicant added the material notes and dimensions to the canopies, as specified. The proposal meets recommended condition #3c.

3d) The applicant noted the color and dimensions at the specified signs. The proposal meets recommended condition #3d.

4a) The applicant revised the specified frame level. The proposal meets recommended condition #4a.

4b) The applicant revised the frame top and shape as specified . The proposal meets recommended condition #4b.

4c) The applicant revised and noted the canted walls at the specified locations. The proposal meets recommended condition #4c.

4d) The applicant revised and noted the elements as specified. The proposal meets recommended condition #4d.

4e) The applicant added and revised the balconies as specified. The proposal meets recommended condition #4e.

5a) The applicant revised and noted the parapet screens as specified. The proposal meets recommended condition #5a.

5b) The applicant adjusted the specified balcony railing. The proposal meets recommended condition #5b.

6) The applicant provided the material board described. The proposal meets recommended condition #6.

7) The applicant provided the drawing package described which was submitted for Landmarks review. The proposal meets recommended condition #7.

The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

DECISION – DESIGN REVIEW

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures with the conditions summarized at the end of this Decision.

II. ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated March 27, 2014. The Department of Planning and Development (DPD) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or it's agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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 such limitations/circumstances, mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

Public Comments:

The SEPA public comment period for #3015251 ended on April 16, 2014. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. The area of public comment related to views of the Space Needle. Comments were also received that are beyond the scope of this review and analysis per SMC 25.05.

Short-Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, air quality, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

Noise

Noise associated with construction of the buildings could adversely affect surrounding uses in the area, which include residential uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities, in particular the residences existing across the street to the north and to the south. Due to the proximity of the project site to residential uses, the amount of proposed grading, the hours and days of construction noise permitted in Seattle Mixed zones, and the number of sites under construction in the immediate vicinity, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts to residential uses near the site. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 A.M. to 6:00 P.M. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 A.M. and 6:00 P.M. Once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection may occur outside these hours.

If the applicant intends to work outside of the limits of non-holiday weekdays between 7am and 6pm, the applicant will submit a **Construction Noise Mitigation Plan (CNMP)**. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. This CNMP is outlined in SEPA Condition #1 on the last pages of this document.

Air Quality

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

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. This will assure proper handling and disposal of asbestos , therefore no further mitigation is warranted for this item.

Greenhouse Gas Emissions

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.

Construction Traffic and Parking

Duration of construction of the structures may last approximately 22 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M).

The construction of the project will have short term adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. To minimize impacts to proximate short term on-street public parking, a **Construction Worker Parking Plan** is required per SEPA Condition #3 on the last pages of this document. The Construction Worker Parking Plan should identify the following, and is subject to approval by DPD:

1. Peak number of construction workers anticipated on site during the duration of construction,
2. Location of nearby public or private parking lots/garages that could be used by construction workers coming to the site,
3. Total Number of publicly available parking spaces per lot,
4. Efforts to reduce the number of construction worker vehicular trips, such as carpooling and transit, and
5. Identify month/year date when construction workers may begin parking in the parking levels to be constructed with this development.

Approximately 35,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the structure will not be reused on the site and will need to be disposed off-site. Excavation and construction materials will require numerous truck trips, in a location constrained by busy streets on all sides.

Considering the volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Therefore, large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 4:00 PM on weekdays or the applicant shall propose measures to minimize and mitigate truck trip staging and haul route impacts to PM peak hour traffic. This must be included in the **Construction Traffic Management Plan (CTMP),** as outlined in SEPA Condition #2 on the last pages of this document.

Truck access to and from the site shall be documented in a **Construction Traffic Management Plan**, to be submitted to DPD and SDOT and approved by SDOT prior to the issuance of any demolition, grading or construction permits. This plan shall include how pedestrian connections around the site will be maintained during the construction period. The Plan shall also include Construction Haul Routes for expected excavation of soils.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long –Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies.

However, greenhouse gas emissions; historic resources; height, bulk and scale; views of the Space Needle; traffic and transportation; and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction 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; therefore, no further mitigation is warranted.

Historic Resources

The project is across the street (Denny Way) from a designated Seattle Landmark: the Seattle First National Bank Building at 566 Denny Way. Per Historic Preservation Policy (SMC 25.05.675.H.2.d), impact on the landmark by the proposed design must be assessed by Landmarks Preservation Board staff. The landmarks staff assessment occurred and it was determined that no further design mitigation was required. (LPB letter 185/15, dated March 27, 2015). No further mitigation is warranted.

Height, Bulk & Scale

The project #3015251 went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, "the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project."

Additional SEPA Mitigation of height, bulk and scale is not warranted.

Designated Scenic Routes and Public Views of the Space Needle from Designated Public Places:

There are no designated Scenic Routes adjacent to the site (Denny Way is not a designated SEPA Scenic Route). Public Comment identified concern for blockage of public views of the Space Needle. Views of the Space Needle are protected from only 10 designated public places, all of which are to the west, north and northeast of this site (SMC 25.05.675.P.2.c). The proposed building does not block views (even partially) of the Space Needle from any of the 10 designated public viewpoints.

Transportation

A Transportation Impact Analysis dated March 21, 2014 and updated on October 23, 2014 was prepared for the project by Transportation Engineering NW (TENW). Based on rates from the Institute of Transporation Engineers (ITE) Trip Generation manual, the analysis reports the proposed uses will generate 801 net new weekday daily trips, and 62 AM peak-hour trips and 75

PM peak-hour trips. These forecasts are adjusted to reflect local conditions, which provide substantial opportunities for transit, walking, and bicycle usage.

TENW also analyzed Transportation Concurrency per the City of Seattle, and the traffic generated by the project does not exceed the stipulated thresholds. The vehicle traffic that the project is forecast to generate is within the capacity of the nearby roadway system, and the project is not expected to have substantial adverse transportation impacts.

The project will also mitigate traffic impacts by participating in the City of Seattle SDOT transportation mitigation payments for the South Lake Union neighborhood, as described in TIP 243. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of $10,086 in order to help reduce project transportation impacts. Per condition #4, this fee shall be paid prior to the final building permit issuance, consistent with DPD business rules.

Parking

The Transportation Impact Analysis noted that the estimated peak parking demand rate for the residential uses for this project would be approximately 304 vehicles. The 1,950 sf of commercial use would generate one space of demand, is very small and that parking demand is anticipated to be met by onstreet parking. The total parking demand is therefore 305 spaces; the proposed 315 total spaces will accommodate this peak demand. No adverse parking impacts are anticipated from this project.

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant; reviewed the project plans which were outcomes of the Design Review process; reviewed additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist and this analysis, this action will result in probable adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant, given the conditions and mitigations contained herein.

DECISION - STATE ENVIRONMENTAL POLICY ACT (SEPA)

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination 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.

☒ Mitigated 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 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This MDNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the MDNS.

SEPA - CONDITIONS OF APPROVAL

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

1. If the applicant intends to work outside of the limits of non-holiday weekdays between 7am and 6pm, the applicant will submit a **Construction Noise Mitigation Plan** (CNMP). This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD.

2. The applicant shall provide DPD with a copy of a **Construction Traffic Management Plan**, including **Construction Haul Routes**, both aspects approved by Seattle Department of Transportation. The plan shall note that large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 4:00 PM on weekdays, or the applicant shall propose measures to minimize and mitigate truck trip staging and haul route impacts to PM peak hour traffic. This plan shall include how pedestrian connections around the site will be maintained during the construction period.

3. A **Construction Worker Parking Plan**, approved by the Land Use Planner (Garry Papers: garry.papers@seattle.gov or 206-684-0916), shall be required. The plan should identify the following:
   a. Peak number of construction workers anticipated on site during the duration of construction,
   b. Location of nearby public or private parking lots/garages that could be used by construction workers coming to the site,
   c. Total Number of publicly available parking spaces per lot,
   d. Efforts to reduce the number of construction worker vehicular trips, such as carpooling and transit, and
   e. Identify month/year date when construction workers may begin parking in the parking levels to be constructed with this development.

Prior to Issuance of a Final Architectural Building Permit

4. The applicant shall make a pro rata mitigation payment pursuant to TIP 243 in the amount of $10,086 to the City of Seattle.

During Construction

5. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a **Construction Noise Mitigation Plan**, required prior to issuance of a building permit as noted in condition #1.

DESIGN REVIEW - CONDITIONS FOR APPROVAL

For the Life of the Project

6. As Built materials, colors, and all other aspects of the approved design shall be consistent with those presented at the design recommendation meeting and the stamped-APPROVED Master Use Plan sets. Any change to materials, colors, or other aspects of the approved design **shall require prior approval by the Land Use Planner** (Garry Papers 206-684-0916 or garry.papers@seattle.gov).

Prior to Certificate of Occupancy

7. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the Master Use Plan sets. Any change to the proposed design, materials, or colors **shall require prior approval by the Land Use Planner** (Garry Papers 206-684-0916 or garry.papers@seattle.gov).

8. The applicant shall provide a Landscape Checklist from Director's Rule 10-2011indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit **shall be approved by the Land Use Planner prior to landscape installation** (Garry Papers 206-684-0916 or garry.papers@seattle.gov).

Signature: retagonzales-cupneutubby for Date: May 26, 2015

Garry Papers
Senior Land Use Planner
Department of Planning and Development

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.