



**City of Seattle**

Edward B. Murray, Mayor

**Department of Planning & Development**

D. M. Sugimura, Director

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

<b>Application Number:</b>	3015728 (major revision to MUP 3004985)
<b>Applicant Name:</b>	Joe Workman, Collins Woerman for ARE, LLC
<b>Address of Proposal:</b>	1165 Eastlake Ave East

**SUMMARY OF PROPOSED ACTION**

Land Use Application to demolish the Gunn Building and to allow construction of a 4-story, 134,200 square foot building containing office and research and development lab. Parking for 85 vehicles proposed in below grade garage. Project includes grading of 12,300 cubic yards of material. (Shoreline Substantial Development, Shoreline Variance and Early Design Guidance were conducted under Project 3004985.)

The following approvals are required:

**Design Review** – Board Review - (SMC 23.41).

1. SMC 23.53.035 - Structural Building Overhang and minor encroachments

**SEPA** - Environmental Determination - (SMC 25.05)

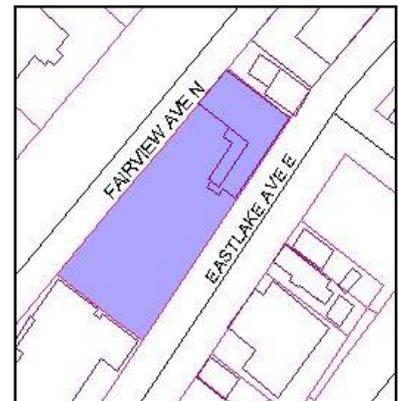
**SEPA DETERMINATION:**

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

**BACKGROUND DATA**

Site Description

The project is located in the Fairview sub-area of the South Lake Union Urban Village between Fairview Avenue East and Eastlake Avenue East. The site has about 15 feet of grade change from Fairview up to Eastlake. Frontage on Fairview primarily abuts a bridge structure; Lake Union extends under this bridge and under a portion of the existing Gunn Building. An areaway extends under the sidewalk along half the frontage along Eastlake Avenue. There is an existing stairway along the south end of the site on the



neighboring property. The stairs are open to the public to use as access between Fairview and Eastlake. The parking entry is currently located on Fairview Avenue.

The majority of the subject property is zoned Seattle Mixed (SM 125) and Industrial Commercial 1 (IC-45) with a maximum height limit of 45 feet. The property is located within 200 feet of Lake Union and is mostly within an Urban Stable (US) shoreline environment. The site is considered an upland US shoreline environment site per DPD Interpretation No. 05-001. The Shoreline environment imposes a height limit of 30 feet. The most northerly portion of the site, approximately 7 feet deep, is mapped Industrial Commercial (IC) and is within the Urban Maritime (UM) shoreline environment. The northerly end of the Gunn Building sits on this end of the site.

### Vicinity Description

Development in the immediate area is biotech research and development, hotel, office and waterfront uses such as boat moorage, restaurants and retail. The Hydro House and Zymogenetics Steam Plant offices are to the north. Both Eastlake and Fairview are busy arterials.

Project materials are available online by entering the project number at this website: [http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp). Project materials are also available to view in the file, by contacting the Public Resource Center at DPD 700 Fifth Ave., Suite 2000 Seattle, WA 98124-4019 or [PRC@seattle.gov](mailto:PRC@seattle.gov).

### **PROJECT DESCRIPTION**

The proposed project is a new biotechnology research facility. This project is a major revision to the issued MUP 3004985. The application is revised to demolish the Gunn Building instead of retaining and upgrading it. The new building will expand into the Gunn Building site. Parking levels are reduced to 1.5 levels of underground parking for approximately 85 cars. Vehicle access and loading are proposed to be from the existing curb cut on Fairview. The façade modulation is proposed to be revised and vertical circulation is proposed to be relocated to the building interior. These elements will be considered by the Design Review Board and analyzed in this report.

The Shoreline Substantial Development, Shoreline Variance and Early Design Guidance were conducted under Project 3004985. This revision focuses only on the SEPA review and the Design Review. The project received a Shoreline Revision approval (3020138) for demolition of the existing structure (Gunn Building) and construction of a new building.

### **PUBLIC COMMENT**

No public comment letters were received.

## **ANALYSIS – DESIGN REVIEW**

### **BACKGROUND**

The revision contemplated in this proposal replaces the Gunn Building with new construction, reduces the number of parking levels and makes minor changes to the courtyard and steps between Fairview and Eastlake. The stair and elevators have been moved to the center of the building away from the courtyard façade. Façade features have been revised to recall the large bays of the industrial buildings in the area. Material changes are proposed. The Board briefly reviewed the former design, reviewed the previous early design guidance, and weighed the revisions against the early guidance.

### **ARCHITECT’S PRESENTATION**

The architect briefly presented the site context, opportunities and constraints. The Board clarified several issues regarding the site and the proposal. They asked about parking, landscaping, and location of the trash enclosure, office entry locations, and the Lake Union shoreline. They asked about the existing stairway at the southwest property edge. The Board asked about sustainable building practices, the existing bus stop, safety aspects of the bridge and pedestrian activity on both Avenues. The Board clarified proposed façade treatments, lighting, planting plan, and access.

### **PUBLIC COMMENT**

There were no public comments offered.

## **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 provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle’s “*Design Review: Guidelines for Multifamily and Commercial Buildings*” of highest priority to this project. The project proposal must also contemplate the South Lake Union neighborhood –specific guidelines.

### **FIRST EARLY DESIGN GUIDANCE November 15, 2006**

#### **DESIGN REVIEW GUIDELINES**

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

## CONTEXT & SITE

### A Site Planning

#### ***A-1 Responding to Site Characteristics***

***The siting of buildings should respond to specific site conditions and opportunities.***

The Board made particular mention of the drop in the site from Eastlake to Fairview and using a pedestrian pass through as an organizing feature or datum of the building design. This pass through could work in concert with the existing outdoor stairway on the southwest property line (for instance creating an indoor complementary stair that could be connected to the existing one, melding the property line. It could be closed during non-business hours, and still create a sense of broad stairway, a see-through wall, that did not feel constrained during non-business hours.) Or a separate, mid site pass through. The Board looks forward to seeing a design solution for the pass through and some design solution to link to the Silver Cloud stairs at the next meeting.

#### ***A-2 Streetscape Compatibility***

***The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.***

The board wants the architect to study opportunities to create interesting entrances, at the two avenues which, along with quality right of way design, would create a high quality streetscape. Show the context with the neighboring uses and forms at the next meeting.

#### ***A-4 Human Activity***

***New development should be sited and designed to encourage human activity on the street***

The Board encouraged the architect to continue exploring street level design options that would encourage year-round activity with entrances visible from the street which also allow for human activity depending on the immediate use within. For instance, elements could include continuous overhead weather protection or protected access to the offices, in rain or shine, or awnings, glazed or otherwise, could be used in creative combinations to provide protection and provide visual interest and encourage human activity at the sidewalk.

#### ***A-5 Respect for Adjacent sites***

***Buildings should respect adjacent properties by being located on their site to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings***

The Board suggested a sensitive site-design treatment next to the Silver Cloud Inn. Privacy for the hotel rooms and for the proposed offices and research areas must be considered and communicated in detail at the next meeting.

### C Architectural Elements and Materials

#### ***C-1 Architectural Context.***

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

The Board would like to see studies of neighboring buildings, the Gunn building and an architectural response at the next meeting. There should be a well-defined and desirable building character compatible or complementary to the existing forms.

#### **C-2 Architectural Concept and Consistency**

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The Board requested that the finish materials be high quality to communicate the architectural concept. The Board asked the architect to present a strong concept at the next meeting. The concept should show a consistency of facades and materials.

#### ***D Pedestrian Environment***

##### ***D-2 Blank Walls.***

***The building should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.***

The wall along the southwest property line will need to be designed with public safety in mind. A blank wall at that location will not be an acceptable solution.

##### **D-7 Personal Safety and Security**

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The Silver Cloud stair and the area under the bridge will require design solutions for enhancing personal safety and security.

#### **E Landscaping**

##### ***E-3 Landscape Design to Address Special Site Conditions***

***The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.***

The Board requested interesting landscaping details to improve this site and create a better project overall. Rooftop landscaping for a park-like environment was well-received by the Board and additional design features should be presented at the next meeting.

##### **Departure from Development Standards:**

The applicant contemplates several development standard departures at this time. They may include upper level lot coverage and open space standards. The Board will consider development standard departures later in the process as the building takes shape.

#### **DEVELOPMENT STANDARD DEPARTURES AND RECOMMENDATIONS**

At the time of the FIRST Early Design Guidance departures were requested. The board indicated that they are willing to consider design departures that may help the project better meet design guidance.

##### **MUP Submittal**

The applicant applied for a Master Use Permit on May 23, 2007 and was published December 20, 2010. The MUP was revised in 2014.

## RECOMMENDATION --Meeting on October 15, 2014

### ARCHITECT'S DESIGN DEVELOPMENT PRESENTATION:

The architect presented the site, the area, existing buildings and the proposed development to acquaint the Board to the site, site issues and the proposal. The anticipated use remains a biotechnology laboratory and associated offices. The proposal is to rework some design elements of the approved MUP and to rebuild a similar structure to recall the Gunn building massing and height. (The former MUP proposed to retain the Gunn building, but subsequent studies revealed that that was a problematic proposal due to water table and over water structural design limitations.) Street improvements are proposed.

The architect reviewed the project objectives. The design is for a four level 134,200 square foot new building. Parking for approximately 85 cars is proposed in one and one half parking levels below grade. The wide plaza is retained from the earlier proposal with roof deck amenity space for the occupants of the building. The building height, bulk and scale are the same. The Eastlake Avenue loading entry has been moved to Fairview so only one curb cut serves the project. The building entry is moved to the plaza from Eastlake Ave. Loading, bicycle parking and vehicle parking access the site on Fairview. Offices and labs replace parking along the Fairview bridge, first level. The architect reviewed the sculptural changes his office proposes to create a clear building façade language that recalls the Zymogenetics building and the newer building caddy corner to the east. The Gunn building will be replaced with the new building. Brick columns, large windows, transparency at the street and plaza are more vertically modeled in the new proposal. The area where the Gunn is replaced will have a more squat and simplified design nomenclature similar to the old Gunn building. The plaza will have minor circulation changes, but retain the general tree bosque and stair concept.

One departure request is proposed. The architect showed the Board the departure request in a graphic representation of the plaza "overlook" area. The code allows a 15 foot linear overhang and the project proponents are asking for a 36.5 foot overhang. This is a feature that was approved in the former MUP and allows for views up and down Fairview and the Lake Union waterfront.

### BOARD CLARIFYING QUESTIONS:

The Board clarified several issues regarding the site and the proposal.

- Describe the Eastlake frontage building recess at the sidewalk.

There is a recess at the building base, with columns that create a vertical rhythm along the façade the recess is not deep enough for a walkable arcade. Planters could be added, landscaping is not proposed. A handrail may be needed due to the drop in elevation. Vision glass is proposed and soffit lighting may be a good addition.

- Why did you choose to move the building entry to the plaza and off of Eastlake?

A building entry on the plaza seemed to be the right design choice to activate the plaza and to create a meaningful entry façade replacing the elevator tower of the former MUP at that location.

- Describe the Gunn architectural language.

The architect described the materials and form giving elements of the Gunn building replacement structure.

- What is at the top of the bays?

There is metal siding at the top of the bays.

The Board asked for more information on the design of the rooftop deck. Signage ideas, additional discussion on the Eastlake recess, shading strategies and horizontal and vertical façade design intent

**PUBLIC COMMENTS:**

No members of the public were present.

**DESIGN BOARD DELIBERATIONS:**

The Board supports the major site plaza amenity with the proposed additional landscaping at the stairway away from the Silver Cloud. The façade treatment at the solid portions of the wall along Eastlake between the loading dock and secondary Gunn entrance were found to be acceptable. Given the level of interest created with horizontal wood rain screen siding and raised planter beds along the building, the Board felt this was a good resolution. The Board suggested that the applicant consider a security gate at the recessed Fairview entry. The Eastlake entrance was seen as more active and would not require further security considerations. The corner of the building on the Eastlake façade near the stairway passageway will need to be carved back at the ground level to ease the pedestrian transition to and from the stairwell. The change of form would be from the ground level to the first lab floor. The Board reviewed materials at the garage and on the stair planters and preferred brick at that location. The Board suggested a glass “gasket” on the Eastlake Avenue facade at the change of building architectural language (“between the two buildings”). The Board suggested colonnade lighting on Eastlake. The Board discussed signage needed for way-finding through the site, bicycle access and light spill to the neighboring Silver Cloud.

**Departures**

The applicant proposed one development standard departure as shown in the matrix below.

<i><b>Development Standard</b></i>	<i><b>allowed</b></i>	<i><b>Proposed</b></i>	<i><b>Departure amount</b></i>	<i><b>Related guideline</b></i>	<i><b>How this departure helps meet the priority guidelines</b></i>
23.53.035 Structural Building Overhang and minor encroachments	15 feet	36.5 feet	21.5 feet	A-1 Responding to site characteristics and A-2 Streetscape Compatibility	The large overlook help express the site entry, creates streetscape interest at the site, reinforces important pedestrian scale spatial characterizes at the

Board Recommendation:

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the Design Review Board members felt that all of the guidance that had been given in the previous meetings had been addressed by the applicant. In addition, the four (4) member Board supported the departure request and **recommended approval with conditions** of the design to the Director. The conditions are as follows and are enumerated at the end of this document:

1. Retain brick at the garage and on the stair planters. (Guideline C-1, C-2, D-2 )
2. Create a glass “gasket” on the Eastlake Ave façade between the “Gunn building” and the main building. (Guideline A-2, C-1, C-2 )
3. Include colonnade lighting on the Eastlake Avenue façade. (Guideline A-4, C-2, D-7 )
4. Create an easy and recognizable access for bicycles to the plaza. Use runnels at stair access points, include bike racks and/or lockers. (Guideline D-7, A-4 )
5. Create signage and way-finding through the site from both streets. (Guideline A-4, A-1 )
6. Create no-glare lighting, omit up-lighting. (Guideline A-5, E-3 )

**SEPA**

The proposed project is a revision to the issued MUP (3004985) for a new biotechnology research facility. The applicant provided a revised SEPA checklist to identify any changes to the existing approved SEPA to determine if additional conditioning is necessary.

**ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle 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 and dated May 18, 2007 and revised December 3, 2009 and annotated by the Land Use Planner. The revised project SEPA checklist, dated March 28, 2014, was the subject of this review. The information in the checklist, the supplemental information submitted by the applicant 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 policies 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 25.05.665), mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

### Short-term Impacts

Temporary or construction-related impacts are expected. They include demolition and construction activities that could result in construction dust and storm water runoff, temporary soil erosion, emissions from construction machinery and vehicles, increased particulate levels during excavation and construction, increased noise level, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. These impacts are not considered significant because they are temporary and/or minor in scope (SMC 25.05.794).

City codes and/or 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 Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts.

The other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, additional parking demand generated by construction personnel and equipment, increased use of energy and natural resources, increased greenhouse gas emissions) are not sufficiently adverse to warrant further mitigation or discussion.

### 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. 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.

### Earth Impacts

The proposal site, located in a liquefaction Potential Area, has a small steep slope area on the eastern portion of the site along Eastlake Avenue East. The small steep slope appears to be less than 20 feet in height and/or has been created by previous grading and construction activities at this site. Because of this the ECA Steep Slope development standards (i.e. threshold disturbance level of 30 percent of the steep slope critical areas and requirements for a steep slope area variance) are waived for future development at this site. Thus the steep slope exemption was granted July 12, 2006.

The applicant has submitted a Geotechnical Engineering Study addressing soil foundation support considerations, site preparation, grading erosion control and drainage recommendations. The report indicated that the site is geotechnically suitable for the development of the proposed apartment and that the risk of damage to the development or adjacent properties from soil instability will be minimal. The proposed development would not increase the potential for soil movement.

Review of the submitted report and approval of the resultant plans and construction methods will be subject to the standards of the Stormwater, Grading, and Drainage Control Code, as well as the Environmentally Critical Area Ordinance. No further mitigation for the purposes of SEPA compliance is warranted.

### Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

### Transportation and Parking

The applicant has provided documentation of transportation and parking impacts by Heffron Transportation, Inc., in several reports and updates throughout the review process. The initial report was dated February 12, 2008. Following revisions to the project, including relocation of the proposed loading dock, an updated Traffic and Parking Analysis (dated July 13, 2010) was submitted. This was supplemented with additional information in a memo dated August 2, 2010.

The proposed development is projected to generate approximately 810 new daily vehicle trips, of which 72 would occur in the morning peak hour and 91 in the afternoon peak hour. This additional traffic will impact the surrounding street network. North of the project site, the intersection of Fairview Avenue N/Eastlake Avenue N was analyzed and forecast to operate at an acceptable level of service (LOS B) with project traffic. The project is not expected to adversely affect intersection operations north of the site.

South of the site, the project's transportation impacts are mitigated to a less-than-significant level through the project's participation in the South Lake Union voluntary payment program. Through this program, developers within South Lake Union may make a payment based on project size and use to be applied by the Seattle Department of Transportation to transportation projects that are part of the South Lake Union Transportation Study capital program. Transportation Management Programs (TMPs) that reduce single-occupant vehicle (SOV) trip generation may be used in conjunction with mitigation payments, and may lead to reductions in the payment amount commensurate with SOV reductions.

The project initially proposed to implement a TMP with an SOV goal of 52%. With this TMP goal, the project would be expected to generate a peak parking demand of 104 spaces. The proposed on-site parking supply is 85 spaces, which would result in a parking spillover of about 23 vehicles during peak times (forecast to be around noon). No parking is allowed on this section of Fairview Avenue N. On-street parking on Eastlake Avenue N and other nearby streets is heavily utilized, and little capacity exists for additional on-street parking, particularly for

longer than two hours. Heffron's August 2 memo notes that peak parking demand likely would not exceed the parking supply if a 42% SOV goal were achieved. This goal would eliminate or substantially reduce off-site parking impacts, and is expected to be attainable with an aggressive TMP. No additional mitigation pursuant to SMC 25.05.675 M is warranted.

With the anticipated reduction in project traffic due to implementation of the TMP, the total mitigation payment for the project is \$102,146.00, as shown in Table 1, Updated Mitigation Fee, submitted January 2015. No additional mitigation pursuant to SMC 25.05.675 R is warranted.

### 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

### Historic Preservation

Due to the age of the Gunn Building on the north end of the subject site and due to the proposed project's adjacency to landmark structures off-site (the Lake Union Steam Plant and Hydro House) a review of the proposal was requested of the Department of Neighborhoods (DON), to consider SEPA policies found in SMC 25.05.675H. DON staff reviewed the historic referral and determined that it is unlikely that the Gunn Building would meet the standards for designation as an individual landmark and that additional mitigation to minimize impacts to the adjacent landmark structures is not warranted. (LPB 435/10 dated October 12, 2010)

### Archaeology

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Historic Preservation Policy (SMC 25.05.675 H) allows the reviewing agency to mitigate impacts associated with a potentially significant archaeological site. Maps on file at DPD indicate that the subject site is within 200 feet of the US Government Meander Line. Since excavation is proposed, pursuant to SEPA and Director's Rule 2-98, conditioning will be required to mitigate adverse impacts to any inadvertently discovered archaeologically significant resource.

Other long-term impacts are typical of development and will be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption); and the Environmentally Critical Area Regulations.

**DECISION - SEPA**

The 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] 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 43.21C.030 (2)(C).

**CONDITIONS – Design Review**

*Prior to issuance of building permit:*

1. Provide evidence of approval from SDOT for the Structural Building Overhang for the plaza level overlook to extend into Fairview Ave right-of-way as contemplated by Design Review departure.
2. Retain brick at the garage and on the stair planters.
3. Create a glass “gasket” on the Eastlake Ave façade between the “Gunn building” and the main building.
4. Include colonnade lighting on the Eastlake Avenue façade.
5. Create an easy and recognizable access for bicycles to the plaza. Use runnels at stair access points, include bike racks and/or lockers.
6. Create signage and way-finding through the site from both streets.
7. Create no-glare lighting, omit up-lighting in the plaza.

*Prior to final approval of building permit:*

8. Install large trees as per industry standards in the plaza.

**CONDITIONS – SEPA**

*Prior to Issuance of Building Permit (including grading, demolition and construction)*

9. The owner and/or responsible parties shall provide DPD with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 26.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

10. The applicant and the contractor for the project shall prepare a Construction Management Plan to address construction traffic and parking for workers and construction vehicles, for review and approval by SDOT and DPD. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. Trucks related to the construction activity shall avoid peak periods 3:00 - 6:00 P.M., Monday through Friday.
11. The applicant shall make the transportation mitigation fee payment of \$102,146.00. SDOT shall apply the fee to fund transportation capital projects identified in the South Lake Union Transportation Study.
12. A Transportation Management Program shall be prepared and submitted to DPD. It shall be consistent with Director's Rule 10-2012 or any applicable successor Rule. The goal for the TMP will be a maximum of 42% of non-retail employee trips by single-occupant vehicle (SOV). The TMP will include all required elements as identified in the Director's Rule, and additional elements determined by SDOT and DPD staff to be necessary to achieve the TMP goal.

*During building demolition and site work:*

*The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.*

13. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall stop work immediately and notify DPD (Holly J. Godard via email at [Holly.Godard@Seattle.gov](mailto:Holly.Godard@Seattle.gov) or tel. 206-384-0532) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed. The developer must abide by all regulations 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 their successors.

For the Life of the Project

14. The Transportation Management Program prepared and submitted to DPD shall apply for the life of the project. The TMP will include all required elements as identified in the Director's Rule 10-2012, and additional elements determined by SDOT and DPD staff to be necessary to achieve the TMP goal.

Signature: Denise R. Minnerly for Date: March 30, 2015  
Holly J. Godard, 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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.