



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: 3016059
Applicant Name: Jon Hall, GGLO
Address of Proposal: 624 Yale Avenue North

SUMMARY OF PROPOSAL

Land Use Application to allow a 9-story structure containing 204 residential units above 1,800 sq. ft. of retail. Parking for 114 vehicles to be provided below grade. Existing structures on the west half of site to be demolished. Structure on the northeast site (617 Eastlake Avenue East) to remain with revision to loading docks. Project includes 9,600 cu. yds. of grading.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code, with, Departures:

Development Standard Departure to allow a greater setback from the property line (SMC 23.48.014.D.2.)

Development Standard Departure to allow an object in the sight triangle (SMC 23.54.030.G.)

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

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS

[X] DNS with conditions

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

Site and Vicinity

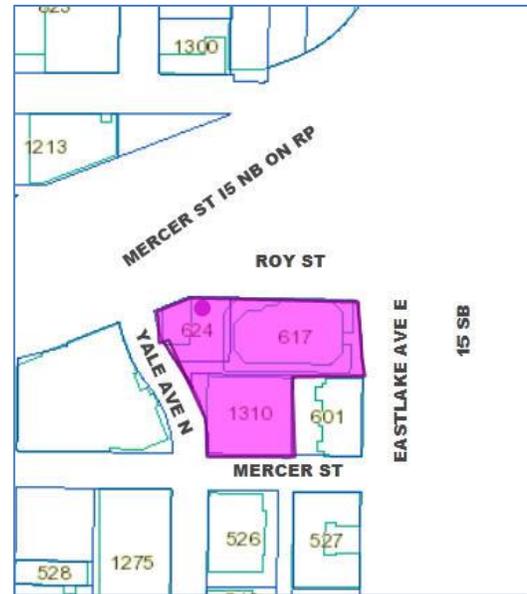
Site Zone: Seattle Mixed – 85 Foot Height Limit (SM-85)

Nearby Zones: (North) SM-85/65-160
(South) SM-85
(East) SM-85
(West) SM-85

Lot Area: 60,190 square feet

Site Development

The site occupies most of a block bounded by the southbound I-5 on-ramp, Roy St, Eastlake Ave E, Mercer St, and Yale Ave N. The site is occupied by three commercial buildings constructed in the 20th century, with surface and underground parking.



Surrounding Development and Neighborhood Character

The surrounding development is a mix of uses and structures of varying ages. Nearby development includes older 1-2 story commercial structures, early 20th century residential structure, mid to late 20th century multi-story office structures, and a recently constructed mixed-use development with a variety of office, retail, and residential uses. The area was recently rezoned from SM- 75 to SM-85.

Several historic landmarks are located nearby, including, but not limited to, the Supply Laundry Building and St. Spiridon Russian Orthodox Cathedral. A historic landmark (the three-story Jensen Block mixed use building) is located on the southeast portion of this block, adjacent to two sides of the subject property.

Recreational opportunities include Lake Union a few blocks to the northwest and Cascade Playground a few blocks to the southwest. The area offers frequent transit service, including the South Lake Union Streetcar 6 blocks to the west, and several nearby bus routes.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: December 11, 2013

DESIGN PROPOSAL

The Early Design Guidance (EDG) Design Proposal booklet includes materials presented at the 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.

The booklet is also available to view in the DPD file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant noted that the proposed hillclimb shown in the packet is intended to be a series of stoops and landings to create grade transitions to the street level residential units on Mercer St. Zero feet to five feet is proposed as the setback in these areas.

The pedestrian connection between the two buildings on Yale Ave N. is anticipated to be 20-30' in width. The connection would allow access from Yale Ave N. through to Roy St, in response to the existing pedestrian routes that people use to access Lakeview Ave across I-5. The connection would also allow people to climb stairs to continue the connection across the adjacent office building over to Eastlake Ave.

PUBLIC COMMENT

The following comments were expressed at the Early Design Guidance meeting:

- Active uses such as retail or public open space should be included at the ground level, rather than only residential.
- The proposed height is taller than nearby recent development and should respond to that context.

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 following siting and design guidance.

EARLY DESIGN GUIDANCE (December 11, 2013):

- 1. Parking Access Alternatives:** The Board was divided on the subject of the garage entry location. A location on the busy and steeply sloped Mercer Street may create long queuing for cars exiting the driveway, which would result in increased exhaust and noise for residents at street level. A location at Yale Ave N would reduce the usable residential pedestrian/courtyard area. The Board noted a possible alternative may include a one-way garage access at Yale Ave N. and a one-way garage access at Roy St. The Board also

directed the applicant to explore the potential for using the existing garage on the office building portion of the site for the residential parking needs.

- a. At the Recommendation meeting, the applicant should demonstrate how the parking access is designed in response to the adjacent street level context, and how the parking access is designed to minimize visual and physical impacts to the pedestrian environment. The Board noted that a vehicular entry on Yale Ave N should be designed to complement the pedestrian traffic at the lobby entry and the courtyard, similar to woonerf designs. (A-1, A-7, A-8, C-5, D-12)

2. Massing Alternatives and Design Concept: The Board was supportive of the preferred massing alternative.

- a. The Board supported the proposed upper level setback and suggested that extending the upper level setback to part of the south façade may help to create a better transition in massing to the lower residential buildings to the south. (B-1)
- b. The Board recommended that the design of the two buildings result in a visual distinction as two buildings, rather than one large building. Each building should present a unified design concept, but the buildings should be treated differently. (C-1, C-2, C-4)
- c. The Board supported the intent of a significant design move at the bay of the ‘north’ building above the residential lobby. The Board noted that a visual focus is a positive response to the context of the grid shift on Yale Ave N, and serves to emphasize the proposed residential lobby at street level. The Board recommended that this design move should be a strongly expressed architectural form, rather than a minor material change or flourish. (A-4, A-6, C-2, C-4, D-12)
- d. Each street frontage should be designed in response to the context of the adjacent street. For instance, Yale Ave N. is a quieter street suited to residential stoops. Mercer Street is steeply sloped with more traffic, which is better suited to commercial storefront design. (A-1, A-2, A-4, A-6)
- e. The Board directed the applicant to provide street level entries for residences at street level. Stoops, patios, and landscaping should be used to create a visual buffer for residents at street level, to discourage closed blinds 24/7. (A-1, A-2, A-4, A-6)

3. Open Space Design. The proposed design should maximize opportunities for views, solar access opportunities for pedestrians, and private open space should be designed to maximize pedestrian safety.

- a. The design concept should maximize views to the north from the residential open spaces and the public pathway on the north side of the site. The Board noted that this is a significant view opportunity to Lake Union because of the location of the I-5 on ramp adjacent to the site. The views warrant pedestrian enhancement of the public pathway on the north side of the site. (A-1, D-1)
- b. The Board recognized the challenge of buffering the I-5 noise at the site. Landscaping should be designed to mitigate the impacts of noise in the residential open spaces and pedestrian walkways.
- c. The Board supported the proposed design intent to maximize the solar access on the west street frontage for pedestrians and residents adjacent to the site. (A-1, D-1)
- d. The Board felt that the nature of the proposed pedestrian connection through the site. If the connection is intended for public use, it should be designed to appear public and welcoming. If it is intended for private use, it should be designed to maximize safety

- for residents and office workers (clear sight lines, lighting, glazed building areas fronting the connection, etc.). (D-1, D-7)
- e. The Board noted that the hillclimb identified for Mercer Street is actually intended as private residential open space with a series of landings and stoops. The design of these areas should provide at least 5-7' of depth for usable patio space.

FINAL RECOMMENDATION MEETING: December 3, 2014

DESIGN DEVELOPMENT

In response to the Early Design Guidance (EDG), the applicant described how the design concept for the preferred scheme had been further developed. The applicant specifically addressed the public realm, upper level setback, stair tower, retail corner at Mercer and Yale, and architectural character of the two buildings.

The structure featured three right-of-way frontages that contributed to the public realm of the neighborhood. Along the Mercer Street on ramp, dense landscaping was provided as a buffer to the impacts of the interstate onramp. Yale Avenue terminates at the northwest end of the site, providing an opportunity to contribute to the existing public realm character of Yale Avenue and the neighborhood. At this location a sunken garden was proposed with pedestrian scale lighting, metal and wood lean rail/vehicular guard rail, and a variety of pavement treatment. At the center of the Yale Avenue frontage was a courtyard. The courtyard contained features similar to those found in the sunken garden, as well as bike racks, wood benches, moveable bistro tables and chairs, and water feature. The Mercer Street/Yale Avenue intersection proposed structural setbacks to allow for an outdoor café and ample spill out area for the retail use at this corner. Moving up Mercer Street, the grade limits opportunity for a strong connection, so to mitigate, the applicant proposed setting the structure back to accommodate the trash room, parking garage entry, and resident amenity areas. This setback was intended to provide refuge in this transitional zone.

As recommended by the Board, the applicant provided upper level setbacks, stepping the structure's mass away from the development to the south. This setback resulted in a stepping motif which was carried through the façade treatment. The two structures were no longer connected by a sky bridge, as was proposed at the EDG meeting. The applicant described the intent to design two buildings with one unified language. Dark masonry wrapped the base of the structures, stepping up to light masonry material. The window wall design was shared by both buildings to embrace the courtyard between the structures.

PUBLIC COMMENT

No public comment was offered at the Recommendation meeting.

PRIORITIES & BOARD RECOMMENDATIONS

RECOMMENDATION (December 3, 2014)

The Board was pleased with the applicant's response to the Early Design Guidance. They supported the upper level setbacks, the tower feature, and public realm response.

1. **Architectural Expression.** The Board supported the applicant's response to guidance for upper level setbacks, pointing out the resulting stepped motif. The Board appreciated the continuation of this theme to the other facades on both buildings.
 - a. The Board noted that the east elevation of the north building could use further refinement of the stepped expression. The Board directed further development of this façade treatment, resulting in a clear expression of the stepped theme on the east façade of the north building. The Board suggested using the windows and/or brick recesses as boundaries for the steps, creating a coherent and consistent treatment. (B-1, C-1, C-2)
2. **Public Realm, Mercer Street.** The Board supported the overall public realm design. Discussion focused on the location of the driveway and pedestrian entrance to the bike room. Concern was expressed regarding this location, and potential challenges in the interaction between vehicles and pedestrians.
 - a. The Board supported the location of the garage entrance, trash room, and bike.
 - b. The Board directed the addition of lighting at this location to increase pedestrian safety (A-2, A-8, D-7).
 - c. The Board agreed the signage program was an important element of the architectural expression, and wayfinding within the development. The Board directed that a signage plan detailing all signage be included in the plan set (A-1, A-2, A-4, B-1, C-2, D-1).

DESIGN GUIDELINES

The Citywide and Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. SITE PLANNING AND MASSING

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

SLU-specific supplemental guidance:

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design*(LEED) manual which provides additional information. Examples include:

- Solar orientation
- Storm water run-off, detention and filtration systems
- Sustainable landscaping
- Versatile building design for entire building life cycle

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

SLU-specific supplemental guidance:

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth.
- Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

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

SLU-specific supplemental guidance:

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

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

SLU-specific supplemental guidance:

Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

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

B. ARCHITECTURAL EXPRESSION

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance:

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

C. THE STREETScape

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 character and siting pattern of neighboring buildings.

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.

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 facade walls.

SLU-specific supplemental guidance:

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

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

D. PUBLIC AMENITIES

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

SLU-specific supplemental guidance:

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

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

SLU-specific supplemental guidance:

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well- designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.

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

E. VEHICULAR ACCESS AND PARKING

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.

SLU-specific supplemental guidance:

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the Recommendation meeting, the following departures were requested:

1. **Street-Level Setbacks (SMC 23.48.014.D.2.):** The Code allows a setback no greater than 12 feet from the property line. The applicant's departure requests that the structure be set back a maximum of 16 feet from the property lines at Yale Avenue and at Mercer Street. The intent of this request is to encourage pedestrian activity and allow for spill out from the retail business onto the sidewalk and vice-versa.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that greater setback provides a zone for spill out from the retail use, encouraging pedestrian activity (A-2, A-4).

2. **Sight Triangle (SMC 23.54.030.G.):** The Code requires two way driveways that are at least 22 feet wide to have a sight triangle on each side. The sight triangle is required to be kept clear of any obstruction for a distance of ten feet from the intersection of the driveway with a sidewalk. The applicant proposes structural columns in the sight triangle. The purpose of the columns is to support the building above. This portion of the structure is setback at this location to allow for greater transition into the resident amenity areas and minimize the presence and appearance of the garage entrance.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board agreed that the departure request encourages a design that better meets the design guidelines by minimizing the appearance of the garage entrance, and providing a transitional zone for pedestrians to safely enter and exit the building (A-2, A-5, C-5, D-1, D-7).

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Wednesday, December 03, 2014, and the materials shown and verbally described by the applicant at the Wednesday, December 03, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

Compliance with these conditions is required prior to issuance of the Master Use Permit:

1. **Signage Plan:** Include in the plan set a signage plan detailing all signage illustrated in the Recommendation packet (A-1, A-2, A-4, B-1, C-2, D-1);

2. **Lighting at the Garage Entrance:** Include additional lighting (in addition to the proposed lighting on the building overhang) near the garage entrance to increase pedestrian safety (A-2, A-8, D-7);
3. **East Façade of North Building:** Develop the east façade of the north building to continue the stepped design concept. The treatment should result in a clear expression of the stepped theme (B-1, C-1, C-2).

DECISION – DESIGN REVIEW

Director’s Analysis

Four members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines that 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.F.3). 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 four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. 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. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

Director’s Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle *Design Review Guidelines for Multifamily and Commercial Buildings*. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified; therefore, 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 (WAC) 197-11, and the Seattle SEPA Ordinance (SMC 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The DPD has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans, any additional information in the file, and considered any pertinent comments which may have been received regarding this proposed action. As indicated in the checklist, this action may result in adverse impacts to the environment; however, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The *SEPA Overview Policy* (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The *SEPA 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 (SMC 25.05.665). Under such limitations, mitigation may be considered; a detailed discussion of some of the impacts is appropriate.

Codes and development regulations applicable to this proposed project that will provide mitigation for short and/or long term impacts may include 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. Additional discussion of short- and long-term impacts, and conditions to sufficiently mitigate impacts where necessary, is found below.

PUBLIC COMMENT:

The SEPA public comment period ended April 16, 2014. A comment was received requesting information related to vehicular parking impacts on the neighborhood.

A. SHORT-TERM IMPACTS

Temporary or construction-related impacts are anticipated to result in some adverse impacts. Examples of impacts may include temporary soil erosion, decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site, increased noise and/or vibration from construction operations and equipment, increased traffic and parking demand from construction personnel traveling to and from the work site, consumption of renewable and non-renewable resources, and/or an increase in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. Compliance with applicable codes and ordinances will

Air Quality/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 due to the relatively minor contribution of greenhouse gas emissions from this project. SEPA conditioning is not warranted to mitigate air quality impacts pursuant to *SEPA Policy* (SMC 25.05.675.A.).

Construction Impacts: Parking and Traffic

During construction a temporary increase in traffic volumes to the site is expected due to travel to the site by construction workers and the transport of construction materials. Furthermore, additional parking demand from construction vehicles is expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities. The *Street Use Ordinance* contains regulation that mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is regulated with a street use permit through the City of Seattle Department of Transportation (SDOT).

Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this demand could be adverse. Pursuant to *SEPA Policy* SMC 25.05.675.B.2.g., in order to minimize adverse impacts, the applicant shall provide a construction worker parking plan to reduce on-street parking.

Approximately 9,600 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on site, requiring disposal off site. Excavation and fill activity will require approximately 960 round trips with 10-yard hauling trucks or 480 round trips with 20-yard hauling trucks. Considering the large volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or existing the site 3:30PM – 7:00PM. Compliance with the *Street Use Ordinance* is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

B. LONG-TERM IMPACTS

Long term or use-related impacts are also anticipated as a result of this proposal. Examples of such impacts may include an increased surface water runoff due to greater site coverage by impervious surfaces, increased traffic in the area, an increase in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming, and increased demand for public services and utilities. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment; however, height, bulk and scale, historic preservation, public view protection, and parking and traffic warrant further analysis.

Air Quality/Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the projects' 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. SEPA conditioning is not warranted to mitigate air quality impacts pursuant to *SEPA Policy* SMC 25.05.675.A.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of height, bulk and scale; see the above *Design Review Analysis* for details of the process and design changes. "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" (SMC 25.05.675.G). No further SEPA mitigation is warranted.

Historic Preservation

The subject site contains two existing vacant commercial structures, both more than 50 years old. The Department of Planning and Development (DPD) referred the proposal to the Department of Neighborhoods (DON) for review per SMC 25.05.675.H.2.c. Based on the review of the referral, DON has determined that it is unlikely that either of the subject buildings would meet the standards for designation as an individual landmark (LPB 659/14). No mitigation is warranted pursuant to *SEPA Policy* SMC 25.05.675.H.

Parking and Traffic

The Traffic and Parking Analysis (Transportation Group, September 2014) provides includes estimated parking demand by use, residential and retail. Relative to the residential use, it is estimated that the project will generate a combined tenant and visitor parking demand of 0.85 vehicles per unit or approximately 170 spaces. The retail component is estimated to generate a total peak parking demand of two vehicles. Based on the projected parking demand and supply, a potential parking shortfall may occur. To the extent that any addition parking is required to meet actual market demands, the applicant has indicated that agreements may be made with one or more nearby developments in order to meet residential demand. While on-site vehicular parking is not required due to the site's location within the South Lake Union Urban Center, 150 spaces are provided.

The trip generation estimated is 42 total net new trips, with 28 trips during the weekday PM peak hour. The DPD Transportation Planner reviewed the information and has determined that while these impacts are adverse, they are not expected to be significant. Furthermore, No SEPA authority is provided for mitigation of the impact of development on parking availability in the

South Lake Union Urban Center (SMC 25.05.675.M.). No mitigation for parking is available or warranted.

The subject site is within the South Lake Union Transportation Plan; therefore, to mitigate impacts of the proposal on the surrounding transportation system, a condition is included requiring a South Lake Union transportation mitigation payment. Payments are based on the cost of transportation improvements identified in a City of Seattle prepared area-wide transportation study. Payments are calculated by general land use categories and amount of floor area or number of dwelling units. The payments are to be applied to a comprehensive set of transportation improvements identified in the transportation study, based on a development's impacts. Improvements in the transportation plan include a combination of vehicle, bicycle, pedestrian, and transit projects located in the neighborhood which would benefit all users. The transportation mitigation payment, \$38,169, shall be paid prior to issuance of a construction permit.

Public View Protection

It is the City's policy to protect views of significant natural and human made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union, and the Ship Canal, from public spaces consisting of the specified viewpoints, parks, scenic routes, and view corridors (SMC 25.05.675.P.). Interstate 5 (I-5) and the I-5 off/on ramps at Mercer Street in this location are designed scenic routes per SMC 25.05.675.P. A view protection analysis was submitted illustrating the impacts of the project on protected views. As shown from the analysis, no views are significantly impacted by the development. No mitigation is warranted pursuant to *SEPA Policy SMC 25.05.675.P.*

Summary

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

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 (Revised Code of Washington (RCW) 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21.030(2)(c).
- Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2)(C).

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 DNS 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 DNS.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy:

1. 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 subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner, Carly Guillory.
2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating 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, Carly Guillory.

For the Life of the Project:

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner, Carly Guillory.

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Construction Permit:

4. The applicant shall submit a construction management plan, to DPD and SDOT, including a construction worker parking plan, truck haul routes, and a sidewalk closure plan.

5. The applicant shall pay the South Lake Union Transportation Mitigation Payment from the Seattle Department of Transportation in the amount of \$38,169.

Signature: Denise R. Minnerly for Date: April 27, 2015
Carly Guillory, Land Use Planner
Department of Planning and Development

CG:drm

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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.