



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: 3016362
Applicant Name: Jodi O'Hare for Alexandria Real Estate
Address of Proposal: 400 Dexter Avenue N

SUMMARY OF PROPOSAL

Land Use Application to allow a 12-story building containing 275,050 square feet of office, and 13,800 sq. ft. of retail space at ground level. Proposal includes parking for 414 vehicles to be provided in 5 levels below grade. Project also includes 58,000 cu. yds. of grading, demolition of existing structures, and relocation of a historic landmark (Dexter Ave Street Clock).

The following approvals are required:

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

Development Standard Departure to exceed a maximum façade length. (SMC 23.48.013.D.1)

Development Standard Departure to reduce minimum dimensions of a façade modulation recess. (SMC 23.49.013.D.2)

Development Standard Departure to exceed the maximum percentage of required open space that abuts a sidewalk. (SMC 23.48.014.G.1.b)

Development Standard Departure to reduce the minimum clear height of a portion of required open space. (SMC 23.48.014.G.1.d.2)

Special Exception to Exceed Maximum Parking – Chapter 23.48.032, Seattle Municipal Code.

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

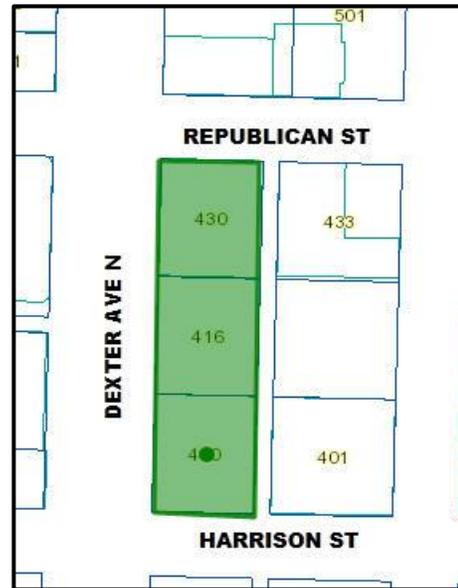
SEPA DETERMINATION: Exempt DNS MDNS EIS
 MDNS with conditions
 DNS involving non-exempt grading or demolition,
or involving another agency with jurisdiction.

Site:

Site Zone: SM 160/85-240

Nearby Zones:
(North) SM 160/85-240
(South) SM 160/85-240
(East) SM 85-240
(West) SM 160/85-240

Lot Area: 36,003 sq. ft.



Site Development:

The site is currently occupied by three, one story commercial structures, from approximately 1928 – 1946. A city-designated landmark Street Clock is located on the sidewalk near Dexter and Harrison, and must be retained.

Access:

Pedestrian access is from the three surrounding sidewalks along Dexter Avenue, Harrison and Republican Streets. Vehicular access is from the adjacent alley, plus two existing curb cuts directly off Dexter Avenue, which will not be retained.

Surrounding Development and Neighborhood Character:

Surrounding blocks exhibit a range of parking lots, commercial uses and building scales, typically 1-3 stories. A newer 9 story lab building (UW Medical) is across Republican Street to the north. The surrounding neighborhood is rapidly transforming from parking lots and mixed commercial buildings of various scales, to a high density, mixed use district adjacent to the downtown core.

Environmentally Critical Areas (ECA's):

None.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE March 19, 2014

The booklet includes materials presented at the meeting, and is available online by entering the project number (3016362) 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 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

PUBLIC COMMENT

There was no public comment at this Early Design Guidance (EDG) meeting.

FINAL RECOMMENDATION February 18, 2015

The booklet includes materials presented at the meeting, and is available online by entering the project number (3016362) 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 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

PUBLIC COMMENT

During public comment speakers raised the following issues and concerns:

- Concerned about lighting levels and security for the open public plaza at the south.

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 Citywide and *South Lake Union Neighborhood specific 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](#).

All page references below are to the Recommendation Booklet dated February 18, 2015.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

At the Early Design Guidance Meeting, the Board strongly supported the south facing plaza and level five decks, but encouraged the exploration of operable windows for natural ventilation, and exterior sun shades on the south and long east and west facades; these could also add visual scale and texture (see DC2-D)

At the Final Recommendation Meeting, the Board supported the south plaza, and recommended retention of the trees shown on the level 12 and two level 5 decks. While not especially deep, the Board recommended retention of the 6 inch mullion projections on the south and west upper floors wrapping the ‘shadow box’ spandrels, as a modest shading and scale device.

South Lake Union Supplemental Guidance:

CS1-I Responding To Site Characteristics

CS1-I-i. Sustainable Design: 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.

See comments under CS1-B.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

At the Early Design Guidance Meeting, the Board agreed the building will be a minor gateway into the district along Dexter and at the future Republican off-ramp, and supported the strong ‘grounding massing element’ of the preferred option, and having the tower setback about 35 ft. off Republican.

At the Final Recommendation Meeting, the Board supported the refined massing element.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

At the Early Design Guidance Meeting, the Board discussed how this site is a full half block and two corners, yet the preferred massing is broken down in a carefully scaled way.

At the Final Recommendation Meeting, the Board agreed the long facades displayed multiple scales, but recommended the west façade be refined (see condition #1), and the east façade “square element” provide more contrast (see condition #2), as its more visible from the east than a typical alley façade. Both refinements were detailed by the Board and are described under conditions #1 & #2 found on the last pages of this report.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

At the Early Design Guidance Meeting, the Board agreed at this zone change location, the tower mass is better shorter in length and a bit wide (see Departure comments), and its facades must be sufficiently broken down with notches and material changes, as shown on pages 35 and 43.

At the Final Recommendation Meeting, the Board discussed this topic at length; see departure # 1.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: 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.

At the Early Design Guidance Meeting, the Board applauded the south facing plaza and the roof deck above it for providing outlooks and overviews.

At the Final Recommendation Meeting, the Board reiterated support for the plaza and occupiable decks, including the level 5 access doors and trees as shown.

CS2-I-iv. Heart Locations: Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their

central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. [Staff Note: Harrison Street is the only adjacent/nearby 'heart location' to this site]

At the Early Design Guidance Meeting, the Board agreed the plaza location reinforces the designated 'heart location' of Harrison Street, and encouraged the plaza landscape design to fully orient towards and engage that street, which the concept design on page 36 appears to do well. The design should further consider that Harrison connects from Uptown to the I-5 corridor.

At the Final Recommendation Meeting, the Board supported the refined plaza design, with the condition described under DC3-III, and the ground level uses and landscape design along Harrison, as shown on pages 20 and 4/30.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

At the Early Design Guidance Meeting, the Board agreed the newer UW buildings to the north provide a good precedent for contemporary design, material quality and compositional interest, but the proposed architectural character should not match exactly or be too derivative of other contemporary buildings in South Lake Union.

At the Final Recommendation Meeting, the Board supported the diverse and quality materiality proposed for the building, as depicted on pages 42-45, with the recommended conditions #3-5 described and found on the last pages of this report.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

At the Early Design Guidance Meeting, the Board agreed the Street Clock is a valuable historical reference, and it should be located near the property corner where the lack of tree

canopies would ensure its visibility to all traffic modes. Other site or vicinity-specific research should explore local historic and/or cultural themes that might inform or activate the plaza and sidewalks (also see DC3-II).

At the Final Recommendation Meeting, the Board supported the circular and gear motifs shown in the landscape patterns.

South Lake Union Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility

CS3-I-i. Facade Articulation: Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

At the Early Design Guidance Meeting, the Board supported the modulation and material variation implied by the option 3 sketches shown on pages 42 and 43.

At the Final Recommendation Meeting, the Board supported the façade modulation and rhythms shown on the detailed elevations and perspectives, with the recommended conditions #1 and #2 described in detail and found on the last pages of this report.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

At the Early Design Guidance Meeting, the Board requested a map of the open space network throughout South Lake Union, and how the south plaza relates to this network, and the Harrison Street 'heart'. The Board applauded the voluntary setbacks along Dexter to the building entrance,

and at the northwest corner (see page 33 plan), as valuable extensions of the public realm. The Board encouraged the plaza design to emphasize multi-use opportunities outlined under PL1-C-2, and to consider rain canopies for year round use.

At the Final Recommendation Meeting, the Board reiterated support for the plaza on Harrison Street and the voluntary setbacks along the other two streets.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

At the Early Design Guidance Meeting, the Board emphasized a generous lighting plan to ensure safety in the plaza and setback zones, especially during the transitional years of this district. A tall and highly transparent ground floor on all sides is also important to create pedestrian interest, merchant visibility and ensure eyes on the street security.

At the Final Recommendation Meeting, the Board recommended additional lighting along the alley, and in the south plaza, as described in the conditions on the last pages.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

At the Early Design Guidance Meeting, the Board supported the canopies and overhangs shown on page 42 and 43, and encouraged a shorter gap in protection along Dexter Avenue.

At the Final Recommendation Meeting, the Board supported the metal and glass canopies as shown on page 30, but recommended canopies be added to the three bays along Dexter Avenue shown to be lacking them on page 22, lower. This is described in detail under condition #3, found on the last pages of this report.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: 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.

PL1-I-iii. Sidewalk Retail: 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).

See comments under PL2 and PL3.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

At the Early Design Guidance Meeting, the Board cautioned that the mid-block office lobby entry should be more obvious and pronounced to the street, using a distinctive canopy and/or vertical element.

At the Final Recommendation Meeting, the Board supported the curved canopy shown on page 22, and encouraged that canopy and entrance to be even more distinct by using contrasting color, lighting and or materials.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

At the Early Design Guidance Meeting, the Board applauded the large amount of true commercial spaces along Republican and Dexter (rather than internally accessed ground level commercial), with multiple door entries activating the sidewalks, and encouraged a similar approach to the commercial frontage north of the plaza, and its proposed weather protection overhang. This location appears ideal for a café table spill out effect, or similar flexible use that energizes the plaza.

At the Final Recommendation Meeting, the Board supported the ground floor plan, doors and transparency along Dexter as shown on pages 19, 20 and 2/30.

South Lake Union Supplemental Guidance:

PL3-II Human Activity

PL3-II-i. Public/Private Transition: Create graceful transitions at the streetscape level between the public and private uses.

PL3-II-ii. Active Facades: Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

PL3-II-iii. Coordinate Retail/Pedestrian Activity: Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

PL3-II-iv. Activity Clusters: Create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

These neighborhood specific guidelines are supported by comments under PL2 and PL3, especially along the plaza frontage.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

At the Early Design Guidance Meeting, the Board agreed this location is prime for supporting alternate modes, especially since Dexter is a major commuter cycle route. The cyclist path from Dexter to office bike parking, lockers etc should be generous and convenient, ideally not shared with vehicles on the alley. The Board requested more details on the entire bike parking scheme. The plaza and adjacent bus stop are ideally situated to accommodate transit users.

At the Final Recommendation Meeting, the Board strongly supported the cyclist access route and facilities as shown on page 39.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

At the Early Design Guidance Meeting, the Board supported the placement of parking, loading and services as shown on page 33, along the alley and well away from the plaza and Republican street; this affords deep commercial spaces and length for vehicle queuing.

At the Final Recommendation Meeting, the Board reiterated support for the parking, loading and service locations as shown on page 22, and the high quality alley façade design shown on page 43.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

At the Early Design Guidance Meeting, the Board encouraged further exploration of these guidelines in the tower facades as well as along all sidewalk walls, especially that the ‘grounding

element' at the property line along Dexter Avenue not be blank or lacking interest. The Board agreed the upper tower facades on all sides will be highly visible for the near future.

At the Final Recommendation Meeting, the Board supported the composition, materials and distinctive copper color/patina as shown on the perspectives and material board, with the refinements described in detail and found under condition #4 on the last pages of this report.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

At the Early Design Guidance Meeting, the Board agreed the plaza and adjacent commercial frontage is a prime opportunity to create a district-energizing gathering space, not simply another semi-public space for tenants, and strongly encouraged an open, flexible landscape design that accommodates multiple uses and activities over time (also see CS2-I-iv).

At the Final Recommendation Meeting, the Board supported the tall transparent retail frontage and three doors shown on pages 20, 28 and 1/30, the café zone with no fence, and the landscape design shown on page 35.

South Lake Union Supplemental Guidance:

DC3-I Landscaping To Reinforce Design Continuity With Adjacent Sites

DC3-I-i. Sustainable Landscaping: Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

DC3-I-ii. Native Vegetation: Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.

DC3-II Landscaping To Enhance The Building and/or Site

DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

DC3-III Landscape Design To Address Special Site Conditions

At the Early Design Guidance Meeting, the Board encouraged the plaza design to emphasize sustainable site and indigenous landscape design, to showcase the street clock and other site-specific historic/cultural themes, and to integrate artwork or other strong placemaking elements, possibly reinforcing the Harrison Street 'heart location' and its history.

At the Final Recommendation Meeting, the Board supported the southwest corner landscape design which celebrates the retained street clock, and the design of the south plaza, but recommended the cylindrical garage intake at the southeast plaza entry (pg. 35) be refined, per the condition on the last pages.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

At the Early Design Guidance Meeting, the Board agreed the basic pavement-to-landscaping ratio and café table approach shown on page 36 are promising, and the paving materials and composition appear to define sub-areas, but the Board requests more rationale for the circular theme and details on all the materials and plant species (also see DC3 and DC3-III).

At the Final Recommendation Meeting, the Board supported the façade materials, landscape design and planting species shown on pages 42-45, and 34-37. See comments under CS3-B and DC3-III for the circular theme at the plaza.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on any 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 departures were requested:

1. **Maximum Façade Length (SMC 23.48.013.D.1):** The Code requires a maximum facade length of 120 ft. above 125 ft. height and within the first 15 ft. of street lot lines. The applicant proposes the following for the three floors above 125 ft.: floors 10/11 are 250 ft. long with a continuous 5 ft. setback, and an additional 5 x 35 ft. corner notch at the southwest corner; floor 12 is 230 ft. long with a continuous 10 ft. setback.

The Board agreed the continuous 5 and 10 ft. setbacks on the upper three floors reduced the bulk perceived from the street, and agreed the southeast notch was an important expression of interlocking boxes. The Board's support of this departure

was conditioned on the 40-51 ft. wide and 10 ft. deep square recess shown between levels 5 and 8, as it creates a very legible modulation closer to the street. (DC2-A-2, DC2-B)

The Board unanimously recommended that DPD grant this departure.

- 2. Modulation Width & Depth (SMC 23.48.013.D.2):** The Code requires any façade length increase (such as #1 above) to be separated by a modulation recess that is 40 ft. minimum in length and set back 15 ft. minimum from the street lot line. The applicant proposes the recess to be 51 ft. long and 10 ft. setback.

The Board supported the reduced depth notch, since the overall 50 x 50 ft. modulation shown on page 49 modulates the mid-mass, however the Board agreed this modulation should also extend down to grade and integrate with the lobby entrance, as described in the conditions on the last pages of this report. (DC2-C & D).

The Board unanimously recommended that DPD grant this departure.

- 3. Percentage of Large Parking Stalls (SMC 23.54.030.B.2.c):** The Code requires a minimum of 35% of required parking stalls to be large size. The applicant proposes 25%.

The Board agreed the structural layout constrained the ability to achieve the large size spaces, but agreed that other smaller spaces could be re-striped to be parallel to the aisle and achieve the 35% required (even if total parking spaces was thus impacted or reduced). The Board noted there are SLU guidelines to promote alternate modes and by implication, reduce auto use. (PL4)

Therefore the Board unanimously recommended that DPD NOT grant this departure.

- 4. Maximum Area of Required Usable Open Space at Sidewalk (SMC 23.48.014.G.1.b):** The Code requires a maximum of 10% of the area of the required usable open space can be abutting a sidewalk. The applicant proposes 11.5% at the northwest corner voluntary setback.

The Board agreed the enlarged corner setback area promotes better pedestrian desire line movements and a more usable café zone setback. (PL1-A-2; PL1-B-3)

The Board unanimously recommended that DPD grant this departure.

- 5. Minimum Height of Required Usable Open Space (SMC 23.48.014.G.1.d.2):** The Code requires a minimum clear height of 20 ft. for any area meeting the required usable open space. The applicant proposes 16-18 ft. clear under the 12 x 50 ft. overhang that projects over a portion of the south plaza.

The Board agreed this overhang provides weather protection and an intimate scale to a small portion of the plaza, which is predominantly open to the sky. (PL2-A-1; DC2-D-1).

The Board unanimously recommended that DPD grant this departure.

BOARD RECOMMENDED CONDITIONS

The recommendation summarized below was based on the design review booklet dated February 18, 2015, and the materials shown and verbally described by the applicant at the February 18, 2015 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 (Guidelines referenced): These conditions should be resolved prior to MUP issuance.

- 1) **Increase the Presence of the Dexter, West Facade Recessed ‘Square’ Feature to Grade and Enhance the Office Entry:** a) Carry the 10 ft. deep recessed portion fronting Dexter Avenue, from level 8 consistently down to grade, as a minimum 40 ft. wide ‘notch’ from floors 1-8, or wider, but with sufficient depth, legibility and façade presence to modulate the larger façade and help mark the lobby entrance. (NOTE: the recessed element must be present at level 8 as part of the departure #1 approval) (DC2-B-1) b) Incorporate a strong vertical indication of the lobby entrance, possibly extending the canted copper south wall shown on page 29 of the Design Recommendation packet. (PL3-A-1)
- 2) **Increase the Presence and Contrast at the East Façade ‘Square’:** Add more material contrast of or within the ‘square’ feature on the east façade, levels 5-8. Examples could be to emphasize the spandrels as distinct from the floors above, or to provide more legible material or color contrast in the projecting square wrap. (DC2-B-1, DC2-C-1)
- 3) **Canopies along all of Dexter Frontage:** Add canopies to the missing 3 bays along Dexter Avenue so the pedestrian protection is relatively continuous; these canopies may have a different design and/or materials to express the associated ‘grounding element’ facade. (PL2-C, DC2-C)
- 4) **Material Revision for Consistency to Elevations:** Change the material specified as “spandrel glass; ‘charcoal’ color“ on the material board, to be a light gray/white, as shown for material note #12 on elevations pages 42-44. (DC2-D)
- 5) **Garage Intake Refinement:** Refine the design of the cylindrical garage intake at the southeast corner of the south plaza: to be as small a diameter as possible, to be of durable high quality, ‘high pedestrian -contact’ materials, and to integrate lighting (no up-lighting) and art themes, such as the clockwork or gear themes. (DC3-C-2, DC3-II-i)
- 6) **Enhanced Lighting:** a) Add pedestrian scaled and top-shrouded lighting fixtures (to be specified) consistently along the entire alley frontage, for example: at each of the 7 precast verticals, and continuing to the streets. (PL2-B-2) b) Add a continuous strip of integrated bench lighting along the south curved bench of the south plaza (similar to the one shown on the southwest and northeast arcs. (PL2-B-2) c) Replace or delete all up-lights in the east plaza planters, roof decks and within 50 ft. of the east property line, to protect adjacent residential uses.(DC4-C-2)

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 February 18, 2015, the Board recommended approval of the project with the following conditions:

- 1) **Increase the Presence of the Dexter, West Façade Recessed ‘Square’ Feature to Grade and Enhance the Office Entry:** a) Carry the 10 ft. deep recessed portion fronting Dexter Avenue, from level 8 consistently down to grade, as a minimum 40 ft. wide ‘notch’ from floors 1-8, or wider, but with sufficient depth, legibility and façade presence to modulate the larger façade and help mark the lobby entrance. (NOTE: the recessed element must be present at level 8 as part of the departure #1 approval) (DC2-B-1) b) Incorporate a strong vertical indication of the lobby entrance, possibly extending the canted copper south wall shown on page 29. (PL3-A-1)
- 2) **Increase the Presence and Contrast at the East Façade ‘Square’:** Add more material contrast of or within the ‘square’ feature on the east façade, levels 5-8. Examples could be to emphasize the spandrels as distinct from the floors above, or to provide more legible material or color contrast in the projecting square wrap. (DC2-B-1, DC2-C-1)
- 3) **Canopies along all of Dexter Frontage:** Add canopies to the missing 3 bays along Dexter Avenue so the pedestrian protection is relatively continuous; these canopies may have a different design and/or materials to express the associated ‘grounding element’ facade. (PL2-C, DC2-C)
- 4) **Material Revision for Consistency to Elevations:** Change the material specified as “spandrel glass; ‘charcoal’ color“ on the material board, to be a light gray/white, as shown for material note #12 on elevations pages 42-44. (DC2-D)
- 5) **Garage Intake Refinement:** Refine the design of the cylindrical garage intake at the southeast corner of the south plaza: to be as small a diameter as possible, to be of durable high quality, ‘high pedestrian -contact’ materials, and to integrate lighting (no up-lighting) and art themes, such as the clockwork or gear themes. (DC3-C-2, DC3-II-i)

- 6) **Enhanced Lighting:** a) Add pedestrian scaled and top-shrouded lighting fixtures (to be specified) consistently along the entire alley frontage, for example: at each of the 7 precast verticals, and continuing to the streets. (PL2-B-2) b) Add a continuous strip of integrated bench lighting along the south curved bench of the south plaza (similar to the one shown on the southwest and northeast arcs. (PL2-B-2) c) Replace or delete all up-lights in the east plaza planters, roof decks and within 50 ft. of the east property line, to protect adjacent residential uses.(DC4-C-2)

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 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:

- 1) The applicant increased the presence of the recessed feature to the street. The proposal meets recommended condition #1.
- 2) The applicant increased the contrast between the feature square and the adjacent facades. The proposal meets recommended condition #2.
- 3) The applicant added canopies along the Dexter Avenue facade. The proposal meets recommended condition #3.
- 4) The applicant revised the spandrel glass material color and clarified specific locations. The proposal meets recommended condition #4.
- 5) The applicant provided a detailed design with specific materials for the intake. The proposal meets recommended condition #5.
- 6) The applicant provided detailed lighting and specific fixtures at the specified locations. The proposal meets recommended condition #6.

The applicant also revised the MUP application drawings to revise the mix of parking stall sizes, in response to the Board's recommendation not to approve departure request #3. The five below-grade parking levels have been redesigned to contain 35.5% large size stalls (Land Use Code minimum is 35%).

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 – SPECIAL EXCEPTION

Per Seattle Municipal Code (SMC 23.48.032.B), the floor area of this project has a maximum parking allowance of 1 space for every 1,000 gross square feet of non-residential area. Therefore the maximum number of parking spaces for this project is 275. Through the elective Special Exception process cited below, the project proposes 475 parking stalls.

SMC 23.40.032 B2 states “*parking for nonresidential uses in excess of the maximum quantity identified in subsection 23.48.032 B1 may be permitted as a special exception... the Director shall consider evidence of parking demand and the availability of alternative means of transportation, including but not limited to the following*”:

- a. *Whether the additional parking will substantially encourage the use of single occupancy vehicles;*

The additional parking is not expected to encourage the use of single occupancy vehicles. To reduce forecast transportation impacts, the project will be required to achieve a maximum 30% single-occupant vehicle goal; achieving such a goal will require a thorough and aggressive **Transportation Management Program** (TMP). A typical office building has roughly 4 employees per 1,000 square feet of gross floor area. A parking rate of 1 space/1,000 sq. ft. would require three out of four employees to commute by other than a single-occupant vehicle. This would be consistent with, roughly, a 25% SOV rate. It is unlikely at present that even a very aggressive TMP for this project could achieve an SOV rate this low.

- b. *Characteristics of the work force and employee hours, such as multiple shifts that end when transit service is not readily available;*

The project is not expected to have an appreciable number of employees who work shifts that end when transit service is not readily available.

- c. *Proximity of transit lines to the lot and headway times of those lines;*

Traffic modeling performed for the South Lake Union Height and Density EIS incorporated existing and future transit service in the South Lake Union neighborhood. Even so, the EIS predicted that approximately 41% of employees would drive alone and 10% would carpool.

- d. *The need for a motor pool or large number of fleet vehicles at the site;*

The project is not expected to require a substantial motor pool or have a large number of fleet vehicles at the site.

- e. *Proximity to existing long-term parking opportunities within the area which might eliminate the need for additional parking;*

Existing long-term parking opportunities may exist within the area, particularly at Seattle Center. However, providing such parking could adversely affect vehicular and pedestrian circulation through the area, as a high percentage of employees are likely to arrive in South Lake Union from Interstate 5 and other areas east of Seattle Center. As a result, travel to and from locations farther west, such as Seattle Center, would increase the amount of travel through the South Lake Union neighborhood. The few available surface parking lots within walking distance of the site are well-utilized, and may be redeveloped during the lifespan of the project.

- f. *Whether the additional parking will adversely affect vehicular and pedestrian circulation in the area;*

Not granting the special exception would not be expected to encourage a further shift to non-auto modes; the most likely result would be increased use of off-site parking by drivers to the site. Depending on the location of such parking, this could result in increased auto travel through the area, which could adversely affect vehicular and pedestrian circulation.

- g. *Potential for shared use of additional parking as residential or short-term parking;*

Office (long-term) spaces are expected to be available in the evening and on weekends when commercial (short-term) parking demand is expected to peak.

- h. *The need for additional short-term parking to support retail activity in areas where short-term parking and transit service is limited.*

A majority of commercial trips to and from the site are expected to be made by walking or transit. However, during peak demand time for the office use (midday on a weekday), the commercial uses are expected to generate a parking demand of about 29 vehicles. This small amount of commercial parking will be accommodated either on-site or by nearby on-street parking.

The Special Exception criteria noted above provide justification for allowing some parking above the 1/1000 square feet limit identified in the Land Use Code. Considering all criteria, the appropriate parking rate for the uses in this project is 1.42 spaces/1,000 square feet. Given the total project size of 275,050, this results in a maximum allowed parking supply of 391 spaces.

DECISION – SPECIAL EXCEPTION

Based on evidence of parking demand, availability of alternative means of transportation, and the other criteria listed above, the special exception for parking exceeding the code maximum quantity, BUT NOT IN EXCESS OF 391 spaces, is **CONDITIONALLY APPROVED**.

Three conditions of this Directors Special Exception decision are described at the end of this document:

1. Modify the proposal to show the maximum number of spaces (Condition #1)
2. Revise the draft TMP per comments from DPD and SDOT. (Condition #2)
3. Building management in perpetuity for 400 Dexter Avenue North shall IMPLEMENT A TMP consistent with Directors Rule 10-2012, with a SOV goal of no greater than 30%. (Condition #3)

III 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, received date May 8, 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 its 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 initial SEPA public comment period for #3016362 ended on June 04, 2014; no SEPA related comments were received. The applicants added a request for a Special Exception to allow the number of parking spaces to exceed the maximum allowed by code. This review component was added and re-noticed, and the second SEPA public comment period ended on March 15, 2015. No SEPA related comments were received.

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 hours of construction noise permitted in Seattle Mixed zones, the amount of proposed grading, 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. This information is reflected in SEPA Condition #8.

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 #4 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 30 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 #6 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 62,000 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)**,

and approved by the Land Use Planner, as outlined in SEPA Condition #5 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; potential blockage of designated sites from the Scenic Routes nearby; 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; views from scenic routes; historic resources; height, bulk and scale; 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 proposes to demolish three structures more than 50 years old, the buildings at 400, 416 and 430 Dexter Avenue North. Those structures were reviewed by Landmarks Preservation Board staff, and as reflected in their June 17, 2014 letter (#LPB 338/14), none are likely to be eligible for designation as historic landmarks.

A street clock is located in the Dexter Avenue right of way adjacent to the site, and is a city designated Landmark. On October 1, 2014, the Landmarks Preservation Board voted to grant a Certificate of Approval (LPB letter 578/14) for the proposed de-installation, restoration and re-installation of the street clock, on the southwest corner of the project site, approximately 18 ft. east of the current location and still visible to the public using the two adjacent streets (Dexter and Harrison). No further mitigation is warranted.

Height, Bulk & Scale

The project #3016362 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.

Transportation

A transportation impact analysis dated July 30, 2014, and Parking Exception analysis dated February 25, 2015 were prepared for the project by Transportation Engineering Northwest. Based on rates from the Institute of Transportation Engineers (ITE) Trip Generation manual the analysis reports the proposed uses will generate 1,325 net new weekday daily trips, and 196 AM peak-hour trips and 175 PM peak-hour trips. To some extent, these forecasts were adjusted to reflect local conditions, which provide substantial opportunities for transit, walking, and bicycle usage.

Based on these additional traffic volumes, the transportation impact analysis identified likely impacts at several nearby intersections. Impacts at several of these intersections, including Dexter Avenue/Denny Way and Fairview Avenue/Harrison Street, increased average vehicle delay to a potentially significant level. To reduce traffic volumes and associated vehicle delay, the project will be conditioned to achieve a Transportation Management Program goal of no greater than 30% single-occupant vehicle (SOV).

Heffron 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 concurrency network.

The project will also mitigate its traffic impacts by providing pro-rata payments to the City of Seattle for South Lake Union capital improvements, as described in TIP 243. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of \$74,863 in order to help reduce project transportation impacts. Per SEPA Condition #7, this fee shall be paid prior to the final building permit issuance, consistent with DPD business rules.

Parking

The project’s traffic consultant, Transportation Engineering Northwest, estimated that the peak parking demand for this project would be approximately 371 vehicles. As required per the Conditional Approval of the Special Exception for parking, the allowed rate of 1.42 parking spaces/1,000 square feet will result in a maximum permitted parking supply of 391 spaces, which 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 DNS.

SPECIAL EXCEPTION – CONDITIONS OF APPROVAL

Prior to Issuance of a Master Use Permit

1. The project documents shall be modified to reflect the maximum permitted number of 391 parking spaces.

Prior to Issuance of the Final Architectural Building Permit

2. Revise the draft Transportation Management Program (TMP) per comments from DPD and SDOT.

For the Life of the Project

3. Building management in perpetuity for 400 Dexter Avenue North shall IMPLEMENT A TMP consistent with Directors Rule 10-2012, with a SOV goal of no greater than 30%.

SEPA - CONDITIONS OF APPROVAL

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

4. 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.
5. 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 include conditions to minimize and mitigate truck trip staging and haul route impacts to PM peak hour traffic.
6. 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

7. The applicant shall make a pro rata mitigation payment pursuant to TIP 243 in the amount of \$74,863 to the City of Seattle.

During Construction

8. 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 Management Plan**, required prior to issuance of a building permit as noted in condition #4.

DESIGN REVIEW - CONDITIONS FOR APPROVAL

Prior to Certificate of Occupancy

