



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3016806
Applicant Name: Brad Hinthorne, Perkins+Will Architects, for Broad Street Apartments, LLC
Address of Proposal: 307 Broad Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 9-story residential building containing 152 apartment units with below grade parking for 117 vehicles. The existing concrete masonry structure will be demolished.

The following approvals are required:

Design Review – Chapter 23.41 Seattle Municipal Code.

SEPA – Environmental Determination – Chapter 25.05 Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS MDNS EIS

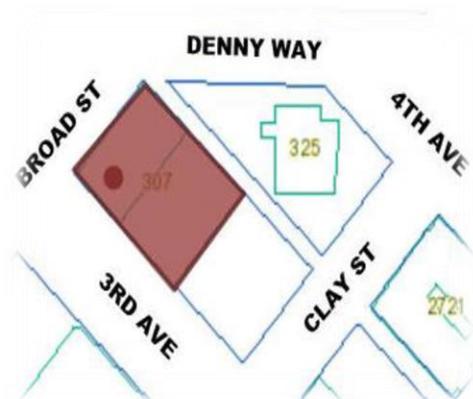
DNS with conditions

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

Site area: 15,330 sq. ft. (0.42 acres)

Site Zone: DMC-85

Nearby Zones: (North) NC3-65 (Seattle Center)
(South) DMC-85
(East) DMC-85
(West) DMC-85



Current Development

There is currently one structure located on the development site. The two story masonry commercial building along the northwest edge of the site, addressed as 307 Broad Street, was constructed in 1957 by the Pacific Mutual Life Insurance Company as its Washington area headquarters, with leasable space for other tenants on the second floor. It is currently vacant, but most recently served as an auto accessory store. The area of the site south of the building was previously occupied by a 26 vehicle surface parking lot. The Pacific Science Center, a designated city landmark and part of the Century 21/Seattle Center campus and public parkland that survived the 1962 Seattle World's Fair, is across Denny Way from the development site. The proposed residential building site marks a boundary between the Belltown Urban Center Village and Seattle Center and fronts onto Broad Street, a part of the "Lake to Bay Loop."

Vehicular access to the site is currently from the alley to the northeast, which will also provide access to the two-story below grade parking garage for the proposal.

This Downtown development site is bounded by that alley on the northeast which connects the Broad Street/ Denny Way intersection to Clay Street to the south, by Broad Street on the northwest and 3rd Avenue to the west. The rectangular lot lies directly south of Seattle Center and at one of the Belltown intersections where the more directionally ordered orthogonal grid north of Denny Way meets the more directionally challenged "downtown" street grid. Directly to the south of the development site is a surface parking lot. The development site measures approximately 140 feet in the general north/south direction and 118 feet in the east/west direction. It is zoned DMC-85 (Downtown Mixed Commercial, with an 85-foot height limit). Under the Seattle Municipal Code certain rooftop features are allowed to extend above the height limit.

The site and surrounding area are located within the Belltown Urban Center Village as designated in the Seattle Comprehensive Plan. A goal of the Urban Center Village overlay is to identify and reinforce density and concentrations of a housing and commercial mix. Design Review is required of any projects of size and the site is subject both to the *Design Review Guidelines for Downtown Development* and *Design Review Design Guidelines for the Belltown Urban Center Village*.

The proposed development is for a 9 story residential building, containing approximately 150 units with four levels of below-grade parking for 117 vehicles. The parking garage would take access from the existing alley to the northeast. Per SMC 23.53.030.F.1, a two-foot dedication to widen the alley right-of-way will be required. Project work will include landscape and pedestrian improvements along both Broad Street and 3rd Avenue.

DESIGN REVIEW ANALYSIS

EARLY DESIGN GUIDANCE MEETING: March 18, 2014

The packet 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 packet is also available to view in the #3016806 file, and by contacting the Public Resource Center at SDCI:

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

Email: PRC@seattle.gov

ARCHITECTS' PRESENTATION

Following an analysis of the broader physiographic and historical neighborhood context, it was noted that there was a great deal of variety in the styles, uses and quality of the surrounding buildings and built environment. The Mosler Lofts, a multi-story residential building of recent vintage, located south of the proposed site, was singled out as among the most relevant precedents for seeking contextual design cues for the present development. Additionally, an analysis of the Pacific Science Center was said to reveal an architecture of “controlled simplicity,” a quality and goal of the present design.

The design team’s preferred massing alternative consisted of a tripartite concrete and glass box, said to create a sense of differentiation based upon its distinctive frontages. Individual ground-level units facing onto 3rd Avenue were reinforced with canopied entries and threshold landscaping, while the Broad Street ground-level façade opened to an interior of communal and shared spaces.

In each of the schemes, vehicular access would be from the existing alleyway. The preferred scheme was that of a concrete and glass “box,” sitting upon a base of tall piers with substantial transparency, and with a distinctive south-facing component which was “interlocked” with the rooftop pavilion.

Public Comments

There were no public comments elicited at the Early Design Guidance meeting.

Board’s Deliberations

All five members of the Downtown Design Review Board attended the meeting on March 18, 2014.

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. The Board identified the Downtown Development Design Guidelines & Belltown neighborhood-specific guidelines, as applicable, of highest priority for this project.

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

Site Planning & Massing

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

- a. a change in street grid alignment that yields a site having nonstandard shape;
- b. a site having dramatic topography or contrasting edge conditions;
- c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
- d. access to direct sunlight—seasonally or at particular times of day;
- e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
- f. views of the site from other parts of the city or region; and
- g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

Belltown Supplemental Guidance:

A1.I. Views: Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

A1.II. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A1.III. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

The Board applauded the contextual analysis and supported Option 3, the design teams preferred scheme, as the better of the responses to a highly visible location. The Board likes the three-story base expression as a suitable response to the prominence of the Denny and Broad intersection, as long as the details and proportions of the residential units within the three-story base would consistently reinforce the idea of the “base.”

Architectural Expression

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a. a surrounding district of distinct and noteworthy character;
- b. an adjacent landmark or noteworthy building;
- c. a major public amenity or institution nearby;
- d. neighboring buildings that have employed distinctive and effective massing compositions;
- e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
- f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

Belltown Supplemental Guidance:

B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B1.II. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B1.III. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B1.IV. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

The Board supported the concept of a 3-sided white box floating above a darker base, with the darker reveal at the building's south end anticipating an adjacent structure. The Board agreed that the color, concrete material, density and staggered fenestration pattern succeeded in creating a positive relationship with the Pacific Science Center, while adding a residential scale to the facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

- a. massing and setbacks,
- b. scale and proportions,
- c. expressed structural bays and modulations,
- d. fenestration patterns and detailing,
- e. exterior finish materials and detailing,
- f. architectural styles, and
- g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

- h. public art installations,
- i. street furniture and signage systems,
- j. lighting and landscaping, and
- k. overhead weather protection.

Belltown Supplemental Guidance:

B3.1. Respond to Nearby Design Features: The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.

- a. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.
- b. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.
- c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

The Board discussed how the deeply recessed windows they had been shown were crucial to the success of the extensive white planes, and for properly relating to the Pacific Science Center this depth should be retained and amplified.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- a. setbacks, projections, and open space;
- b. relative sizes and shapes of distinct building volumes; and
- c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. facade modulation and articulation;
- e. windows and fenestration patterns;
- f. corner features;
- g. streetscape and open space fixtures;
- h. building and garage entries; and
- i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- j. exterior finish materials;
- k. architectural lighting and signage;
- l. grilles, railings, and downspouts;
- m. window and entry trim and moldings;
- n. shadow patterns; and
- o. exterior lighting.

The Board agreed that the floating character of the upper white box was best expressed with the dark columns below not co-planer with the wall above. Additionally, the south wall needs the deep daylight slot at the end of the corridor, as well as the multiple reveals and contrasting bars as shown graphically on pages 38 and 39 in the presentation booklet

C. The Streetscape

Creating the Pedestrian Environment

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

- a. reinforce existing retail concentrations;
- b. vary in size, width, and depth;
- c. enhance main pedestrian links between areas; and
- d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

- e. open facades (i.e., arcades and shop fronts);
- f. multiple building entries;

- g. windows that encourage pedestrians to look into the building interior;
- h. merchandising display windows;
- i. street front open space that features art work, street furniture, and landscaping;
- j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

Belltown Supplemental Guidance:

C1.I. Retail Concentration: Reinforce existing retail concentrations;

C1.II. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C1.III. Desired Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building:

- a. unique hardscape treatments
- b. pedestrian-scale sidewalk lighting
- c. accent paving (especially at corners, entries and passageways)
- d. creative landscape treatments (planting, planters, trellises, arbors)
- e. seating, gathering spaces
- f. water features, inclusion of art elements

C1.IV. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners:

- a. provide meaningful setbacks/open space, if feasible
- b. provide seating as gathering spaces
- c. incorporate street/pedestrian amenities in these spaces
- d. make these spaces safe (good visibility)
- e. iconic corner identifiers to create wayfinders that draw people to the site.

C1.V. Pedestrian Attraction: Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

The Board discussed at length how visible and important building corners are to Broad Street and to traffic moving along Denny Way. Two-story volumes were important there, as was high transparency and pedestrian interest. The encouraged the voluntary setback at Denny to be increased. The Board lamented the fact that no commercial uses are required at such strategic pedestrian locations. The Board agreed that the two corners of the upper box should not deviate from the white box frame—no turrets. Deeper recessed window, for example, would be a subtler and more effective move,

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

- a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;

- b. visibility into building interiors;
- c. limited lengths of blank walls;
- d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
- e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
- g. different textures, colors, or materials that break up the wall's surface.
- h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
- i. seating ledges or perches (especially on sunny facades and near bus stops);
- j. merchandising display windows or regularly changing public information display cases.

The Board indicated this guideline had particular applicability to treatment of the building's north and west lower façade, and was applicable to the alley façade as well, where the transparency should wrap around at least 1 ½ bays. A carefully designed layering of landscape was needed along the entries on 3rd Avenue, so windows are not blocked with drapes or blinds.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

Should be continuous along Broad. Could be lower and fragmented on 3rd Avenue.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

- a. extending retail space fenestration into the alley one bay;
- b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
- c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

Belltown Supplemental Guidance:

C6.I. Address Alley Functions:

- a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.
- b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.
- c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.
- d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C6.II. Pedestrian Environment:

- e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.
- f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C6.III. Architectural Concept:

- g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

Pedestrian safety at the acute angled alley interface with Broad Street is critical. A larger than proposed setback is in order.

Public Amenities

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. include a special feature such as a courtyard, fountain, or pool;
- c. incorporate a planter guard or low planter wall as part of the architecture;
- d. distinctively landscape open areas created by building modulation;
- e. soften the building by screening blank walls, terracing retaining walls, etc;

- f. increase privacy and security through screening and/or shading;
- g. provide a framework such as a trellis or arbor for plants to grow on;
- h. incorporate upper story planter boxes or roof planters;
- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;
- k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
- l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

- m. plant street trees that match the existing planting pattern or species;
- n. use similar landscape materials; and
- o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

Belltown Supplemental Guidance:

D2.1. Belltown-Specific Landscape Character: Landscape enhancement of the site may include some of the approaches or features listed below, where appropriate:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. use landscaping to make plazas and courtyards comfortable for human activity and social interaction;
- c. distinctively landscape open areas created by building modulation, such as entry courtyards;
- d. provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and
- e. provide opportunities for installation of civic art in the landscape; designer/ artist collaborations are encouraged (e.g., Growing Vine Street).

The Landscape design along 3rd Avenue is crucial to ensure the units are reasonably transparent and provide eyes-on-the-street.

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following a appropriate:

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

Belltown Supplemental Guidance:

D3.I. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

- a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs
- b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character.
- c. install plaques or other features on the building that pay tribute to Belltown history.

D3.II. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D3.III. Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

- a. 1st Avenue: Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. South of Virginia, new installations should reflect the character of the Pike Place Market.
- b. 3rd Avenue: New installations on 3rd Avenue should continue to be "civic" and substantial and be reflective of the role the street plays as a major bus route.
- c. 2nd Avenue: New installations on 2nd Avenue should continue the style of "limited edition" street art that currently exists between Cedar Street and Virginia Street.
- d. 4th Avenue: Street furnishings on 4th Avenue should be "off-the-shelf"/ catalogue modern to reflect the high-rise land uses existing or permitted along that corridor.
- e. 1st, 2nd and 3rd Avenues: Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.
- f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.
- g. Elliott Avenue: These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

D3.IV. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

A distinctive paving and/or landscape pattern along Broad Street could support the building's active uses and function as a "Belltown Gateway."

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meetings, the applicants indicated they were not seeking any departures from development standards.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should proceed to further design development, taking into consideration the Board's guidance noted above and the Guidelines cited as being of highest importance for the success of the project. After MUP application, the developed design would then be returned to the Board for their further scrutiny and recommendation.

RECOMMENDATION MEETING: January 5, 2016

The packet 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 packet is also available to view in the 3016806 file, by contacting the Public Resource Center at SDCI:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

Among written comments received by the Department were the following:

- Safety concerns regarding the location of the pedestrian crossing where the alley east of the site meets intersection of Broad Street and Denny Way;
- A number of individuals were disappointed with the design of the south façade which, as conjectured, would be visible for a long time;
- Views of both the Space Needle and the Pacific Science Center would be significantly impacted, especially as the rooftop amenities added an “extra story” to the height of the building;
- Disappointment with the lack of any ground floor retail/ commercial space.

These comments were echoed in public comments voiced at the Recommendation Meeting. It was noted by members of the public that the south face of the building, although improved, had not achieved the status of a fourth façade acceptable by the neighbors.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

BOARD DELIBERATIONS

The three members of the Board present at the Recommendation Meeting organized their remarks under the following categories.

The Logic of the Box

The preferred massing concept presented by the applicants at the EDG meeting on March 18, 2014, was that which featured a white upper box sitting on a three-story base. It was also the preferred option of the Design Review Board. At the Recommendation Meeting the Board affirmed that the box concept had been applied to the alley façade with substantial success (as indicated in the east elevation shown on page 28 of the packet). Still, the notion of a three-sided box was somewhat perplexing, and conveyed a sense of a design gesture gone awry, or at least, incomplete and unresolved, and not in keeping with Design Guideline B4 (Design a Well-Proportioned & Unified Building). While the façade on the south property line would necessarily be limited in transparency, and eventually in visibility, it did not thereby need to abdicate its role as the fourth side of the conceptual box. One obvious area to explore as a means to integrate the south façade with the other three sides of the box, would be to increase the extent of the vision glass along the two recessed edges of the façade. An even more important gesture would be to introduce a change in plane, enough to establish a perceptible shadow line, and change in color or tone and texture aligned and commensurate with the bottom edge of the perceptual “box” of the other three facades.

Canopies

At the Early Design Guidance Meeting, the Board had agreed and had conveyed to the applicants and design team, that a continuous canopy was warranted along the Broad Street façade, as it was a major pedestrian pathway between Belltown and the Seattle Center and provided a key element of the Lake to Bay Loop circulatory planning effort. The Board stated that the overhead weather protection along Broad Street could be a major design element animating the north façade, and that it should wrap the key northwest corner. At the Recommendation Meeting, the Board supported the generous transparency along the lower Broad Street façade, but Board members did not agree with the design team that continuous overhead weather protection along Broad Street would detract from the clarity of the design of “the pure glass volume of the ‘jewel box’ on Broad.” They thought, rather, that the addition of a continuous canopy could otherwise enhance the concept and design of the box, give fuller and needed relief to the pedestrian realm, and better meet the intentions of the C-5 Guideline. The Board offered the design team flexibility on the height(s) of the canopy, as long as it was continuous along the length of the façade.

As they had stated at the Early Design Guidance Meeting, the canopies might be lower and more fragmented, but they should net a fairly continuous protection on the transit oriented and pedestrian pathway that was 3rd Avenue. The canopies along 3rd Avenue could be discrete, the Board commented at the earlier meeting, but should be generous. At the Recommendation Meeting, the Board did not focus on the generosity of the proposed canopies at the individual residential units, but members did suggest that the entry to the bicycle storage area might benefit from an added canopy.

Bike Storage

The Board felt that the entry to the bike storage area was “too compressed” and in need of further attention. The design team was directed to explore providing a canopy integrated with the bicycle entry as a part of its de-compression efforts.

Darker and Warmer

Members of the Board conveyed the opinion that the vertical panels at the ground level residential entries should be darker in tone and of a warmer color. It was noted that they could even be reduced in overall size and still retain their effect.

DEVELOPMENT STANDARD DEPARTURES

Two “departures” from SMC 23.49.018.A.3 were identified by the applicants (see page 41 of the Recommendation Meeting packet). Only one such departure would be needed.

The Board’s recommendation on the requested departure is 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.

(SMC 23.49.018.D): The Code requires that the lower edge of the overhead weather protection must be located a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk. The Board, in requiring continuous weather protection along Broad Street as a condition of their approval of the overall design of the project, allowed the design team to vary from this Code standard as long as it resulted in a better design that met the intention of the Guidelines and the approval of the Land Use Planner assigned to the project.

BOARD DIRECTIONS

The recommendations summarized above was based on the design review packet dated Tuesday, January 05, 2016, and the materials shown and verbally described by the applicant at the Tuesday, January 05, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions. The design team was directed to work with the Land Use Planner assigned to the project to arrive at agreeable changes to the plans that would respond to the conditions.

CONDITIONS OF APPROVAL

1. Provide continuous overhead weather protection along the entirety of the Broad Street façade.
2. Thoroughly explore expanding the overall transparency within the units that occupy the niches on the two edges of the south-facing wall.
3. Introduce a change in plane, enough to establish a perceptible shadow line, and changes in color or tone and texture of the exterior face of the south façade to align and be commensurate with the bottom edge of the perceptual “box” of the other three facades.

4. Explore ways to make the entry (off 3rd Avenue) to the bike storage area seem less compressed. Explore, in particular, providing a canopy integrated with the bicycle entry as a part of these efforts.
5. The vertical panels at the ground level residential entries should be made darker and of a warmer color; explore reducing them in size while maintaining their desired overall effect.

Subsequent to the Recommendation meeting, the applicant sought to add three residential units to the proposed building within space at the second level, midway along the Broad Street base of the building. These three residential units would protrude slightly from the plane earlier established as the face of the building, as shown at the Design Review meeting on January 5, 2016. The change at the building's perimeter was submitted as a minor revision to the MUP, approved administratively (it did not need to be returned to the Board and an additional public meeting), and incorporated into the MUP plan set prior to this decision. The alteration was determined to be compatible with the Land Use Code, with the program and plans reviewed and approved by the Board, and in keeping with the Design Guidelines identified as of priority for the project and consistent with the previous guidance and directives of the Board.

ANALYSIS AND DECISION - DESIGN REVIEW

The Director of SDCI has reviewed the recommendations of the Design Review Board and finds that the proposal, as subsequently amended with the Department's approval, is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings Design Guidelines*. The Director **APPROVES** the final subject design, as well as the departure requested and the conditions of approval recommended by the Board which have been incorporated into the plan sets.

This decision is based on the Design Review Board's final recommendations on the plans, drawings and other materials presented at the public meeting on January 5, 2016, together with modifications to the plans submitted to the Department in response to the Board's comments, conditions, and directives given at that meeting, as well as at the inclusion of the three additional residential units slightly modifying the Broad Street façade, approved by the Land Use Planner assigned to the project. The design, siting, and architectural details of the project are expected to remain substantially as presented at the recommendation meeting except for those alterations made in response to the recommendations of the Board or in response to correction notices, and approved changes in program approved by the Planner and incorporated into the approved plan sets.

The Director finds no conflicts with SEPA requirements nor with state or federal laws, and has reviewed both the *Guidelines for Downtown Development* and *Belltown Urban Center Village Design Review Guidelines* and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in recommending the approval of this design. The proposed design is approved subject to the conditions listed below.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental review resulting in a threshold determination is required of this project pursuant to the Washington Administrative Code 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05). The proposal would be categorically exempt from SEPA review, except that a portion of the proposal site is mapped as a landslide-prone environmentally critical area. Pursuant to WAC 197-11-908 and 197-11-305(1)(a), proposals ...located within mapped landslide-prone areas...are not categorically exempt from review.

The scope of environmental review of proposals within the critical area, however, is limited (see SMC 25.05.908.B) to: “1. Documenting whether the proposal is consistent with the City of Seattle Regulations for Environmentally Critical Areas, SMC Chapter 25.09” and “2. Evaluating potentially significant impacts on the environmentally critical area resources not adequately addressed in the City of Seattle Critical Area Policies or the requirements of SMC Chapter 25.09 Regulations for Environmentally Critical Areas, including any additional mitigation measures needed to protect the environmentally critical areas in order to achieve consistency with SEPA and other applicable environmental laws.”

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 specific circumstances (SMC 25.05.665. D. 1-7), mitigation can be required.

This analysis relies on the *Environmental (SEPA) Checklist* submitted by the applicant and dated September 10, 2015, which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

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, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. Additionally, due to the temporary nature and limited scope of these impacts, they are not considered significant per SMC 25.05.794. The following is an analysis of construction-related air quality, noise, drainage, earth, grading, traffic and parking impacts as well as mitigation.

Earth

Studies of the site’s groundwater and soil conditions, dated September 2, 2015, *Environmental Site Assessment Report*, and a *Geotechnical Engineering Report*, dated August 6, 2014, both prepared by Aspect Consultants, as well as a Phase II Environmental Site Assessment (ESA), performed by Cascade Drilling under subcontract to Aspect Inc. at the site in April, 2013, were

submitted to the Department at the time of Master Use Permit application intake. According to the studies, soil conditions at the site are suitable for support of the proposed development and there are no geotechnical considerations that would preclude development of the site as planned. Building structural design, shoring design and methods, and construction sequencing have not been determined, but these elements will all be conducted within the tutelage and review set forth in the reports and by the consulting engineers and will be subject to review of the Department's structural and geotechnical experts.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Air Quality

The existing on-site building will be demolished. Prior to demolition activities, the contractor will provide to Puget Sound Clean Air Agency pre-survey documentation of buildings for possible presence of asbestos and lead paint. Notice to the Puget Sound Clean Air Agency is required prior to demolition of any structures greater than 100 square feet in coverage. OSHA requirements shall be followed to determine any special handling or disposal requirements for demolition debris. If asbestos is present in the existing building, Puget Sound Clean Air Agency, Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos encountered during building demolition.

Construction activities, including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of 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. No further SEPA conditioning of air quality impacts is necessary.

Construction Impacts/ Noise

The project may generate some loud noises during demolition, grading, and construction. The noise-level limitations imposed by the Noise Ordinance, Chapter 25.08 SMC, are generally considered adequate to mitigate the potential noise impacts of the proposal. Additionally, SDCI will require a Construction/ Noise Impact Mitigation Plan that will anticipate and address any evening, nighttime or weekend noise-generating construction activities. This Construction/Noise Impact Mitigation Plan must be approved by SDCI prior to any demolition, shoring, or construction permits being issued.

Pedestrian Circulation

There are public sidewalks located on Broad Street and 3rd Avenue Western which abutt the development site and which currently provide reliable pedestrian pathways. These provide predictable paths for pedestrians traveling east and west, north and south along each of these corridors. It is appropriate, therefore, to use SEPA policy authority to require that a safe and predictable path of pedestrian travel be established and maintained along the project site. Under SMC 25.05.675 B (Specific Environmental Policies, Construction Impacts) "mitigating measures to address adverse impacts relating to pedestrian circulation during construction may include, but are not limited to...covered sidewalks or alternate safe, convenient and adequate pedestrian

routes and...limits to the duration of disruptions to pedestrian flow.” It is essential as well as desirable that the sidewalks abutting the project site along both Broad Street and 3rd Avenue be kept open and safely passable throughout the construction period. Any case for the need for a temporary closure of either sidewalk shall be disclosed in a Construction/Noise Impact Management Plan which must have SDCI as well as SDOT approval. Any necessity judged to require a temporary closure of the sidewalk on either Broad Street or 3rd Avenue Western Avenue must have SDOT approval. This condition is enumerated below.

Historic and Cultural Preservation

The current structure located on the proposed project site and slated for demolition was built in 1957 and used as an office building and later a a shop for selling and installing auto stereo systems. The building is recorded in the 2007 Downtown Seattle Historic Resources Survey and designated as a Category 4 resource. Category 4 buildings are classified as “having been so altered that they would not qualify as Seattle Landmarks” and are not eligible for landmark nomination during the SEPA process.

Construction-Related Traffic and Parking

Under SMC 25.05.675.B.2, SDCI has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project may be limited. To minimize on-street parking in the vicinity due to construction impacts, construction workers will be informed of off-site parking availability as part of the *Construction/Noise Management Plan* and be required to park in the on-site garage when it becomes available.

Truck trips will be generated during excavation, shoring, and foundation construction. A truck route for site excavation must be authorized by the City prior to issuance of any permits for demolition, grading or construction. No further conditioning through SEPA is required.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff from greater site coverage by impervious surfaces, potentially decreased water quality in surrounding watersheds, increased on-site bulk and scale, increased ambient noise due to increased human activity, increased demand on public services and utilities, increased light and glare, increased energy consumption, increased on-street parking demand, and increased vehicle traffic. These long-term impacts are not considered significant.

Notwithstanding the Determination of Non-Significance, the following impacts merit more detailed discussion.

Energy

Electricity and natural gas would be the primary energy resources used for lighting, power and mechanical equipment. During operations, the noted energy sources would be used for project heating, cooling, ventilation, heating water for domestic use, and lighting. Energy conservation features and measures would be included in the building design. The proposed project would utilize measures to reduce energy consumption including: energy-saving lighting, high efficiency heating and air conditioning units, high-efficiency water heaters, and variable frequency drives on ventilation fans and exhaust fans for parking levels. The mechanical systems would be designed to comply with applicable City and State Energy Code requirements.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Environmental Health

Operational trips, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions that adversely impact air quality and contribute to climate change and global warming. An analysis of potential greenhouse gas emissions estimates that the project may result in lifespan greenhouse gas emissions of approximately 173354 MTCO₂e². The carbon calculator utilized in this estimate does not fully factor in site location or the fact that the power will be obtained from Seattle City Light which is a carbon-neutral provider. The location of this project within an Urban Center, adjacent to transit and high-density housing, will enable transit use and shorter commuting times, potentially resulting in fewer vehicle miles traveled over the life of the project. While these impacts are adverse, they are not expected to be significant.

Height, Bulk and Scale

The proposed structure has been designed in accordance with the development standards for the DMC-85 zone as outlined in Title 23, the Seattle Municipal Code. In addition, proposed pedestrian and landscape enhancements within the Broad Street and 3rd Avenue rights-of-way have been designed to help to preserve existing public views across to the Pacific Science Center and west towards Elliott Bay along the Broad Street "Lake to Bay" corridor.

Although per SMC 23.41.012 departures from Land Use Code standards and requirements may be granted as part of the design review process, no departures were requested by the project applicant and none granted. As noted in SMC 25.05.675, "the City-wide design guidelines (and any Council approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in...[SEPA] policies. A project that is approved pursuant to the design review process is presumed to comply with these height, bulk and scale policies." No further conditioning of impacts through SEPA authority is warranted.

Traffic and Parking

The scope of the Transportation Impact Analysis (TIA), Technical Memorandum, prepared by Heffron Transportation, Inc., for the proposal and dated October 27, 2015, was based on discussion and determined by SDCI to establish the study area, and the key traffic issues. The Heffron report evaluated net additional impacts of the proposed project. Based on the anticipated travel patterns of the project traffic, the analysis projects the number of additional daily and peak hour vehicular trips attributable to the project, the likely distribution of project traffic and the effects on area traffic operations. The memorandum additionally contains a traffic operations analysis for the alley intersections at Clay Street and at Denny Way.

The findings of that analysis are as follows:

- The project with the 149 residential dwelling units would generate a net 28 new off-site trips during the weekday AM peak hour, and 27 new trips during the weekday PM peak hour, with a total of 260 new weekday daily trips.

- All seven of the study intersections currently operate at Level of Service (LOS) B or better during weekday AM hours. In 2030, the signalized intersection at Broad Street/ Denny Way would operate at LOS C, with or without the proposed project. All the study intersections are expected to operate at acceptable levels of service and mitigation would be required.
- In order to comply with the requirements of The Washington State Growth Management Act (GMA), the City of Seattle has implemented a Transportation Concurrency System, as described in Director's Rule 4-99 and the Land Use and Zoning Code. It is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed development projects. The Concurrency analysis indicates adequate capacity exists to serve the increase in travel demand resulting for the proposed project, and meets the City's concurrency standards.
- Specific off-site mitigation measures are not recommended, nor required, to reduce/offset the potential site-generated traffic impacts. The site is well-served by public transit. There are bus stops on 3rd Avenue within 500 feet of the site (at Cedar Street and Vine Street) and on Denny Way (west of Broad Street and east of 4th Avenue)). Twelve King County Metro bus routes serve the stops on 3rd Avenue.

Parking

- Vehicular access to parking within the proposed building would be from the existing alley east of the site.
- City's zoning regulations for the Downtown Zoning has no requirement for on-site parking.
- The proposed building includes a total of 125 parking spaces, representing a ration of 0.84 spaces per unit which would be allocated as a tenancy amenity and "marketing" provision.
- The Parking Analysis included in the Heffron Memorandum concludes that the parking demand of this proposal would be accommodated by the proposed supply, and no residential parking overflow is anticipated as a result of the project.

Public View Protection

The City's SEPA policies protect public views of significant natural or human-made features from designated public places; private views are not protected. The proposed development project is located adjacent to the Denny Way scenic route. City ordinances identify public viewpoints including specific scenic routes throughout the City. Although the proposed building may be visible from places along Denny Way, the proposal would not negatively affect any significant views from this designated scenic route or from other designated viewpoints. No protected view from any City designated public viewpoint relative to the Space Needle would be adversely affected.

Public Services and Utilities

The increase in development on the site, type of development (residential), and the introduction of a residential population are expected to result in an increased demand for public services. There are no existing deficiencies in needed services or utilities to the site. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application.

All utilities required to serve the proposed mixed-used residential/commercial development are located within adjacent street frontages. Only side service connections should be required for each utility service. Overall, the impacts to public services and utilities are not considered significant and no mitigation is warranted.

Existing and Projected Land Use

With the redevelopment proposal, the existing commercial structure would be demolished. A new residential apartment project would be built in its place. The land use of the site would thus be changed with the proposal. The proposed residential project is compatible with surrounding uses and is located in an area of mixed commercial and residential uses. The development site is zoned DMC-85. The redevelopment proposal is consistent with the DMC-85 zoning of the property. Residential use is permitted outright in the DMC-85. The proposal complies with development standards applicable to development within the DMC-85 zone.

It is the City's SEPA policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations and certain other policies identified in the City's SEPA ordinance. The subject proposal is compatible with surrounding uses, zoning, and City policies. No mitigation resulting from land use impacts is warranted.

Summary

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

DECISION - SEPA

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

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

CONDITIONS - SEPA

The owner(s) and/or responsible parties shall:

Prior to Issuance of Demolition, Grading, or Building Permits

1. Submit to SDOT, and to SDCI for approval by the Department's Noise Control Program Specialists, a Construction/Noise Impact Mitigation Plan, one that details, among other proposed construction activities, schedules for deliveries, any construction activities outside of normal construction hours; a plan to provide for construction-worker parking; a detailed plan for maintaining at all times safe and predictable pedestrian pathways

along the east side of 3rd Avenue and the south side of Denny Way and for providing the public with information regarding direct contact with the contractor, and regular information regarding any changes in scheduling and operations.

During Construction

2. The sidewalks adjacent the project site and running along the Broad Street and 3rd Avenue rights-of-ways shall be kept open and made safely passable throughout the construction period. Should a determination be made by the Seattle Department of Transportation (SDOT) that closure of this sidewalk is temporarily permissible because necessary for demolition, shoring, structural modification or other purposes, SDCI shall be notified by the developer or general contractor prior to the planned temporary closure and a plan shall be presented prior to the closure. The temporary closure plan shall present alternative mitigation that is sufficient to mitigate the impacts this condition is intended to address.

CONDITIONS-DESIGN REVIEW

Prior to Issuance of any Certificate of Occupancy

3. The applicant shall construct a building with siting, construction materials, and architectural details, and install landscaping, both hardscape and planting materials, substantially the same as presented at the January 5, 2016 Design Review Board meeting, as modified with approval of the Land Use Planner and as contained in the approved MUP plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Michael Dorcy 206-615-1393 or michael.dorcy@seattle.gov).

Michael Dorcy, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: September 22, 2016

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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 Seattle DCI 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.