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 SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Application Number: 3016993

Applicant Name: David Murphy

Address of Proposal: 527 Fairview Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 9-story hotel (Even-Staybridge Hotel) containing 235 rooms in an environmentally critical area. Parking for 91 vehicles to be provided below grade. Existing structures to be demolished.

The following approvals are required:

Design Review - with no departures pursuant to Chapter 23.41, Seattle Municipal Code.

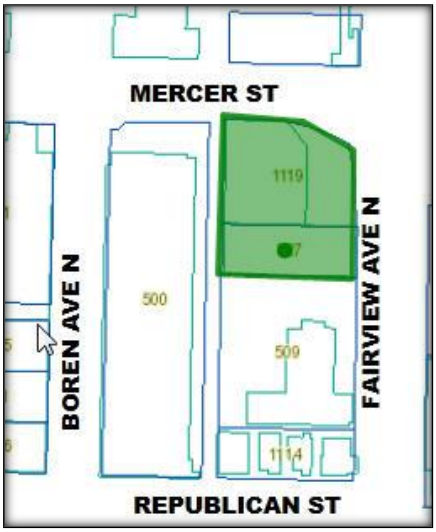
SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION:

Determination of Non-Significance

☐ No mitigating conditions of approval are imposed.

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



Site Zone: Seattle Mixed 160/85-240 (SM 160/85-240)

Nearby Zones: Directly to the south east and west the zone is 160/85-240. Across Fairview Ave N to the northeast the zone is SM-125. Across Mercer St the zone is SM-SLU 85/65-160. Further to the east the zone is SM-SLU/R 55/85.

Lot Area: 27,357 square feet

Environmentally Critical Areas: Steep Slope

Access: The site has access from both Fairview Ave N and Mercer St. An alley abuts the west property line.

Current Development: A two-story warehouse and a one-story warehouse.

Surrounding Development: The South Lake Union neighborhood has been in rapid transition and many of the older one, two and three story residential, commercial and warehouse structures have or are being replaced by larger development. The site directly to the south is under construction with a 12-story office building. Across the newly reconfigured Mercer St., three blocks are under review that will provide a mix of office, retail and residential space. Across Fairview Ave N is a 5-story medical/lab building, completed in 2008. West of the alley is a 5-story office building constructed in 2009. The "Ford Assembly Plant" which is a historic landmark is northeast of the site and the I-5 ramps.

Neighborhood Character: Recreational opportunities include Lake Union two blocks to the north and Cascade Playground two block to the southeast.

Mercer St. is a very busy arterial that handles traffic getting on and off I-5 which is located just to the northeast of the site. Fairview Ave N is also a busy vehicular arterial. The area offers frequent transit service, including the South Lake Union Streetcar two blocks to the west and several nearby bus routes.

Public Comment:

The public comment period ended on November 26, 2014. No public comments were received.

DESIGN REVIEW

EARLY DESIGN GUIDANCE September 3, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number 3016993 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 file, by contacting the Public Resource Center at Seattle DCI:

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Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant presented three options all of which situated the main massing close to the two street property lines, and had an alley facing raised courtyard. The preferred option was a "C" shaped structure with a generous setback from the south property line. The structure will house two hotels, one of which would include a typical hotel function and the other geared to extended stay use, with separate pedestrian entries on Mercer St and Fairview Ave N.

The applicant presented a through block pedestrian connection from Fairview Ave N to the alley near the south lot line. Stairs at the back of the site would lead down to the alley.

The project team has been working with Seattle DCI and SDOT in requesting a curb cut to allow vehicle access off of Fairview Ave. N. The code requires alley access but the Seattle DCI Director in consultation with SDOT may permit access from the street. At the time of the EDG meeting Seattle DCI was inclined to grant a one way curb cut for entry to the site off of Fairview Ave N. near the south property line. Options 2 and 3 showed access via the curb cut.

PUBLIC COMMENT

No public comments were offered at the EDG meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE: September 3rd, 2014

The Board complimented the applicant on doing a good job analyzing the surrounding blocks, neighborhood character and public spaces.

1. **Massing:** The Board noted that given the location of the site, the building should make a strong architectural gateway statement. The site can also be looked at as a 'bookend' to development along Fairview Ave N to the south and along Mercer Ave to the west. The Board expressed their concern that the proposed massing concepts were too muted to achieve a significant gateway statement. The Board offered the following additional guidance related to massing: (CS2.A.2, CS2.C.1, CS2.I.iii, CS3.B.1)
    a. Study and respond to the existing conditions of the surrounding buildings, especially 500 Boren to the west. (CS3.A.3, DC2.C.3)

b. Design the corner joining the two wings to be dynamic. (See example #2 shown on page 6 of the EDG packet.) (CS2.C.1)
c. Avoid a patchwork approach to the massing, the design should not look like infill but should be well integrated into the current massing. (CS3.A.3)
d. Consider designing the massing to indicate the project is two different hotels using the corner as a transition. (DC1.A.1)
e. Consider the stepping of the roof line as shown in Option 2. (DC2.B.1)

2. **Architectural Design:** The Board stated the design should be unique and specifically related to the SLU neighborhood. The Board gave guidance that the design of the structure should consider the following; a strong roof line, the connection of the two wings, the skew of the site, and the datum lines of the existing structures along Mercer St. (CS2.B.1, CS2.I.iii)
    a. Provide a bolder design statement. (CS2.C.I.iii, CS3.B.1)
    b. The corner location is very important and will have great views to the lake; use this opportunity to design a strong corner. (CS2.C.1)
    c. Emphasize the verticality of the building as other recent buildings have. (CS3.A.3)
    d. The interior seems to be well thought out with a strong quality concept; this same attention needs to be applied to the exterior. (DC2.D.1 & 2)
    e. Consider what the alley façade will look like. Design the alley façade and functions to respond to existing and future conditions. (DC2.B.1)

3. **Materials:** The Board noted that the recent buildings along the south side of Mercer St provide their relief and interest through the use of materials. The proposed concepts appear to be too plain for this gateway location. The Board strongly encouraged the use of quality materials that relate to the recently built structures along Mercer St. and Fairview Ave N. (DC4.A.1, DC2.C.3)
    a. Use quality exterior materials, with refined detailing. (DC4.A.1)
    b. Study and respond to the existing conditions of the surrounding buildings, especially 500 Boren to the west. (DC2.C.3)
    c. Design the scale of the signage to work with moving vehicles. (DC4.B)

4. **Entries and Street-level Interaction:** The Board encouraged treating the sloping site and its elevation change as an opportunity, not a constraint. (CS1.C.1&2, PL3.A.1, PL3.C.1&2)
    a. Design the hotel entries to relate to the pedestrian flow and crosswalks across Mercer St. and Fairview Ave N. as well as the neighboring buildings. (PL1.B.1, PL2.A.1)
    b. Consider locating a main entry at the corner to emphasize and activate the corner. (CS2.C.1, PL3.A.1)
    c. Provide more visible entries. PL2.B.3, PL3.A.1)
    d. The street facing ground floor should provide more transparency. (PL2.B.3, PL3.C.2)

5. **Public Realm:** The Board felt that the corner is important as a pedestrian experience and needs to be considered and addressed in the project design accordingly. (CS2.B.2, PL1.B.1, PL1.B3, PL1.I.ii)

a. Consider a raised platform/entry at the corner that the public can access for views. (CS1.C.2, PL1.B.3, PL3.C.1)
b. Provide weather protection for pedestrians waiting for the light crossing at the corner. (PL2.C.1&3)
c. The proposed landscaping buffer along the building could be successful but at the corner it pushes people away from the structure. Locate landscaping along the curb where it does not compete with pedestrian circulation and open up the building corner for pedestrian access and uses. ((PL2.C.3)

6. **Curb Cut and Pedestrian Connection:** The Board was mixed in their feedback towards the Fairview Ave N curb cut. They were also concerned about security of the proposed pedestrian connection to the alley. They gave the following guidance:
    a. Provide landscaping but also keep sight lines open for safety. (DC1.C.2)
    b. Use higher quality materials and consider a rolled curb to provide smooth access to the entry. (DC4.B.2)
    c. If possible, provide a port-cohere like configuration at the alley and eliminate the pedestrian connection to the alley. (DC1.C.2)

INITIAL RECOMMENDATION MEETING April 1st, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3016993 at this website:

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DESIGN DEVELOPMENT

The applicant presented their further developed design concept.

PUBLIC COMMENT

No public comments were offered at the Initial Recommendation meeting.

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.

RECOMMENDATION MEETING: April 1st, 2015

Guidance was given by the Board to make a strong architectural gateway statement on this prominent site and provide a design that announces arrival in South Lake Union. (CS2.I.iii)

1. **Corner Massing and Design: During deliberation the Board referenced the "pink elephant tow truck" that for years visually greeted vehicles exiting I-5 near the project site. They strongly expressed that given the location, gateway designation and visibility of the site from the I-5 exit ramps, and approaching from Fairview Avenue N and Mercer St, a similarly unique and memorable design experience should be provided.** (CS2.A.2, CS2.C.1, CS2.I.iii, CS3.B.1)
    a. The corner design is static, and not specific to the site. Consider a design with asymmetry, or angles or a cant. (DC2.B.1)
    b. Carefully study the effects of color, materials and transparency on the appearance of the corner. The corner element may be too big and/or need more transparency. (DC2.B.1, DC4.A.1)
    c. The Board suggested ideas for the corner design to represent a 'hinge' or a 'glass knuckle. (DC2.B.1)
    d. Incorporate an art piece for visual interest at the corner. (CS2.I.iii)
    e. The Mercer St and Fairview Ave N facades are more urban but the corner feels suburban and is working against a strong urban expression. (DC2.B.1)

2. **Public Realm: The Board provided comments and guidance about the interaction of the building with the streetscape to make the corner less landscaped and more occupiable. and urban.** (CS2.I.iii, PL1.B.3)
    a. Design the corner of the building to touch the ground and not be buffered by landscaping. (PL1.B.3, DC2.B.2)
    b. Not having an entry at the corner is acceptable but other program uses should be located at the corner to activate this space. (CS2.I.i, DC1.A.4,)
    c. Provide stairs from the street to invite use of the overlook terrace. (CS2.I.i, PL1.B.3)
    d. Consider inclusion of more terraced spaces at different levels. (PL1.B.3)
    e. Provide some overhead covering at the turn of the corner. (PL2.C.2, PL2.I.i)
    f. The Board supported the idea of art integration at the terrace. (CS2.I.iii)
    g. Design a better connection to the bike parking when accessing from the south side of the hotel. (PL4.B.2)
    h. Provide public bike parking in more locations. (PL4.B.2)

3. **Fairview Ave N and Mercer St. Facades: The Board observed that the Fairview Ave N façade is succeeding due to depth, materials, texture and color, but noted the Mercer Street façade needed more interest. (DC2.B.1, DC2.C.2, DC2.D.1)**
    a. Design the Mercer St facade to have increased depth. (DC2.B.1, DC2.C.2, DC2.D.1)

b. The Board encouraged the depth and fins on the Fairview Ave N façade and appreciated its playfulness. (DC2.C.2, DC2.D.1)
c. The Board noted that the Mercer St facade seems more compatible with the surrounding office uses with the 2-story base and windows. Design the facades to avoid an office building appearance. (DC2.B.1)

4. **South Elevation: The Board appreciated the setback with development to the south, which will make this façade somewhat visible. The Board expressed that this was the least successful facade and had no consistency with the other facades. (DC2.B.1)**
    a. Design a more textured façade that provides consistency with the other elevations. (DC2.B.1)
    b. Design the upper and lower portions of the facade to be compatible. (DC2.B.1)

5. **West Elevation: The Board noted that the west elevation needed further design.**
    a. Add transparency to the blank portions at the upper levels. (DC2.B.1, DC2.B.2)
    b. Wrap the transparency at grade into the alley. (PL2.B.3)
    c. Provide smaller signage at the lower level for way-finding, instead of near the roof line. (DC4.B.2)

6. **Lighting: The Board was concerned about any use of up-lighting.**
    a. Encouraged the use of down lighting or wall wash lighting, instead of up lights. (DC4.C.2)

For the next Recommendation meeting:

- Talk to SDOT before returning to the Board to verify the design in the ROW is viable.
- Provide eye level renderings of the south and west facades.
- Provide samples of proposed lighting, no up lighting
- Provide examples of proposed art.
- Provide larger elevations with all materials specified.
- Provide clarification of window frame materials and colors.

FINAL RECOMMENDATION MEETING June 3, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3016993) at this website:
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DESIGN DEVELOPMENT

The applicant presented their design concept in response to the Board guidance at the Initial Recommendation meeting.

PUBLIC COMMENT

No public comments were offered at the Final Recommendation Meeting.

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.

FINAL RECOMMENDATION June 3, 2015

1. **Corner Design: During the Initial Recommendation meeting the Board had stated that the corner should provide a unique and memorable design experience. The Board noted that the applicant has responded well to the Boards guidance and was pleased with the design of the undulating horizontal fins at the corner.** (CS2.A.2, CS2.C.1, CS2.I.iii,)
    a. Supported the undulation of the horizontal fins and the different scale and privacy it will provide for the hotel rooms behind it. (DC2.B.1, DC2.C.2)
    B. Design the fins so they are not too dark or shallow. (DC2.B.1, DC2.C.1)

2. **Public Realm: The Board remarked that the design of the corner at the street-level is not permeable but they appreciated the proposed art of vertical wood and steel elements. They had concerns that the proposed concrete steps will not be used as seating and recommended revising the larger scale step forms to create interesting art. (CS2.I.iii, PL1.B.3**)
    a. Design the vertical art elements to be substantial, at a scale responsive to passing vehicles. (CS2.I.iii)
    b. Encouraged the applicant to work with a professional artist. (CS2.I.iii)
    c. Encouraged larger plantings along the concrete wall below the meeting room. (DC4.D.1)
    d. If concrete seating is provided use a wood surface on the top of the concrete. (PL1.I.ii)
    e. Supported the corten steel planters, their scale and the color contrast with the concrete planters and steps. (DC2.D.2)
    f. The Board noted that the concrete planters don't need to be board formed. (DC2.D.2)

3. **Building Facades: At the Initial Recommendation meeting the Board had observed that the Fairview Ave N façade was succeeding due to depth, materials, texture and color, but noted the Mercer Street facade needed more interest. The Board stated the applicant had responded to their guidance with added texture and depth, but portions of the facade were still too visually heavy. (DC2.B.1, DC2.C.2, DC2.D.1)**

a. Investigate reducing the width of the 'black' metal panel frame on the Mercer St elevation to break down the heaviness. (DC2.B.1)
b. Supported the South facade design, given the limited visibility. (DC2.B.1)
c. Supported adding windows and moving the signage down on the west facade. (DC2.B.1)
d. Keep the windows frame colors as presented in the Final Recommendation packet. (DC2.B.1)
e. Exterior signage shall be individual letters as shown in the Final Recommendation packet. (DC4.B.2)

4. **Lighting: The Board was concerned about the use of up-lighting and at the Initial Recommendation meeting had encouraged the use of down lighting or wall wash lighting. At the Final Recommendation meeting they gave the following conditions/guidance;**
    a. Don't use up-lighting on the trees. (DC4.C.2)
    b. Up-lighting on the art elements and flanking walls is okay. (DC4.C.1)

DESIGN REVIEW GUIDELINES

The priority Citywide and South Lake Union guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

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

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

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.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

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.

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.

CS2-I-iii. Gateways: Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

a. setbacks to allow for pedestrian friendly spaces;
b. signage;
c. landscaping;
d. artwork;
e. facade treatments.

CS2-II Height, Bulk, and Scale Compatibility

CS2-II-i. Corridor Experience: Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

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.

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-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

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.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PL1-I-ii. Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

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

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

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.

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.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

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-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

a. tree grates;
b. benches;
c. lighting.

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).

PL2-II Personal Safety and Security

PL2-II-i. All-Day Activity: Enhance public safety throughout the neighborhood to foster 18- hour public activity. Methods to consider are:

a. enhanced pedestrian and street lighting;
b. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street.

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.

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.

South Lake Union Supplemental Guidance:

PL3-I Streetscape Compatibility

PL3-I-i. Retail Location: Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

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.

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

PL4-B Planning Ahead for Bicyclists

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.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

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-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

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.

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-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

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.

South Lake Union Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Roofscape Design: Design the "fifth elevation" — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

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 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.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

South Lake Union Supplemental Guidance:

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

DC3-III-i. View Orientation: Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape 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.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Final Recommendation Meeting no departures were requested.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated June 3rd, 2015, and the materials shown and verbally described by the applicant at the June 3rd, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three Design Review Board members recommended **APPROVAL** of the subject design and of the requested departures with the following conditions:

1. Provide substantial art work at the Mercer St and Fairview Ave N corner as presented at the Final Recommendation meeting. (CS2.I.iii)
2. If concrete seating is provided use a wood surface on the top of the concrete. (PL1.I.ii)
3. Investigate reducing the width of the ‘black’ metal panel frame on the Mercer St elevation to break down the heaviness. (DC2.B.1)
4. Keep the window frame colors as presented in the Final Recommendation packet. (DC2.B.1)
5. Exterior signage shall be individual letters as shown in the Final Recommendation packet. (DC4.B.2)
6. Don’t use up-lighting on the trees. (DC4.C.2)

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the Seattle DCI 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.

Director's Analysis

Two members of the West Design Review Board and one substitute member 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, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the three 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.

Applicant response to Recommended Design Review Conditions:

1. *The applicant responded on the MUP plans by showing detailing and elevations of art to be provided at the corner of Fairview Ave N and Mercer St. similar to what was presented in the Final Recommendation meeting packet, therefore satisfying recommendation #1.*
2. *The applicant responded on the MUP plans, by showing detailing of the seat wall at the corner of Fairview Ave N and Mercer St., with wood on the top of the concrete, therefore satisfying recommendation #2.*
3. *The applicant responded on the MUP plans, by showing a design of the Mercer St elevation that has changed the metal panel frame from a dark to a light color to reduce the heaviness, therefore satisfying recommendation #3.*
4. *The applicant responded on the MUP plans, by showing the window frame colors the same as what was presented in the Final Recommendation meeting packet, therefore satisfying recommendation #4.*

5. *The applicant responded on the MUP plans, by showing the Exterior signage as individual letters as shown in the Final Recommendation packet, therefore satisfying recommendation #5.*
6. *The applicant responded on the MUP plans, by noting that no up lighting will be used on the trees, therefore satisfying recommendation #6.*

The Director is satisfied that 1-6 of the recommendations imposed by the Design Review Board have been met. The Director accepts the Design Review Board's recommendations.

Director's Decision

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design with the conditions summarized at the end of this Decision Board that further augment the selected Guidelines.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 10/28/2014. The Seattle Department of Construction and Inspections (Seattle DCI) 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 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The 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.

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, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays.

If extended construction hours are desired, the applicant may seek approval from Seattle DCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan will be required, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm. The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Greenhouse gas emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F

Construction Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation and Seattle DCI. The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information for a Construction Management Plan and review process for Construction Management Plans are described here: http://www.seattle.gov/transportation/cmp.htm.

Long Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; historic preservation, 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 and Archaeological Resources

The two existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 363/15). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted for these structures, per SMC 25.05.675.H.

The project is within the U. S. Government Meander Line buffer that marks the historic Lake Union shoreline – an area with the potential for discovery of pre-contact and early historic period resources. The applicant submitted an archaeological Assessment report by Historical Research Associates dated November, 2015.

The report showed there is a high chance of encountering historic/archaeological resources due to past human settlement of this area. Since the information showed there is a probable presence of archaeologically significant resources on site, then Section B of Director's Rule 2-98 applies.

The Historical Research Associates report recommended a three-tiered approach to fill removal, archaeological investigations 1' above the fill to the lakeshore sediment level, and archaeological monitoring of previously undisturbed sediments. A condition to follow these recommendations

during excavation is warranted to mitigate potential impacts to historic resources, per SMC 25.05.675.H.

In addition to the condition to follow the three-tiered approach to excavation as described in the November 2015 Historical Research Associates report, the following conditions are warranted to mitigate impacts to potential historic resources, per SMC 25.05.675.H:

Prior to Issuance of Master Use Permits:

1. The owner and/or responsible parties shall provide Seattle DCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

During Construction:

2. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

   • Stop work immediately and notify Seattle DCI and the Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

   • Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "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 shall be presumed to comply with these 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 on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views. Fairview Ave N. is a SEPA Scenic Route. The applicant submitted graphics that showed the proposed development is located in a manner that maintains existing views of Lake Union along Fairview Ave N.

The proposed development does not block views of any nearby historic landmarks.

Mitigation is therefore not warranted under SMC 25.05.675.P.

Traffic and Parking

The applicant submitted a Transportation Impact Analysis by Transpo group, dated November 2014 and February, 2015.

The project is expected to generate 620 new net vehicular daily weekday trips with 42 net new trips occurring during the weekday AM peak hour and 46 new trips occurring during the PM peak hour. Projected traffic would represent fewer than 1% of the 2017 weekday PM peak hour traffic volumes at all off-site study intersections. Access to the parking would be from an entry-only curb cut on Fairview Ave N. and the alley, accessed from both Mercer St and Republican St. During the weekday PM peak hour all inbound movements to the project access ate anticipated to operate at LOS A. The outbound approach onto Republican St is anticipated to operate at a LOS A and the outbound right-turn movement onto Mercer St is anticipated to operate at LOS C. The project will meet the City's transportation concurrency ratings.

The anticipated parking demand for the project is anticipated to be 72 vehicles. The project will provide 91 parking spaces below grade. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no mitigation is warranted for parking impacts, per SMC 25.05.675.M.

The additional trips would have an impact on the transportation system in the vicinity of the project. In order to mitigate these impacts, the project will be required to mitigate traffic impacts by participating in the City of Seattle transportation mitigation program for South Lake Union. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of $48,763.00 in order to help reduce the project's transportation impacts. This fee shall be paid prior to building permit issuance, consistent with Seattle DCI business rules, and conditioned with this decision.

The condition to pay a pro rata contribution of $48,763.00 is expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R.

DETERMINATION OF NON-SIGNIFICANCE

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.

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

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of Master Use Permits:

1. The owner and/or responsible parties shall provide Seattle DCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

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

2. A Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Prior to Issuance of a Building Permit

3. The applicant shall make a pro rata mitigation payment pursuant to TIP 243 in the amount of $48,763.00 to the City of Seattle.

During Construction:

4. Excavation activities shall follow the recommended three-tiered approach described in Section 4 of the November 2015 Historical Research Associates report "Even Hotel Project Archaeological Investigation, Monitoring, and Inadvertent Discovery Plan," on file with the MUP 3016993 documents.

5. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
    - Stop work immediately and notify Seattle DCI (Beth Hartwick at beth.hartwick@seattle.gov or 206-684-0814) and the Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of archaeological resources shall be followed.

- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.
- Obtain all archaeological permits as required by RCW 27.53.

DESIGN REVIEW - CONDITIONS OF APPROVAL.

Prior to Certificate of Occupancy

6. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

For the Life of the Project

7. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a Seattle DCI assigned Land Use Planner.

Beth Hartwick, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: March 24, 2016

BH:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by 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.