



## 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 DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**Application Number:** 3017451  
**Applicant Name:** Jodi O'Hare  
**Address of Proposal:** 924 Howell Street

#### **SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 17-story hotel structure (Extended Stay Hotel) containing 309 rooms and ground-level retail and restaurant space. Parking for 149 vehicles to be provided below grade.

The following approvals are required:

#### **Design Review (Seattle Municipal Code 23.41)**

Development Standard Departure to allow discontinuous overhead weather protection at a height above the maximum height. (SMC 23.49.018D)

Development Standard Departure to allow less than the required percentage of street-level uses on a designated Green Street. (SMC 23.49.009.A)

Development Standard Departure to allow a portion of street-level uses to be located beyond the maximum distance on a designated Green Street. (SMC 23.49.009.A)

Development Standard Departure to allow a section of the building below the required minimum facade height on a designated Green Street. (SMC 23.49.056 A.1)

Development Standard Departure to allow an encroachment into the upper level setback on a designated Green Street. (SMC 23.49.058F.2)

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

## **SEPA DETERMINATION:**

Determination of Non-Significance

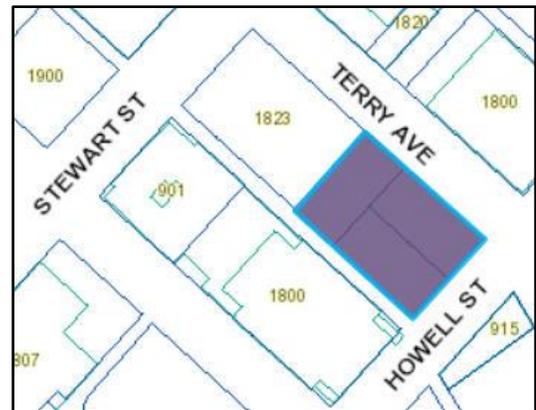
- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.

## **BACKGROUND INFORMATION**

### Site and Vicinity Description

**Site Zone:** Downtown Mixed Commercial with height limits ranging between 290 and 400 feet depending upon the land use. (DMC 340/290-400).

**Nearby Zones:** The DMC 340/290-400 zone extends south from Howell St toward I-5 and north to Virginia Street. West of Ninth Avenue the zoning classification changes to Downtown Office Commercial with a range in height of 300 to 500 feet (DOC2 500/300-500) depending upon use. East of Boren Avenue the zoning is also DMC with height ranges of 240 to 400 feet. This zone continues northwestward toward Denny Way.



**Lot Area:** The three parcels contain a total of 21,000 sq. ft. Located at the northwest corner of Terry Ave and Howell St, the site occupies the southeast portion of the block. The site has 180' of frontage along Terry Ave and 120' of frontage along Howell St. It lies at the gridline shift along Howell St and marks the edge of Terry Ave as one approaches the future convention center expansion site. The site has approximately a four foot grade change from the high point at the corner of Terry and Howell to the low point at the northwest corner.

**Access:** Howell Street (one-way, principal arterial), Terry Avenue (one-way Green Street) and an alley border the site.

### Current Development:

The property contains a principal use surface parking lot.

### Surrounding Development and Neighborhood Character:

Within the Denny Triangle area of downtown, the site borders the 37- story Aspira residential tower. Across the alley lies the 15-story, Regence Blue Shield tower and a mixed use building containing Gethsemane Lutheran Church, Hope Center and Compass Housing apartments. Across Terry Ave to the east at 1800 Howell St. is a five-story storage building with a master use permit for a residential tower. On the Williamsburg Apartments site at Stewart St. and Terry Ave, a proposal calls for a 14-story office tower. Further east, a two building complex under

construction called Hill 7 will contain an office building and a hotel. North of Stewart St. Seattle Children's Research Institute is adding to their campus.

The vicinity contains a mix of commercial and residential structures of various styles and eras. Overall they generate a consistently pedestrian friendly public realm. The area to the south and west is characterized by more recent, very high density towers, while to the north and northeast is mostly parking lots and low commercial buildings. A potential expansion of the convention center might occur one block to the south.

#### Public Comment

The public comment period ending on December 17, 2014. Comments were received through the Design Review process and are included in the meeting summaries below. No other comments were received in response to the public comment period.

### **ANALYSIS-DESIGN REVIEW**

#### **EARLY DESIGN GUIDANCE MEETING: September 2, 2014 DESIGN DEVELOPMENT**

The hotel program varied little in the schemes presented at the EDG meeting with ground floor entry and lobby fronting on Terry Ave, dining area (undetermined whether this would be a full service restaurant) at the corner of Howell St. and Terry Ave, a retail component along Howell and back of house services including loading and garage access from the alley. Parking garages, separated by the first floor, occupy two levels below grade and two levels above grade. Meeting rooms and a guest amenity area comprise most of the fourth floor. Floors five through 17 contain guest rooms.

Prior to the meeting, the applicant provided three massing schemes: a "C" shaped mass facing Terry Ave. raised above a four story plinth; its inverse with the open area or court facing west toward the alley; and a "L" scheme with the wings fronting Terry Ave and Howell St. In the latter scheme, the bulk of the Terry Ave mass sets back above 45 feet on Terry (partially meeting the Green St. requirement), leaving a four-story plinth for the ground floor and the above grade parking garage. The Howell St. façade approaches the right of way. Additional drawings illustrate an angled volume occupying the corner. In appearance, the mass has three major elements: a four story plinth articulated by large vertical frames along Terry and Howell, the hotel wings above the parking and ground floor plinth and a vertical tower set at an angle from the street grid emphasizing the corner. The top of the tower, housing mechanical rooms, rises above the two wings.

At the EDG meeting, the architect supplied the Board with a new version of the third scheme (this was not posted on the Seattle DCI web site). This scheme eliminates the upper level parking freeing the first floor of an additional ramp and moves the meeting/amenity area to the second floor. Its impact on the massing occurs at the plinth. The corner volume has a terrace at the second level drawing greater visual interest near the two streets. The plinth with its frames drops in height along Howell St.

A significant issue is vehicular access to the proposed hotel. The applicant prefers a two-way 25' curb cut on the Terry Ave Green Street and a wide driveway from Terry to the alley to accommodate loading and access to one of the two ramps to the parking garage. Several

alternatives were presented in the EDG booklet 1) a no curb cut option with a lay-by or vehicular pull out lane on Terry Ave., 2) a Howell Street scheme (oddly configured), and 3) a 16' one-way curb cut on Terry.

OPCD Senior Urban Designer Lyle Bicknell spoke about maintaining the integrity of the Terry Ave Green St. and the pedestrian safety. Representing OPCD and voicing sentiments raised by SDOT after reviewing material produced by the applicant, Lyle urged an alternative to placing a curb cut on the green street.

#### Public Comment

Two members of the public affixed their names to the EDG meeting sign-in sheet. A speaker commented on the following issues.

- The alley is heavily trafficked. Consider angled parking at the loading dock.
- The roof top is an important design element as neighbors will look at it.
- Review the impacts of the roof top mechanical systems on the Aspira residents. Consider the appearance and materials used for the mechanical systems.

#### Meeting Materials:

The design packets submitted to the Seattle DCI Land Use Planner prior to each Design Review meeting included materials presented at the EDG and Recommendation meetings. They are available online by entering the project number (3017451) at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>  
or by contacting the Public Resource Center at Seattle DCI:

#### **Mailing Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

### **FINAL RECOMMENDATION August 18, 2015** **DESIGN DEVELOPMENT**

By the Recommendation Meeting, the design's transformation included refining the massing to reduce the Green Street encroachment, removing the above grade garage, integrating mechanical screening and further developing the facades, podium elements, entries and streetscape design.

#### Public Comment

The following comments were offered at the Recommendation meeting:

- Concerned with the amount of requested departures and Director's decisions and stressed the importance of carefully reviewing each.

<b>PRIORITIES &amp; BOARD RECOMMENDATIONS</b>
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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.

## DESIGN REVIEW GUIDELINES

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

### SITE PLANNING AND 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.

**A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.**

**A2.1. Desired Architectural Treatments:** Use one or more of the following architectural treatments to accomplish this goal:

- a. sculpt or profile the facades;
- b. specify and compose a palette of materials with distinctive texture, pattern, or color;
- c. provide or enhance a specific architectural rooftop element.

**A2.2. Rooftop Mechanical Equipment:** In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

*At the Early Design Guidance meeting, the Board responded to the public comment urging a well-designed roof and noted that neighbors would look down on the mechanical systems. This presented sufficient reason to create an attractive enclosure housing the HVAC and other mechanical equipment.*

*At the Recommendation meeting, the Board supported the proposed integrated mechanical screening.*

## 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.

### **B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.**

**B2.1. Analyzing Height, Bulk, and Scale:** Factors to consider in analyzing potential height, bulk, and scale impacts include:

- a. topographic relationships;
- b. distance from a less intensive zone edge;
- c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
- d. effect of site size and shape;
- e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
- f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

**B2.2. Compatibility with Nearby Buildings:** In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

- h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
- i. architectural massing of building components; and
- j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

**B2.3. Reduction of Bulk:** In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

- k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
- l. increasing building setbacks from the zone edge at ground level;
- m. reducing the bulk of the building's upper floors; and
- n. limiting the length of, or otherwise modifying, 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.

**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.

*At the Early Design Guidance meeting, the Board preferred the ‘massing’ of the “Alternative Scheme” with its oblique corner and the void or cut-out at the second level overlooking the intersection. Consider redesigning the corner’s angle to enhance its obliqueness and place a greater portion of this volume back within the required green street setback in order to reduce the amount of cubic area requiring a departure request. Work on revising the tower’s proportions to produce a more slender and refined corner tower. From some angles, its mass overwhelms the anchoring provided by the Howell St. façade.*

*At the Recommendation meeting, the Board unanimously supported the adjusted tower massing which placed a greater portion of the volume back within the required green street setback. The rational yet twisted form provides architectural presence and better responds to the context.*

**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.

*At the Early Design Guidance meeting, the Board noted that the frames delineating the podium appear ponderous and inelegant to the pedestrian’s scale. Covering the upper level parking garage apertures with green screen is an insufficient response to an important design issue. The Board recommended that the architect study the elegant solution of an above grade parking garage integrated within a podium proposed at Western and University (project # 3014451).*

*The Board prefers an active second floor as programmed in the alternative scheme. The lack of an above-grade garage would not justify a curb-cut on Terry Ave as the two elements are unrelated. (Staff note: the 220-230 parking spaces represent a significantly greater number of spaces than a downtown hotel (even with a restaurant and a small retail space) typically warrants. The Land Use Code requires one space per four hotel rooms.)*

*At the Recommendation meeting, the Board appreciated the replacement of the above grade garage with active uses.*

**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.

*At the Early Design Guidance meeting, the Board wanted to see how the podium wraps back into the larger volume. The condition illustrated on p. 68 of the alternative scheme needs better articulation along with the rest of the framing device.*

*At the Recommendation meeting, the Board questioned the podium material cladding choice and noted the warm stone's incongruity with the rest of the architectural concept. Noting that stone has a heavy quality and a slight change of plane makes the material look applied, the Board directed the applicant provide a different material at the south façade podium and recommended a material related to the top of the tower, such as steel. For the east façade podium, the Board recommended either using a different stone color or also using material related to the tower.*

## THE STREETScape

**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.

**C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.**

**C2.1. Modulation of Facades:** Consider modulating the building facades and reinforcing this modulation with the composition of:

- a. the fenestration pattern;
- b. exterior finish materials;
- c. other architectural elements;

- d. light fixtures and landscaping elements; and
- e. the roofline.

*See discussion of the corner tower in Guidance B4.1.*

**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.

**C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.**

**C4.1. Entry Treatments:** Reinforce the building's entry with one or more of the following architectural treatments:

- a. extra-height lobby space;
- b. distinctive doorways;
- c. decorative lighting;
- d. distinctive entry canopy;
- e. projected or recessed entry bay;
- f. building name and address integrated into the facade or sidewalk;
- g. artwork integrated into the facade or sidewalk;
- h. a change in paving material, texture, or color;
- i. distinctive landscaping, including plants, water features and seating
- j. ornamental glazing, railings, and balustrades.

**C4.2. Residential Entries:** To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry.

To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

**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.

*At the Early Design Guidance meeting, the Board requested continuous canopies along the two major facades. Give better shape and definition to the canopy at the corner volume. Its outer edge doesn't necessarily need to run parallel to the two planes of the tower.*

*At the Recommendation meeting, the Board acknowledged that the applicant had better resolved the overhead weather protection design, yet struggled with the lack of cover for pedestrians and unanimously recommended extending the canopy's depth.*

**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.

*At the Early Design Guidance meeting, the Board recommended the alley be more thoroughly explored as an entry approach for drop-off for the hotel. The porte-cochere could sit parallel to the alley. Enhancements to the alley, with pavers, festival and other types of lighting and an attractive façade, could produce a strong and convincing sense of place in the spirit of Hotel 1000 at First Ave and Madison and The Olivian (apartment building) at Eighth Ave and Olive Way.*

*At the Recommendation meeting, the Board discussed the entry approach and alley design. Acknowledging that the adjacent building has large amounts of glazing facing the alley and an entrance off the alley, the Board was concerned with the quantity of blank wall, lack of active uses, and overall treatment of the alley. The Board directed the applicant to further develop the alley façade; thoughtfully consider materials and more active uses. Provide a compelling treatment, sensitive to the neighboring building; explore wrapping more of the south facade material around the alley. Use materials, landscaping and lighting to provide pattern and texture at a human scale.*

## PUBLIC AMENITIES

**D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

**D1.1. Pedestrian Enhancements:** Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

**D1.2. Open Space Features:** Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

- a. visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;
- b. walking surfaces of attractive pavers;
- c. pedestrian-scaled site lighting;
- d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
- e. areas for vendors in commercial areas;
- f. landscaping that enhances the space and architecture;

- g. pedestrian-scaled signage that identifies uses and shops; and
- h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

**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.

*The developers of the 1007 Stewart project on the Williamsburg Apartment site will fund Green Street improvements as previously approved under MUP 3016095. At the Early Design Guidance meeting, the Board requested more information on existing and proposed right of way improvements along this breadth of Terry Ave.*

*At the Recommendation meeting, the Board strongly supported the landscape architecture along Terry and Howell shown in the packet and presented during the meeting.*

*Discussion focused on the Type 1 Decision administrative request to encroach the minimum sidewalk width along Howell St. The Board acknowledged the difficulty of creating a simple and elegant massing solution, however, also stressed the importance of appropriate sidewalk width. Two Board members indicated that they are not supportive of the building projecting into the sidewalk area and encouraged the applicant to shift the column back to maintain 15 foot sidewalk clearance.*

**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 an 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.

**D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

**D4.1. Desired Signage Elements:** Signage should be designed to:

- a. facilitate rapid orientation
- b. add interest to the street level environment
- c. reduce visual clutter
- d. unify the project as a whole
- e. enhance the appearance and safety of the downtown area.

**D4.2. Unified Signage System:** If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. signs on blades attached to building facade;
- c. signs hanging underneath overhead weather protection.

**D4.3. Signage Types:** Also consider providing:

- d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

**D4.4. Discourage Upper-Level Signage:** Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

*At the Recommendation meeting, the Board considered the upper signage. The Board directed the applicant to integrate these signs with the architecture and recommended removing the back panel and integrating the lettering into the metal screening.*

**D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.**

**D5.1. Lighting Strategies:** Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

**D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.**

**D6.1. Safety in Design Features:** To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. provide adequate lighting;
- b. retain clear lines of sight into and out of entries and open spaces;
- c. use semi-transparent security screening, rather than opaque walls, where appropriate;
- d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
- e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- f. use ornamental grille as fencing or over ground-floor windows in some locations;
- g. void architectural features that provide hiding places for criminal activity;
- h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- i. install clear directional signage;
- j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- k. ensure natural surveillance of children’s play areas.

## VEHICULAR ACCESS AND PARKING

**E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.**

**E1.1. Vehicle Access Considerations:** Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;
- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;

- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
- g. provide sufficient queuing space on site

**E1.2. Vehicle Access Location:** Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

*See Board guidance for C6.2.*

**E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.**

**E2.1. Parking Structures:** Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

- a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
- b. Use the site topography to help reduce the visibility of the parking facility.
- c. Set the parking facility back from the sidewalk and install dense landscaping.
- d. Incorporate any of the blank wall treatments listed in Guideline C-3.
- e. Visually integrate the parking structure with building volumes above, below, and adjacent.
- f. Incorporate artwork into the facades.
- g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
- h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

*At the Recommendation meeting, the Board discussed the Type 1 Decision administrative request to exceed 15 percent driveway slope, and indicated support as the design has an overall intent to integrate parking facilities.*

**E2.2. Parking Structure Entrances:** Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

- i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
- j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
- k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
- l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
- m. Locate the garage entry where the topography of the site can help conceal it.

**E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.**

**E3.1. Methods of Integrating Service Areas:** Consider incorporating one or more of the following to help minimize these impacts:

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.
- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

*At the Early Design Guidance meeting, the Board recommended angling the loading berths as suggested by a member of the public.*

*At the Recommendation meeting, the Board supported the Type 1 Decision administrative request to reduce the depth of the loading berths as the design would minimize the presence of the service area.*

## **DEVELOPMENT STANDARD DEPARTURES**

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

- 1. Overhead Weather Protection (SMC 23.49.018D):** The Code states that overhead weather protection must be continuous and the lower edge of overhead weather protection must be a minimum ten feet and a maximum 15 feet above the sidewalk grade. The applicant proposes a discontinuous canopy between 16 and 18 feet above sidewalk grade.

The Board acknowledged that the applicant had better resolved the overhead weather protection, but struggled with the lack of cover for pedestrians. The Board unanimously recommended the canopy extend to cover pedestrians, in order to justify this departure. This departure, along with the recommended condition, would provide an overall design that would better meet the intent of Design Review Guideline C.5 by maintaining a pleasant pedestrian environment.

- 2. Street Use on a Green Street (SMC 23.49.009.A):** The Code requires street-level uses for 75 percent along Terry Ave, not including pedestrian and vehicular entrances. The applicant proposes 51 percent; the remainder of the street-level use is lodging, which is not a qualified street-level use.

Recognizing the exemplary design of the green street, generous outdoor dining space at the corner and that retail is provided along Howell St, where none is required, the Board unanimously supported the departure as the overall design would better meet the intent of Design Review Guidelines B.1, C.1, and D.1 by emphasizing street level human activity.

- 3. Street Use on a Green Street (SMC 23.49.009.A):** The Code requires street-level uses to be located within 10 feet of the street lot line. The applicant proposes a portion of these uses to be located a maximum of 15'-5", to allow for that the angled facade of the preferred design.

The Board unanimously supported the departure as the angled massing is driven by clear design logic for the whole site which would better meet the intent of Design Review Guidelines B.3 and D1.1.

- 4. Minimum façade Heights (SMC 23.49.056 A.1):** The Code requires a minimum facade height of 25 feet on designated Green Streets. The applicant proposes to allow a section of the building below the 25 feet required minimum facade height.

Acknowledging that the portions of the building which are not in compliance include an outdoor dining and landscape area on the street level and an overlook on Level 2, the Board unanimously supported the departure as the overall design provides more opportunities for porous edges. The departure would better meet the intent of Design Review Guidelines B.3 and D1.1 by encouraging human activity.

- 5. Upper Level Setbacks (SMC 23.49.058F.2):** The Code requires when a lot in a DMC zone is located on a designated green street, a continuous upper-level setback of 15 feet shall be provided on the street frontage abutting the green street at a height of 45 feet. The applicant proposes to extend the corner volume at Howell St and Terry Ave a maximum of 7'-8" over the required setback.

The Board unanimously supported departure as the adjusted tower massing, which placed a greater portion of this volume back within the required green street setback, responds to the adjacent context and better meet the intent of Design Review Guidelines B.3, B.4 and C.2 by creating a meaningful architectural expression.

## **BOARD RECOMMENDATION**

The recommendation summarized above was based on the design review packet dated August 18, 2015, and the model and materials shown and verbally described by the applicant at the August 18, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design with the following conditions. Applicable Guidelines are noted in parentheses after each condition.

1. Modify the podium materials. At the south façade podium, provide a different material related to the tower, such as steel. For the east façade podium, provide either a different stone color or, similar to the south façade podium, use a material related to tower. (B.4)
2. Modify the alley facade; thoughtfully consider material treatment and more active uses. Explore wrapping more of the south facade material around the alley. Use materials, landscaping and lighting to provide pattern and texture at a human scale. (C.6)
3. Integrate the upper level signage with the rest of the tower façade. (D.4)
4. Extend out the canopy to cover the sidewalk pedestrian space. (C.5)

## **ANALYSIS & DECISION – DESIGN REVIEW**

### **Director’s Analysis:**

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the Seattle DCI Director’s decision reads in part as follows:

*The Director's decision shall consider the recommendation of the Design Review Board. Except for projects accepted in the Living Building Pilot Program established in Section 23.40.060, if four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of the Design Review Board:*

- a. Reflects inconsistent application of the design review guidelines; or*
- b. Exceeds the authority of the Design Review Board; or*
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
- d. Conflicts with the requirements of state or federal law.*

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on August 18, 2015, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Three members of the Downtown Design Review Board were in attendance and provided recommendations 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.F.3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines, as described in the Board Recommendation section above.

Subsequent to the August 18, 2015 Recommendation meeting, the applicant worked with Seattle DCI staff to respond to the Design Review Board Recommended Conditions as follows:

1. The podium materials have been modified. A metal material related to the tower is shown for the south façade podium. For the east façade podium, a dark grey natural stone is shown in the plan set. This response satisfies recommended condition #1.
2. The approved plan set shows a refined alley façade; materials and lighting have been further developed to provide pattern and texture at a human scale. This response satisfies recommended condition #2.
3. The upper level signage has been further modified and integrated with the rest of the tower façade in the approved plan set. This response satisfies recommended condition #3.
4. The extension of the overhead canopy is shown in approved plan set. This response satisfies recommended condition #4.

The plans on file reflect the updated design and will be included in the issued MUP plan set.

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 Design Guidelines. The Director is satisfied that the recommendations imposed by the Design Review Board have been met.

**Director's Decision:**

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and requested departures with the conditions summarized at the end of this Decision.

**ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project is located in a Downtown Mixed Commercial zone and exceeds the threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and signed November 20, 2014. A geotechnical report, dated November 3, 2014 was provided under Building permit project # 6412152. A transportation study and supplemental memos, dated August 6, 2014; October 14, 2014; January 16, 2015; January 20, 2015; February 25, 2015; March 17, 2015; July 2, 2015 were also submitted. The information in the checklist and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The Seattle Department of Construction and Inspections has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans, including site survey, and any additional information in the file. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, "Where City regulations have been adopted to address environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations or circumstances (SMC 25.05.665 D) 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.

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 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 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.

A Construction Management Plan will be required prior to issuance of the first building permit, 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 and the CMP are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Construction-Related Streets, Parking, and Pedestrian Circulation- 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 (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <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 bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increased airborne emissions resulting from additional traffic; increased energy consumption; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment and no further conditioning is warranted by SEPA policies. However, greenhouse gas, height bulk and scale, parking, and traffic warrant further analysis.

### 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.

Parking- The subject property is located in a Downtown Mixed Commercial zone (DMC 340/290-400) and the Denny Triangle Urban Center Village. The submitted MUP plans indicate 149 vehicular parking spaces will be provided onsite.

The applicant submitted a transportation study and supplemental memos prepared by Transportation Engineering NorthWest, dated August 6, 2014; October 14, 2014; January 16, 2015; January 20, 2015; February 25, 2015; March 17, 2015; July 2, 2015.

It is estimated that there will be a total parking demand for approximately 146 parking spaces during average 74% hotel occupancy. On-site parking supply is expected to adequately serve the peak parking demand, and as a result, the project is not anticipated to cause significant adverse impacts for parking and additional mitigation is not warranted per SMC 25.05.675.M.

Traffic- Trip rates estimation for this project is based on trip rates established in the Even Hotel TIA (dated November 2014), located on the SW corner of Fairview Avenue N and Mercer Street. The trip rates used are consistent with other recent hotel developments in the Seattle

downtown vicinity area and accounts for specific elements of the proposed project such as the expected client base and urban location.

The submitted transportation impact study noted that the project is expected to generate a total of 884 net new daily vehicle trips, with 53 new trips occurring during the weekday AM peak hour, and 65 new trips during the weekday PM peak hour. Level of service analysis was performed for the following intersections:

- Terry Avenue / Stewart Street
- 9th Avenue / Stewart Street
- Alley / Stewart Street
- Terry Avenue / Howell Street
- 9th Avenue / Howell Street
- Alley / Howell Street
- Terry Avenue / Olive Way
- 9th Avenue / Olive Way

The analysis showed that the project is expected to add a small amount of delay at the study intersections, but is not expected to significantly affect their overall operation. The project will also mitigate traffic impacts by participating in the pro-rata contribution to the Seattle Department of Transportation's Active Traffic Control program for the Denny Way corridor. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of \$5,208 in order to help reduce project transportation impacts. This fee shall be paid prior to building permit issuance, consistent with Seattle DCI business rules.

With those mitigation measures, the project is not anticipated to cause significant adverse impacts to traffic.

*Greenhouse Gas Emissions*- Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### **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).

## **SEPA CONDITIONS**

### Prior to Issuance of Any Demolition, Grading and Building Permit:

1. In order to address construction related transportation and parking impacts, a Construction Management Plan is required. This plan shall be reviewed and approved by SDOT and shall include methods that will reduce construction worker parking demand on surrounding streets; and minimize construction impacts to the greatest extent possible. Submittal requirements and review process are described here: <http://www.seattle.gov/transportation/cmp.htm>.

### Prior to Issuance of a Building Permit

2. The applicant shall make a pro rata mitigation payment in the amount of \$5,208 to the City of Seattle.

## **DESIGN REVIEW CONDITIONS**

### Prior to Certificate of Occupancy

3. The Land Use Planner (Magda Hogness at [magda.hogness@seattle.gov](mailto:magda.hogness@seattle.gov) or 206-727-8736) shall inspect materials, colors, and design of the constructed project. An appointment with the assigned Land Use Planner must be made at least seven (7) working days in advance of field inspection. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
4. The applicant shall provide a landscape certificate from Director's Rule 30-2015, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Magda Hogness at [magda.hogness@seattle.gov](mailto:magda.hogness@seattle.gov) or 206-727-8736).

### For the Life of the Project

5. 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 (Magda Hogness at [magda.hogness@seattle.gov](mailto:magda.hogness@seattle.gov) or 206-727-8736).

Magda Hogness, Land Use Planner  
Seattle Department of Construction and Inspections

Date: February 4, 2016

MH:bg

## **IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

### Master Use Permit Expiration and Issuance

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

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at [prc@seattle.gov](mailto:prc@seattle.gov) or to our message line at 206-684-8467.