City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3017467

Applicant Name: Brad Hinthorne, Perkins & Will Architects, for Martin Selig Real Estate

Address of Proposal: 220 W Harrison Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story building containing 183,779 sq. ft. of office space. Parking for 165 vehicles to be provided below grade. Existing structures to be demolished.

The following approvals are required:

SEPA Environmental Determination – Chapter 25.05 SMC.

Design Review – Chapter 23.41 Seattle Municipal Code (SMC)

Departures Granted:

SMC 23.47.008.A.2.b The Code requires that blank segments of the street-facing facades between 2 and 8 feet above the sidewalk not exceed 20 feet in length. At the north elevation, all but 20'-1" of the 117'-2" façade would count as a blank zone. Along the west elevation two linear segments, one of 35'-5" and one of 38'-1", exceed the 20-foot maximum.

SMC 23.47.008.A.2.c The Code requires that the total of all blank segments not exceed 40 percent of the width of the façade. The applicant proposes a 60 percent total.

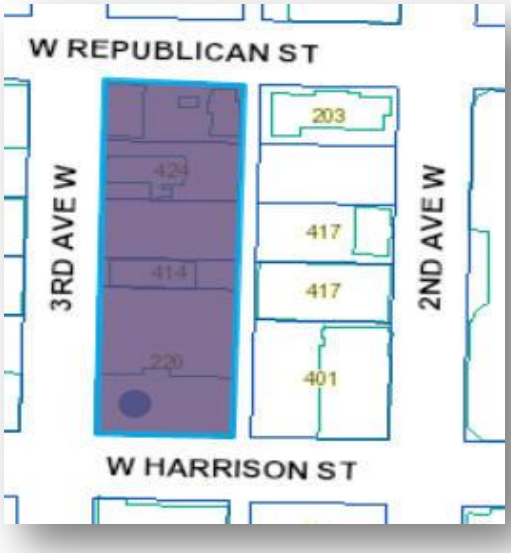
SMC 23.27.008.B.2.a The Code requires that 60 percent of the street-facing façade between 2 and 8 feet be transparent. The applicant proposes 27 percent along the north façade.

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

[X] DNS with conditions

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

BACKGROUND INFORMATION:



The proposed development site lies within the Uptown Urban Center. The site, the entire half block located along the eastern side of 3rd Avenue W. between W. Republican Street and W. Harrison Street, is rectangular is shape. The site is composed of 6 underlying parcels, totaling 43,200 sq. ft. It slopes approximately 40 feet from the northeast corner as it descends southwest to the corner of 3rd Avenue W. and W. Harrison Street. The site, previously developed, is currently occupied by five structures and surface parking lots. The zoning is NC3-65, Neighborhood Commercial, with a 65-foot height limit.

Zoning directly across 3rd Avenue W., across the alley to the east and across W. Harrison Street to the south is similarly NC3-65. Across W. Republican Street to the north the zoning designation is NC3-40. Building scale and uses vary in the area surrounding the site, with a mix of office buildings and smaller residential buildings. Mid-block principal entries are common among the larger commercial buildings and serve to reduce the scale of the buildings as the topography steps down from the northeast to the southwest and Queen Anne Hill is dissolved into Elliott Bay along the expanse of Myrtle Edwards Park.

Project Proposal

The goal of the applicant is to construct a six level office building with two stories of enclosed parking below grade, accessed from the alley located to the east of the site. Some 183,600 square feet of commercial office space would be provided within the building. Supplemental parking would be provided on a surface parking lot locate a half block from the building. Ample parking on site is proposed for bicycles.

PUBLIC COMMENT

The official public comment period for this proposal ended on December 17, 2014. The City received two written comments regarding the project, one declaring strong opposition to the proposal without any further elaboration, the other pointing to existing dangerous traffic conditions on 3rd Avenue W., in particular at the intersection of 3rd Avenue W. and W. Republican Street, Additional public comments were elicited at each of the Design Review meetings. Specific comments from those meetings are included under the Design Review analysis discussed below.

ANALYSIS – DESIGN REVIEW

Early Design Guidance Meeting –September 10, 2014

Architects' Presentation

After the brief introduction of the vision and scope of the project, the architectural team presented three alternative design schemes, each which included a structure generally occupying the entire site and calculated to meet a variety of goals, including improving the pedestrian experience along both 3rd Avenue W. and W. Harrison Street by providing lighting and landscaping and enhancing the public spaces adjacent to the three street-facing facades of the building;

The site lies within the Uptown Urban Center and the applicants offered three massing concepts for the Board's consideration. The first scheme (Massing "Option 1") was identified as the "Step" and showed a building whose envelope almost filled the site but stepped down a story about the two-thirds of the way south on 3rd Avenue W. Although there was a principal entry midway on 3rd Avenue W., it was not immediately evident as a break in the massing at the pedestrian level, since the building suggested a continuous street wall along that street.

The second scheme (Massing "Option 2") was the "Bridge," clearly showing two separate masses, broken and separated at the middle by a bridge that would serve as meeting and conference spaces on several floors and providing for a mid-block passage between street and alley. While perhaps providing for some visual relief to pedestrians traversing 3rd Avenue W., it did not clearly contribute to the enhancement of the pedestrian experience at street level and served to obscure rather that heighten perception of the entries to the building. Additionally, it was not clear what was gained by facilitating passage between the street and the alley.

The third scheme (Massing "Option 3"), the preferred option embraced by the design/development team, was identified as the "Link" and showed two masses that step down the hill and are connected by a core circulation space and atrium. The building base was set back at mid- point on 3rd Avenue W. for a primary pedestrian entry into the building. A rooftop terrace would be provided on the southern, lower portion of the structure.

The packet includes materials presented at the meeting, and is available online by entering the project number (3017467) 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 DPD:

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

Email: PRC@seattle.gov

Design Departure Request

No request for departures from development standards was made by the applicants at the Early Design Guidance meeting.

PUBLIC COMMENT

Public comments delivered at the Early Design Guidance Meeting included the following remarks:

- The site was near the proposed South Korean Consulate and there might be opportunities to make some linkage to that other site through artwork or other gestures on the subject site.
- W. Harrison Street connected directly to Seattle Center and to the "Lake to Bay" trail joining W. Thomas Street and with the pedestrian and bike overpass to Elliott Bay a block away. This should provide opportunities for way-finding signage, connective lighting and other gestures connected to the project.
- It was pointed out that the site was historically significant as the location of one of Seattle's early brothels. There were no design implications of this fact suggested, however.

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 comments relating to the proposal.

Massing, Scale and Entries

- It was generally thought that the big gestures shown were good and on the right track; the smaller pieces needed more thought and expression; for instance, the Board discussed the midblock entry along 3rd Avenue W. and were generally agreed that, while it was the proper location for a main entry, the building needed further pedestrian permeability at its two corners on 3rd Avenue W.
- The corner at W. Harrison Street and 3rd Avenue W., and the frontage along W. Harrison Street needed special attention; an entry could be an entry into that space only, which need not be, in a building of this magnitude, an office use.
- It was noted that this was the "park character" area of Uptown and this fact, together with the topography of the site, should take on informing roles when attending to the treatment of the building's entries.
- Investigate how particular treatments of the massing of the building, especially breaking it down into different architectural expressions, could tame the "big building" feel, and make it lighter, happier and less monolithic: "Let the monoliths graze along Elliott Avenue W."

The Pedestrian Realm

- Look into opportunities for an exterior, urban room at the corner of 3rd Av. W. and W. Harrison St.
- Provide lush landscape and lighting along W. Harrison Street.
- Create flexible spaces that could support future retail.

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.

CONTEXT & SITE

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

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

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

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-B Adjacent Sites, Streets, and Open Spaces

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

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-II Streetscape Compatibility

CS2-II-ii. Uptown Park: Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area. New developments may elect to take inspiration from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscaped streets element is voluntary.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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.

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

PL2-B Safety and Security

PL2-B-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.

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Prominent Entrances: Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

PL2-II-iii. Pedestrian Experience: Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

PL2-II-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

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

PL4-A Entry Locations and Relationships

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

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

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-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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

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-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.

Uptown Supplemental Guidance:

DC2-III Human Scale

DC2-III-i. Proportioned Design: Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC2-III-iii. Weather Protection: The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting,

less massive appearance.

DC2-III-iv. Integrated Exterior Features: Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

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

DC4-AExterior 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.

lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Uptown Supplemental Guidance:

D

DC4-III Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

Board Recommendations

At the conclusion of the Early Design Guidance Meeting, after identifying those Guidelines of particular applicability to the proposal, the Design Review Board recommended (4-0) that the proposal proceed to design development and MUP application.

Recommendation Meeting –January 21, 2015

Exceptional Trees

At the Recommendation Meeting the Land Use Planner explained to the Board, applicants and public in attendance that subsequent to the Early Design Guidance meeting on September 10, 2014, the Department had identified two "exceptional" trees on the development site. The Land Use Code provides that when exceptional trees are encountered on site, the Design Review Board should weigh in on alternatives in siting and the granting of departures to try to accommodate both development and the protection of the tree(s), or to recommend that the trees not be considered for retention. An exceptional tree may be removed only if avoiding development in the tree protection area could not be achieved by development adjustments or departures through design review and/or a deduction in required parking spaces.

Two trees on the development site have been identified as "Exceptional" per SMC 25.11.09, a Pacific Dogwood (*Cornus Nuttalli*), 10 inches in diameter, and an Austrian Black Pine (*Pinus Nigra*), 48 inches in diameter. See, in the project file, Sue Nicol, *Arborist Report(s),* November 12 & November 17, 2014.

The Board members were agreed that development of the site would not be practicable if the trees were not removed, along with 29 other non-exceptional trees. SMC 25.11.09 requires that when exceptional trees are removed in association with development, in all zones, they shall be replaced by new trees whose canopies upon maturity shall result in canopies that equal the canopy cover of the exceptional trees at the time of removal. The exceptional tree canopies in this instance equal 2123 square feet. Proposed total replacement trees canopy, on site and in the abutting rights-of-way, will total 4846 square feet. The four Board members attending recommended to the Department that the exceptional trees be allowed to be removed and their removal mitigated through the proposed landscape replacement plan.

Architects' Presentation

The applicants' presentation proceeded with a re-emphasis on the objectives set out at the EDG meeting and indicated how the developed design maintained that strong sense of direction while responding to the identified Guidelines and guidance that had been given by the Board.

At the Early Design Guidance meeting on September 10, 2014, the Board had supported developing the "Link" concept which featured a mid-block main entry on 3rd Avenue W. and which stepped down the north/south slope from W. Republican Street to W. Harrison Street. Among the Board's guidance were the following directives:

- Increase pedestrian permeability at the corners;
- Pay particular attention to the pedestrian experience at the corner of 3rd Avenue W. and W. Harrison Street and between the corner and the alley along W. Harrison Street;
- "Tame" the big building feel by making the structure appear lighter and less monolithic;
- Explore opportunities for creating an exterior, urban room at the corner of 3rd Avenue W. and W. Harrison Street;
- Create flexible spaces at ground level within the building that could support future retail;
- Create lush landscaping and pedestrian-level lighting along W. Harrison Street.

In response to the above guidance, the design team presented the following responses:

- The build mass was stepped back along the sidewalk on W. Harrison, reducing some of the big building feeling;
- Similarly the building mass at the corner of W. Republican Street and 3rd Avenue W. was stepped back, with an entry added to activate the northwest corner of the building;
- The mid-block entry and narrowing of the building mass, shown as the preferred massing at the Early Design Guidance meeting was further refined with landscaping and seating incorporated into the entry design;
- A notch was provided at the southwest corner of the building, with a large paved area and ample landscaping adjoining the two sidewalks and creating an outdoor, urban room as had been the Board's direction. A network of exterior spaces was provided all around the building, enhancing the interplay of building facades with the public pedestrian pathways.

PUBLIC COMMENT

Public comment reacted favorably to the design improvements, including providing for potential retail, integrating the "Uptown" lighting standards along W. Harrison Street and enhancing the vitality of the public realm. Opportunities were noted for even further refinements, which

included: way-finding gestures, extending the Uptown lighting standards up 3rd Avenue W. for increased pedestrian safety and comfort, and introducing some art along the bases of the street-facing facades.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation Meeting the following departures had been identified and were requested:

1. SMC 23.47.008.A.2.b The Code requires that blank segments of the street-facing facades between 2 and 8 feet above the sidewalk not exceed 20 feet in length. At the north elevation, all but 20'-1" of the 117'-2" façade would count as a blank zone. Along the west elevation two linear segments, one of 35'-5" and one of 38'-1", exceed the 20-foot maximum.

2. SMC 23.47.008.A.2.c The Code requires that the total of all blank segments not exceed 40 percent of the width of the façade. The applicant proposes a 60 percent total.

3. SMC 23.27.008.B.2.a The Code requires that 60 percent of the street-facing façade between 2 and 8 feet be transparent. The applicant proposes 27 percent along the north façade.

The Board indicated their recommendation of approval of the requested departures, noting the challenges of topography for a building that filled an entire half-block and extended 353 feet in length. The applicants had responded to the Citywide Guidelines and Uptown Supplemental Guidance which the Board had indicated were of highest priority for this project. In particular the project had responded sensitively to the City-wide guidelines (CS-1, CS-2, PL-1,PL-2, DC-2) and the Uptown supplemental guidance (CS-2-I, CS-2-II, PL-2-I, PL-2-II, and DC-2III), and the requested departures provided for an integrated architectural concept, in the Board's judgment. pleasing in its form and articulation, and one demonstrably responsive to the site and its topographical restraints.

ANALYSIS & DECISION- DESIGN REVIEW

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

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board recommendation:

a. Reflects inconsistent applications 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
e. Conflicts with the requirements of state or federal law.

Director's Analysis and Decision

Four members of the Design Review Board provided recommendations (listed above) to the Director and identified elements of the Design Guidelines that would be critical to the project's overall success. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made at the Recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Director agrees with the Design Review Board's conclusion that the proposed project as presented at the January 21, 2015 meeting would result in a design that best meets the intent of the applicable Design Guidelines. Therefore, the Director accepts the Design Review Board's recommendations regarding the removal of the trees on site and their approval of the design, and **APPROVES the proposed design and the requested departures from development standards.**

DESIGN REVIEW CONDITIONS

See below.

ANALYSIS – SEPA

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 Chapter 25.05) because the proposed project exceeds the 12,000 square feet size threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated November 4. 2014. The information in the checklist, supplemental documentation, pertinent public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development has analyzed the environmental checklist which was submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in this analysis, this action will result in 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 (SM C 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 and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,"* subject to some limitations.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction

equipment and personnel; increased noise; and consumption of renewable and nonrenewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The applicant estimates approximately 4,500 cubic yards of excavation for construction. Excess material to be disposed of must be deposited in an approved site.
- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, and removal of debris and regulates obstruction of the pedestrian right-of-way.
- PSCAA regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.
- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, traffic, circulation and parking, noise, and greenhouse gases is warranted.

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth – Grading

Construction plans will be reviewed by DPD. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where

grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 4,500 cubic yards of material. A Geotechnical Report by GeoEngineers, dated March 16, 2012, was submitted with this application and was reviewed and approved by DPD. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips.

During demolition and construction, the existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires and removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site or on a dedicated site within 800 feet for the term of the construction, whenever possible.

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

Noise

Mitigation for construction impacts is subject to the SEPA Overview Policy. Construction activities are subject to the Noise Ordinance. In order to require SEPA mitigation there must be unusual circumstances that result in adverse impacts that "substantially exceed" those anticipated by City codes and regulations. No such unusual circumstances have been identified and, therefore, no additional mitigation is warranted.

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.

Long-Term Impacts — Use-Related Impacts

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) states that:

"…the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies…for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."

In addition, the Policy states that:

"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."

The proposed development would proceed according to Land Use Code standards for the proposed zone. The development as a whole will be in keeping with the scale of development anticipated by the goals and policies for the existing zoning and the Comprehensive Plan. In addition, in approving the project, the Design Review Board gave particular attention to the height, bulk and scale relationship of the proposal to its surroundings. There is no evidence that height, bulk and scale impacts have been inadequately mitigated through the Design Review Board process. Therefore, no mitigation of height, bulk and scale impacts is warranted pursuant to SEPA.

Traffic

According to the Transportation Impact Analysis (TIA) prepared by *Transpo* in December, 2014 and submitted by the applicant, the proposed development is estimated to generate 1,332 daily trips (or 1,146 net new daily trips) , with 171 new trips occurring during the AM peak hour and 158 during the PM peak hour. While these impacts may be adverse, they are not expected to be significant as they affect existing and future 2016 conditions. The traffic volume impacts are relatively low at the 11 study intersections, all of which will operate at Level of Service (LOS) D or better except for the un-signalized intersection at W. Harrison Street/ 2nd Avenue W., which would operate at LOS E. As noted in the traffic analysis, "it is likely that vehicles [and their drivers] having difficulty entering the traffic stream [at this intersection] would shift to other parallel routes." No further mitigation through SEPA authority appears warranted.

Parking

Parking for the proposed project would be provided by an on-site parking garage with 165 vehicle parking stalls. Additionally, 90 long-term, covered bicycle parking spots will be provided on the development site. An anticipated parking demand for 319 vehicles attributable to the proposed development has been estimated by *Transpo* in the TIA prepared for the project, based upon data provided in the Institute of Transportation Engineers' (ITE) *Parking Generation, 4th Edition*, as well as local mode of travel data consistent with the trip generation analysis. This initial estimate assumes a 56 percent single-occupancy vehicle (SOV) rate consistent with CTR surveys of the Uptown neighborhood. Based upon the projected parking demand of 319 spaces and a proposed parking supply of 165 spaces on site, a potential shortfall of 154 spaces would occur. The applicant has indicated the availability of up to 138 parking spaces on a surface parking lot owned by the applicant at 400 W. Harrison, a block west of the development site. This parking shall be secured to the proposal site as available accessory parking by means of covenant or other instruments agreeable to the Department prior to any grant of a Certificate of Occupancy.

A Traffic Management Program ("TMP") is a proven and effective means to reduce the project's trip generation and thus minimize potential traffic and parking-related impacts. In order to mitigate both traffic and parking impacts a Transportation Management Program shall be required pursuant to SEPA policy authority. The TMP should have the goal of reducing the number of office workers coming to the office building by single occupancy vehicles to no more than 50%. This project shall be conditioned to lower the TMP goal to 50% single occupancy vehicle (SOV) trips. The Program shall comply with Director's Rule 14-2002, or whatever Director's Rule is in effect at the time a building permit is applied for. The TMP shall be submitted for review to DPD and SDOT prior to issuance of any construction permits other than demolition, excavation or shoring related to the project. This measure, combined with the covenanted off-site parking measure should collectively reduce the degree of project impacts.

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD's Director's Rule 4-99 and the City's Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed development projects. There were three screenlines included in the 220 W. Harrison Street project analysis prepared by *Transpo.* Based on that analysis, the small number of trips that the proposed project would add to each of the screenlines would not cause the LOS standard to be exceeded. No further mitigation is required.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. It is estimated that over the lifetime of the projects, emissions of CO2 directly attributable to the project would be 246,930 MTCO2e. While these impacts are adverse, they are not expected to be significant.

DECISION — STATE ENVIRONMENTAL POLICY ACT (SEPA)

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination. The intent of this declaration is to satisfy the requirements 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 43.21 C.030(2)(c).

CONDITIONS -SEPA

Prior to MUP Issuance

1. The applicant shall submit to DPD a copy of the "Letter of Intent to Dedicate Public Right of Way" sent to SDOT Real Property Section, detailing the intent to dedicate property along the entire extent of the west margin of the alley between W. Republican Street and W. Harrison Street that abuts the development site.

Prior to Issuance of Any Building Permits

2. The applicant shall record a dedication of the property along the west margin of the alley abutting the development site as required.

3. Initiate coordination with SDOT regarding an allowed Truck Traffic Route to be reviewed and approved by SDOT and DPD prior to issuance of any construction permits. Contact Don Smith at SDOT for all requirements needed for SDOT review (206-684-5125).

4. The applicant shall record a dedication of the property along the west margin of the alley abutting the development site as required by SMC 23.53.030.

Prior to issuance of any building permits other than demolition, excavation of shoring.

5. The applicant shall submit for DPD and SDOT review a Plan in compliance with the Traffic Management Program (TMP) with a goal of reducing the number of office workers coming to the office building by single occupancy vehicle to 50 percent or less. The submitted TMP will comply with Director's Rule 14-2002, or whatever Director's Rule is in effect at the time building permits are applied for.

Prior to Issuance of a Certificate of Occupancy

6. The surface parking lot at 400 W. Harrison Street, with 138 parking spaces dedicated for use of office personnel at 220 W. Harrison Street, shall be secured by means of a covenant or other binding instrument approved by the Department of Planning and Development, as parking accessory to the office use at 220 W. Harrison Street.

CONDITIONS-DESIGN REVIEW

None.

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

MD:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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