



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 & DEVELOPMENT**

Application Number: 3017804
Applicant Name: Jim Westcott of Weber Thompson for Greystar
Address of Proposal: 425 Fairview Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 433 unit residential development with a 24-story tower and a 7-story mid-rise structure with 9,500 sq. ft. of at grade retail space. Parking provided for 520 vehicles. Four existing structures are to be demolished.

The following approvals are required:

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

Development Standard Departure from a rooftop feature setback.
(SMC 23.48.010.H.7.b)

Development Standard Departure upper-level setback standards.
(SMC 23.48.012.A)

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

SEPA DETERMINATION:

Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

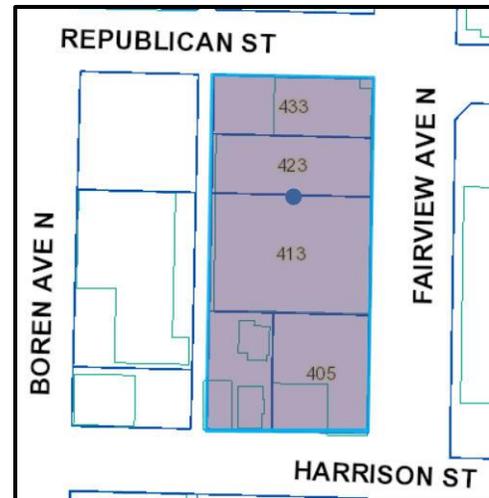
Site Zone: Seattle Mixed 160/85-240 (SM 160/85-240)

Nearby Zones: The site is surrounded by the 160/85-240 zone. A half block to the east the zoning changes to SM/R 55/85.

Lot Area: 58,801 square feet

Environmentally Critical Areas: None

Access: The site is bordered by Republican St to the north, Fairview Ave N to the east, Harrison St to the south, and an alley to the west.



Current Development: The site is current developed with four structures; a single-story commercial structure built in 1947, a single-story structure built in 1946 with a warehouse use, a two-story brick office building constructed in 1924 and a single-story office building constructed in 1954.

Surrounding Development: The surrounding sites to the north across Republican St, east across Fairview Ave N, south across Harrison St, and west across the alley are all under development or recently developed. The site across the alley will be a residential development. The other projects are mixed use with offices over ground floor commercial.

Neighborhood Character: Fairview Ave N is a fairly busy arterial handling traffic to and from I-5 and Mercer St. and Denny Way. The street has been and still is a demarcation from the more residential neighborhood to the east and commercial and former manufacturing uses to the west.

The site will have access to the South Lake Union Park and waterfront and Cascadia Park for recreational opportunities. Fairview Ave N and Westlake Ave N, 9th Ave N and Denny Way a few blocks away, have bus service. The SLU streetcar is located two blocks away.

The site is located within the South Lake Union Neighborhood Design Guideline area with Harrison St. identified as a “heart location”.

Project Description: The proposed project is for development of a half block with a residential and commercial mixed use structure that includes a 5 to 7 story midrise structure and a tower reaching 25 stories. The building will contain approx. 9,500 sq. ft. of commercial space and 433 residential units. Parking for 520 vehicles will be provided below grade.

DESIGN REVIEW

EARLY DESIGN GUIDANCE December 17, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number 3017804 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 Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Members of the public were present at the meeting and offered the following comments.

- Concerned that the east/west width of the tower is too wide and out of context with the SLU neighborhood. Encouraged a square or round tower.
- Concerned about views as the tower will be 80' higher than the neighboring structures..
- Confused about the proposed open space; is it open to the public? The proposed open space is poorly thought out and has no porosity.
- Concerned about the extra 15' for the penthouse on the roof.
- Did not support departures 1 and 3.
- Preferred option 3 with the tower at the north end of the site.
- Encouraged the proposed retail.
- Encouraged a mid-block connection through the site.
- Encouraged improved wider sidewalks and a mid-block connection to the alley.
- Encouraged activation of the street with retail use, a porous street-face and quality materials.
- Encouraged 'eye pleasing' detailing of the retail space.
- Encouraged flipping the residential courtyards toward Fairview Ave N.

PRIORITIES & BOARD RECOMMENDATIONS

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

EARLY DESIGN GUIDANCE: December 17, 2014

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

- 1. Massing: The Board directed the applicant to move forward with preferred massing option 3 and noted that placing the tower at the north end of the site is a good response to context (see below). The Board also supported the location of the residential open spaces facing the alley as they will align with the open space of the development across the alley. (CS1.C, CS2.B.1, CS2.B.3)**
 - a. Continue the evolution of the design highlighting the corners. (CS2.I.iv, CS2.C.1)
 - b. Design a strong podium and street wall with well-designed high quality materials, that provides eddies, and porosity for public spaces. (CS2.B.2, PL2.I, DC2.I.i)

- c. Align the open space with the open space of the development across the alley. (CS2.B.3, PL1.A.1)
 - d. Use the gap between the tower and the 'midrise' portion to provide public space at a human scale and texture. (CS2.B.2, DC2.D.1)
 - e. Consider using the space on the top of the podium as public space. (CS2.I.i, DC2.I.i)
 - f. Supports the bend in the Harrison St. facade. (DC2.B.1, DC2.C.1)
 - g. Retain the step setbacks in the facade along Harrison St. Consider a greater setback at the upper level to meet the intent of the setback requirements.(CS2.II.ii, CS2.C.1)
- 2. Tower Massing: The Board stated that given the development of 300 Boren Ave to the south, that Harrison St. is a SLU heart location, that solar access is important, and the misalignment of Republican St, the best location for the tower is the north end of the site. (CS1.C.3, CS2.B.1, CS2.A.2)**
- a. Provide additional view analysis of the tower, given the public concern of views of the Lake being blocked. (CS2.A.2, CS2.D.1, DC2.I.ii)
 - b. Consider a greater setback along Fairview Ave N. (CS2.B.2, CS2.II)
 - c. Encourages the design of a thinner tower between Fairview Ave N and the alley. (CS2.II.ii, CS2.I.iii)
 - d. Supports the narrow side of the tower on Fairview, but provide a more elegant massing and design. (CS2.II.iii, DC2.B.1)
 - e. Encourages a slender tower with more open space at the base. (CS2.A.2, CS2.II)
 - f. Consider a bigger setback and varied roof line of the tower and penthouse. (CS2.II.ii, DC2.A.2, DC2.I.i)
- 3. Public Realm and Space: Responding to public comment, the Board questioned how safe and successful a mid-block connection would be given the grade change and that a connection would only lead to the service alley. Instead the public realm space along the Fairview Ave N needs to provide a special, rich, civic, experience. The Board noted that recent projects in the area have provided more public space. (CS2.B.2, CS2.I.iv, CS2.II, PL1.B.3, PL2.B.3, PL2.C.3, PL2.I, DC3.B.3)**
- a. Provide a generous public realm along the Fairview Ave N street front and corners that is porous, and will promote human activity. (CS2.I.iv, PL1.B.3, PL2.B.3, PL2.I)
 - b. Consider using the space on the top of the podium as public space with good access. (CS2.I.i, DC2.I.i)
 - c. All commercial space entries should be public and welcoming with weather protection. (PL2.B.3, PL2.C.1, PL2.I)
 - d. Provide generous sidewalks. (CS2.II.i, PL1.I.ii)
 - e. Landscaping should not impede the porosity of occupiable public space. (DC4.D.1)
 - f. The landscaping along the curb edge is an appropriate buffer along the midblock. (DC4.D.1)
 - g. Study and relate to the project under development across Fairview Ave N. (PL1.I.ii, PL2.I, DC3.B.3)
- 4. Relationship to Streets: The Board observed the Fairview Ave N. facade will be the public, civic face of the development, and therefore the street edge should be porous, and that well designed retail space is very important. There was concern about the**

design of the residential stoops on Harrison St. and Republican St. (CS2.C.3, PL2.B.3, PL2.I, PL3.B.2, DC2.C.1)

- a. The Fairview Ave N street-facing elevation appears flat. Design cutaways that provide eddies, and breaks in the façade. (PL2.I, PL3.C.1)
- b. The design of the retail spaces should not be repetitive. Each space should have its own texture, modulation, and color. (PL2.I.i, DC2.C.1)
- c. All commercial space entries should be public and welcoming. (PL2.B.3, PL2.C.1, PL2.I, PL3.C.1)
- d. Supports the proposed design of the southeast corner and the residential lobby entry at the northeast corner. (CS2.I.iv, CS2.II.i)
- e. Design entries with weather protection, and an ensemble of elements where appropriate. (PL2.C, PL3.A.4)
- f. Design the residential stoops to be effective. (PL3.A.4, PL3.B.2)
- g. Provide enough space to provide security, and a sheltered transition at the residential stoops. (PL3.A.4, PL3.B.2)
- h. Consider providing more open space at the base of the tower. (See departures at the end of the report) (PL2.I, CS2.B.2)
- i. Study and relate to the project under development across Fairview Ave N. (PL1.I.ii, PL2.I, DC3.B.3)

5. Architectural Expression: The Board gave the following guidance for the project as it moves forward.

- a. Study the high quality facades in the South Lake Union neighborhood. (DC4.A.1)
- b. Use the inspiration photos in the EDG packet as a guide. (DC2.B.1, DC4.A.1)
- c. Design a building that speaks a residential language that is different from the surrounding office developments. (DC2.D.1, DC4.A.1)
- d. Consider solar shading on the south elevation of the tower. (CS1.B.3)
- e. Use high quality materials. (DC4.A.1)

RECOMMENDATION MEETING July 15, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3017804 at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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PUBLIC COMMENT

Members of the public were present at the meeting and offered the following comments.

- Concerned about the width of the tower in the east/west direction, which would not be allowed on other nearby blocks.
- Concerned about the impact to views from the surrounding neighborhood.
- Concerned that the project is not meeting code required open space development standards.
- Stated that Departure #1 will add to the width of the building and impact SEPA view requirements.
- Does not support Departure #2 as it will add height.
- Does not support Departure #3 as it is adding space.
- Encouraged sight triangles at the entry/exit points in the alley.

PRIORITIES & BOARD RECOMMENDATIONS

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

RECOMMENDATION MEETING: July 15, 2015

- 1. MIDRISE MASSING and DESIGN: The Board commented that the design of the corner at Fairview Ave N and Harrison St. was successful and supported the angles. The Board noted that as Fairview Ave N is a long facade that appeared flat, additional visual interest was needed. The Board gave the following guidance and recommended conditions: (DC2.B.1, DC2.C.1, DC2.D.2)**
 - a. Detail the Fairview Ave N facade to have meaningful depth and interest. Use the proposed project at 124 Denny Way as a reference. (DC2.C.1, DC2.D.2)
 - b. Retain the Harrison St. facade angle and massing. (DC2.B.1)
 - c. Supported the setbacks at the street level. (PL1.B.1, DC3.A.1)
- 2. TOWER MASSING and DESIGN: The Board was pleased with the brick elements at the podium and the north facade with the ‘cut out’ and angle at the top of the tower. The Board debated the design of the south elevation with some members expressing concern that the elevation was too flat and monolithic. (CS2.A.2, DC2.B.1, DC2.D.2, DC4.A.1)**
 - a. The Board recommended a condition to provide texture and compositional elements on the south facade to enhance the design and provide visual interest. Study 521 2nd Ave and 2030 8th Ave as examples. (CS2.A.2, DC2.B.1, DC2.D.2)
- 3. STREET LEVEL DESIGN: The Board provided guidance for the three street facing facades, stating that the design along Republican St. was more successful than the treatment along Harrison St, and that the public realm and ‘eddies’ along Fairview Ave N lacked pedestrian amenities and place making features. The Board recommended the following conditions: (PL1.B.3, DC3.C.2, DC4.D.2)**

Harrison Street:

- a. The Board noted that the residential portion of the elevation looks too commercial and gave guidance to provide a design that is more residential in appearance. (PL3.III.i, DC2.B.1, DC2.D.1)
- b. Provide high quality concrete walls with texture. (DC4.A.1)
- c. Design all metal elements with a consistent color. (DC2.D.1, DC4.A.1)
- d. Add lighting similar to what is proposed along Republican Street. (DC4.C.1)

Fairview Ave N:

The applicant presented three storefront options for the retail ‘gasket’ between the tower and the mid-rise building. The Board liked the different options shown on page 54 of the Recommendation packet and expressed their support to allow the possibility to change the storefront at this section when needed. (DC2.E.1)

- e. The retail store frontage along the midrise section is too flat, add more detail. (DC2.D)
- f. At the three ‘eddy’ locations provide a change of the paving pattern and add street furniture and pedestrian amenities. (PL1.B.3, DC3.C.2, DC4.D.2)
- g. Design the landscaping in the ROW to respond to the ‘eddies’. (DC4.D.1)

Republican Street:

- h. Supported the location and design of the residential entry. (PL3.III.I, DC3.A.1)
- i. Provide a 10’ setback from the property line at the residential units. (PL3.B.1, PL3.III.i)

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-B Sunlight and Natural Ventilation

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-A Location in the City and Neighborhood

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

CS2-D Height, Bulk, and Scale

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

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

CS2-I-ii. Shadows: Minimize shadow impacts to Cascade Park.

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

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

CS2-I-iv. Heart Locations: Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping,

additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations

CS2-II Height, Bulk, and Scale Compatibility

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

CS2-II-ii. Upper-level Setbacks: Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

CS2-II-iii. Width Ratios: Relate proportions of buildings to the width and scale of the street.

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

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

South Lake Union Supplemental Guidance:

PL1-I Human Activity

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

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

PL1-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

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.

PL2-C Weather Protection

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

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

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

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

PL1-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

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

PL1-I-iii. Sidewalk Retail: Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

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

PL3-A Entries

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

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-C Retail Edges

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

South Lake Union Supplemental Guidance:

PL3-III Transition Between Residence and Street

PL3-III-i. Residential Entries: Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

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

PL4-B Planning Ahead for Bicyclists

PL4-B-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,

DESIGN CONCEPT

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-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

South Lake Union Supplemental Guidance:

DC2-I Architectural Concept and Consistency

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

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

DC4-A Exterior Elements and Finishes

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

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

DC4-C Lighting

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

DC4-B Signage

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Recommendation Meeting the following three departures were requested:

- 1. Height- Rooftop Features (SMC23.48.010.H.7):** The Code states that rooftop features may cover up to 65% of the roof area provided that no rooftop features are located closer than 10’ to the roof edge. The applicant proposes roof top features that do not exceed the 65% coverage but are aligned with the north building façade and a portion of the east and west facades. These facades are set back from the property lines.

This departure will provide an overall design that would better meet the intent of Design Review Guidelines **CS2-A-2 Architectural Presence, DC2-B-1 Façade Composition and DC2-C-1 Visual Depth and Interest**. The top of the tower will be very visible and a contiguous elevation at the area of the amenity penthouse and deck creates an attractive and well-proportioned façade. The Board especially supported the recess created by the covered deck and the angled roof line above.

The Board voted unanimously to recommend this departure.

- 2. Upper Level Setbacks Requirements (SMC23.48.012.A.):** The Code requires that along Harrison St. any portion of a structure greater than 45' to provide a setback of 1 foot for every 2 additional feet of height up to a maximum setback of 15 feet measured from the street lot line. The applicant proposes to step back the façade but as the building is angled three portions of the structure will project into the required setback area. At the west portion of level 7 a portion of the façade with a depth of up to 3'-9" will protrude into the setback area. At the west portion of the roof a portion of the façade with a depth of up to 2'-9" will protrude into the setback area. At the east portion of level 7 and the roof a portion of the façade with a depth of up to 8'-5" will protrude into the setback area.

This departure will provide an overall design that would better meet the intent of Design Review Guidelines: **DC2-B-1 Façade Composition and DC2-C-1 Visual Depth and Interest**. The proposed design departure allows the angled Harrison St. facade which the Board was very supportive of as well as a continuous vertical line at the corner of Fairview Ave N and Harrison St.

The Board voted unanimously to recommend this departure with the guidance that the design along Harrison St. provides a more residential look and feel. The design should consider a greater angle of the facade to provide visual depth and interest.

- 3. Upper Level Development Standards – Upper-level Setbacks. (SMC23.48.013.C.):** The Code requires a 10' setback for structures above 65' in height along Fairview Ave N. The applicant proposes portions of the residential tower that will protrude into the required setback area by 2'-2" at the south half of the tower and up to 6'-6" at the north half of the tower.

The Board recommended that this departure would provide an overall design that would better meet the intent of Design Guidelines **CS2-A-2 Architectural Presence, DC2-B-1 Façade Composition**. The proposed design with this departure allows the north half of the tower to have a clean continuous line at the corner of Fairview Ave N and Republican St, only stopping above the residential lobby. At the south half of the tower, the proposed design with the departure will let the tower have a continuous façade after setting back from the lower six floor levels, which relate to the mid-rise portion of the design.

The Board voted unanimously to recommend this departure.

Although this departure was recommended for approval by the Board, it was later determined that this upper level standard is not departable per SMC 23.41.012.B.14. The proposed development was subsequently revised to meet the Upper Level Setbacks required in SMC 23.48.013.C.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated July 15, 2015, and the materials shown and verbally described by the applicant at the July 15, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, five Design Review Board members recommended **APPROVAL** of the subject design and of the requested departures with the following conditions:

1. Detail the Fairview Ave N facade to have meaningful depth and interest. Use the proposed project at 124 Denny Way as a reference. (DC2.C.1, DC2.D.2)
2. Retain the Harrison St. facade angle and massing. (DC2.B.1)
3. Provide texture and compositional elements on the south facade of the tower to enhance the design and provide visual interest. Study 521 2nd Ave and 2030 8th Ave as examples. (CS2.A.2, DC2.B.1, DC2.D.2)
4. Design the residential portion of the Harrison St facade to be residential in appearance. (PL3.III.i, DC2.B.1, DC2.D.1)
5. Provide high quality concrete walls with texture along Harrison St. (DC4.A.1)
6. Design all metal elements, such as railings, etc. with a consistent color. (DC2.D.1, DC4.A.1)
7. Along the street level of Harrison St add lighting similar to what is proposed along Republican Street. (DC4.C.1)
8. The Board supports the ability of the storefront design, at the gasket between the tower and midrise structure, to change when needed. Use the three examples on page 54 of the Recommendation packet as guidance. (DC2.E.1)
9. At the three 'eddy' along Fairview Ave N. provide a change of the paving pattern and add street furniture and pedestrian amenities. (PL1.B.3, DC3.C.2, DC4.D.2)
10. Design the landscaping in the ROW to respond to the 'eddies' along Fairview Ave N. (DC4.D.1)
11. On Republican St. provide a 10' setback from the property line at the residential units. (PL3.B.1, PL3.III.i)

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F.3 of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

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

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

Director's Analysis

Five members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

The Board recommended granting the requested departure from SMC 23.48.013.C. Since SMC 23.48.013.C standards are not eligible for Design Review Departures as noted in SMC 23.41.012.B.14, granting that departure would be beyond the authority of the Design Review Board, per SMC 23.41.014.F.3.d. Therefore, the Director does not accept the recommendation to grant the departure from SMC 23.48.013.C. The Director agrees with the remainder of the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board and revise the proposal to meet the standards of SMC 23.48.013.C. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board, with the exception of the requested departure from SMC 23.48.013.C.

Applicant response to Recommended Design Review Conditions:

- 1. This condition has not been met in the MUP set and will be a condition of the building permit (see conditions below).*
- 2. The applicant responded on the plans by maintaining the upper Harrison St angle and massing as presented to the Board, therefore satisfying recommendation #2.*
- 3. The applicant responded on the plans, by designing the south tower façade with placement of the exterior materials to provide a more compositional elevation and the elevation now has a plane shift, therefore satisfying recommendation #3.*
- 4. This condition has not been met in the MUP set and must be met prior to issuance of the MUP (see conditions below). This condition is also tied to Departure # 2 and must be met to allow the departure.*
- 5. This condition has not been met in the MUP set and must be met prior to issuance of the MUP (see conditions below).*
- 6. This condition has not been met in the MUP set and must be met prior to issuance of the MUP (see conditions below).*
- 7. This condition has not been met in the MUP set and will be a condition of the building permit (see conditions below).*
- 8. The applicant responded on the plans showing option #2 of the three approved examples in the Recommendation packet (page 54), therefore satisfying recommendation #8.*

9. *The applicant responded on the plans by providing a paving pattern change at the two Fairview Ave N corners, and the mid-block setback, and provided additional benches and bike parking, therefore satisfying recommendation #9.*
10. *The applicant responded on the plans by providing landscaping that responds to the different setbacks along Fairview Ave N, therefore satisfying recommendation #10.*
11. *The applicant responded on the plans by setting back the residential units along Republican Street by 10', therefore satisfying recommendation #11.*

The Director is satisfied that conditions 2, 3, and 8-11 of the recommendations imposed by the Design Review Board have been met. Recommended conditions 1 and 4-7 have been added as conditions summarized at the end of this decision. The Director accepts the Design Review Board's recommendations, with the exception of the departure from SMC 23.48.013.C.

Director's Decision

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and requested departures from SMC 23.48.010.H.7 and 23.48.012.A, with the conditions summarized at the end of this Decision that further augment the selected Guidelines.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 1/28/2015. The Department of Planning and Development (DPD) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or its agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts in appropriate.

Public Comment:

The public comment period ended on March 04, 2015. In addition to the comment(s) received through the Design Review process, other comments were received that are beyond the scope of this review and analysis per SMC 25.05.

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, air quality, construction traffic and parking impacts, as well as mitigation.

Noise

This project falls within the South Lake Union Construction Hub as identified by SDOT.

Noise associated with construction of the building could adversely affect surrounding uses in the area, which will include residential uses across the alley when that project is completed and occupied. The applicant has stated in the SEPA checklist that approx. 101,500 cubic yards of soil will be removed from the site and construction is estimated to last 22 months. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses.

The impacts of construction noise on nearby residential properties warrants additional mitigation. To mitigate construction noise impacts pursuant to SMC25.05.675.B the applicant shall submit a Construction Management Plan to SDOT for approval. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

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.

Construction Parking and Traffic

This project falls within the South Lake Union Construction Hub as identified by SDOT.

During construction, which may last 22 months, parking demand is expected to increase due to additional demand created by construction personnel and transportation of construction materials. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675. B and M).

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

Long Term Impacts

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

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, "the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project." Additional SEPA Mitigation of height, bulk and scale is not warranted.

Historic and Archaeological Resources

The project is within the U. S. Government Meander Line buffer that marks the historic Lake Union shoreline – an area with the potential for discovery of pre-contact and early historic period resources. If resources of potential archaeological significance are encountered during construction or excavation, Director’s Rule 2-98 requires the owner and/or responsible parties to:

- Stop work immediately and notify DPD and the Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director’s Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

The applicant submitted an archaeological Assessment report by Cascade Archaeology dated June 24, 2015, which indicated that no native sediments remain on the subject property; therefore no mitigation measures were recommended.

Historic Preservation

There are four existing structures on site more than 50 years old to be demolished.

The applicant choose to nominate the 1924 two-story brick structure at 413 Fairview Ave N for potential Landmark status. The city’s Landmark Preservation Board voted in favor of denial of nomination status (LPB 20/15).

The Department of Neighborhoods reviewed the other three existing structures on site and determined that they are unlikely to qualify as historic landmarks (LPB 274/15). Therefore, no mitigation is warranted for historic preservation.

The site is located near two a Seattle Landmarks, the Boren Investment Company Warehouse and the Troy Laundry Building. The proposed developments potential impact to the Landmark structure was reviewed by the DON, and no mitigation was recommended. (LPB 623/15).

No further mitigation is warranted per SMC 25.05.675.H.

Public Views

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

Consequently, conditioning is not warranted to mitigate the impact to the public views from parks and the Scenic Route.

Traffic and Parking

The applicant submitted two Transportation Impact Analyses by transpo group, dated May 2015 and August 2015.

The project is expected to generate 910 new net vehicular daily weekday trips with 53 net new trips occurring during the weekday AM peak hour and 72 new trips occurring during the weekday PM peak hour. Access to the parking would be from the alley, accessed from Harrison St and Republican St. The LOS rating for the alley access would be LOS C at Republican St and LOS E at Harrison St. The nearest intersections will continue to operate at their current LOS D, E and F ratings. The project will meet the City's transportation concurrency ratings.

The anticipated parking demand for the project is 380 to 388 vehicles. The project will provide 520 parking spaces.

The subject site is within the South Lake Union Transportation Plan; therefore, to mitigate impacts of the proposal on the surrounding transportation system, a condition is included requiring a South Lake Union transportation mitigation payment. Payments are based on the cost of transportation improvements identified in a City of Seattle prepared area-wide transportation study. Payments are calculated by general land use categories and amount of floor area or number of dwelling units. The payments are to be applied to a comprehensive set of transportation improvements identified in the transportation study, based on a development's impacts. Improvements in the transportation plan include a combination of vehicle, bicycle, pedestrian, and transit projects located in the neighborhood which would benefit all users.

The projected mitigation fee is \$32,912.00 based on the projects calculated pro-rata share. This fee shall be paid prior to building permit issuance, consistent with DPD business rules, and conditioned with this decision. The condition to pay a pro rata contribution of \$32,912.00 is expected to adequately mitigate the adverse impacts from the proposed development.

DPD's Transportation Planner has reviewed the Transportation Impact Analysis and determined additional SEPA mitigation beyond the pro-rata contribution payment is not necessary.

DETERMINATION OF NON-SIGNIFICANCE

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

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

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

SEPA - CONDITIONS OF APPROVAL

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

1. A Construction Management Plan is required. Submittal requirements and review process 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 pursuant to CAM 243 in the amount of \$32,912.00 to the City of Seattle.

During Construction:

3. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
 - Stop work immediately and notify DPD (**Beth Hartwick at beth.hartwick@seattle.gov or 206-684-0814**) and the Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of archaeological resources shall be followed.
 - Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.
 - Obtain all archaeological permits as required by RCW 27.53

DESIGN REVIEW - CONDITIONS OF APPROVAL.

Prior to Issuance of a MUP

4. Design the residential portion of the Harrison St facade to be residential in appearance. This condition is also tied to Departure # 2 and must be met to allow the departure.
5. Provide a note on the MUP plans to; Provide high quality concrete walls with texture along Harrison St.
6. Provide a note on the MUP plans to; Design all metal elements, such as railings, etc. with a consistent color.

Prior to Issuance of a Building Permit

7. Detail the Fairview Ave N facade to have meaningful depth and interest. Use the proposed project at 124 Denny Way as a reference.
8. Along the street level of Harrison St, add lighting similar to what is proposed along Republican Street.

Prior to Certificate of Occupancy

9. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).
10. The applicant shall provide a landscape certificate from Director's Rule 10-2011, 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

For the Life of the Project

11. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a DPD assigned Land Use Planner.
12. The Board supports the ability of the storefront design, at the gasket between the tower and midrise structure, to change when needed. Use the three examples on page 54 of the Recommendation packet dated July 15, 2015 as guidance. This change to this portion of the Fairview Ave N elevation shall require approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a DPD assigned Land Use Planner.

Signature: Denise R. Minnerly for Date: October 26, 2015
Beth Hartwick, Senior Land Use Planner
Department of Planning and Development

BH:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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