



City of Seattle

Edward B. Murray, Mayor

Department of Construction and Inspections

Nathan Torgelson, Director

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

Application Number: 3019618
Applicant Name: Jodi Patterson-O'Hare
Address of Proposal: 333 Dexter Avenue North

SUMMARY OF PROPOSAL

Land Use Application to allow 582,000 sq. ft. of office in two, 12-story buildings, with 13,210 sq. ft. of retail at ground level. Parking for 833 vehicles to be provided below grade. Review includes demolition of existing 150,000 sq. ft. building. Addendum to South Lake Union Height and Density Alternatives Environmental Impact Statement has been prepared.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code 23.41)*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

*Departures are described at the end of the Design Recommendation summary.

SEPA DETERMINATION:

- Determination of 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.

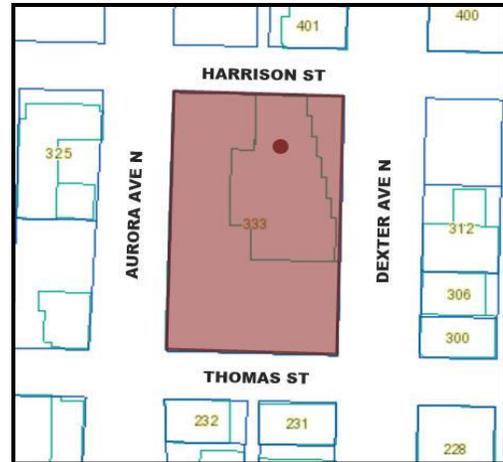
*This project includes an Addendum to the 2012 South Lake Union Height and Density Final EIS, which is adopted with this decision.

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

Nearby Zones: North: SM 160/85-240
South: SM 160/85-240
West: SM-85
East: SM 160/85-240

Lot Area: 80,368 square feet

ECAs: None.



PUBLIC COMMENT:

The public comment period ended on June 29, 2016. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to bicycle, pedestrian, and vehicle impacts and construction impacts. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

CURRENT AND SURROUNDING DEVELOPMENT; NEIGHBORHOOD CHARACTER

The site is currently occupied by a four story commercial building constructed in 1947 that housed a television/radio broadcasting company.

The surrounding neighborhood is in transition from mostly one to two-story service oriented commercial buildings to new mid and high rise office and residential developments.

Thomas Street along the south portion of the site is a designated Green Street with a concept plan. Both Dexter Ave N and Aurora Ave N (State Route 99) are major north/south routes for vehicles, transit and on Dexter Ave N for bicycles. They are currently not pedestrian friendly streets. Aurora Ave N acts as a barrier separating this portion of South Lake Union to the Uptown neighborhood to the west with vehicle and pedestrian crossings limited to Denny Ave two long blocks to the south and the Mercer Street underpass two blocks to the north. The new SR 99 tunnel and north portal will change access around the site dramatically. The new signaled intersection at Aurora Ave N and Harrison St will serve as an access point to SR99 in both directions. As Aurora Ave continues south, it is expected to act as a surface arterial street. Both Thomas and Harrison streets will cross Aurora Ave N reconnecting the streets and the neighborhoods. The South Lake Union Street Concept plan designates Dexter Ave N as a major boulevard with cycle tracks and Harrison St as serving vehicle, pedestrian and perhaps transit.

Given the proximity to Aurora Ave N, Denny Way and Mercer St, multiple bus routes and the Dexter cycle tracks, there will be ample access to the site. Denny Park two blocks to the south and Seattle Center three blocks to the west offer nearby public green space.

INITIAL EARLY DESIGN GUIDANCE May 6, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3019618 at this website:

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

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

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

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant presented four massing options.

PUBLIC COMMENT

Members of the public attended the Early Design Guidance Meeting. The following comments were offered:

- Expressed excitement about the project as it will be good for the community, and likes the proposed changes to Aurora Ave N and the connections into South Lake Union and downtown.
- Encouraged the design team to reference the Thomas St Streetscape Concept Plan and the Uptown Triangle plan.
- Concerned about the how the location of a Metro Transit hub would affect the site and encouraged coordination with Metro.
- Encouraged consideration of the location of bus stops on the blockface for safety issues.
- Encouraged consideration that Harrison St. has been designated as a transit and freight corridor.
- Encouraged public amenities at all bus stops.
- Not concerned about the number of curb cuts proposed.
- Stated that as Thomas St. will be an east/west bike path, bike racks, a drinking fountain, and a repair stop should be provided.
- Encouraged the applicant to interact with the Lake to Bay planning group.
- Concerned about how the loading docks will work and supported the requested departures for the reduced number of loading berths.
- Encouraged opening up the design toward Aurora as WSDOT may develop the site across Aurora Ave N.
- Encouraged the applicant to provide a design that looks forward and has a strong concept.

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: May 6, 2015

- 1. MASSING: The Board supported the applicants preferred Option D with the two towers on the north and south portions of the site and the east/west through block connection, and encouraged better and increased open space. The Board encouraged the applicant to design a strong architectural statement that included an enhanced public realm and stated they would consider departures to achieve this design objective. (CS3.I.ii, CS3.II.i, DC2.A.2, DC2.D)**
 - a. Keep the massing orientation of Option D as it creates a gateway between South Lake Union and Seattle Center. (CS2.I.iii)
 - b. The Board supported the splay dynamic shown in Option D. (DC2.D)
 - c. The Board recommended developing the two different buildings so that each building has a distinct design character. (CS3.II.i)
 - d. The Board supported the podium design of Option D but did express concern about a possible wind tunnel effect due to the narrowness of the west courtyard. (DC2.D.1)
 - e. The Board stated the through block connection looks like a building lobby and is not welcoming to the public and does not appear to meet the intent of the Land Use Code. Work with Seattle DCI to better understand the zoning requirements. Study the recent project off Mercer St. at 515 Westlake Ave N. as a good example of a through block connection. (PL1.B.1)
 - f. Consider shifting the service functions into the site and narrowing the through block connection area. (DC1.B.1, DC1.C.2, DC1.C.4)

- 2. OPEN SPACE: The Board was very supportive of having south facing open space along Thomas St. and expressed that south facing open space is ‘gold’ in Seattle. The Board expressed the design should not miss the opportunity to create a great open space in this location. (CS2.B.3, PL1.A.2, PL1.C.1, PL2.I.ii)**
 - a. Activate the south open space with areas for public use instead of bio-orientation planters as proposed in the Initial EDG packet. (PL1.C.1)
 - b. Provide resting spaces for bikers and pedestrians along Thomas St. (PL1.B.3, PL2.I.ii)
 - c. Place the primary retail entry off the south facing public space. (PL2.I.iii)
 - d. Design the west-facing courtyard so it will not be a wind tunnel. (DC2.D.1)
 - e. Harrison St. is considered both a gateway and pedestrian street. Provide better connection along and to the site from Harrison St. (CS2.I.iii, PL1.B.2)
 - f. Design the access to the site along the grade change on Dexter to be porous with a variety of design elements to encourage activity. Avoid blank walls along the sidewalk. (PL3.C.1)
 - g. If possible avoid having retail space that is accessed above the sidewalk level. (PL3.C.1)

- h. Consider providing bike storage closer to the bike lanes on Thomas St, without detracting from the southeast corner. (PL4.B)
 - i. The Board stated the through block connection looks like a building lobby and is not welcoming to the public and does not appear to meet the intent of the Land Use Code. Work with Seattle DCI to better understand the zoning requirements. Study the recent project off Mercer St. at 515 Westlake Ave N. as a good example of a through block connection. (PL1.B.1)
 - j. Work with community groups invested in the area and neighborhood. (CS2.I.iii, PL1.C.2)
- 3. ACCESS and SERVICE USES: The Board noted that on this full block site without an alley the proposed locations of the service uses and access to parking and loading berths are occupying too much of the street facing facades, as if the internal organs of the development are on the outside. The Board was not supportive of the departure request for two additional curb cuts including one to access the loading berths (see departures at the end of the report). (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2)**
- a. Avoid use of street-level facade area with parking ramps and loading functions. Orient access ramps to access parking into the site, not along the property lines. (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2)
 - b. Study the design of the Allen Institute at 601 Westlake Ave N, which has a shared loading/ parking entry and consider reversible lanes or other means to function with one curb cut to access parking and loading functions. (DC1.B.1)
 - c. Consider shifting the service functions into the site and narrowing the through block connection. (DC1.B.1, DC1.C.2, DC1.C.4)
 - d. Consider moving the bike storage closer to the bike lanes on Thomas St, without detracting from the southeast corner. (PL4.B)
 - e. Coordinate with Metro to understand where proposed bus stops are planned to be located. (CS2.I.iii, PL1.I.ii, PL4.C.1&2)
 - f. Work with community groups invested in the area and neighborhood. (CS2.I.iii, PL1.C.2)

SECOND EARLY DESIGN GUIDANCE: July 1, 2015

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DESIGN DEVELOPMENT

The applicant presented a design in response to the guidance given at the Initial EDG.

PUBLIC COMMENT

At the Second EDG Meeting the following public comments were offered:

- Complimented the through block connection and treatment along the Metro bus stop on Aurora Ave N.
- Complimented the amount of retail and open space.
- Supported the requested departures.

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.

SECOND EARLY DESIGN GUIDANCE: July 1, 2015

- 1. MASSING: The Board remarked that the architectural expression of the massing is successful. They observed that the towers have a common language yet are expressed in different ways. (DC2.A.1, DC2.B.1)**
 - a. The Board encouraged the expression of the structural elements in the design. (DC2.B.1)
 - b. Continue the elements of similarity and differences of the two towers. (DC2.B.1)
 - c. Supported the more formal language of the NW corner perspective and the finer grain design of the SE perspective. (DC2.B.1)
- 2. STREET LEVEL DESIGN: The Board stated that the applicant responded very well to the Boards guidance in the public realm. They noted that the applicant has been generous in the treatment of the public realm along Dexter Ave N, Thomas St and Aurora Ave N. The Board supported the different design characters of the four streets and approved the design of open space along Thomas Street as presented. The following guidance was given for the three other streets: (CS2.B.2, PL1.A.2, DC3.C.2)**

Dexter Avenue N

- a. The Board supported the way the applicant resolved the grade differences with porosity, wrapping of the open space around to Thomas St and the design of the entry into the through block connection. (CS2.B.2, PL3.C.1, PL2.A.2, DC3.2)
- b. Continue to look at providing or accommodating a bike function on Dexter Ave N. (PL4.B.1&2)
- c. Resolve the relationship of the retail space entries and the structural columns at the north tower. (PL3.C.1)

Harrison Street

- d. The Board supported further study of moving the ground level at Harrison St south to provide a more generous public realm. (PL1.B.2, PL1.I.ii)
- e. Design obvious clues as to where pedestrian refuge space is located along the curb cut. (DC1.B.1)
- f. Design the “art wall” to be iconic (see departures at the end of the report). (DC2.B.2)

Aurora Avenue N

- g. Supported the bike storage use near the Metro bus stop. (PL4.B.2, DC1.A.1)
- h. Consider continuous integration of building elements such as overhangs to accommodate people waiting for the bus. (PL4.C.1)
- i. Consider how the plaza landscaping west of the through block connection relates to the Metro Rapid Ride shelter. (PL4.C.2)
- j. Supported the changed parking entry configuration. (DC1.B.1, DC1.C.4)

3. Open Space and Through Block Connection: The Board expressed that the design of the through block connection between the two towers was positive but had concerns that when the doors are closed the connection will not appear as a publically accessible space. (CS2.B.2, PL3.A.1, PL3.II.i)

- a. Strive to make the through block connection appear more as a public space. (CS2.B.2, PL3.A.1, PL3.II.i)
- b. Supported the fold up doors that will provide flexibility to open/close depending on the weather. (PL3.II.ii, DC3.B.2)
- c. Encouraged proving a door into the connection space when the fold up doors are down without having to navigate through the office tower lobbies. (PL2.A.1)
- d. Supported the asymmetrical plaza access into the through block connection space. (PL3.A.4, DC3.B.1)
- e. Consider a tightening of the through block connection and plaza to provide wider open space on Harrison St. (DC2.A.1)
- f. Consider how the plaza landscaping west of the through block connection relates to the Metro Rapid Ride shelter. (PL4.C.2)
- g. Use lighting as a design tool to support the appearance public access. (PL3.A.4, DC4.C.1)

4. At the Recommendation Meeting provide the following:

- Provide a rendering of the curb cut garage entry on Aurora Ave N.
- Provide a rendering of the curb cut entry on Harrison St.
- Provide a plan detail of the combined curb cut on Harrison St. showing the sight triangles.
- Show the proposed art of the ‘art wall’ on Harrison St.
- Provide lighting and signage examples.

RECOMMENDATION MEETING: January 6, 2016

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DESIGN DEVELOPMENT

The applicant presented a design in response to the guidance given at the Second EDG meeting.

PUBLIC COMMENT

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

- Supported the through block connection changes.
- Stated that the design along Harrison St had improved but was concerned about pedestrian safety as Harrison St will have increased pedestrian activity in the future.
- Concerned that the lighting along Harrison St at night will not be adequate and encouraged investigation.
- Stated that the entry to the through block connection at Aurora Ave N was not inviting.
- Encouraged a minimum height of 20' underneath the building connection bridge over part of the through block connection.

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: January 6, 2016

The Board voiced that the applicant had done a wonderful job of responding to the Boards guidance and stated they had no concerns about the design as proposed.

- 1. Massing and Design: The Board expressed the design of the building was beautiful and that they supported the materials, the building form and massing, the angled columns and the amount of green space. (DC2, DC3, DC4)**

The Board noted they felt no need to impose any conditions on the proposed Art wall along Harrison St. [Staff note: There was discussion with the Seattle DCI Land Use Planner if a Board condition was needed to make sure the Art Wall is implemented. The planner said that as the Art Wall will be noted on the MUP and building permit plans, approval of the C of O would be predicated on the completion of the art.]

- 2. Lighting: The Board encouraged using a method to light trees that is not up lighting, if possible. The use of up lighting to light and illuminate the underside of architectural surfaces was supported. The Board was also supportive of providing addition lighting along the curb cuts on Harrison St., for safety, if needed. (DC4.C.1, DC4.C.2) The Board recommended the following condition:**
 - Provide down lighting in the canopy at the commercial space at the northeast corner of the building instead of the proposed up lighting so that users will not be affected by the glare. (DC4.C.1)
- 3. Signage: The Board encouraged the use of signage that was funky and gritty in design. They supported the examples shown for the building identification in the Recommendation packet. (DC4.B.2)**

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-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.

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-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.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

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.

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

South Lake Union Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility

CS3-I-ii. Reduce Visual Bulk: Consider using architectural features to reduce building scale such as:

- a. landscaping;
- b. trellis;
- c. complementary materials;
- d. detailing;
- e. accent trim.

CS3-II Architectural Context

CS3-II-i. Mix of Building Style: Support the existing fine-grained character of the neighborhood with a mix of building styles.

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-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

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-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

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.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

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

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

PL2-A Accessibility

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

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

PL2-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.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

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-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

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

PL3-C Retail Edges

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

South Lake Union Supplemental Guidance:

PL3-II Human Activity

PL3-II-ii. Active Facades: Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

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-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-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

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-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

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. Facade 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

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.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement 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-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-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-B Signage

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

DC4-C Lighting

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

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

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 nine departures were requested.

- 1. Curb Cuts (SMC23.034.E.1):** The Code states permitted access shall be limited to one two-way curb cut. The applicant proposed two curb cuts. One curb cut would be 22' feet wide for access to and exiting from vehicle parking along Aurora Avenue N. The second curb cut would be 47' wide for combined access/egress for parking and the loading berths. This curb cut will have 22' access width for the garage and a 20' access width for the loading dock area, with a 5' wide 'pedestrian zone' between the two.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **PL4-A-1. Serving all Modes of Travel** by having two vehicle access points to below grade parking on this full block site vehicle access to and from the site will be enhanced.

The Board voted unanimously to grant this departure.

- 2. Curb Cut Width (SMC23.54.030.F.2.b.2):** The Code states that for non-residential uses the maximum width of a two way curb cut will be 25' except that the maximum width may be 30' when truck and vehicle access is combined. The applicant proposed a combined curb cut

that would be 47' wide. This curb cut will have 22' access width for the garage and a 20' access width for the loading dock area, with a 5' wide 'pedestrian zone' between the two.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC1-C-2 Visual Impacts and DC1-C-4 Service Uses** by locating the garage and loading dock entries next to each other possible impacts of these access points on building aesthetics and pedestrian circulation are reduced. The proposed 'art wall' on the sliding loading dock entry door and the abutting blank façade portion will add visual interest.

The Board voted unanimously to grant this departure.

- 3. Rooftop Features Height Requirements (SMC23.48.010.H.7.b):** The Code allows rooftop features to extend 15' beyond the height limit with roof coverage up to 65% provided all mechanical equipment is screened and no rooftop features are located within 10' of the roof edge. The applicant is proposing to locate the elevator penthouse and building core of both the north and south tower within 10' of the roof edge. The area at the north tower is set back 6'-6.5" from the roof edge and the area at the south tower is setback 9' -7.5" from the roof edge.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-1 Facade Composition** by locating the building cores on the 'interior elevations' of the towers, the rooftop features are not located at the street facing building elevations.

The Board voted unanimously to grant this departure.

- 4. Transparency Requirements (SMC23.48.014.D.1.a):** The Code requires for Class 2 Pedestrian Streets a minimum of 60% of the street-level street facing facade between 2' and 8' above the sidewalk to be transparent. The applicant proposed 49% transparency along Harrison St. (Staff note: following the Recommendation meeting, this was revised to 52% transparency along Harrison St.)

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-2. Architectural and Facade Composition, Blank Walls** as the applicant is proposing an 'art wall' on the sliding loading dock garage door and the abutting blank façade portion.

The Board voted unanimously to grant this departure.

- 5. Blank Facade Requirements (SMC23.48.014.D.2.a):** The Code requires blank segments of the street-level street facing facade between 2' and 8' above the sidewalk to be limited to 15' wide segments. The blank façade width may be increased to 30' if the Director determines that the façade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. The total of all blank façade segments including garage doors is not to exceed 40% of the street façade. Along Harrison St the applicant proposed a blank facade segment of 36'-4" next to the sliding garage door, and 51% the total facade length as blank wall. (Staff note: following the Recommendation meeting, this was revised to a maximum 32'-11" blank wall segment, and 48% of the total façade length as blank wall.)

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-2. Architectural and Facade Composition, Blank Walls** as the applicant is proposing an ‘art wall’ on the sliding loading dock entry door and the abutting blank facade.

The Board voted unanimously to grant this departure.

- 6. Facade Modulation (SMC23.48.013.D):** The Code requires that for structures with non-residential uses exceeding 85’ in height, façade modulation is required for the street facing portions of a structure with 15’ of a street lot line above the required podium height. The applicant is proposing a west façade on the south tower above 125’ that is 132’-7” in length that is not modulated.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-1 Facade Composition** by allowing the strong design concept of the project. The project is providing ample visual interest without the required modulation with its setback at the middle of the structure and the exposed slanted columns.

The Board voted unanimously to grant this departure.

- 7. Minimum Facade Height (SMC23.48.014.A.2):** The Code requires on Class II pedestrian streets and neighborhood Green Streets that the minimum height for street-facing facades be 25’. The applicant is proposing that the ground floor of the east facade of the south tower be set back from the facade above it, up to a height of 14’-6” from grade.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-1 Facade Composition and DC2-C-1, and Visual Depth and Interest** by allowing a break and shift between the language of the ground level facade treatment and the facade treatment of the tower above.

The Board voted unanimously to grant this departure.

- 8. Minimum Facade Height (SMC23.48.014.A.2):** The Code requires on Class II pedestrian streets and neighborhood Green Street that the minimum height for street-facing facades be 25’. The applicant is proposing that the ground floor of the south facade of the south tower be set back from the facade above it, up to a height of 14’-6” from grade.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-1. Facade Composition and DC2-C-1, and Visual Depth and Interest** by allowing a break and shift between the language of the ground level facade treatment and the facade treatment of the tower above.

The Board voted unanimously to grant this departure.

- 9. Landscaping in Setbacks (SMC23.48.014.A.3.b.1):** The Code requires that setback areas shall be landscaped according to the provisions in SMC23.48.024. The applicant is proposing that the north tower setbacks along Aurora Ave N and Dexter Ave N do not have landscaping.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **CS2-B-2. Connection to the Street, PL2-C-1. Weather Protection Locations and Coverage, and PL3-II-ii. Active Facades**, by allowing a covered area for pedestrians waiting for the bus on Aurora Ave N and access to area for spill-out and visual connection of the retail spaces along Dexter Ave N.

The Board voted unanimously to grant this departure.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated January 6th, 2016, and the materials shown and verbally described by the applicant at the January 6th, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four Design Review Board members recommended **APPROVAL** of the subject design and of the requested departures with the following condition:

1. Provide down lighting in the canopy at the commercial space at the northeast corner of the building instead of the proposed up lighting so that users will not be affected by the glare. (DC4-C-1)

ANALYSIS & DECISION – DESIGN REVIEW

Directors Analysis

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

The Director's decision shall consider the recommendation of the Design Review Board, 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.

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

At the conclusion of the Recommendation meeting held on January 6, 2016, the Board recommended approval of the project with the condition described in the summary of the Recommendation meeting above.

Four 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 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, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. This condition has not been fully met in the MUP plan set and will be a condition of the building permit (see conditions at the end of the decision).

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation and condition #1 shall be required.

DIRECTOR'S DECISION

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

II. 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 (SMC) Chapter 25.05).

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, (SMC 25.05.665) mitigation can be considered.

A Final Environmental Impact Statement (FEIS) was published for the South Lake Union Height and Density Alternative in April 2012. The EIS identified and evaluated the probable significant environmental impacts that could result from the redevelopment of the South Lake Union for a variety of rezone scenarios. That analysis evaluated the direct, indirect and cumulative impacts of the Preferred Alternative and other alternatives.

The subject site is within the geographic area that was analyzed in the EIS and the proposed development is within the range of actions and impacts that were evaluated in the various alternatives. Seattle DCI determined that it is appropriate to adopt the EIS and prepare an EIS Addendum to add more detailed, project-specific information related to the proposed development.

Seattle DCI adopts the FEIS. Seattle DCI relies on SMC 25.05.600, allowing the use of existing environmental documents as part of its SEPA responsibilities with this project. Seattle DCI has determined that the proposed impacts for this Master Use Permit are identified and analyzed in the referenced EIS; however additional analysis is warranted as permitted pursuant to SMC 25.05.625-630, through an Addendum to the EIS.

The EIS Addendum and related documents addressed the following areas of environmental impact:

- Environmental Health
- Energy/Greenhouse Gas Emissions
- Aesthetics (Light, Glare, Viewshed and Shadows)
- Historic Resources
- Transportation and Parking
- Construction

An Addendum analyzing these areas of environmental impact was prepared and the Notice of Adoption and Availability of Addendum (“Addendum to the South Lake Union Final EIS for the Height and Density Alternatives”) was published in the City’s Land Use Information Bulletin on June 16, 2016. A copy of the Addendum was sent to parties of record that commented on the EIS. In addition, a copy of the notice was sent to parties of record for this project.

ENVIRONMENTAL IMPACTS

The following is a discussion of the impacts identified in each element of the environment, along with indication of any required mitigation for the impacts disclosed. The impacts detailed below were identified and analyzed in the EIS with more specific project-related discussion in the 2016 Addendum and related documents.

Short Term Impacts

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. The Addendum identified potential mitigation related to Greenhouse Gas emissions.

While these impacts are adverse, they are not expected to be significant. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F.

Construction Impacts - Parking and Traffic

SMC 25.05.675.B provides policies to minimize or prevent temporary adverse impacts associated with construction activities. The EIS identified potential construction impacts from new construction in the South Lake Union area. The Addendum identified potential mitigation related to Construction impacts, including a Construction Management Plan for noise, air quality, lighting, and public right of way permitting requirements.

The applicant provided a Construction Management Plan to Seattle Department of Transportation (SDOT) for review. SDOT granted conditional approval of the plan on 3/22/16. No further mitigation is warranted pursuant to SMC 25.05.675.B.

Construction: Noise

SMC 25.05.675.B provides policies to minimize or prevent temporary adverse impacts associated with construction activities. The EIS identified potential noise impacts from new construction in the South Lake Union area. The Addendum identified potential mitigation related to Construction impacts, including a Construction Management Plan for noise, air quality, lighting, and public right of way permitting requirements.

The applicant provided a Construction Management Plan to Seattle Department of Transportation (SDOT) for review. SDOT granted conditional approval of the plan on 3/22/16. No further mitigation is warranted pursuant to SMC 25.05.675.B.

Environmental Health

The applicant submitted studies regarding potential existing contamination on site; Phase I Environmental Site Assessment, 333 Dexter Property prepared for McRoberts & Associates P.C. dated September 10, 2014 by David A. Cook, LG.CPG and Limited Phase II Subsurface Investigation, Dexter Property prepared for M. Randall McRoberts, Esq. dated December 23, 2014, by AEI Consultants.

The reports indicate that the results of the soil and groundwater samples showed either no detection of contaminants or detection of levels that did not exceed MTCA (Model Toxic Substance Control Act) levels. No impacts were noted in soil samples from the 333 Dexter Ave site. The report did recommend the implementation of a soils management plan (SMP) as a best practice, including contingencies for proper response to conditions or impacts.

The Addendum listed several potential mitigation measures related to contamination and Environmental Health impacts. However, given that any contaminants on site are below MTCA levels for required remediation, conditions for Environmental Health impacts are not warranted.

Therefore, no further mitigation is warranted for impacts to environmental health per SMC 25.05.675.F.

Long Term Impacts

The following is a discussion of the impacts identified in each element of the environment, along with indication of any required mitigation for the impacts disclosed. The impacts detailed below were identified and analyzed in the EIS with more specific project-related discussion in the 2016 Addendum and related documents.

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. The EIS and 2016 Addendum identified potential mitigation related to Greenhouse Gas emissions. Many of the mitigation items have been integrated into the Land Use Code requirements for this zone.

While these impacts are adverse, they are not expected to be significant. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F.

Height, Bulk, and Scale

The EIS recommended specific strategies to mitigate the impacts of additional height, bulk, and scale for new development that conforms to the new zoning designations. Many of these strategies were integrated into the development standards for the applicable zones in the Land Use Code. The Addendum listed potential mitigation for aesthetics, including light and glare, public views of the proposed design, and shadows on privately owned open spaces. These strategies are implemented through the Design Review process, as required by SMC 23.41.

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

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

Historic Preservation

SMC 25.05.675.H provides policies to minimize impacts to designated historic landmarks, as well as historic districts and sites of archaeological significance.

The EIS listed potential mitigation to historic resources, related to the rezoning of South Lake Union. The EIS didn't include mitigation for specific historic buildings or sites in South Lake Union beyond the existing referral and landmark nomination process.

The existing structure on site is more than 50 years old. This structure was reviewed for the potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the 69 year old structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 80/15 and LPB 59/16). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

The site is located southwest of a designated historic landmark, the West Earth Co. Street Clock. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and did not recommend changes to the proposed design. (Landmarks Preservation Board letters, reference number LPB 59/16). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

These reviews were described in the 2016 Addendum, and no further mitigation was identified.

Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. The South Lake Union EIS discussed potential public view impacts. The EIS identified no significant adverse impacts, and identified potential mitigation in the form of upper level setbacks on certain streets. The Land Use Code includes development standards in response to that mitigation.

The proposed development is set back on Thomas Street, where views to the Space Needle could potentially be impacted. The Addendum included view studies showing that the proposal would not result in blockage of public views of mountains, water, or the Space Needle from either of the listed parks. From the water tower in Volunteer Park it appears views of the lower base of the Space Needle may be partially blocked by the development, especially in the winter when the tree canopy is lessened. While some of these impact are adverse, they are not significant.

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

Additional mitigation and conditioning are not warranted per SMC 25.05.675.P.

Shadows on Open Spaces

SMC 25.05.675.Q provides policies to minimize shadow impacts to designated public open spaces listed in this section. The EIS included consideration of shadow impacts to public spaces, including Denny Park, which is located to the southeast of the subject property.

The Addendum to the EIS included shadow studies that showed that no shadows will be cast on the Park from the proposed development. Therefore, mitigation is not warranted per SMC 25.05.675.Q.

Parking

The EIS analysis considered the direct, indirect and cumulative impacts of the EIS alternatives as they relate to the overall transportation system and parking demand. The subject site is within the area analyzed in the EIS and the proposed development is within the range of actions and impacts evaluated in the EIS. No potential parking mitigation was identified in the 2016 Addendum.

Traffic and parking analyses associated with the proposed development were reviewed by Seattle DCI, as described in the Addendum (Transportation Technical Report by heffron transportation, dated May 2016).

The project includes 837 parking spaces which relates to a ratio of about 1.4 parking spaces per 1,000 sq. ft. The study did not identify any spillover parking impacts to on-street parking. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Traffic

The EIS analysis considered the direct, indirect and cumulative impacts of the EIS alternatives as they relate to the overall transportation system and parking demand. The subject site is within the area analyzed in the EIS and the proposed development is within the range of actions and impacts evaluated in the EIS. The 2016 Addendum listed a Transportation Management Plan (TMP) and Transportation Mitigation Payment as potential project mitigation for traffic impacts. The Addendum also described a Seattle Department of Transportation Denny Way corridor improvement plan that is in process. The Transportation Mitigation Payment could be applied to some of the projects in this improvement plan.

Traffic analyses associated with the proposed development were reviewed by Seattle DCI, as described in the Addendum (Transportation Technical Report by heffron transportation, dated May 2016). The square footage used to calculate vehicle trips was 562,507 sq. ft. of office use, 13,160 sq. ft. of restaurant use and 1,020 sq. ft. of retail use. The proposed development is anticipated to result in approximately 2,310 new daily trips. This includes 368 new AM peak hour trips and 345 new PM peak hour trips.

The study also examined impacts to nearby intersections and corridors in the project vicinity and found that the vehicle trip impacts were consistent with the analysis in the EIS.

A Transportation Management Plan (TMP) will be required consistent with SMC 23.52.008 and the City of Seattle's Directors Rule (27-2015 or its successor) before Seattle DCI will issue a building permit.

The additional trips would have an impact on the transportation system in the vicinity of the project. In order to mitigate these impacts, the project will be required to mitigate traffic impacts by participating in the City of Seattle transportation mitigation program for South Lake Union. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of \$957,186.00 in order to help reduce the project's transportation impacts. This fee shall be paid prior to building permit issuance, consistent with Seattle DCI business rules, and as conditioned with this decision.

The requirement for a TMP and the condition to pay a pro rata contribution of \$957,186.00 and are expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R.

DECISION – SEPA

The proposed action is **APPROVED WITH CONDITIONS.**

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Building Permit

1. The plans shall show down lighting in the canopy at the commercial space at the northeast corner of the building.

For the Life of the Project

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

CONDITIONS – SEPA

Prior to Issuance of a Construction Permit

3. The applicant shall make a pro rata mitigation payment pursuant to CAM 243 in the amount of \$957,186.00 to the City of Seattle.

Beth Hartwick, Senior Land Use Planner Date: July 14, 2016
Seattle Department of Construction and Inspections

BH:bg

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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