



City of Seattle

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Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
Diane M. Sugimura, Director

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

**Application Number:** 3003175  
**Applicant Name:** Justin Ruiz, Callison Architecture for City Investors V LLC  
**Address of Proposal:** 318 Westlake Avenue

**SUMMARY OF PROPOSED ACTION**

Land use approval to establish a six-story administrative office, research & development lab building with ground floor retail. Parking for 246 vehicles will be located below grade.<sup>1</sup>

The following approval is required:

**SEPA - Environmental Determination**  
(Chapter 25.05, Seattle Municipal Code (SMC))

**Design Review** – Chapter 23.41 Seattle Municipal Code (SMC)  
Departures from the Land Use Code are requested as follows:  
1. Minimum Façade Height (SMC 23.48.014B)  
2. Street Level Setback (SMC 23.48.014D)

**SEPA DETERMINATION**<sup>2</sup>       Exempt    DNS    MDNS    EIS  
  
 DNS with conditions  
  
 DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

<sup>1</sup>Project originally noticed- Land use approval to establish a six-story administrative office, research & development lab building with ground floor retail. Parking for 280 vehicles will be located below grade. Environmental Impact Statement to be prepared by City of Seattle under project #2501473 (EDG conducted under #2503038).

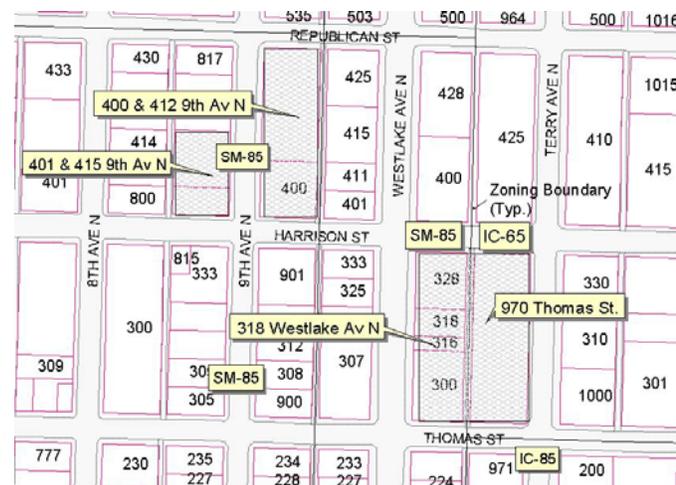
<sup>2</sup>Determination of Significance was issued on July 7, 2005

## **BACKGROUND DATA**

### *Site and Vicinity Description*

The subject site is zoned Seattle Mixed (SM-85) with an 85 foot height limit and has a lot area of approximately 38,807 square feet. The half block is bounded by Thomas Street, Westlake Avenue N, Harrison Street, and a through-block alley. The site is developed with existing retail/warehouse buildings varying from one to four stories in height.

Westlake Avenue North is designated as a Class I Pedestrian Street and a principal arterial. Harrison and Thomas Streets are designated as Class II Pedestrian Streets. The existing alley is 16 feet wide and will require a dedication of 2 feet as part of this development. The proposed South Lake Union streetcar will operate in the Westlake right of way moving in a southbound direction and will operate in the Thomas Street right of way moving in the northbound direction. The streetcar lines will merge together at the corner of Westlake and Thomas just south of the site. A streetcar station is proposed near Harrison Street on the west side of Westlake Avenue North.



The site topography slopes approximately 9 feet from the southeast corner to the northwest corner.

Surrounding property to the south across Thomas Street, to the north across Harrison Street and to the west across Westlake Avenue N is zoned SM-85. The property to the east across the alley is zoned Industrial Commercial with a 65 foot height limit and Vulcan is proposing development at this location (970 Thomas Street) under DPD project number 2501473.

### **Proposal Description**

The proposed project consists of a 6 story commercial building with administrative office (158,414 square feet), retail (12,318 square feet) and restaurant (10,000 square feet). The proposed below grade parking on three levels would accommodate approximately 246 stalls; the proposed parking entrance, loading berth (3 bays), and ingress/egress would be from the alley.

A majority of the office floor area would be devoted to the administrative headquarters for Group Health. Two floors of the proposed building are still available for lease and could be

utilized by another office or research and development lab tenant. The ground floor would consist of retail, restaurant and lobby. The lobby space would include a public lobby as well as a two-story enclosed and secure lobby for Group Health. A skybridge is proposed in the alley to connect the building to another building that fronts on Terry Avenue (Block 40E). The Block 40E building would be fully occupied by Group Health with some retail/restaurant on the ground floor.

An application has been filed and conceptually approved (resolution 30826; CF 307644) by City Council for a skybridge over the mid-block alley connecting the project to a new building at 970 Thomas Street. The public benefits proposed in exchange for the skybridge include a five foot setback along Thomas Street from Terry Avenue to Westlake Avenue to provide a wider sidewalk, and the installation of art in the public realm. Additionally, the buildings will provide a mid-block public pedestrian connection from Westlake Avenue to Terry Avenue through the buildings and alley when the buildings are open for business.

#### Public Comment

No public comments were received during the public comment period which ended on September 14, 2005.

### **ANALYSIS- DESIGN REVIEW**

#### Early Design Guidance (EDG)

A design review meeting was held on July 6, 2005 to provide early design guidance for this proposal. The Design Review Board members provided design guidance after visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment.

The Board emphasized the importance of the South Lake Union Design Guidelines and specifically referenced them and designated them as a high priority with respect to the heart corner, stepping back the upper levels of facades and architectural context. The Board emphasized the importance of breaking up the bulk and scale of the building since the length of façade could be long and monotonous; the Board raised concerns about the future urban form of the neighborhood and wants to ensure that future development does not collectively give the impression of an office park. The Board would like to see the design somehow convey in the architecture that it is a sustainable design.

The Design Guidelines of highest priority to this project based on the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" and the "South Lake Union Design Guidelines." are transcribed in more detail in the EDG document which is available in the DPD Master Use Permit file.

PRIORITIES:

**A: Site Planning**

**A-1 Responding to Site Characteristics**

**The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.**

**A-2 Streetscape Compatibility**

**The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

**A-4 Human Activity**

**New development should be sited and designed to encourage human activity on the street.**

**A-10 Corner Lots**

**Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

The Board appreciated the design response at the corner of Westlake Avenue North and Thomas Street, but emphasized the importance of the opposite corner at Harrison Street and Westlake Avenue North considering that Harrison Street is designated as a “Heart Location” in The South Lake Union Design Guidelines (SLUDG). The Board wants to see the design address the Harrison Street corner and convey the same level of importance as the opposite corner. The Board recognized that the Harrison Street frontage is oriented on the north side of the building so that an outdoor plaza may not be desirable. In light of that, it was suggested that some architectural signature be visible from the “Heart Location”. The SLUDG indicate, “*new building’s primary entry and facade should respond to the heart location*”. It was noted that once Westlake Avenue North becomes a two-way street, then the perception of the building will change. This will mean that half the time the “arrival” corner for the site will be on the Westlake and Harrison corner.

The Board appreciates the amount of retail proposed at ground level and its importance in enlivening the public realm. The Board wants the design to retain this quantity of retail, and at future meetings show how these spaces meet the street by providing streetscape perspectives.

The Board appreciates the notion of a mid-block pedestrian connection through the alley and wants this idea to be further defined and presented. Additional detail on the proposed development east of this site should be provided at the next meeting.

The Board emphasized the importance of the SLUDG and their applicability to this project.

**B: Height, Bulk and Scale**

**B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.**

The Board emphasized the importance of breaking up the bulk and scale of the building since the length of façade is long and could be monotonous. The Board wants to see a design that consists of facades of many scales so that mass is broken up and a sense of place is established. The Board wants the design to adhere to the specifics of the SLUDG regarding stepping back portions of the building at the upper levels and articulation of the building facades vertically or horizontally. The Board referenced the SLUDG, “*Step back elevation at upper levels of large scale development to take advantage of views and increase sunlight at street level*” and “*Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or exiting pattern of development in the vicinity*”. The Board referenced the Sellen building as a good example in the neighborhood of stepping back the upper floor. Another example of a building that exhibits good massing by breaking up the façade is the building on the Westside of 5th Avenue between Battery and Bell.

**C: Architectural Elements and Materials**

**C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

**C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.**

**C-4 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.**

The Board emphasized the importance of the urban form in general and again sited the specifics in the SLUDG. The Board raised concerns about the future urban form of the neighborhood and wants to ensure that future development does not collectively give the impression of an office park. The Board indicated that the existing urban fabric is made up of buildings of varying scales and styles, but the newer buildings are generally the same size and use which is not desirable. The Board referenced the SLUDG, “*Respond to the history and character in the adjacent vicinity- in terms of patterns, style and scale. Where possible reveal and reclaim history – utilize community artifacts, forms and texture*” and “*Design the fifth elevation- the roofscape – in addition to the streetscape.*”

The Board would like to see the design somehow convey in the architecture that it is a sustainable design.

The Board wants to see exterior material and color options at the next meeting.

#### **D: Pedestrian Environment**

**D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

The Board wants to see how the public realm will be improved, so they expect to see more details on the proposed pedestrian amenities especially along Westlake Avenue. The Board thinks the through building connection to the alley is important and recommends opening it to public, possibly through to the east building as well.

#### **E-1 Landscaping**

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites**

**Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

**E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.**

The Board wants to see how the landscaping will be integrated into the design and used to enhance the design. The Board wants to see a presentation from the Landscape designer at the next meeting to address this guidance.

### Design Review Board Recommendations

The applicant applied for the MUP (Master Use Permit) on August 8, 2005. After initial DPD design, zoning and SEPA review, the Design Review Board was reconvened on October 3, 2005 and December 7, 2005 to review the project design and provide recommendations.

#### Initial Design Review Board Recommendations

The four Design Review Board members present considered the site and context, the previously identified design guideline priorities, and reviewed the drawings presented by the applicant. The Board provided initial recommendations to the applicants.

In response to past guidance, the Board primarily focused their comments on the heart corner, the mass/scale, the façade treatments and the urban form.

The Board appreciated the design response at the heart corner of Harrison Street and Westlake Avenue indicating that the glass tower element was set apart from the rest of the building providing a different scale and look. On the Harrison Street elevation, the Board appreciated the two story brick frame element in the foreground with the bulk of the building setback.

The Board appreciated the curtain wall element indicating that it had an urban quality. The Board did not have the same reaction to the larger mass consisting of brick piers, pre-cast concrete and metal. The Board wants to see the two massing elements more unified and thought the two elements were too different and did not relate. The Board suggested that simplifying the overall design of the larger mass might accomplish the goal of unifying the two elements. The Board suggested using more brick faced material at the base and middle of the building or by creating more of a brick frame similar to the north and south elevations in that this could also be a better fit with the neighborhood context. The transition from the base to the middle seemed complicated and the Board suggested that the design to be simplified.

The Board wants the scale of the building reduced and asked that the design of the top floor be setback a minimum of two feet over the pre-cast element.

The Board wants the design to show a more identifiable building entrance and the entrance expressed in the design in a much clearer way. The Board thought the “Z” blade element confused the sense of entry and cut off the lobby. The Board suggested that independent vertical and horizontal elements could be more appealing and not split the lobby.

The Board indicated that the “pinwheel” approach of providing the same or similar façade treatment on the east and west buildings is not appropriate in this urban context and felt it was contrary to the guidance provided with respect to urban form and creating a unique place. The Board noted that Terry Avenue and Westlake Avenue are streets with different context, and that the design should reflect this condition. The Board would like to see the design somehow convey in the architecture that it is a sustainable design, and creating facades that are treated alike on all sides seems contrary to that notion.

The Board wants the sidewalk landscaping to be more open at the terminus of the mid block connection in front of the building lobby. The Board felt a dense landscape barrier along the sidewalk directly in front of the building entrance was contrary to making the entrance identifiable by preventing visibility. The Board commented that pedestrians waiting to be picked up in vehicles would need to move away from the building entrance to be seen or to see the street.

The Board was not presented with any specifics on the skybridge so no recommendations were provided; however, the Board was generally supportive of the skybridge commenting that it would likely have little impact on street presence.

The Board wants to see floor plans of the building at the next meeting

### *Design Review Board Final Recommendations*

The four Design Review Board members present considered the site and context, the previously identified design guideline priorities, the initial recommendations, and reviewed the drawings presented by the applicant. The Board recommended conditional approval of the proposed project and departures.

The Board thought the design generally responded well to the previous guidance and recommendations provided by the Board. However, the Board reiterated a strong concern about the overall urban form expressed by designing a similar façade on the east and west buildings in that the two streets have different characters that should be expressed in the architecture. The Board was surprised that the client, Group Health, would want to express the perception of an office park campus-like building in this urban setting. They strongly encouraged the design team to explore other contextual façade treatments for the east building, like adding more masonry and reducing the curtain wall element. The Board cautioned that any changes to the façade treatment, like making an all masonry building, should be done carefully to not produce a monolithic 360 foot long façade.

The Board wants to see the design of the top floor of the Westlake elevation on the pre-cast element more refined to express more of a penthouse. They wanted the top floor design to be perceived as lighter to further decrease the height of the façade. The Board suggested some ways of achieving this goal; slimming down the columns or making them more delicate as much as possible so that they are expressed more like mullions as compared to structural columns, pushing the columns back towards the glass as much as possible, using different shades of color and creating a sill to transition from the pre-cast (middle) to the metal and glass (top). The Board deferred to DPD to work with the architect to accomplish this goal.

The Board suggested the applicant continue to refine the design with respect to the façade details (i.e. - the retail fins/signage and the secondary window patterns) and the main entrance identification.

Departures

DPD identified the following development standard departures:

Code Requirement	Proposed	Board Action
<p>SMC 23. 48.014B General Façade Requirements Facades on Westlake Avenue North must be a minimum of 15 feet; facades on Thomas Street and Harrison Street must be a minimum of 25 feet. The façade requirement on Westlake Avenue North apply for at least 70 % of the length of facade</p>	<p>68%</p>	<p>The Board recommendation is to grant the departure in that the departure allows for some erosion of the façade at the corners and a larger setback on the south corner. The south corner setback along Thomas Street is designed to be used by a restaurant for outdoor dining. The Board agreed that this design response would be better than the code compliant design which promotes a prescriptive street wall but not necessarily a good pedestrian experience. (A-2 Streetscape Compatibility; D-1 Pedestrian Open Spaces and Entrances)</p>
<p>SMC 23.48.014D General Façade Requirements Street-level setback- Structures on Thomas Street and Harrison Street may be setback more than 12 feet but not closer than 20 feet to a corner and must be landscaped per SMC 23.48.024.</p>	<p><u>Setbacks as measured from Thomas Street</u> - 15' x 40' for the outdoor dining -5' x 58' for wider sidewalk and street car art project -8' x 42' at alley to open up throat of alley and create visibility</p> <p><u>Setbacks as measured from Harrison Street</u> -16' x 16' for main retail entry at heart corner -2' x 58' for wider sidewalk -16' x 7' at alley to open up throat of alley and create visibility.</p> <p><u>Setbacks as measured From Westlake Avenue</u> -4' x 34' to erode corner and provide wider sidewalk. - 4' x 60' at main lobby entry</p>	<p>See Above</p>

### Design Review Recommendations

1. Provide a more contextual façade treatment on Terry Avenue by providing more masonry on the Terry Avenue façade and reduce or eliminate the curtain wall element. Create more of a difference between the Terry Avenue facade design and the Westlake façade design. (C-1 Architectural Context)
2. Design the top floor of the Westlake elevation on the pre-cast element to be lighter to express more of a penthouse. The Board suggested some ways of achieving this goal; slimming down the columns or making them more delicate as much as possible so that they are expressed more like mullions as compared to structural columns, pushing the columns back towards the glass as much as possible, using different shades of color and creating a sill to transition from the pre-cast (middle) to the metal and glass (top). The Board deferred to DPD to work with the architect to accomplish this goal. (B-1 Height, Bulk and Scale)

### Director's Analysis

The Director concurs with the Design Review Board's determination to conditionally approve the proposed design with departures with some modification. The building located at 970 Thomas Street (#2501473) is not subject to design review; therefore the Board does not have direct authority to regulate the Terry Avenue façade. However, both buildings and the connecting skybridge will likely be constructed together as one project, are being constructed by the same developer and will house the same tenant (Group Health). The Board recommendation is modified in the condition language as follows;

1. The applicant shall continue to work with DPD to explore design solutions and strongly consider revising construction documents to provide a more contextual façade treatment on Terry Avenue by providing more masonry on the Terry Avenue façade and reduce or by eliminating the curtain wall element. Explore design solutions to create more of a difference between the Terry Avenue facade design and the Westlake façade design. (C-1 Architectural Context)

In other respects, the Design Review Board's recommendation does not conflict with applicable regulatory requirements and law, is within the authority of the Board and is consistent with the design review guidelines.

### **DECISION - DESIGN REVIEW**

The proposed design is **CONDITIONALLY APPROVED.**

### **CONDITIONS**

Design Review conditions are listed at the end of this report.

## **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in an unpublished Draft Environmental Impact Statement, but subsequently disclosed in an environmental checklist submitted by the applicant dated October 24, 2005 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The subject project originally received a determination of significance (July 7, 2005) together with related projects at 970 Thomas Street, 400 and 412 9<sup>th</sup> Avenue North and 401 and 415 9<sup>th</sup> Avenue North. DPD determined that the projects are likely to have significant adverse impact on Traffic and Transportation; however, the applicant has revised the projects at 318 Westlake Avenue North and 970 Thomas Street to include payment of mitigation fees available to projects in the South Lake Union area (see traffic analysis in this document for further explanation). No applications for projects at 400 and 412 9<sup>th</sup> Avenue North and 401 and 415 9<sup>th</sup> Avenue North have been received by DPD and determination as to their participation in the transportation mitigation payment program in South Lake Union is undecided.

A separate application (#2501473) for construction of a 4- story commercial building is proposed by the same developer and will likely be built within the same timeframe. This analysis considers this simultaneous development and its potential cumulative impacts. Additionally, this analysis considers impacts related to both research and development lab use and administrative office use.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City's code/policies and environmental review. 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 limitation". The Overview Policy in SMC 23.05.665 D1-7, states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation, Plants and Animals and Shadows on Open Spaces). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

### **Short-term Impacts**

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted City codes and/or ordinances provide mitigation for some of the identified construction related impacts. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts, but impacts such as air quality, noise and traffic require further discussion and may require SEPA mitigation.

### Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. The owner and/or responsible party (ies) are required to comply with the PSCAA rules pertaining to demolition of projects with or without asbestos. This will ensure proper handling and disposal of asbestos, as well as demolition of structures without asbestos. No further SEPA conditioning is necessary.

### Noise

The project is expected to generate loud noise during construction; however, there are no known sensitive noise receptors (i.e. - residential uses) in the immediate area. The Noise Ordinance (SMC 25.08) limits construction noise to between the hours of 7:00 AM and 10:00 PM on weekdays and between the hours of 9:00 AM and 10:00 PM on weekends. In this case, the Noise Ordinance sufficiently mitigates construction noise and no SEPA conditioning is necessary.

### Traffic and Circulation

Site preparation would involve removal of the existing buildings, asphalt pavement and excavation for the foundation of the proposed buildings. Approximately 98,000 cubic yards of material would be excavated and removed to construct both buildings (44,000 cubic yards for the four-story building at 970 Thomas Street and 54,000 cubic yards for the six-story building at 318 Westlake Avenue North). This activity would require 9,800 trips with 10-yard hauling trucks or 4,900 trips with 20-yard hauling trucks which are the standard for this size of undertaking. Additionally, it is likely that the construction will require a large amount of structural fill; therefore, additional truck trips are likely.

Existing City code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates certain times of day when truck traffic is allowed on certain streets and designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the city. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Traffic control would be regulated through the City's street use permit system, and a requirement for the contractor to meet all City regulations pertaining to the same. Temporary sidewalk or lane closures may be required during construction. Any temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures would be coordinated with SDOT to ensure minimal disruptions.

Compliance with Seattle's Street Use Ordinance administered by Seattle Department of Transportation (SDOT) is expected to mitigate any adverse impacts to traffic which would be generated during construction of this proposal and no further conditioning is necessary.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: 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.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Seattle Building Code which provides prescriptive construction techniques and standards; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term, although some impacts warrant further discussion and possible mitigation.

Traffic

The subject application together with the project located at 970 Thomas Street (#2501473) will include the construction of 297,600 square feet of office and 37,500 square feet of retail space. Approximately 456 parking stalls would be provided, in two below-grade parking garages. Access to both parking garages would be from the mid-block alley. Vehicles could enter and exit the parking garages from either the north or the south ends of the alley. The alley also would provide access to truck loading and service bays for both buildings.

A traffic impact analysis prepared by the Transpo Group, Inc., documents the expected project trip generation for both buildings. With respect to traffic impacts, the “project” is meant to reference both building sites/applications (#3003175 and #2501473). The trip generation estimates are based on national data compiled by the Institute of Transportation Engineers and reported in *Trip Generation* (7<sup>th</sup> edition). These estimates are then adjusted to reflect site-specific factors that will influence trip-making behavior, mostly notably the Transportation Management Program (TMP) that will establish a goal of no more than 50% single-occupant vehicle use by employees during the AM and PM peak hours.

The net new trips expected to be generated by the project are estimated by subtracting traffic generated by existing on-site uses from the estimated project trips described above. This step, and the net new daily, AM and PM peak period trips are reflected in the table below.

<u>Net New Project Trip Generation</u>			
<i>Land Use</i>	<i>Daily Trips</i>	<i>AM Peak Trips</i>	<i>PM Peak Trips</i>
Proposed Office	2,305	325	315
Proposed Retail	485	10	30
(Existing Uses)	(1,225)	(70)	(90)
Net New Trips	1,565	265	255

The project traffic was distributed to the surrounding roadway network using distribution patterns based on the City of Seattle transportation model, supplemented by distribution data from the regional PSRC travel demand model. These models assume peak hour project traffic primarily would be oriented to the regional transportation facilities in the area, particularly I-5. Other primary routes include 9<sup>th</sup> Avenue N, Westlake Avenue N, Fairview Avenue N, Eastlake Avenue N, S.R. 99, and Denny Way.

Generally, transportation impacts are best evaluated by comparing the levels of service at key intersections with and without the forecast project traffic. A number of intersections were analyzed to evaluate the impacts of the project. The greatest percentage increase in traffic is expected to occur at intersections adjacent to or near the project sites that currently experience relatively low volumes of traffic, such as Terry Avenue/Thomas Street, 8<sup>th</sup> Avenue/Thomas Street, and Terry Avenue/Harrison Street. The project will contribute noticeable amounts of additional traffic to several intersections projected to operate at congested (level of service E or F) conditions. These include Fairview Avenue/Mercer Street in both the AM and PM peak hours and Aurora Avenue/Denny Way, Howell Street/Yale Avenue and Westlake Avenue/Thomas Street in the PM peak hour. Several other intersections in the study area will experience decreased levels of service, but are expected to function at level of service D or better following project construction.

The site is expected to generate about 190 transit trips during the AM peak hour and 235 transit trips in the PM peak hour. These trips would be served by existing bus routes in the vicinity and by the proposed South Lake Union Streetcar, which would operate adjacent to the project site. The project also is expected to increase pedestrian and bicycle activity in the vicinity of the project site. Immediately adjacent to the site, the pedestrian environment would be enhanced by improvements to existing sidewalks on each project frontage and by the provision of curb bulbs at the corners of the site.

The project has proposed two mitigation measures to reduce expected traffic impacts. The project will implement a TMP to limit commute traffic to no more than 50% single-occupant vehicles, through measures such as subsidized bus passes and parking management. Other project traffic occurring during commute periods would use transit or other alternative modes. (Note that the forecasted project traffic volumes identified above are based on this mode split.)

The project also has chosen to participate in the transportation mitigation payment program recently implemented in South Lake Union. Through this program, a project within South Lake Union can make payments proportionate to its expected transportation impacts, based on the proposed uses and size of development. The payment amounts are based on the costs of transportation improvements in the City of Seattle's South Lake Union Transportation Study. The Study identifies a variety of capital improvements for auto, transit, bicycle and pedestrian modes.

The transportation impacts identified in the South Lake Union Transportation Study were based on a land use growth forecast for the South Lake Union sub-area. This growth forecast anticipated development of the size and scale of this project; therefore, it is reasonable to conclude that the transportation impacts of the project (as identified above) are included in the overall transportation impacts of sub-area growth identified by the South Lake Union

Transportation Study. The payment of mitigation fees consistent with the formula described in Client Assistance Memo 243 is expected to mitigate project transportation impacts at those locations identified for improvement by the South Lake Union Transportation Study.

Payment of mitigation fees and implementation of a TMP is expected to adequately mitigate anticipated transportation impacts of this development. No further transportation mitigation pursuant to SMC 25.05.675 R is warranted.

### Parking

Peak parking demand for the proposed project is estimated to be 602 parking spaces. This includes long-term commuter parking (assuming a mode split consistent with the TMP described above) and short-term parking for the retail and office uses. The project has proposed 456 parking spaces on-site. Typically, not all spaces in a parking lot can be utilized (for example, due to one vehicle using two spaces); reducing the 456 spaces by 5% to account for unavailable spaces results in an effective parking supply of 433 spaces. At peak times, parking demand is expected to exceed the effective on-site supply by approximately 169 spaces.

The project's transportation consultants conducted an inventory of off-site parking supply within 800 feet of the project site to determine if the anticipated 169 space parking spillover could be accommodated through available parking in the surrounding neighborhood. The inventory showed that approximately 250 off-street parking spaces were available within two blocks of the project site. Additionally, about 25 on-street spaces were available within two blocks. It is anticipated that spillover parking at peak times would utilize these lots and on-street spaces. In the Seattle Mixed zone, no SEPA authority is provided for the decision maker to require more parking than the minimum require by the Land Use Code. The project is conditioned to implement a transportation management plan, but no further mitigation is warranted for parking impacts pursuant to SMC 25.05.675 M.

### Historic Preservation

The project proposal involves demolition of four buildings all built more than 50 years ago. DPD forwarded information about the buildings to the Historic Preservation Office in the Department of Neighborhoods to evaluate whether the building met the standards for historically significant buildings. On November 29, 2005, a Landmarks Coordinator responded by letter that it is unlikely that the buildings at 300 Westlake Avenue North, 316 Westlake Avenue North, 318 Westlake Avenue North and 328 Westlake Avenue North would meet the standards for designation as individual landmarks. Therefore, no SEPA conditioning is warranted.

### Other Impacts

The other impacts such as but not limited to, increased bulk and scale, increased ambient noise, and increased demand on public services and utilities are minor in scope or otherwise mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

## **DECISION - SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible

department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

### **CONDITIONS - DESIGN REVIEW**

#### **Prior to Issuance of Master Use Permit**

Revise the MUP drawings to document compliance with the following:

1. The design of the top floor of the Westlake elevation on the pre-cast element shall be updated to be lighter to express more of a penthouse. The Board suggested some ways of achieving this goal, such as; slimming down the columns or making them more delicate as much as possible so that they are expressed more like mullions as compared to structural columns, pushing the columns back towards the glass as much as possible, using different shades of color and creating a sill to transition from the pre-cast (middle) to the metal and glass (top). The Board deferred to DPD to work with the architect to accomplish this goal. (B-1 Height, Bulk and Scale)

#### **Prior to Issuance of Construction Permit (except demolition, excavation, shoring)**

2. The applicant shall continue to work with DPD to explore design solutions and strongly consider revising construction documents to provide a more contextual façade treatment on Terry Avenue by providing more masonry on the Terry Avenue façade and reduce or by eliminating the curtain wall element. Explore design solutions to create more of a difference between the Terry Avenue facade design and the Westlake façade design. (C-1 Architectural Context)

#### **Prior to the Final Certificate of Occupancy**

3. Comply with conditions 1 and 2 above.

### **NON-APPEALABLE CONDITIONS - DESIGN REVIEW**

#### **During Construction**

4. All changes to approved plans with respect to the exterior façade of the building and landscaping on site and in the right of way must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Prior to Issuance of Certificate of Occupancy

5. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD Land Use Planner assigned to this project (Jess Harris- 206-684-7744) or by a Land Use Planner Supervisor (Jerry Suder- 386-4069). Inspection appointments must be made at least 3 working days in advance of the inspection.

**CONDITIONS –SEPA**

Prior to Issuance of Master Use Permit

The owner(s) and/or responsible party(s) shall:

6. Provide a recorded TMP Acknowledgment Letter stating their understanding of the TMP goal, potential required elements and evaluation criteria pursuant to Director’s Rule 14-2002.

Prior to Issuance of Construction Permit (except demolition, excavation, shoring)

7. Record Transportation Management Program (TMP) consistent with and including the Required Elements as described in DPD Director’s Rule 14-2002 and include the following elements:
  - Program Goal: The proportion of employee trips by single occupancy vehicles (SOV) shall not exceed 50% of the trips within five years of occupancy.
  - Implement the Element Requirements as determined by DPD (Based on Director’s Rule 14-2002).
8. Remit in full to the City of Seattle pursuant to Client Assistance Memo 243 the transportation mitigation fee.

Signature: (signature on file)  
Jess E. Harris, AICP, Senior Land Use Planner  
Department of Planning and Development

Date: December 26, 2005