



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
D. M. Sugimura, Director

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

Application Number: 2306274
Applicant Name: David Neal for Seattle Cancer Care Alliance
Address of Proposal: 825 Eastlake Avenue East

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a six (6)-story, 55,369 square feet addition to an existing medical service building (Seattle Cancer Care Alliance). The six-story additional shall be placed above the existing parking garage and first floor lobby. An Environmental Impact Statement (EIS) was prepared by Fred Hutchinson Cancer Research Center (issued December 1989).

The following Master Use Permit components are required:

Design Review - Section 23.41, Seattle Municipal Code (SMC)

SEPA - for conditioning only – Seattle Municipal Code (SMC) Chapter 25.05.

SEPA DETERMINATION: Exempt DNS MDNS EIS*

DNS with conditions

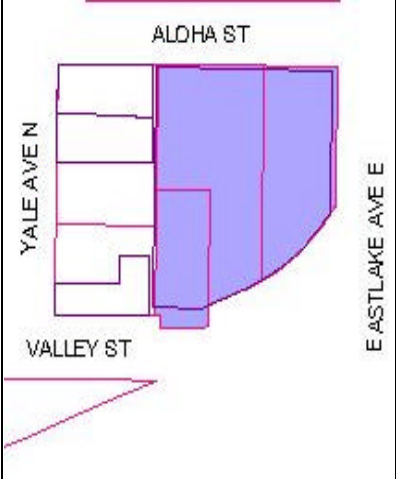
DNS involving non-exempt grading, or demolition or another agency with jurisdiction.

* Final Environmental Impact Statement issued by Fred Hutchinson Cancer research Center in December 1999. Two addendums were issued in 1994 (1995) and 1996, respectively. The 1996 addendum addressed Phase III of the campus development, the subject of this review.

BACKGROUND INFORMATION:

Site and Vicinity Description

The subject site occupies the east two thirds of a block that comprises a land area of approximately 47,180 square feet, and is part of a larger medical center complex (Fred Hutchinson Cancer Research Center). The site is bounded by Aloha Street to the north; Eastlake Avenue East to the east; Valley Street and southbound I-5 exiting-ramp to the south; and to another Fred Hutchinson Cancer Research Center (FHCRC) development site to the west. The site currently is developed with a seven story outpatient clinic owned and operated by Seattle Cancer Care Alliance. The development proposal marks completion of Phase III to build out the development site as presented in the original Environmental Impact Statement. The existing seven story building sits over a portion of a four level underground parking structure (Phase III) designed to accommodate future expansion, which is the subject of this review. The proposed area of development will occur on top of the ground level lobby and staff area (that sits directly above the below grade 4-story parking garage). The subject site slopes moderately from its southeast corner to its northwest corner, approximately 38 feet over a distance of 250 feet. The site is fully landscaped with its main entrance adjacent to Aloha Street to the north.



The site is zoned Commercial Two with a height limit of 85 feet (C2-85). The site is also located within the South Lake Union Urban Center Village overlay district. To the west towards Lake Union the zoned height steps down to 65 Feet (C2-65). To the south across Interstate Five (I-5) access-ramps is Seattle Cascade Mixed zone with a height limit of 75 feet (SCM-75). To the east across the I-5 corridor is a moderately sized Multifamily, Lowrise Three zone (L-3). Access to the development site is channeled through two arterial streets. Both Fairview Avenue North, one block to the west, and Eastlake Avenue North, is principal arterials and transit routes. Eastlake Avenue North has two southbound lanes and one northbound lane. Fairview Avenue North has two lanes in each direction with a center turn lane. Interstate Five is a designated Scenic Route and provides views of the downtown skyline, the Space Needle, and of Lake Union.

Surrounding the subject development site, FHCRC has established a number of uses in support of medical care. Abutting the site to the west a clusters of small buildings are used for storage and warehouse purposes. Further west, across Yale Avenue North is an administrative office building associated with FHCRC. Medical research buildings among other uses are located to the northwest. Across Aloha Street to the north, FHCRC has established a landscaped surface parking lot to absorb spillover parking generated by the surrounding uses. Surrounding the FHCRC campus to the west are office, storage, and hotel uses. To the east across Eastlake Avenue North and the adjacent to the I-5 corridor, residential increases in presence with significant views to the Cascade Mountains and Lake Union.

Proposal

The applicants' propose to complete Phase III expansion of an existing building (commonly referred to as the "Seattle Care Alliance" building). The original Phase III Master Use Permit (#9605705) project included the subject area of this review. During the construction permit stage the project was scaled back to exclude the area of this review (hereto referred as the west wing). The building was designed and constructed to allow for the future expansion of the west wing to complete the aforementioned Master Use Project (#9605705). The project has been altered slightly, increasing gross floor area by 4,509 square feet, from what was permitted under project #9605705. The net increase has no significant impacts affecting the Phase III Addendum dated October 25, 1996. The six-story addition will be erected above the first floor level and will be integrated into the existing building. The existing building features temporary exterior metal walls that were designed to be removed to increase internal floor area.

The existing development site is fully improved with landscaping, vehicle and pedestrian accesses, and code required parking.

Public Comments

Date of Notice of Application :	September 30, 2004
Date End of Comment Period:	October 13, 2004
# Letters	0

The SEPA comment period for this proposal ended on October 13, 2004. The Department received no comment letters during the public comment period.

No letters or e-mails were received during the Design Review phase. Only one community member not directly associated with the project was in attendance during the Design Review meetings. The public member was a representative from Seattle City Light who is tracking development in the Lake Union area. He felt the project was responsive to City Light policies and the infrastructure in the surrounding area. He stated Fred Hutchinson Cancer Research Center was second to none in pursuing a conservation program to mitigate energy consumption and impacts upon the natural environment. This member of the public was an enthusiastic supporter of the proposed addition.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

On June 16, 2004, the Design Review Board of Area 7 met in an Early Design Guidance (EDG) meeting to consider the site and design objectives of the applicant. A Design Review interim meeting was held on August 18, 2004 to address concerns raised during the previous meeting. After visiting the site, considering the analysis of the site, design context provided by the proponents, and hearing public comment the Design Review Board members provided the following siting and design guidance, and identified by letter (A, B, and C, etc.) and number (1, 2, & 3) those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project.

A. Site Planning

No guidelines Priorities where identified

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 in 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 directed the applicant to reduce the appearance of bulk along the west façade by exploring punched window concepts or ribbon window treatments. The structure's southwest corner should, including the stair tower (penthouse), should provide opportunities to explore different treatments including glass to make the building more visually interesting and to reduce the building's scale. Additionally, the proposed north waiting rooms set within the glass and metal concave façade should wrap around the northwest and extend along the west facade in some fashion.

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.

The Board felt that the design should terminate the use of the proposed glass curtain wall along the west façade. To help define the building's perimeter, the west façade should feature punched-windows replicating similar façade treatments within the Fred Hutchinson Cancer Research Center campus

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.

Taking into consideration site topography and adjacencies to street systems the Board felt greater attention should be directed towards enhancing the southwest corner of the proposed addition. Effort should be employed to articulate greater elegance in the transition between the proposed structure and the existing.

C-3 Human Scale: Design of new buildings should incorporate architectural features, elements and details to achieve a good human scale

The Board recommended establishing a stronger cohesiveness at the development site with the addition of rooftop screening to minimize the visual impact at this prominent location. The addition will be located at the highest elevation on the campus and subtle design elements should be explored to minimize the visual impacts at this prominent location.

C-4 Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close.

The Board encouraged exploration of nuanced differences in use of brick, glass, and dark zinc façade materials to strengthen the campus design composition.

D. Pedestrian Environment

No guidelines Priorities were identified

E Landscaping

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

The Board recommends enhancing the development site with increased landscaping where feasible.

Summary: The guidance of the Board reflected their concern as to how the proposed project would be integrated into Fred Hutchinson Cancer Research Center campus.

Design Review Board Recommendations

On September 9, 2004, the applicant submitted the full Master Use Permit application, and on January 19, 2005, the Magnolia/Queen Anne Board (Area 7) convened for the recommendation meeting. The applicant team presented elevation renderings, site plans that responded to design guidelines set forth by the Board during the previous meetings. The applicant did not request any departures from the City's Land Use Code.

Public Comments

One (1) community member was in attendance (the attendee did not record their presence by filling out the sign-in sheet) during the January 19, 2005, Final Recommendation meeting. The representative from Seattle City Light who is tracking development in the Lake Union area reiterated his support for the project.

No *departures* from standards of the Land Use Code were requested by the applicant at the time of the meeting and summarized below:

Board Discussion

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated priorities, the Board began their deliberations by turning their attention to the proposed building's relationship to existing and future structures within the Fred Hutchinson Cancer Research Center campus. The Board inquired when building ("H") identified in the campus master plan would be constructed. Building "H" would be sited adjacent to the proposed building's west façade and additional design requests should take this into consideration (The applicant stated the future construction of building "H" was at a minimum 10 years out). The Board took this into consideration as they evaluated the proposed addition. The Board agreed that overall the proposed west wing addition complements the existing architectural vernacular on the campus. During the Early Design Guidance Meeting the Board emphasized a need to seek design details to strengthen the southwest corner by establishing an iconic presence. Additionally, the Board was unanimous with carrying through existing fenestration patterns with subtle variations making the structure more visually interesting. If possible thoughtful landscaping should be employed to frame the building's edge.

The Board was concerned with the level of detail provided for the reveal where the addition and the existing structure are joined along the south façade. The reveals' depth and width appeared to create a distracting cavity that disrupts the uniform integration of the building. One member commented that the ribbon window does not follow the existing pattern on the upper level and should be vertically broken apart with brick. The Board requested verification that screening walls installed on the rooftop would match the existing walls. Additionally, the screening wall and proposed height on the rooftop seemed incongruous with the existing building and was not fully developed.

The Board commented that the stairwell tower appeared opaque and bland. An opportunity has presented itself to create an iconic feature a 'lantern beacon of sorts' to power the design proposal. The design team stated that due to budget constraints they could not achieve the desired architectural elements, the cost of additional metal and glass would bring the project over budget. The Board concurred that cost associated with the design features could prove financially challenging, however this area should not be neglected.

The Board accepted the applicant's proposal with recommended conditions to better achieve a design that is at once complimentary to the surrounding neighborhood, yet bold in making a vibrant architectural statement on Fred Hutchinson Cancer Research Center campus. The Board expects the planner to work out the details with the architect prior to issuing the Master Use Permit.

The Board was encouraged with the applicant's effort to better integrate the vocabulary between the architectural design themes, color, and texture. The Board discussed ideas for creating more visual interest and better human scale even further and recommended increasing glazing detail at the proposed addition's southwest corner. The Board determined that the southwest corner with stair tower was sited at a prominent location on the campus and special attention should be directed towards establishing an architectural presence. The Board supported further study to minimize the appearance of bulk with the use of glass. (*Guidelines B-1, C-1, C-2, C-3, & C-4*)

The Board felt serious consideration should be given to a fenestration pattern along the south façade that successfully reduces the scale of the proposed addition as it transitions from the adjoining building. The window pattern has taken cues from the existing structure's east façade to create greater visual interest and break down the appearance of bulk along the south and west facades. An upper level single ribbon window band frames the building's composition and better integrates the new addition to the existing building. The Board recommended approval of this design and encouraged the use of punched lower level windows to add character and further breakdown the scale of the proposed building. (*Guidelines B-1, C-2, & C-3*)

The Board noted that the mechanical screening walls were not fully conceived. The rooftop should be considered to be the building's crown and greater attention should be directed to providing an elegant mantel. The screening walls should articulate a uniform height with existing building's screening walls. Lateral space should be created between stairwell tower and screening wall. The screening walls should be pulled back further from the building's edge. The Board recommended to achieve a more sensible and viable rooftop crown, the stairwell tower's height should be brought down to 10 feet above roof. (*Guidelines B-1, C-1, & C-2*)

The Board stated that the stairwell tower should be treated as a signature feature. The Board indicated special attention should be directed to providing internal lighting of the stairwell tower without creating light pollution. The design should include more interesting improvements to create a showcase luminary feature. (*Guidelines C-1, C-2, & C-3*)

Summary of Boards' Recommendations:

The recommendations summarized below were based on the plans submitted at the January 19, 2005 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings submitted for review on February 22, 2005. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended approval of the subject design with conditions. No departures were requested. The Board made the following recommendations. (Authority referred to in letter and numbers are in parenthesis):

1. Reduce the height of the stairwell tower to no more than ten feet above the roof elevation to achieve a more sensible rooftop crown. Design concept subject to the approval by the DPD planner. C-1, C-2, C-3, C-4
2. Design and use interior lighting within the stairwell tower that provides a "lantern beacon" effect subject to the approval by the DPD planner. B-1, C-1, C-3
3. Design and install roof top mechanical screening walls no more ten feet above the roof top. Additionally, lateral space should be created between the stairwell tower and the screening walls. Further the screening walls shall be pulled back from the building's edge. Details to be reviewed and approved by the DPD planner. B-1, C-1, & C-2

DIRECTOR'S ANALYSIS AND DECISION : DESIGN REVIEW

The design of the west wing addition (completing Phase III, of the Seattle Cancer Care Alliance building) is similar in scale, proportion and materials, but reduces the appearance of repetition through use of fenestration and architectural features. The design of the proposed addition has been influenced by the surrounding vernacular with subtle touches to provide visual interest that seeks to establish a sense of individuality. The proposed six (6)-story addition above the parking lid will complete the build-out of the Seattle Cancer Care Alliance building that began construction in the late 1990's. Due to the design program at Fred Hutchinson Cancer Research Center Campus which includes uniform bricks (color and texture) and glass, the proposal has established a unique presence that will be a welcome addition to the campus. The upper level windows will feature a combination of punched and a single ribbon window band to invigorate the building's façade and reduce the appearance of bulk. The impact of bulk will be further lessened upon surrounding properties due to in part to the sculpted roof top crown.

The Director of DPD has reviewed the recommendations and conditions of the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings*. The Director **APPROVES** the subject design consistent with the Board's recommendations above. This decision is based on the Design Review Board's final

recommendations and on the plans submitted at the public meeting on January 19, 2005. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented in the plans submitted to DPD on February 22, 2005 in response to the outcome of the January 19, 2005 meeting.

ANALYSIS - SEPA

Fred Hutchinson Cancer Research Center has disclosed the environmental impacts of the proposed campus project (Phase I) in a Final Environmental Impact Statement (FEIS) issued in December of 1989. An EIS Addendum to the Final EIS for the (Phase II) campus project was issued on January of 1995. Phase III (the subject of this review) of the campus project was reviewed and analyzed under EIS Addendum dated October 25, 1996. An EIS Addendum to update the expansion of Phase III (Seattle Cancer Care Alliance South Lake Union Campus), dated September 9, 2004 was submitted for review and adopted by DPD. The Director hereby incorporates by reference the FEIS and the Addendums to the FEIS. The addendum concludes that there has been no substantial change in impacts from those identified in the foregoing EIS materials. The information in the EIS, supplemental information provided by the applicant (plans, further project descriptions), and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this proposal was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar proposal form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship among codes, policies, and environmental review. Specific policies for each element of the environment, 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 or circumstances (SMC 25.05.665 D), mitigation can be considered. The project is anticipated to have some short-term and long-term impacts; thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Air and Environmental Health - Given the age and design of the existing structure (originally constructed in 2000) at the development site, the partial demolition of the west facade is anticipated to have minimal environmental impacts at the development site and upon surrounding properties. The structure was designed to remove the existing metal siding material to complete the built-out of the Seattle Cancer Care Alliance facility. The Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for oversight authority, if warranted, for the partial demolition activity. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections 25.05.675 A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit, if necessary. So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Noise

Activity surrounding site preparation and construction will meet the requirements of Seattle's Noise Control Ordinance (SMC Chapter 25.08). The project is estimated to take approximately 18 months from the start of demolition activities through the issuance of a Certificate of Occupancy. Due to lengthy construction schedules, control of noise impacts that could possibly affect commercial uses in the area appears warranted. While the City's Noise Ordinance (SMC 25.08) establishes maximum permissible sound activities that the project intends to adhere to, there are numerous commercial developments in the area that may be adversely impacted by noise generated throughout the construction schedule.

The development site is located at the southeast corner of the Fred Hutchinson Cancer Research Center Campus (FHCRC), bounded by I-5 to the east and its access-ramps to the south. Noise levels associated with the Interstate system is expected to dampen construction noise levels off-site to the east and south. The internal FHCRC campus is expected to be directly impacted by the associated construction related activity. Therefore, pursuant to the City's SEPA authority under SMC 25.05.675L, the applicant shall prepare a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts concerning likely impacts and mitigation efforts. The Plan may be incorporated into any Construction Management Plans required to mitigate any short term impacts that result from the project.

Parking and Traffic - Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Parking demand for construction personal can be accommodated at the development site and any spillover can be managed within the Fred Hutchinson Cancer Research Center Campus. Therefore, no further mitigation will be required.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department, and no further SEPA conditioning would be needed.

The other impacts not noted here as mitigated by codes or conditions are not sufficiently adverse to warrant further mitigation by conditioning.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater mass coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of commercial structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The proposed six (6)-story addition above the first floor lobby level will rise to approximately 105 feet to the top of the flat roof from the lowest elevation grade near the structure's southwest corner, with rooftop features extending up to (maximum) an additional 14 feet (top of mechanical equipment penthouse). The development site is located within the Commercial Two zone with a height limit of 85 feet (C2-85). The development site is also located within the South Lake Union Hub Urban Village which allows structures to extend an additional 20 feet above grade (base height). Zoning within the immediate area includes C2-85, C2-65 within the campus, to the south across the I-5 access ramp is Seattle Cascadian Mixed with a height limit of 75 feet (SCM-75), and Multifamily Lowrise Three (L-3) to the east across the I-5 which sits high above the subject site. The bulk and height of the proposed expansion is expected to marginally impact views from the south and west due in part to topographic conditions and width of right-of-way. The addition of six stories above the existing parking structure and first floor level will be in keeping with the existing mass of the building. The proposed floor and roof levels of the west wing will precisely align with the existing structure. The proposed project is being developed to C2 standards, as allowed by the Land Use Code, and is thereby in keeping with the scale of the potential of the zone as well as that of several existing structures in the vicinity.

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that *"the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section C of the land use element of the Seattle Comprehensive Plan for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."*

In addition, the SEPA Height, Bulk and Scale Policy states that *"(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and*

Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.” Since the discussion in the previous paragraph indicates that there are no significant height, bulk and scale impacts as contemplated within this SEPA policy, and since the Design Review Board approved this project with conditions, no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Traffic and Transportation

The transportation analysis was performed in accordance with standard practices for transportation impact analysis by Professional Traffic Operations Engineers, associated with TDA, Inc., in coordination with DPD. The proposed project is expected to generate a net increase of 156 trips per day, during the AM peak hour, 90% of the traffic volumes will occur between 6:00 AM to 9:00 AM. During the Peak PM hours, 90% of the traffic volumes is expected between 3:00 PM to 7:00 PM. The traffic volume is expected to be the highest during the morning hours due to clustering of scheduled patient appointments. On average patients are expected to visit the clinic for approximately 2.5 hours. Most of the intersections in the immediate vicinity of the site would operate at good levels of service (LOS B or better) during afternoon peak hours. Additional trips would disperse before reaching intersections that operate at poor levels of service which are further away from the development site. Fairview Avenue/Valley Street and Fairview Avenue/Ward Street are intersections that could be impacted during the PM peak hour. The Fairview Avenue/Valley Street intersection is forecast to operate at LOS D both with and without the project. One other intersection, Fairview Avenue/Ward Street is forecast to operate at LOS D both with and without the project. The additional delay at these intersections is anticipated to be less than 2 seconds per vehicle. The Project’s impact to intersection in the immediate vicinity of the site would operate at LOS C or better. Therefore, the impacts of this project are in line with impacts already identified by the FEIS.

The proposed project would establish 392 parking spaces – 391 of these spaces would be accessory to the clinic, 30 for business support service, and 6 would be designated for laboratory use. The total required parking at the subject site (427) would be reduced by 10% due to transit reduction measures. Peak parking demand, totaling 427 stalls, would correlate to patient scheduled visits in late morning hours. At peak times, demand would exceed on-site parking capacity by up to 52 stalls. Overflow parking demand for 163 stalls is proposed to be secured at a parking lot within walking distance from the development site to accommodate peak parking demand.

To reduce the project’s trip generation and thus minimize potential traffic and parking-related impacts, the project proponent will implement a Transportation Management Plan (TMP) for the building. The TMP will be consistent with the City’s Director’s Rule 14-2002. The single-occupant vehicle (SOV) goal for this TMP shall be 30%.

Energy

Director’s Rule 3-87 concerning energy consumption for project in excess of 50,000 gross square feet has recently been rescinded. It is estimated that the proposal would consume significant amounts of electricity. This project is anticipated to contribute to overall load growth for the region, and could have impacts on the environment associated with new generation projects. Adherence to Seattle Energy

Code minimum performance levels should help to reduce maximum energy consumption and effectively mitigate impacts energy resources. However, the project proponent should consult with Seattle City Light on measures available through the "Energy Smart Design" program to further reduce energy consumption by the development. No mitigation pursuant to 25.05.675.E is warranted.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

Environmental impacts for the proposal were identified and analyzed in the Final Environmental Impact Statement, Addendum, and Environmental Assessment issued by Fred Hutchinson Cancer Research Center. DPD has the authority to mitigate impact pursuant to the city's SEPA practices. Therefore, the proposal is APPROVED subject to the conditions/mitigating measures noted at the conclusion of this report.

CONDITIONS – DESIGN REVIEW

Non-appealable conditions

1. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.
2. Embed colored elevation and landscape drawings into the MUP and building permit drawings.
3. Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

Prior to issuance of any permit to grade or construct:

4. Submit design for approval of interior lighting within the stairwell tower that provides a "lantern beacon" effect subject to the approval by the DPD planner.

After Issuance of Building permit and Prior to Groundbreaking

5. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

SEPA CONDITIONS

The owner(s) and/or responsible party(s) (*Seattle Cancer Care Alliance*) shall:

Prior to Issuance of Construction Permit

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

1. Extend Seattle Cancer Care Alliance Transportation Management Plan to cover this project.
2. Provide copy of covenant parking agreement documenting at least 60 parking stalls are dedicated for the exclusive use of Seattle Cancer Care Alliance. The covenant agreement shall meet the SMC Section 23.54.025 development standards.
3. Prepare a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts concerning likely impacts and mitigation efforts. The Plan may be incorporated into any Construction Management Plans required to mitigate any short term impacts that result from the project.

For the Life of the Project

4. Comply with all conditions and mitigating measures listed herein and described in the adopted FEIS for the proposal to the satisfaction of the City. For conditions which specify approval by a particular agency of the City or a State or Federal agency, that approval will constitute satisfactory compliance. Unless otherwise noted, DPD shall determine the issue of satisfactory compliance with conditions imposed under City authority.

Signature: (signature on file) Date: May 23, 2005

Bradley Wilburn, Land Use Planner
Land Use Services
Department of Planning and Development