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8 BEFORE THE HEARING EXAMINER
9 FOR THE CITY OF SEATTLE

10 In the Matter of the Appeals of:

11 SEATTLE FOR GROWTH and SEATTLE
12 MOBILITY COALITION

13 From a Determination of Nonsignificance issued
14 by the Seattle City Council.

Hearing Examiner Files:

W-18-012
W-18-013

DECLARATION OF DAVID EVANS

15
16 I, David Evans, declare as follows:

17 1. I am competent to testify and make this declaration based on my personal
18 knowledge.

19 2. I am an Authorized Person and Executive Vice President for Development with
20 Onni Contracting (Washington) Inc. (“Onni”), a real estate development and management
21 company with an international portfolio of residential, commercial, and hospitality properties.
22 Onni and its subsidiaries own properties in the City of Seattle and is working to develop other
23 properties. Onni is a member of the Seattle Mobility Coalition.

24 3. I have reviewed the Comprehensive Plan amendments (“Amendments”) proposed
25 by the City of Seattle (“City”) that are the subject of the Determination of Nonsignificance
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DECLARATION OF DAVID EVANS

- Page 1 of 8

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1 (“DNS”) at issue in this appeal. The Amendments include amendments to the Transportation
2 Element and Transportation Appendix. The amendments to the Transportation Appendix
3 includes a list and map of projects that are eligible for expenditures using revenue from the
4 transportation impact fee program (“Eligible Projects”). I have identified three ongoing Onni
5 projects in Seattle that would be impacted by the construction of Eligible Projects and by the
6 imposition of the fees.
7

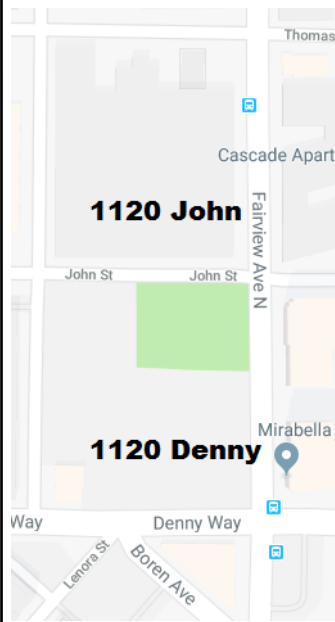
8 **1120 Denny Way and 1120 John Street**

9 4. The first two projects that will be impacted are located at 1120 Denny Way and
10 1120 John Street, respectively. The 1120 Denny project is a planned 41-story, 1,097-unit
11 apartment building with approximately 25,000 s.f. ground-floor retail. The project is under
12 construction, and Onni expects to complete the structural component of construction in
13 December 2019. The 1120 John project is a planned building composed of two towers (16 and
14 17 stories), containing primarily office space with approximately 85,000 s.f. ground-floor retail.
15 Onni has submitted its Master Use Permit (“MUP”) application. Onni plans to submit a building
16 permit application in the fourth quarter of 2019 and to begin construction in 2020.
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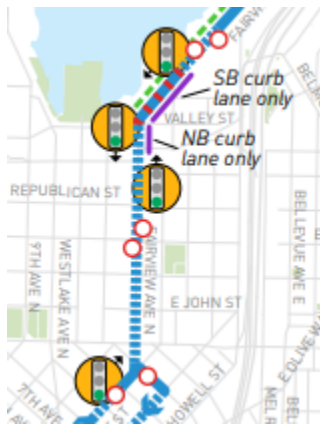
18 5. The 1120 Denny and 1120 John projects are located on adjacent blocks, both of
19 which are bounded on the east by Fairview Avenue North. The planned “Roosevelt to
20 Downtown Complete Street,” an Eligible Project, would have significant impacts on both of
21 Onni’s projects.
22

23 6. The Roosevelt to Downtown project is described in the Seattle Department of
24 Transportation’s (SDOT) 2018-2023 Proposed Capital Improvement Program (“CIP”) (pp. 94-
25 95), 2016 Transit Master Plan (“Transit Master Plan”) (pp. 3-50 to 3-53), and November 2018
26 Levy to MOVE Seattle Workplan Report (“MOVE Seattle Report”) (pp. 35-36), and an SDOT
27
28

1 project webpage located at <https://www.seattle.gov/transportation/projects-and->
2 [programs/programs/transit-program/transit-plus-multimodal-corridor-program/rapidride-](https://www.seattle.gov/transportation/projects-and-)
3 [roosevelt](https://www.seattle.gov/transportation/projects-and-). The Seattle Transit Master Plan details the many alterations to the physical
4 environment and traffic patterns that will come with RapidRide, including stations with “raised
5 platforms” and “larger shelters,” new signage and fare collection infrastructure, and transit signal
6 changes. Transit Master Plan, p. 3-14. As described in the Master Plan and the other documents,
7 the Roosevelt project would include RapidRide alterations to Fairview Avenue North, which is
8 located directly next to both Onni projects and will serve as a major access point both during
9 project construction and, once completed, for residents, staff, retailers, office workers, and
10 visitors. These alterations would include a transit lane on Fairview as well as new or upgraded
11 stations two blocks to the north of the projects (at the intersection of Fairview and Harrison
12 Street) and one block to the south (at the intersection of Fairview, Boren Avenue North, and
13 Virginia Street).



14 *The 1120 Denny and 1120 John projects are bounded on the east by Fairview Avenue North.*



Station Treatment

- Existing Station
- New/Upgraded Station

As shown on this excerpt from a map included on the Roosevelt RapidRide SDOT project webpage, two new or upgraded stations are planned for the intersection of Fairview Avenue North and Harrison Street, and another new or upgraded station is planned for the intersection of Fairview Avenue North, Boren Avenue North, and Virginia Street.

7. Construction workers and people who will be living in, working in, and visiting the 1120 Denny and 1120 John will be significantly impacted during the construction phase of these projects by construction noise, dust, and emissions from alterations to Fairview Avenue North and the construction of three nearby stations, as well as by the traffic effects, barriers to vehicular and pedestrian access to the buildings, and disruption of on-street parking that this construction would cause. After the RapidRide improvements are added, the buildings will be significantly affected by the altered traffic patterns and parking availability created by the changes to Fairview Avenue North.

8. In addition to impacts of the Eligible Projects' direct alterations to the City's streets, the imposition of transportation impact fees will affect the built environment in other ways as well. Because building permits for the 1120 John project have not been issued, this project would likely be subject to the transportation impact fees, and we may still make significant changes in our plans for the project as dictated by our assessments of likely construction costs. Due to my experience with development in the area, I am familiar with the range of transportation impact fees of jurisdictions near Seattle. I have also reviewed publicly available information compiled by the City and presented by the City in connection with the

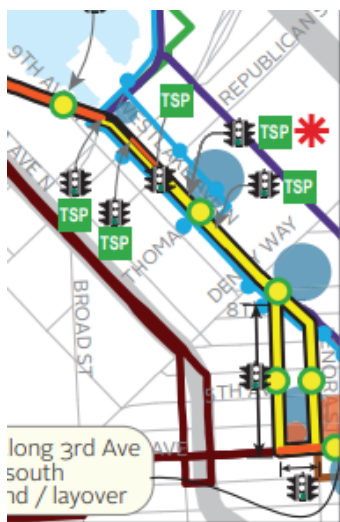
1 proposed Amendments about the range of transportation impact fees imposed by surrounding
2 jurisdictions. A transportation impact fee imposed by the City that is consistent with that range
3 would limit Onni's ability to develop this project as we plan. Depending on the amount of the
4 fee, it may render the project infeasible.

5
6 9. Even if the project is not rendered infeasible, a transportation impact fee of any
7 amount would increase Onni's costs for development of the project. Onni would also need to
8 offset increased costs by revising the building design to reduce cost. Onni currently plans to
9 include approximately 1,000 below-grade parking spaces in the 1120 John building. The
10 increased costs of development caused by a transportation impact fee would probably lead Onni
11 to reduce the amount of parking in the project.

12 **2301 7th Avenue**

13
14 10. The third Onni project that would be impacted is a planned mixed-use building at
15 2301 7th Avenue that will contain approximately 625 rental units, approximately 330,000 s.f.
16 office space, and approximately 10,000 s.f. ground-floor retail. A MUP has already been issued
17 for the project, but Onni has submitted a minor MUP revision request. Onni expects to obtain
18 building permits and begin construction in the second half of 2019.

19
20 11. The 2301 7th Avenue project is bounded on the northeast by 7th Avenue and on
21 the southeast by Bell Street. It is one block away from a section of Blanchard Street and two
22 blocks away from a section of Westlake Avenue that together comprise part of Seattle Bus Route
23 40. A true and correct copy of a map of Route 40 is attached as Exhibit A. Both Blanchard
24 Street and Westlake Avenue will serve as major access routes to the 2301 7th Avenue project
25 during construction and for future residents, staff, and visitors.
26
27
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Potential Improvements

-  Bus Bulbs
-  Transit Signal Priority
-  Upgrade to Full Station

This map, from page 3-47 of the Transit Master Plan, shows planned station upgrades near the 2301 7th Avenue project site.

12. As described in the CIP (p. 96), Transit Master Plan (pp. 3-46 to 3-49), and the MOVE Seattle Workplan Report (pp. 39-40), Route 40 is slated to be upgraded to a RapidRide Corridor as part of the “Northgate-Ballard-Downtown Transit Improvements,” an Eligible Project. The Seattle Transit Master Plan details the many alterations to the physical environment and traffic patterns that will come with RapidRide, including stations with “raised platforms” and “larger shelters,” new signage and fare collection infrastructure, and transit signal changes.

1 Transit Master Plan, p. 3-14. As described in the Master Plan and the other documents, the
2 Northgate-Ballard-Downtown project would include RapidRide alterations to Blanchard Street
3 and Westlake Avenue, including a transit lane and two upgraded stations within a few blocks of
4 2301 7th Avenue.

5
6 13. Construction workers and people who will be living in, working in, and visiting
7 the 2301 7th Avenue project will be significantly impacted during the construction phase of the
8 Northgate-Ballard-Downtown project by construction noise, dust, and emissions from alterations
9 to Blanchard Street and Westlake Avenue, and the construction of two nearby stations, as well as
10 by the traffic effects, barriers to vehicular and pedestrian access to the building, and disruption of
11 on-street parking that this construction would cause. After the RapidRide improvements are
12 added, the building will be significantly affected by the altered traffic patterns and parking
13 availability created by the changes to Blanchard Street and Westlake Avenue.
14

15 14. Because the 2301 7th Avenue project is will not obtain its building permits until
16 the second half of 2019, it would likely be subject to the transportation impact fees, and we may
17 make significant changes in our plans for the project as dictated by the permitting process and by
18 our assessments of likely construction costs. I have reviewed publicly available information
19 compiled by the City and presented by the City in connection with the proposed Amendments
20 about the range of transportation impact fees imposed by surrounding jurisdictions. A
21 transportation impact fee imposed by the City that is consistent with that range would limit
22 Onni's ability to develop this property as we plan. Depending on the amount of the fee, it may
23 render the project infeasible.
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26 15. Even if the project is not rendered infeasible, a transportation impact fee of any
27 amount would increase Onni's costs for development of the project. Accordingly, all or a
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1 portion of this extra cost would be passed on to the building's residential tenants, with a negative
2 effect on housing affordability in the area.

3 16. Although no parking is required for downtown projects, Onni has proposed
4 approximately 600 below-grade parking stalls at 2301 7th Avenue. In addition to passing along
5 all or a portion of the transportation impact fee to its tenants, Onni would reduce the amount of
6 parking it will provide to offset the increased project costs, impacting parking availability in the
7 area.
8

9 I declare under penalty of perjury that the foregoing is true and correct. Executed this
10 28th day of January 2019, at Seattle, Washington.
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12
13 *DAVID EVANS*

14 _____
David Evans

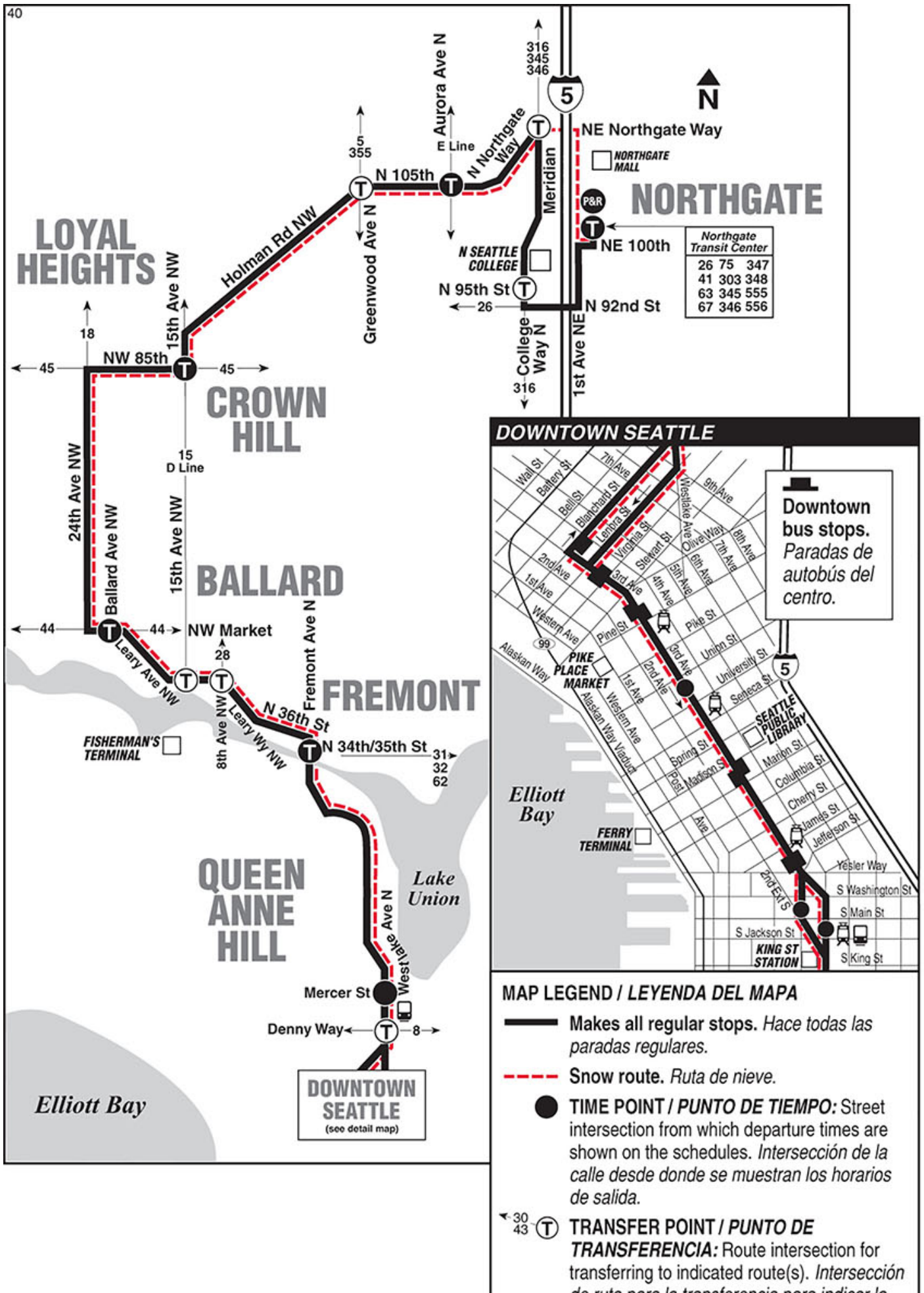
EXHIBIT A

Route 40

Northgate TC to Ballard to Fremont to Westlake to Downtown Seattle

Effective 9-22-18 thru 3-22-19

Route Map





Emergency Service/Snow

During most snow conditions, this route will operate via the snow routing shown in this timetable. Learn more about [Metro & Snow](#) and [sign up for Transit Alerts](#) to stay informed during adverse conditions.

Servicio de emergencias/para nevadas

Durante la mayoría de las nevadas, esta ruta operará por la ruta designada que se muestra en este programa. Obtenga más información acerca de [Metro & Nieve](#) y regístrese para recibir [Alertas de Tránsito](#) y mantenerse informado durante condiciones adversas.