City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

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

Application Number: 3018686

Applicant Name: Tom Bartholomew, for Martin Selig Real Estate

Address of Proposal: 2031 3rd Ave

SUMMARY OF PROPOSAL

Land Use Application to construct a 36-story tower, with 176,565 sq. ft. of office space, 13 hotel rooms, 352 apartment units and 5,477 sq. ft. of ground floor retail. Parking for 221 vehicles will be provided below grade. Existing structures will be demolished.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code 23.41)*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

** Departures are listed near the end of the Design Review Analysis in this document*

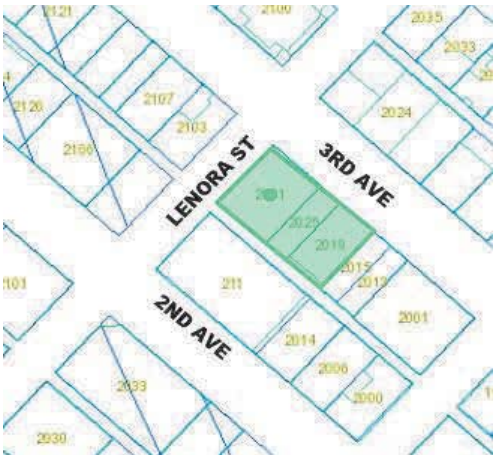
SEPA DETERMINATION:

Determination of Non-Significance

☐

☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

SITE AND VICINITY



Site Zone: DMC 240/290-400

Nearby Zones: North: DMR/R 125/65
South: DMC 240/290-400
West: DMC 240/290-400
East: DMC 240/290-400

Environmental Critical Areas: There are no environmentally critical areas on site.

Site Description:

The project site is located within the Belltown Urban Center Village of Downtown Seattle, consists of three lots totaling 19,440 sq. ft., and is currently developed with two two-story and one single story commercial buildings that were built between 1918 and 1923. The 180 foot by 108 ft. site is bounded by 3rd Avenue to the east, Lenora Street to the north, a mid-block alley to the west, and a 7 story residential building, under construction, to the south.

PUBLIC COMMENT:

The public comment period ended on October 28, 2015. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to traffic and parking impacts, construction impacts, light and shadow impacts among others. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and SMC 25.05.

BACKGROUND INFORMATION

The Land Use Code (SMC 23.49.011) sets base and minimum Floor Area Ratios (FAR) for lots in downtown zones. The project site is located within the Downtown Mixed Commercial (DMC 240/290-400) zone with a base FAR of 5 and a maximum FAR of 7. The base FAR for the site is 25,920 square feet. In the DMC240/290-400 zone the first increment of FAR above the base FAR must be achieved by acquiring regional development credits pursuant to SMC 23.58A.044. Additional chargeable floor area above the first increment may be obtained only by qualifying for floor area bonus through qualifying performance and payment options as set forth in the Code.

Additional chargeable floor area is proposed to be gained through the transfer of development rights provisions of SMC 23.49.014. Documentation validating the availability of TDR to this project shall be submitted to the SDCI zoning reviewer prior to issuance of the Master Use Permit. Additionally, the calculation of any bonus development sought under the above provisions shall be identified, specified, and incorporated into the MUP plan sets prior to MUP issuance. Any requirements for documentation, execution of agreements, demonstration of valid

transfer, and the recording of applicable instruments must occur before any construction permit, other than a shoring or foundation permit, is issued.

In addition, the project intends to mitigate for the lack of qualifying open space on site through the "payment in lieu" provision of SMC 23.49.016. D. The "payment in lieu" option for meeting the development standards for qualifying open space shall be identified, specified, and incorporated into the MUP plan sets prior to MUP issuance. In accord with SMC 23.49.016. D, the applicant must provide payment in an amount sufficient to contribute to improvements in the vicinity and in an amount sufficient to develop improvements that will meet the need for open space caused by the project. The improvements must be feasible within a reasonable time frame. All requirements for documentation, execution of agreements, demonstration of valid transfer, collection receipts and the recording of applicable instruments must occur before any construction permit, other than a shoring or foundation permit, is issued.

I. ANALYSIS – DESIGN REVIEW

CURRENT AND SURROUNDING DEVELOPMENT; NEIGHBORHOOD CHARACTER

This area of Belltown is a mixture of low-rise and medium-rise structures, many constructed during the first quarter of the 20th century. Twelve nearby buildings have been designated as historic structures. The majority of the older buildings are of masonry construction, many built with red brick. In recent years this historic fabric of the Belltown neighborhood has been transformed by the inclusion of towers of significant heights, generally gathered about two geographic nodes. The proposed new tower is part of the southeastern gathering of towers. Nine towers, ranging in height frim 240 feet to 449 feet, are situated within a two block radius of the proposal site.

FIRST EARLY DESIGN GUIDANCE January 6, 2015

PROJECT DESCRIPTION

As presented at the first EDG meeting, the proposed building would accommodate retail, office, and residential uses, with six stories of below grade parking. Fifteen stories of office uses would be capped by thirteen stories of residences and amenity spaces. Three massing concepts were presented by the applicants. The first concept was called a "box scheme" and showed a taller, square tower sitting atop a half-sized, rectangular box whose bulk was incised into the taller tower, creating the effect of one tall slender tower embraced or hugged by a half height bulkier mass at the waist. This scheme showed both a residential and an office lobby directly off 3rd Avenue.

The second conceptual scheme showed a thinner, rectangular massing resting upon a shorter, rectangular box. In that scheme a separate residential lobby was entered off Lenora Street.

The third, preferred concept was the "Z scheme." This scheme maintained the separate ground-floor division of lobbies in a rectangular base, topped by 15 floors of office space in a four-sided, essentially plain, rectangular form. Out of that base massing there arose 13 stories of residences, situated in a 10-sided rectilinear tower, suggesting an abstracted Z-form.

The packet includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Mailing Address:	**Public Resource Center** 700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
Email:	PRC@seattle.gov

PUBLIC COMMENT

Several residents of a nearby structure attended and expressed concerns regarding: security of the block and the need for security lighting; the activation of the street worked better in conjunction with more and smaller retail spaces; there was need for activation around the corner. At Lenora Street as well as along 3rd Avenue, glare from materials used in the building—glass and metal—was of concern. Take away some of the stern rectangularity of the proposed structure. Consider views of the building from the waterfront, its profile, top, place in skyline. The alley and the alley façade needed careful and not just "backside" or "back-of-house" treatment. Place no "iconic" lights on the building. Speaking favorably of the suggested design, one member of the public "loved" the midline cantilever and its effect as shown in the cover rendering, but cautioned: "don't let the dramatic effect be engineered out of the profile." Another favorable comment: "Keep an eye on the prize—the mood and quality towards which this structure aspires," as shown in the illustrations of other notable buildings on pp.4 & 5 of the packet.

Owners and representative owners of the properties directly south of the proposed site expressed concerns since the Floor Area Ratio (FAR) calculations upon which massing calculations were based included their properties and, as they explained, no agreements or arrangements had been made between themselves and the applicant. Further concerns regarding tower spacing on the block were expressed by the same individuals.

BOARD'S RECOMMENDATIONS

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

The Board agreed that the preferred "Z" scheme gave the best variegated expressions as viewed from various vantage points, related best to the stepped heights of the existing architectural context of Belltown, and allowed for a variety of heights in rooftop amenity spaces. As had been noted in the public comment period, the Board agreed that the alley façade needed careful attention to detail since it would be highly visible. They noted that the building must be conceived as a "360 degree" building, no backs, no sides.

What had been shown the Board embodied a ”promising aesthetic,” and could be an “elegant addition” to the Belltown environment. That said, the design team was strongly urged to respond to the comments of both the public and the Board. While the renderings presented were most elegant and appealing, the next steps would be to more clearly locate the building as an addition to the Belltown urban landscape in additional renderings, perspectives and streetscape visualizations that capture how the building meets the ground at various points.

The applicants were asked to show how the proposed ground floor will activate Lenora and Third Avenue and to show details of entries, canopies, etc. The images on the cover and final page of the packet were spectacular at a distance, it was noted, but the building needed to be visualized at different scales and in particular to be rendered as it comes down to the street.

In particular, the continued design development should continue the restraint shown to date –no iconic lights at the top, and begin an examination of the potential glare of intended materials.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

Belltown Supplemental Guidance:

A1.I. Views: Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

A1.II. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A1.III. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along

the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;
b. specify and compose a palette of materials with distinctive texture, pattern, or color;
c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hill-climb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

Belltown Supplemental Guidance:

B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B1.II. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B1.III. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B1.IV. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;

b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g., separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;
k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

Belltown Supplemental Guidance:

C1.I. Retail Concentration: Reinforce existing retail concentrations;

C1.II. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C1.III. Desired Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building:

a. unique hardscape treatments
b. pedestrian-scale sidewalk lighting
c. accent paving (especially at corners, entries and passageways)
d. creative landscape treatments (planting, planters, trellises, arbors)
e. seating, gathering spaces
f. water features, inclusion of art elements

C1.IV. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners:

a. provide meaningful setbacks/open space, if feasible
b. provide seating as gathering spaces
c. incorporate street/pedestrian amenities in these spaces
d. make these spaces safe (good visibility)
e. iconic corner identifiers to create wayfinders that draw people to the site.

C1.V. Pedestrian Attraction: Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;
h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

Belltown Supplemental Guidance:

C6.I. Address Alley Functions:

a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.
b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.
c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.
d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C6.II. Pedestrian Environment:

e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.

f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C6.III. Architectural Concept:

g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.
e. areas for vendors in commercial areas;
f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

Belltown Supplemental Guidance:

D1.I. Active Open Space: As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

a. Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.
b. Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.
c. Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.
d. The space should be well-buffered from moving cars so that users can best enjoy the space.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following a appropriate:

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and
f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

Belltown Supplemental Guidance:

D3.I. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs
b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character.
c. install plaques or other features on the building that pay tribute to Belltown history.

D3.II. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D3.III: Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

a. 1st Avenue: Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. South of Virgnia, new installations should reflect the character of the Pike Place Market.
b. 3rd Avenue: New installations on 3rd Avenue should continue to be "civic" and substantial and be reflective of the role the street plays as a major bus route.
c. 2nd Avenue: New installations on 2nd Avenue should continue the style of "limited edition" street art that currently exists between Cedar Street and Virginia Street.
d. 4th Avenue: Street furnishings on 4th Avenue should be "off-the-shelf"/ catalogue modern to reflect the high-rise land uses existing or permitted along that corridor.

e. 1st, 2nd and 3rd Avenues: Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.
f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.
g. Elliott Avenue: These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

D3.IV. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
b. Install lighting in display windows that spills onto and illuminates the sidewalk.
c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;
g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children's play areas.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meeting no departures from development standards were requested.

BOARD DIRECTION

At the conclusion of the EDG meeting the Board recommended moving forward to MUP application.

SECOND EARLY DESIGN GUIDANCE MEETING: July 28, 2015

Although the Board had recommended at the January 6, 2015 EDG meeting that the applicants proceed to MUP application, significant changes in the proposed program prompted the applicants to voluntarily request a second EDG meeting. At the 2nd EDG meeting, held on July 28, 2015, the design team explained to the Board that the massing of the proposal had been altered to reflect changes in the amount of allowable office area available, subject to the amount of FAR that would be available for transfer from one-fewer adjacent parcels. The applicants had voluntarily returned to the Downtown Design Review Board in order to clarify and illustrate the massing changes and receive further guidance from the Board before proceeding.

DESIGN DEVELOPMENT

The massing changes, as explained by the design team, had resulted in a simplification of the overall form of the building, notably in omitting the notch that had separated the lower office floors from the upper residential floors. It was believed that the unique shape of the residential portion of the tower was sufficiently interesting without the notch. Additionally, the outdoor open areas on the 12th floor and on the rooftop had received further development. In particular the “top” floor—in reality a three-story “Conservatory” space-- was designed to contain a fitness center and other gathering spaces. It was heavily glazed and contained an abundance of

vegetation (see page 11 of the July 28th packet.) The "Conservatory" rooftop feature would require a departure from SMC 23.49.008.B. (See the listing of proposed departures on page 20 of the July 28th packet, and on pages 4 and 5 of this report.)

PUBLIC COMMENT

Nearby residents expressed some of the same concerns as those expressed at the earlier meeting: security of the block, activation of the street which worked better in conjunction with more and smaller retail spaces; potential glare from choices in materials used in the building.

BOARD'S DELIBERATIONS

The four Board members present at the July 28th meeting reaffirmed their approval and determination that the project should proceed to design development and MUP intake. Also, after considering the analysis of the site and context, the changes in the program provided by the proponents, and hearing public comment, they reaffirmed the applicability of the guidelines earlier identified for the project and the guidance given at the January 6, 2015 EDG meeting.

Packets for each of the Design Review meetings are available online by entering the project number (3018686) at this website:

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

The packets are also available to view in the file, by contacting the **Public Resource Center** at SDCI:

700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

RECOMMENDATION MEETING, March 29, 2016

DESIGN DEVELOPMENT

The proposed structure would be 440 feet tall, a 36-story mixed-use high rise of approximately 187,000 square feet of office space and 330 apartments. 75 percent of its ground floor street frontage, a total of 7,000 square feet, would be in retail use, enhanced by thirty-foot ceiling heights. Separate entries for residential and office uses were located on two separate streets, Lenora and 3rd Avenue. There would be 10 floors of office space, in the lower portion of the tower. A shared amenity floor with some outdoor terrace space, would separate the office space from the 22 residential floors. These would be topped by a tall, multi-story conservatory space. Additionally, a series of 3-story social spaces would be distributed throughout the residential portion of the tower There would be 5 floors of below-grade parking, providing for 250 vehicles. Access to the parking would be from the alley only.

PUBLIC COMMENT

There were no public comments offered at the recommendation meeting held on March 29, 2016.

DEVELOPMENT STANDARD DEPARTURES

At the time of the second Early Design Guidance meeting, five departures from development standards were requested. At the recommendation meeting, requested departures had been narrowed to the following three.

SMC 23.54.030.B.2.c
For non-residential uses with 20 or more spaces, 35% minimum and 65% maximum are to be small stalls. A minimum of 35% are to be large stalls. *The Departure Request was to allow 16% large and 84% small and medium stalls.* The departure was said to allow for optimizing the core locations as well as stall configurations, contributing to a well-proportioned and unified building (Guidelines B-2 and E-2).

SMC 23.49.008.B A 10 % height bonus is allowed with facades enclosing an area of less than 9,000 sq. ft. *The Departure Request is to allow 10,700 sq. ft. of enclosed area, plus an additional 3,890 sq. ft. (for a 14,590 sq. ft. total).*

The tower-top conservatory was said to be a significant enhancement to the skyline (A-2) and to reinforce the building's sculptural form (B-3, B-4).

SMC 23.49.058.E

Per this section of the Code, the maximum façade width for residential portions of the building above 85 feet parallel to the Avenues would need to be 80 percent of the lot width or a maximum of 120 feet, whichever is less. The proposed façade width is approximately 180 feet, which would exceed the maximum allowable width and require a departure. The structure was said to be a well-proportioned and unified building (B-4), one that enhances the skyline (A-2), and provides façades that read at many scales (C-2).

BOARD DIRECTION

The Board confirmed that the residential upper tower "Z plan" provided for an upper building-mass of multiple facades unique in the downtown area and was one that created outstanding visual interest. At the conclusion of the recommendation meeting held on March 29, 2016, the Board members present unanimously recommended approval of the presented design and of the three requested departures, without any recommended conditions of their approval, by a vote of 4-0.

RECOMMENDATION MEETING OF JANUARY 17, 2017

DESIGN DEVELOPMENT

At the March 29, 2016 Recommendation Meeting the applicants failed to identify and include in their presentation a fourth departure from development standards needed for the design the applicants had previously presented and the Board had previously approved. The project was scheduled for a supplemental meeting for which public notice was given. There were no changes in the formerly approved design, as presented on March 29, 2016, and the purpose of the January

17, 2017 meeting was only to weigh the merits of the requested departure, grant or reject it, or grant it with conditions.

PUBLIC COMMENT

SDCI received four written or other comments following notice of the supplemental meeting and two additional comments following the January 17, 2017 meeting. Each of the comments objected to the granting by the Board of a departure for the width of tower portion of the building. One public comment was elicited at the scheduled meeting which questioned whether the third departure had been granted as the third departure at the recommendation meeting held earlier, on March 29, 2016.

The proposal, returned to the Board at the meeting held on January 17, 2017, was presented with the following departure, which was explained and requested of the Board:

ADDED DEPARTURE

SMC 23.49056.B.2.iii

At a facade height between 15 and 35 feet above sidewalk grade any setback deeper than two feet shall not be wider than 20 feet as measured parallel to the street lot line. *The Requested Departure would allow 28 feet of width between concrete support columns for a setback deeper than 2 feet. This would allow for the design of the tall two-story loggia as previously shown and recommended for approval by the Board on March 29, 2016.*

As explained, this design would allow for the proposed widening of the sidewalk and allow for additional usable open space next to retail space (D-1). Further, the loggia would clearly relate to the horizontal datum of the adjacent context building (B-3). Additionally, the departure would maximize visual interest while providing an “honest” expression of the building’s underlying construction (C-1, C-3).

The setback would help to define the public uses within the building’s ground and second floor and differentiate them from the office uses above. Further, it would provide enhanced pedestrian visual access to activities and, conversely, enhance “eyes on the street” (D-6).

See the fuller narrative of the departure and the explanatory diagrams contained in the packet prepared for the meeting, pages 18 and 19.

The packet for the supplemental January 17, 2017 Design Review Recommendation meeting is available online by entering the project number (3018686) at this website:

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

BOARD DIRECTION

At the January 17, 2017 meeting, the Downtown Design Review Board approved the added departure and reaffirmed their approval of the earlier requested three departures and of the overall design, without any conditions, by a vote of 5-0.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

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

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

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

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

At the conclusion of the Recommendation meeting held on January 17, 2017, the Board recommended approval of the project and of the requested four departures without any conditions.

DIRECTOR'S DECISION

The Director confirms the Design Review Board's unanimous conclusion that the proposed project embodies a design that meets the intent of the Design Review Guidelines and accepts the approval and recommendations of the Board.

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

II. ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated August 26, 2015. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the project file submitted by the applicant or agents thereof and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

The SEPA Cumulative Impacts Policy (SMC 25.05.670) states that where a project that by itself does not create undue impacts on the environment, it may create undue impacts when combined with the cumulative effects of prior or simultaneous developments. Cumulative impacts analysis has been completed for this project, in conjunction with the SEPA Overview Policy. The Cumulative Impacts Policy states that if the scope of substantive SEPA authority is limited with respect to a particular element of the environment, the authority to mitigate in the context of cumulative impacts is similarly limited.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts and mitigation 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, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, air quality, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials

themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts--Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets are expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

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

Construction Impacts - Noise

SMC 25.05.675.B provides policies to minimize or prevent temporary adverse impacts associated with construction activities. The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays.

If extended construction hours are desired, the applicant may seek approval from SDCI through a Noise Variance request.

A Construction Management Plan will be required to mitigate among others potential noise impacts. The Construction Management Plan will be required prior to issuance of the first demolition, shoring/excavation, or construction permit, including information in the event of complaints that may arise about construction noise. It will also discuss measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website http://www.seattle.gov/transportation/cmp/htm.

The limitations stipulated in the Noise Ordinance and the CMP are expected to be sufficient to mitigate noise impacts and no additional conditioning is necessary to mitigate noise impacts per SMC 25.05.675.B.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions, height, bulk, and scale, parking, and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. Greenhouse gas, height bulk and scale, parking, and traffic, however, warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse no further mitigation is warranted pursuant to SMC 25.05.675.A.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

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

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

Transportation & Parking

SMC 25.05.675 R provides policies to minimize transportation impacts. SMC 25.05.675.M provides policies to minimize parking impacts. A Transportation Impact Study dated August 2015 was completed to assess the impacts of the project proposal. Consistent with projections from previous traffic studies conducted in the area, including those for pipeline projects, the study analyzed eight nearby intersections under future without-project conditions, as well as the

alley access locations on both Virginia Street and Lenora Street under future with-project conditions. All signalized intersections currently operate at Level of Service (LOS) C or better during the AM and PM peak hours. In 2019, with the anticipated growth in traffic, the intersections are anticipated to experience slight increases in delay over current levels, but all intersections would continue to operate at LOS C or better. The study identifies an increase to vehicle trips in the vicinity of the project, with 129 net new trips to the system added during the weekday AM peak hour and 138 during the weekday PM peak hour. A comparison of existing and future (2019) weekday AM and PM peak hour delays indicates that the overall impacts to the study intersections would generally be minimal with little or no change in calculated delays. The project provides access from the adjacent alley. The two-way alley intersects both Lenora and Virginia Streets. The Transportation Impact Study identifies that the level of service at the alley intersections will operate at Level of Service (LOS) A with the addition of the project. The project would meet the City's concurrency requirements.

The estimated peak parking demand associated with residential parking is approximately 106 vehicles; the peak parking demand associated with office and retail is 131 and 3 vehicles. The proposed parking supply of 221 spaces would accommodate the anticipated peak parking demand with a spillover of 18 vehicles. The residential vehicle demand would be accommodated within the parking garage. Since unmitigated there would be a spillover associated with the office and retail components of approximately 18 vehicles, the projected spillover would have to be accommodated by on-street parking supply or other off-street parking sites.

The vehicular trips generated would have a minimal impact on the transportation system in the vicinity, and there is similar minimal parking impact generated from the project. A Transportation Management Program would be required for the office component of the development, which will further reduce and mitigate vehicular and parking impacts resulting from the project. No further mitigation beyond the implementation of the TMP is warranted for the project.

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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed

environmental checklist and other information on file with the lead agency. This information is available to the public on request.

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

The proposed action is APPROVED WITH CONDITIONS.

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the renderings and materials represented at the Recommendation meeting, together with any changes in design or materials requested by the Department, submitted and approved after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Michael Dorcy, (206) 615-1393 or michael.dorcy@seattle.gov).

CONDITIONS – SEPA

Prior to Issuance of the Master Use Permit

2. Provide evidence of a recorded Acknowledgement Letter of the TMP condition (MUP condition #4) substantially consistent with Attachment A in Director's Rule 27-2015.

Prior to Issuance of any Demolition, Excavation/Shoring, or Construction Permit

3. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Prior to Issuance of a Construction Permit

4. A Transportation Management Plan with a Single Occupancy Vehicle Goal of 20% for office employees, consistent with Director's Rule 27-2015 and approved by SDOT and SDCI, shall be required.

Michael Dorcy, Land Use Planner
Seattle Department of Construction and Inspections

Date: April 13, 2017

MD:drm

K\Decisions-Signed\3018686.docx

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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