Clerk File No. 311061

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Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

Related Legislation File:

Date Introduced and Referred:	To: (committee):
Sept. 27, 2010	Built Environment
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: 12.19.11	Disposition:

Sept. 20, 2010
Date Filed with City Clerk
Emilia M. Sanchez
By

The City of Seattle – Legislative Department

Clerk File sponsored by: No Sponsor Required

Committee Action:

Date	Recommendation	Vote
12.08.11	CONFIRM 2-0 SC, SB	

This file is complete and ready for presentation to Full Council.

Full Council Action:

Date	Decision	Vote
12.19.11	Granted as Conditioned	9-0

Clerk File Number: 311061

Title: Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

Status: Granted as conditioned
Date of Full Council action: December 19, 2011
Vote: 9-0

Date Filed with the City Clerk: September 20, 2010

City of Seattle
Legislative Department
Office of the City Clerk

Monica Martinez Simmons, City Clerk

December 19, 2011

PARTIES OF RECORD

Application to Rezone - Clerk File 311061

Dear Sir or Madam:

The City Council at its meeting on December 19, 2011, adopted the recommendation of its Committee on the Built Environment on Clerk File 311061, entitled:

> Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

The Committee recommendation was as follows:

> That the application to rezone be granted as conditioned.

Judicial review of this decision may be sought in King County Superior Court under the Land Use Petition Act (RCW 36.70C). To be timely, an appeal must be filed with the court and served on all parties of record within 21 days of the date the decision is issued. The date of issuance is the date the City Council passed the rezone ordinance, December 19, 2011. For further information please see RCW 36.70C.040

Sincerely,

Monica Martinez Simmons
City Clerk

Enclosure

cc: Sally Clark, Councilmember
Ketil Freeman, Council Central Staff
Michael Jenkins, Council Central Staff
Sue Putnam, DPD
Hearing Examiner
Parties of Record

FINDINGS, CONCLUSIONS AND DECISION
OF THE CITY COUNCIL OF THE CITY OF SEATTLE

In the matter of the Petition of BMR-500 Fairview Avenue LLC For approval of a contract rezone of land at 500 Fairview Avenue from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85).	))))))))))	C.F. 311061 DPD Project 3011479 FINDINGS, CONCLUSIONS AND DECISION

Introduction

This matter involves the petition of BMR-500 Fairview Avenue LLC (the Applicant) to rezone a site located at 500 Fairview Avenue (the Property) from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85). The Applicant proposes to develop the Property with a seven story research and development laboratory.

On January 21, 2011, the Director of the Department of Planning and Development (DPD) recommended approval of the proposed rezone subject to conditions. DPD also issued a State Environmental Policy Act (SEPA) decision and design review decision.

The Hearing Examiner held an open record hearing on the rezone recommendation on September 28, 2011. On October 7, 2011, the Hearing Examiner recommended that the Council approve the contract rezone with a Property Use and Development Agreement. On December 8, 2011, the Committee on the Built Environment reviewed the record and the recommendations by DPD and the Hearing Examiner and recommended approval of the contract rezone to the Full Council.

Findings of Fact

The Council hereby adopts the Hearing Examiner's Findings of Fact as stated in the Findings and Recommendation of the Hearing Examiner dated October 7, 2011.

Conclusions

The Council hereby adopts the Hearing Examiner's Conclusions as stated in the Findings and Recommendation of the Hearing Examiner dated October 7, 2011.

Decision

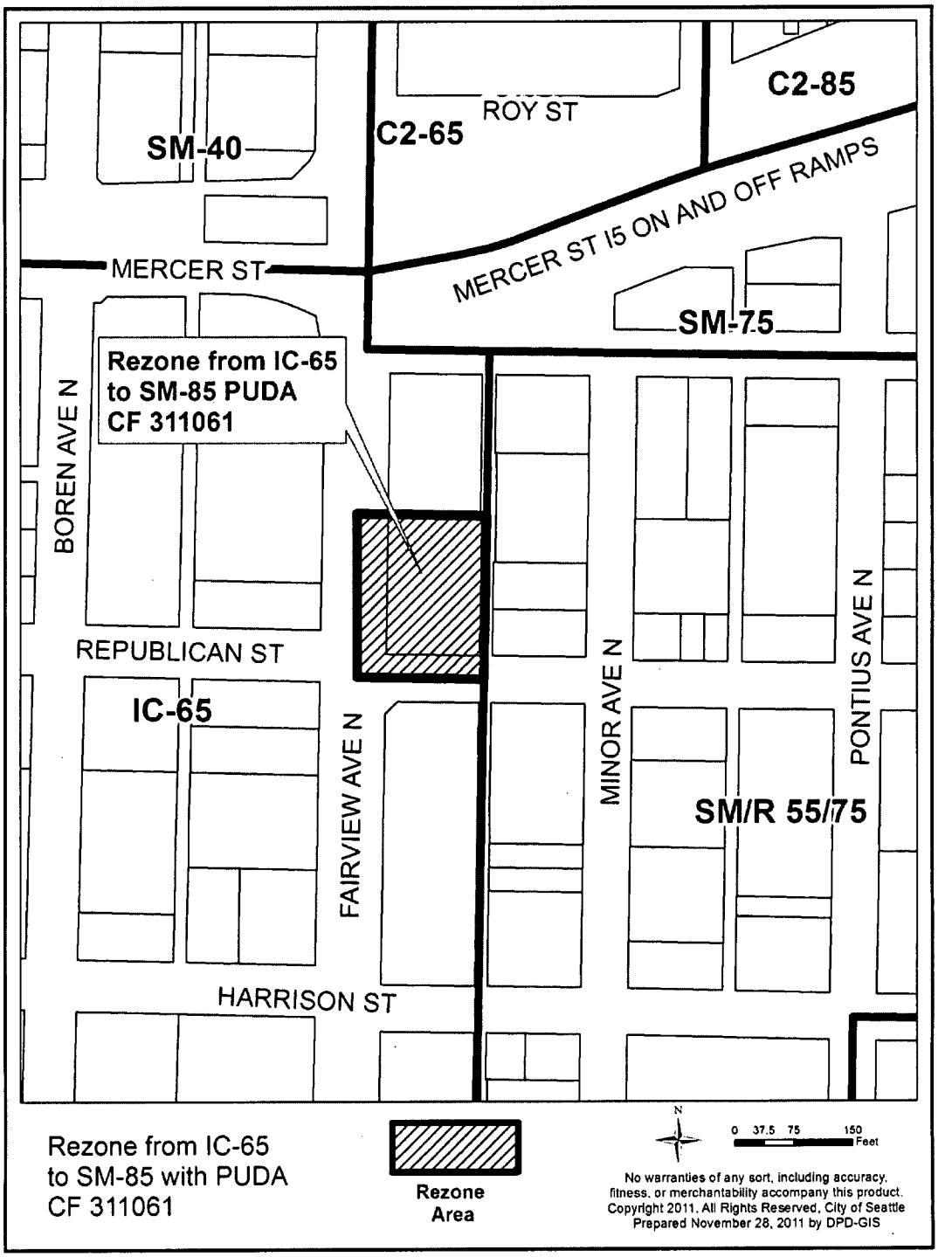
The Council hereby **GRANTS** a rezone of the Property from IC 65 to SM 85, as shown in Attachment A. The rezone is subject to the execution of a Property Use and Development Agreement requiring the owner to comply with the conditions found in the Hearing Examiner's recommendation adopted by the Council. The rezone shall expire three years from the date a Master Use Permit (MUP) is issued for the project. If the MUP is issued and the Applicant subsequently receives a certificate of occupancy for the permitted structure prior to the MUP expiring, including any renewals; the rezone remains in effect unless revoked according to Section 23.34.004. In addition to the SEPA and design review conditions from DPD's recommendation, the rezone is subject to the following condition:

> Future development of the Property is restricted to a project developed in substantial accordance with the final approved Master Use Permit drawings for MUP Application 3011479 dated July 15, 2011, and included as Exhibit 9 in Clerk's File 311061.

Dated this 19th day of December, 2011.

City Council President

Attachment A



City of Seattle
Department of Planning and Development
Applicant Services Center

FILED
CITY OF SEATTLE
2011 JAN 25 PM 1:48
CITY CLERK

Land Use Referrals

Type of Approvals: **Rezone**

Project Number: **3011479**

Site Address: **500 FAIRVIEW AVE N**

Environmental Review Required? **Yes**

Full Subdivision	PCD/Public Projects	Rezone/Council Cond. Use	Major Inst. Master Plan/PD's	Short Plat/LBA	Shoreline Permit	Sidewalk Café	Other _____		Selected Agencies	Please Review the attached application and send your response within fourteen (14) days to: LU Routing Coordinator: **PRC** E-Mail: prc@seattle.gov Fax #: (206) 233-7901 Mail Stop: SMT-21-00 Assigned Planner: Scott Kemp Email: scott.kemp@seattle.gov
										SDOT – Street Use (SMT - 3900)
										WSDOT- To: Local Area Manager PO Box 30310, Seattle, WA 98133-9710
										Fire (FM 02-04) ***** Fire review not required for short ULS when ONLY creating unit lots *****
								*		Water (SMT 49-00)
										City Light Real Estate (SMT 3012) ***– Unit Lot Sub and Full Unit Lot Sub only***
										City Light Plan Review Team (SMT 3460) - ***LBAs, SPs, Full Subs only***
										Parks & Recreation (PK 01-01)
										Health (PH-1100)
										Metro – Environmental Planning
										Department of Natural Resources
									X	City Clerk (CH 03-10)
										Zoning Review
										Sign Inspector
										Addressing
										Building Plans Examiner
										Geo-technical Engineer
										Drainage Review
										Office of Housing –SMT-57-00
										Other

Application Date: **1/21/2011**

Date Referred: **1/21/2011**

2 Week Target Date:

4 Week Target Date:

* via addressing for address assignment

DPD
700 5th Ave Ste 2000, PO Box 34019
Seattle, WA 98124-4019
(206) 684 -8600

LAND USE Application

A/P # 3011479 DISCRETIONARY LAND USE ACTION

Application Information

Stages

	Date / Time	By		Date / Time	By
Processed	01/21/2011 13:34	STALLWM	**Temp COO**		
Approved			**COO Issued**		
Final			**Expires**		

Associated Information

Type of Work	FULL C FULL REVIEW (COMPLEX)	**# Plans**	6
Dept of Commerce	CMRCL COMMERCIAL	**# Plans**	0
Priority	☒ **Auto Reviews**	**Bill Group**	

Valuation

Declared Valuation	18500000.00
Calculated Valuation	0.00
Actual Valuation	0.00

Description of Work

Council Land Use Action to contract rezone 19, 895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq.ft. of office. Project also includes 29,260 cu.yds. of grading in an environmentally critical area. Parking for 136 vehicles to be provided in three levels below grade.

Parent A/P #
Project # 3011479 **Project/Phase Name** **Phase #**
Size/Area 0.00 **Size Description** **Subdivision Code**
Proposed Start **Proposed Stop** **% Completed** 0.00
% Complete Formula

Property/Site Information

Address 500 FAIRVIEW AVE N
SEATTLE WA

Location

Owner/Tenant

There are no contacts for this site

Linked Addresses

No Addresses are linked to this Application

A/P Linked Addresses

No Addresses are linked to this Application

Linked Parcels

DV0006608

A/P Linked Parcels

DV0006608

Applicants/Contacts

Applicants/Contacts

Primary N **Capacity** OTHER **Other** FIN RESP **Contact ID** AC161684 ☐ **Foreign**
Effective **Expire**
Name BMR-500 FAIRVIEW AVE LLC
Day Phone **Eve Phone** **Organization**
Pager **PIN #** **Position**
Fax **Mobile** **Profession**
E-Mail
Address 17190 BERNARDO CENTER DR
SAN DIEGO, CA 92128
Comments
No Comments

Primary Y **Capacity** APPL **Contact ID** AC158802 ☐ **Foreign**
Effective **Expire**
Name DICK ROBISON
Day Phone (206)971-5615 **Eve Phone** **Organization** MITHUN
Pager **PIN #** **Position**
Fax (206)623-7005 **Mobile** **Profession**
E-Mail
Address 1201 ALASKAN WAY SUITE 200
SEATTLE, WA 98024
Comments
No Comments

Contractors

No Contractors

Land Use

Decision Type IV
Building ID Information

Land Use Components

Project Includes

Use	Y	**Ground Disturbance**	Y
TRAO Applies	N	**PASV Reqd This Permit**	Y
Development In ROW	N	**PASV Done Under**	
EDG Required	Y		

Incentive Plan
Fee Ordinance Exception NONE

Permit Remarks
CF#311061 Assigned Central staff: Ketil Freeman

Special Flags

Priority Green

Building ID Information
Building ID

There are no items in this list

Land Use Components

LU Component	Component Detail	Outcome	Component Add Date	Comments	Added By
COUNCIL	CNCL REZONE CNT		09/16/2010		STALLWM

Land Use Components

LU Component	Component Detail	Outcome	Component Add Date
DESIGN RVW	DR OTHER		07/08/2010
to allow front entry requirement at sidewalk to exceed 3ft 23.48.024			
ALDRIDA			
SEPA	SEPA DNS		01/12/2011
STALLWM			

Template Type	A/P #	A/P Type	Status	Stage

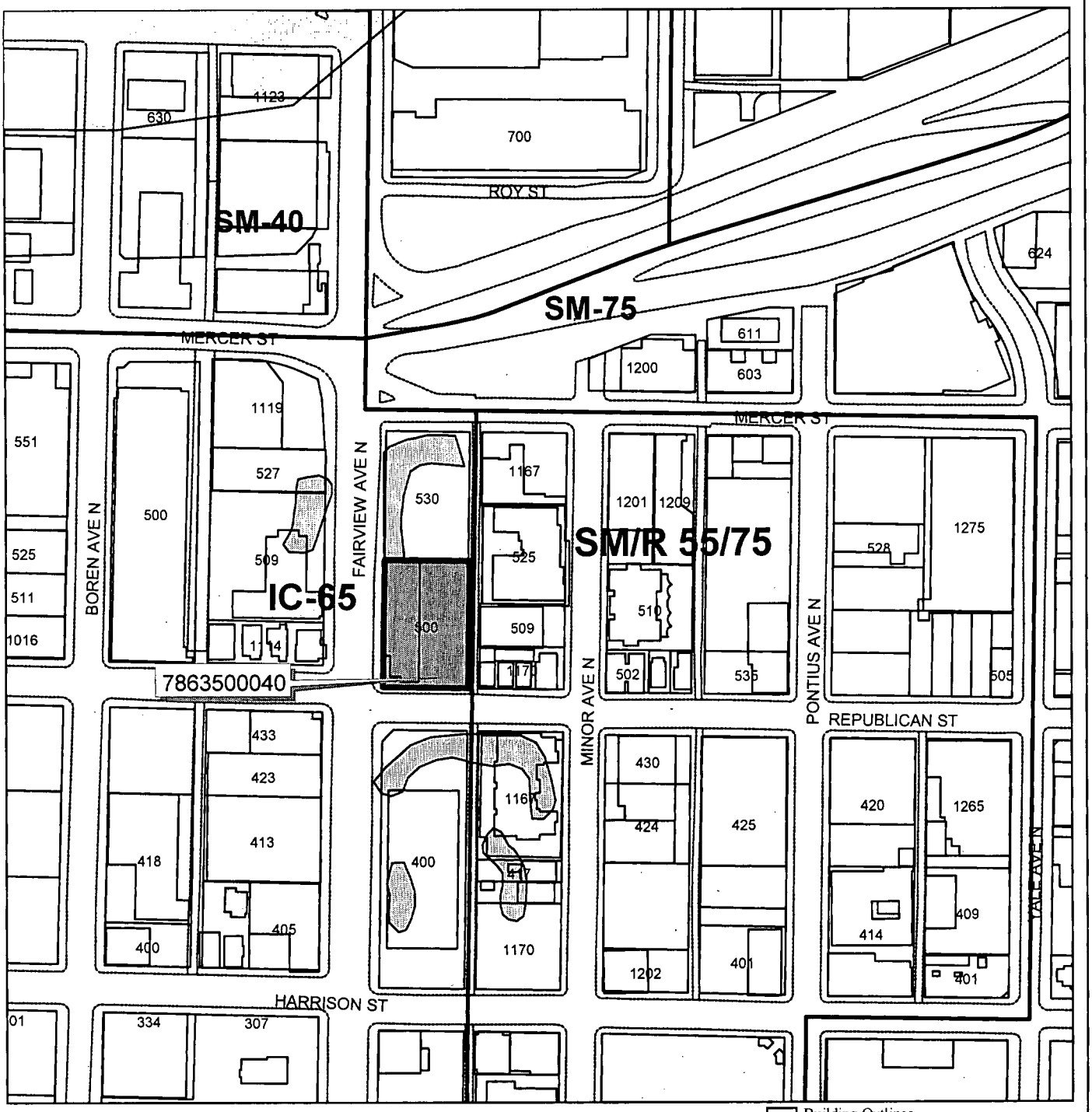
No children exist for this project

Employee ID	Last	First	MI	Comments

No Employee Entries

Action	Description	Entered By	Start	Stop	Hours

No Log Entries



3011479
REZONE/DesRevSEPA
500 Fairvire Ave N

N
W E
S

Scale: 1" = 208'

Prepared by DPD, January 21, 2011

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

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- Building Outlines
- Zoning Outlines
- Parcels
- Pavement Edge
- ECA - Steep Slope
- ECA - New Potential Slide
- ECA - New Known Slide Areas
- ECA - Riparian Corridor
- ECA - Wetlands
- ECA - Wildlife
- ECA - Liquefaction
- ECA - Flood Prone
- ECA - Peat Settlement Prone Areas
- Category 1
- Category 2
- ECA - New LandFill
- Abandoned Landfill
- 1,000 ' Methane Buffer
- ECA - Shoreline Habitat Buffer

DATE: JANUARY 21ST , 2011

RE: LANGUAGE FOR ENVIRONMENTAL SIGN

NOTICE OF PROPOSED LAND USE ACTION

Master Use Project # 3011479
Address: 500 FAIRVIEW AVE N
Applicant Contact: Richard Robison Phone #: (206) 971-5615

DPD IS CONDUCTING AN ENVIRONMENTAL REVIEW OF THE FOLLOWING PROJECT:

COUNCIL LAND USE ACTION TO CONTRACT REZONE 19, 895 SQ. FT. OF LAND FROM IC 65' TO SM 85'. PROJECT INCLUDES A SEVEN-STORY BUILDING CONTAINING 65,400 SQ. FT. OF LABORATORY AND 54,500 SQ.FT. OF OFFICE. PROJECT ALSO INCLUDES 29,260 CU.YDS. OF GRADING IN AN ENVIRONMENTALLY CRITICAL AREA. PARKING FOR 136 VEHICLES TO BE PROVIDED IN THREE LEVELS BELOW GRADE.

ADDITIONAL APPROVALS REQUIRED:
DESIGN REVIEW

SPACE FOR
PROJECT LOCATION
MAP

The comment period ends _____ but may be extended to _____ by written request. To submit written comments or to obtain additional information, contact Seattle's Department of Planning and Development (DPD), 700 5th Av Ste 2000, PO Box 34019, Seattle, WA 98124 -4019. Contact by phone (206) 684-8467 or email PRC@seattle.gov. Be sure to refer to Project # 3011479.

LAND USE FULL C CMRCL $18500000 0 FAIRVIEW AVE N
Appl:1/21/2011 Prty: Filed at:500 FAIRVIEW AVE N Use:Y
Council Land Use Action to contract rezone 19, 895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq.ft. of office . Project includes 29,260 cu.
Parent: Related AP: Build ID: 3011479

City of Seattle Contract Rezone Application

A. APPLICATION DETAILS

RECEIVED
JAN 12 2011
DEPT OF PLANNING AND DEVELOPMENT

1. **Project Number:**
   3011479

2. **Subject Property:**
   500 Fairview Avenue North

3. **Existing Zoning Classification:**
   IC 65

4. **Proposed Changes:**
   To SM85 with FAR 5

5. **Approximate area to be rezoned:**
   22.000sf

6. **Environmentally Critical Area:**
   The site is not within 25 feet of any environmentally critical areas.

7. **Applicant Information:**
   a. Owners Representative:

      Richard B. Robison, AIA

      Mithun, 1201 Alaskan Way, Suite 200

      Seattle, WA 98101

      206 971-5615

8. **Legal description of property to be Rezoned:**

RECEIVED
JAN 12 2011
DEPT OF PLANNING AND DEVELOPMENT

500 Fairview Avenue North

King County Assessors Number: 786350-0040-02

Legal Description:

Lots 4, 5 and 6, Block 5, Sorenson's Addition to the City of Seattle,

according to the plat thereof recorded in Volume 1 of plats, page(s) 218, in King County, Washington.

9. **Present use of property:**

The site is currently being used as office space housing the Washington State Juvenile Rehab Administrative Offices with surface parking for 27 cars.

10. **Existing structures to be demolished and removed:**

The existing 3 story building is to be demolished at the commencement of construction.

11. **Proposed New Use:**

The site will used to construct a Life Sciences Research Facility when the appropriate tenant is identified and contracted with to occupy a majority of the building. This occupancy is consistent with the existing zoning.

12. **Reason for Requested change in zoning classification:**

There are four good reasons to rezone this property as we are requesting:

First, is that the existing zoning IC 65, given the type and quality of the recent development and transformation of the Seattle economy within the SLU area away from Industrial and manufacturing and toward business and life science and allied fields suggests that the IC designation is no longer appropriate to the areas away from the areas enfronting the lake. Further several of the adjacent areas are zoned SM and this makes SM –Seattle Mixed a more reasonable zoning classification.

Second, is that there is a city rezoning process under way for the entire South Lake Union area that envisions increasing the height to 85' or greater, so our request is consistent with this activity.

We are seeking the 85' height increase so that we can narrow the floor depth to achieve the three following design goals: Increase the efficacy of day lighting to reduce energy consumption, preserve the views from residential developments within the area, and reduce the solar shading impact for the nearby buildings.

Third, there are pressing needs for additional life sciences research space of a specific size to accommodate a large user, within the Seattle Market area in general and South Lake Union area specifically that cannot be satisfied with the available built facilities. The area includes the Fred Hutcheson Cancer Research Center, UW Medicine research facilities Phases 1 &2 along Mercer Avenue, The Seattle Biomedical Research institute Facilities at 307 Westlake Avenue, and the Fairview Research Center located at 530 Fairview Avenue North. This is consistent with the city's Neighborhood Plan for South Lake Union with emphasis on Life Sciences and Biotechnology.

Fourth, to capture more leasable space for the site in keeping with the City's desire to increase the density of the area.

13.

Anticipated benefits as a result of this rezone:

The anticipated benefits fall into three prime categories: Economics, Qualitative aesthetics, and Environmental.

Economic

The South Lake Union area has undergone a substantial evolution over the past 10 years with the addition of mixed use development, housing, research space (Fred Hutch, SCCA, SBRI, UW Medicine, ISB), offices (Amazon, Group Health, Tommy Bahama, etc.), the development of the park, and the addition of MOHI have all contributed to the development of a vital high quality urban center.

The presence of the proposed high quality life sciences building will only build on this accomplishment by attracting more high quality, highly educated high income workers to the SLU area. This will be good for current and future businesses and encourage high quality housing development. Life Science activities are a 24/7 type of activity so they contribute to neighborhood vitalization outside the normal business hours, and given this work pattern, the occupants are more likely to want to reside closer to their work place. Additionally these are highly educated affluent people which are beneficial to the local businesses focused on providing services to the neighborhood.

Qualitative Aesthetics

The proposed design achieves several positive objectives to improve the quality of the neighborhood and the pedestrian experience, and the presence of the

number and type of additional occupants will help the vitality of The South lake Union area and small businesses associated with serving the Neighborhood.

The building is set back on both Fairview and Republican to help preserve views to the north and west and reduce the solar shading impact upon adjacent buildings.

The edges of the site adjacent to the pedestrian sidewalks will be nicely landscaped to enhance the pedestrian experience in the area.

Environmental

The green features of the building and the increased capacity of the site are environmentally advantageous contributing to the City's goal of increase density. The design of the building has been narrowed to capture daylighting, and where possible to employ a level of natural ventilation for non-lab areas. He building systems will employ ec0oomomizers and energy reducing strategies to capture and reuse heat, thereby reducing energy consumption.

14. Summary of potential negative impacts of the proposal on the surrounding area:

The potential negative impacts on the surrounding area are consistent with any level of high density development within the surrounding area. There will be slightly increased traffic - both vehicular and pedestrian, but the existing transit systems of buses, street car and light rail are more than adequate to serve the needs of the occupants and neighboring development.

15. Other Permits and approvals being requested in conjunction with this proposal:

Design Review and Master Use Permit. The project has gone through the initial Early Design Guidance process and the Queen Anne Design Review Board has recommended that the project proceed to the recommendation phase.

B. APPLICATION FOR A CONTRACT REZONE

The subject site consists of an assemblage of Lots 4, 5 & 6, Sorenson's Addition to the City of Seattle located at the North East corner of Fairview Avenue North and Republican Street. The site is currently occupied by a three story office building and a surface parking lot. Additionally, the South Lake Union area, including this site, is undergoing a rezoning process

to bring it into conformance with the level and types of development that are currently occurring in the neighborhood. The site is rectangular in configuration with 178.58 feet of frontage along west edge of the site abutting Fairview Avenue, 119.68 feet of frontage to the south abutting Republican. To the north the site faces the existing Fairview Research Center and to the east it abuts an alley.

The Site slopes in two directions down to the west along Republican, and down to the north along Fairview. The lot abutting the alley is virtually flat. The north end of the site is flat from the alley to the building with the building transitioning from the parking lot to Fairview Avenue.

The site is currently zoned IC 65

Project Facts:

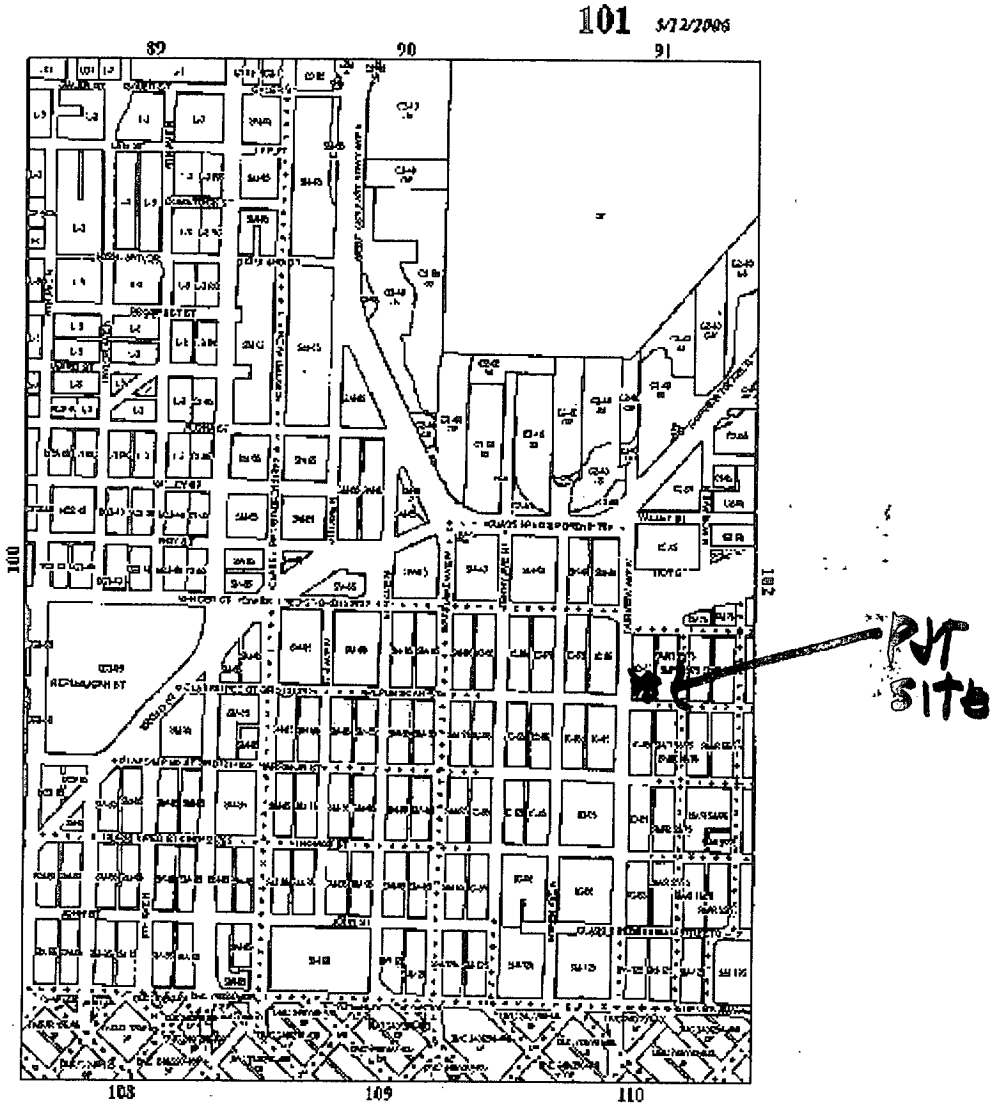
Site & Vicinity:

1. The project is located within the South Lake Union Urban Center.
2. The South lake union area has evolved significantly over the past ten years with the addition of several Life Sciences projects (SBRI, UW Medicine Phases 1 &2, Fairview Research), multiple phases of Amazon, Group Health, etc. into a vital and dense area of the city.
3. The Council approved text amendments for the Amazon Phases IV and V increased the FAR from 4.5 to 7.
4. The rezone from IC 65 to SM 85 would allow the FAR to be increased to 5 from the IC 3.5.
5. The IC zoning designation dates back a substantial number of years and is inconsistent with the non industrial activities in the immediate area.
6. Most of the area around the site is currently SM & SM/R zoning, which suggests that SM is a more appropriate zoning than IC.

This proposal is consistent with Organizing goals and Principals, the density of the recent development, and neighborhood plan for the South Lake Union Neighborhood.

Context Street Map: Please refer to the attached drawing package.

Parcel and Zoning



For the key to letters and numbers designating all zoning districts, see page iii of the Zoning Maps.

Applicable Code

SMC 23.34.007 provides that a rezone application be evaluated by weighing and balancing the rezone requirements of SMC Chapter 23.34. The process is intended to assess that the area to be rezoned is consistent with and meets the intent of the designated zoning being sought. As stated" assess the likelihood that the area proposed to be rezones would function as intended." No single criterion or group of criteria is to be applied as an absolute requirement or test of the appropriateness of a rezone designation, nor is there a hierarch or priority of rezone considerations unless expressly stated. This code section expressly states that "Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones."

SMC 23.34.008 also provides general criteria for evaluating rezones, including: The match between the zone criteria and area characteristics: Zoning history of the site and surrounding area; the precedential effect of the rezone; applicable neighborhood plans; rezone impacts; service capacities; changed circum stances; overlay districts; and zoning principles, which include: 1) the impact of a more intensive zone; on less intensive zones; 2) the presence of physical buffers; and 3) effectively established zone boundaries, such as physical buffers and platted lot lines. The following is a response to each applicable criterion.

General Rezone Criteria

SMC 23.34.008 General rezone criteria. A, To be approved, a rezone shall meet the following standards

A. To be approved a rezone shall meet the: following standards:

1. In urban centers and villages the zoned capacity for the center or village taken as a whole shall be no less than 125% OF THE GROWTH TARGETS ADOPTED IN THE COMPREHENSIVE Plan for that center or village.

This proposal meets the criteria. This proposal increases density and is consistent both with the city's goals and policies to increase density, and the ongoing rezoning process for the area.

2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

This proposal is consistent with the proposed density of the SLU Urban Village.

B. Match Between Zone Criteria and Area Characteristics.

The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

As stated in SMC 23.34.126

"The Seattle Mixed (SM) Zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designates the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood."

The proposed project and contract rezone is consistent with the SMC as stated above, further there are substantial areas in the area zoned SM.

C. Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

A significant amount of properties in the area have text amendment revisions to the height and FAR requirements to accommodate the Amazon.com developments directly to the west of the subject site. Hence this proposal is consistent with the density of the recent development and rezone of the area to accommodate the multiple phases of Amazon's office and headquarters build out.

D. Neighborhood Plans.

1. For the purposes of this title, the effect of a neighborhood plan adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.

The process took place over a 15 year period and in November 2008 the City proposed three alternative height and density alternatives for study in an EIS. The EIS is currently in process and should be completed during late summer of 2011.

- **Evaluate how increases in height and density can achieve neighborhood plan goals including an increase the neighborhoods supply of affordable housing, open space, and other public benefits through an incentive zoning program.**
- **Promote an urban form that contributes to neighborhood livability while accommodating anticipated growth in jobs and housing consistent with the neighborhoods' Urban Center designation.**
- **Ensure adequate zoned development capacity for long-term growth in this Urban Center.**
- **Determine the types of public services and infrastructure that will be necessary to support long term growth.**

The proposed contract rezone and building are highly consistent with this plan and the recent development in the SLU area.

2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.

Organizing Goals and Principals:

The SLU Design Framework focuses on development of the neighborhood consistent with the goals set out in the 1998 and 2007 Neighborhood Plans. Key elements of those plans include:

- **A pervasive human scale ambiance consistent with a vital aesthetically pleasing, safe and energetic neighborhood which embraces a dynamic intermixing of opportunities for working living and playing;**
- **Retention of a significant element of the area's commercial activities, including opportunities for business growth;**
- **A full spectrum of housing opportunities;**
- **Ecologically-sound development and life-styles and promotion of ecologically sound business practices consistent within the regulatory environment; ease of transportation for all modes within and through the area;**
- **A variety of open spaces serving the needs of the area and the city, with emphasis on Lake Union, and its continued preservation for a wide range of uses; and**

- **Sensitivity to the area's history and historical elements; and coordination with plans of adjacent neighborhood.**

To achieve this vision, the Design Framework process is organized around advancing the following principles. These themes distill the key ideas that are found across the range of planning efforts over the last 15 years:

***Encourage innovative, equitable development* that maximizes opportunities for diverse housing types and commercial uses, provides for comfortable street enclosure, sun access and public views, optimizes circulation and access, increases affordable housing opportunities, and promotes sustainable design.**

***Create safe, attractive streets and public spaces* as the setting for the neighborhood's public life, with a hierarchy of high-quality spaces including vibrant retail streets and plazas for gathering, "green streets" with gracious pedestrian connections, and gateways that improve connections to adjacent districts.**

***Identify opportunities to improve access to community services over time* through creative partnerships that could attract cultural organizations, service providers, and possibly a school to the neighborhood.**

This proposal is consistent with Organizing goals and Principals, the density of the recent development, and neighborhood plan for the South Lake Union Neighborhood.

The proposed contract rezone and building is clearly consistent with these goals. The proposed treatment of the pedestrian and landscape areas along both Fairview and Republican will contribute to an enhanced pedestrian environment.

E. Zoning Principles. The following zoning principles shall be considered:

1. The Impact of more intensive zones on the less intensive zones or industrial and commercial zones on other zones shall be minimized by use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers;

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

d. Open space and green spaces.

3. Zone Boundaries.

a. In established boundaries the following elements shall be considered:

(1) Physical buffers as described in subsection E2 above;

(2) Platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

All recent development in the area consists of denser and higher buildings including recent residential development so the proposed contract rezone and project are in keeping with the spirit of this recent development.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

b. Public services;

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

d. Pedestrian safety;

e. Manufacturing activity;

f. Employment activity;

g. Character of areas recognized for architectural or historic value;

h. Shoreline view, public access and recreation.

The proposed contract rezone and building will have a minimum of negative impact with much positive impact. The project proposes to substantially improve the pedestrian experiences and safety along Fairview Avenue North and Republican. The intended use is environmentally responsible and safe. We are proposing green strategies to reduce surface water flow and impact upon the storm sewer system, reduce energy consumption through the use of daylighting and natural ventilation where appropriate. The project, once completed will have a positive impact on employment and fulfilling the City's goal to increase the Life Sciences/ Biotech development within the SLU urban village. The building is sited and shaped to help preserve water views toward South Lake union from the south.

2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:

a. Street access to the area;

b. Street capacity in the area;

c. Transit service;

d. Parking capacity;

e. Utility and sewer capacity;

f. Shoreline navigation.

The area surrounding the site and vicinity of the project is highly served by a robust infrastructure including utilities and public transit. The area is connected to the central business district by the SLU Street car. Vehicular access to the I5 Corridor is a block away. No fewer than 20 Metro Bus routes serve the immediate vicinity and connect to the new light rail system.

The building will contain 136 parking spaces to serve its occupants so the development will have minimal impact on street parking in the immediate area.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

During the past 10 + years South Lake Union has been transformed from a modest industrial and low to mid rise businesses into a vital and robust urban village. The transformation began with the development of the Fred Hutch Cancer Center Campus, a development of the highest quality design and most noble purpose. Following this, multiple high quality buildings were built housing Biomedical research facilities: SBRI, Children's Hospital Research, Rosetta, and UW Medicine phases I & II, the headquarters of Group Health, Sellen Construction, Tommy Bahama to name but a few. Recently we have seen the development of the Fairview Research Center, and substantial commercial office development for Amazon.com, substantial high quality housing, a new waterfront park and the relocation of the MOHI to the former Naval Reserve Training Center.

The proposed 500 Fairview Research facility is clearly consistent with this level and quality of development within the South lake Union Urban Village.

Height of Proposed Rezone

SMC 23.34.009 Height limits of the proposed rezone. Where a decision to designate height limits in commercial or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surrounds, and the likelihood of view blockage shall be considered.

C. Height and Scale of the Area.

1. **The height limits established by current zoning in the area shall be given consideration.**
2. **In general, permitted height limits shall be compatible with the predominate height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.**

The proposed height of 85 feet is very close to the heights of recent development within the area some of which is 85 feet and 125 feet.

D. Compatibility with Surrounding Area.

1. **Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.**

2. **A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008 D2, are present.**

E. **Neighborhood Plans.**

1. **Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.**

2. **Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.**

The proposed contract rezone and building is consistent with the SLU Neighborhood plan and the existing functions currently housed within the neighborhood. Additionally, while life science buildings of any given size typically have a much lower occupancy rate due to the nature of the space and use as compared to office types of occupancies. Life science buildings generally consist of three types of space: office and administrative space, lab bench space, and lab support space. These three types of spaces are occupied by the same people. For example, one Principal investigator (PI) will have office space, bench area and lab support & instrumentation space occupying each of the spaces for apportion of the time spent in the building. The NIH (National Institutes of Health) uses a space allocation of 540 SF per PI which is significantly lower than an allocation of 1 person/100SF typically found in office occupancy.

SM 23.34.126 Designation of Seattle Mixed (SM) Zone, function and locational criteria.

The Seattle Mixed (SM) Zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designates the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood.

SMC 23.34.128 Seattle Mixed (SM) zone, function and Locational criteria.

In considering rezones to the Seattle Mixed (SM) zone designation the following function and Locational criteria shall be taken into consideration:

A. Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;

B. Transportation and Infrastructure Capacity. As an area that is well-served by transit and vehicular systems and where the utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;

C. Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity.

D. Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R are non residential uses shall generally be of modest scale or neighborhood-serving in character;

E. Height. Height limit of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five 125 feet may be applied to land zoned to SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to provide to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide a uniform scale. A one hundred twenty-five (125) foot height may be designated to serve as the transition from areas where greater heights are permitted.

The proposed contract rezone and building are highly consistent with the Seattle Municipal Code with regard to the stated goals. The existing zoning IC 65 seems to be

less relevant than SM given the evolution of the area from manufacturing to more commercial, life sciences, and other non industrial functions.

<u>Applicable Comprehensive Plan Policies</u>

South Lake Union

To allow certain rezones in accordance with the South Lake Union Urban Center Neighborhood Plan, the Future Land Use Map designation of land within the neighborhood was changed from Industrial to Commercial/Mixed Use.

UVG7 Accommodate a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining healthy manufacturing and industrial areas.

UVG9 Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.

UVG10 Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth.

UVG11 Collaborate with the community in planning for the future.

UVG12 Increase public safety by making villages places that people will be drawn to at all times of the day.

UVG13 Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.

UVG14 Distribute urban villages around the city so that communities throughout the city have easy access to the range of goods and services that villages are intended to provide.

The proposed contract rezone and building clearly meet these goals by accommodating a unique type of occupancy, using the land with denser development, maximizes the more efficient use of the built public infrastructure. We have met and worked with the local community representatives (LUOA & Cascade Neighborhood), Pete Gross House, to craft a design solution that is respectful to the needs and desires of the community, while allowing a denser development of the site.

The 24/7 nature of life science and biotech facilities the project will contribute to a more active neighborhood for a greater percent of the day and week.

The design of the building and site amenities will contribute to the physical quality of the South Lake Union area.

Policies:

UV1 Promote the growth of urban villages as compact mixed-use neighborhoods in order to support walking and transit use, and to provide services and employment close to residences.

UV2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping mixed-use urban village communities thrive, such as focused transportation demand management strategies, vital business districts, a range of housing choices, a range of park and open space facilities, and investment and reinvestment in neighborhoods.

UV2.5 In areas surrounding major transit hubs, except in industrial zones, allows densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs and other strategies to help ensure the provision of affordable housing.

The proposed contract rezone and building is consistent with these values and will clearly contribute to a vital and dynamic urban village.

Attachments:

16. Attached are 6 copies of the drawings documenting the proposed rezone and site development.

City of Seattle

Seattle Department of Transportation Peter Hahn, Director

MEMORANDUM

To : Council President Sally Clark

Council Member Rasmussen

From: Susan Paine, Program Analyst, SDOT Street Use and Urban Forestry via Cheryl Swab, SDOT Legislative Liaison

Date: May 31, 2012

Re: Subdivision Plat Process

In advance of receiving the legislation, it was suggested that it may be helpful to describe the typical process that a project follows on its way to becoming a subdivision. These are large projects and often take several years to develop.

The typical path that a subdivision takes is as follows:

- DPD reviews the project, works with the developer, and brings the preliminary plat, with recommendations to the Hearing Examiner.
- The Hearing Examiner reviews the application packet and approves the development with certain conditions that have to be met before the parcel subdivision can be approved.
- Plat drawings are created and submitted as part of the legislative packet to Council.
- A public comment period and a public hearing are held by the Hearing Examiner which allows the legislation to proceed to full Council for approval.

The subdivision before you today has two issues related to this plat that are not typical:

1. **The <u>alternative</u> to the requirement for a bond if the required improvements were not installed.** In this economic climate, subdivision bonds are not easily available. The developer was not able to get the $1.8 million bond for this project. We have worked with the developer and the Law Department to find an acceptable and secure alternative.--an irrevocable standby letter of credit. Approval of this alternative will be met by the passage of the legislation.
2. **The Hearing Examiner's decision was not strictly adhered to.** The Hearing Examiner determined that a public easement for access and utilities was developed as a private easement. All parties (DPD, the developer, and SDOT) agree that this is an acceptable change and a letter to that effect will be filed with the Clerk's File. Approval of this change will be met by the passage of the legislation.

Both actions serve to allow the platting to go forward and satisfy all of the City's requirements to the recognized standard or better. If you have any questions, please feel free to contact me at (206) 386-4681.

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996
Tel: (206) 684-ROAD Tel: (206) 684-5000 Fax: (206) 684-5180
Web: www.seattle.gov/transportation
An equal opportunity employer. Accommodations for people with disabilities provided on request.

City of Seattle
Department of Planning and Development

FILED
CITY OF SEATTLE
10 SEP 20 AM 10: 18
CITY CLERK

Land Use Referrals

PROJECT NUMBER: 3011479

Type of Approvals

☐ Major Inst. Master Plan	☐ Council Conditional Use	☐ Short Plat
☐ Full Subdivision	☐ Public Projects	☐ Unit Lot Subdivision
☐ Planned Comm. Dev.	X **Rezone**/EDG	☐ LBA
☐ Sidewalk Café	☐ Shoreline Permit	☐ Other

Site Address: 500 FAIRVIEW AVE N

Environmental Review Required? **Yes** ☐ **No** ☐

Full Subdivision	PCD/Public Projects	Rezone/Council Cond. Use	Major Inst. Master Plan/PD's	Short Plat/LBA	Shoreline Permit	Other _____	Selected Agencies	
								SDOT – Street Use (SMT - 3900)
								WSDOT- To: Local Area Manager PO Box 330310, Seattle, WA 98133-9710
								Fire (FM 02-04) ** ***Fire review not required for short ULS when ONLY creating unit lots*** **
								Water (SMT 49-00)
								City Light Real Estate (SMT 3012) ***– Unit Lot Sub and Full Unit Lot Sub only***
								City Light Plan Review Team (SMT 3624) - ***L BAs, Short Plats, Full Subdivisions only***
								Parks & Recreation (PK 01-01)
								Health (PH-1100)
								Metro – Environmental Planning
								Department of Natural Resources
							X	City Clerk (CH 03-10)
								Zoning Review
								Sign Inspector
								Addressing
								Building Plans Examiner
								Geo-technical Engineer
								Drainage Review
								Office of Housing –SMT-57-00
								Other

Please Review the attached application and send your response within fourteen (14) days to:

LU Routing Coordinator: **PRC**
E-Mail: prc@seattle.gov
Fax #: 206-233-7901
Mail Stop: SMT-21-00

Assigned Planner:
Email:

Application Date: **09/16/10** Date Referred: **09/16/10** Due Dates: (2wks)

(4wks) _ (6wks) (6 week target date for both ZONING and LURS for ULS and LBA only)

BNS CITY CLERK

Attachment A

RECEIVED
SEP 15 2010
DEPT. OF PLANNING AND DEVELOPMENT

City of Seattle

Application for Early Design Guidance

PART I: CONTACT INFO

1. **Property Address** 500 FAIRVIEW AVENUE N, SEATTLE, WA

2. **Project number** 3011479

Additional related project number(s):

4. **Owner/Lessee Name** BMR-500FAIRVIEW AVENUE LLC

5. **Contact Person* Name** RICHARD B. ROBISON

Firm MITHUN

Mailing Address 1201 ALASKAN WAY, SUITE 200

City State Zip SEATTLE, WA 98101

Phone (206) 971-5615

Email address dickr@mithun.com

6. **Applicant's Name** RICHARD B. ROBISON

Relationship to Project ARCHITECT

7. **Design Professional's Name** RICHARD B. ROBISON

Address 1201 ALASKAN WAY, SUITE 200

Phone (206) 971-5615

Email address dickr@mithun.com

8. **Applicant's Signature** Date 09-15-10

*Only the **contact person** will receive notice of the meeting. The **contact person** is responsible for informing other pertinent parties.

LEGAL DISCLAIMER: *This Client Assistance Memo (CAM) should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this CAM.*

PART II: SITE AND DEVELOPMENT INFO
Attach additional sheets as needed.

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

   PLEASE REFER TO EDG SUBMITTAL

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

   IC-65 - Seeking Rezone to SM-85

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

   PLEASE REFER TO EDG SUBMITTAL

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

   PLEASE REFER TO EDG SUBMITTAL

PART III: EDG ANALYTIC DESIGN PROPOSAL PACKETS

Together with a written response to the questions above, please provide two copies of the following:

1. Statement of development objectives.
   a) Number of residential units (approx).
   b) Amount of commercial square footage (approx).
   c) Number of parking stalls (approx).
2. Urban design analysis. On the graphics below, identify views, barriers and traffic flows that affect the site and call out major building names and types:
   a) Vicinity map, indicating surrounding uses, structures and zoning.
   b) Axonometric or other three-dimensional drawing, photos or models of the 9 block area surrounding the project site. Include call-out notes on drawings and a brief narrative stating what design cues can be gleaned to develop design alternatives.
   c) Aerial photograph.
   d) Photo montage of the streetscape (both side of the street) identifying the site.
3. Design guidelines.
   a) Briefly list those guidelines that the applicant thinks are most pertinent to the site and design of the project.
4. Site analysis.
   a) Map of zoning, existing uses and structures.
   b) Topography and tree survey.

LEGAL DISCLAIMER: *This Client Assistance Memo (CAM) should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all code and rule requirements, whether or not described in this CAM.*

DPD
700 5th Ave Ste 2000, PO Box 34019
Seattle, WA 98124-4019
(206) 684 -8600

LAND USE Application

A/P # 3011479 DISCRETIONARY LAND USE ACTION

Application Information

Stages

	Date / Time	By		Date / Time	By
Processed			**Temp COO**		
Approved			**COO Issued**		
Final			**Expires**		

Associated Information

Type of Work	FULL C FULL REVIEW (COMPLEX)	**# Plans**	0
Dept of Commerce	CMRCL COMMERCIAL	**# Plans**	0
Priority	☒ **Auto Reviews**	**Bill Group**	

Valuation

Declared Valuation	0.00
Calculated Valuation	0.00
Actual Valuation	0.00

Description of Work

Design Review Early Design Guidance application proposing a 7-story research facility with 2.25 floors of parking. Also proposing a Rezone, IC65 to SM85.

Parent A/P #					
Project #	3011479	**Project/Phase Name**		**Phase #**	
Size/Area	0.00	**Size Description**		**Subdivision Code**	
Proposed Start		**Proposed Stop**		**% Completed**	0.00
% Complete Formula					

Property/Site Information

Address 500 FAIRVIEW AVE N
SEATTLE WA

Location

Owner/Tenant

There are no contacts for this site

Linked Addresses

No Addresses are linked to this Application

A/P Linked Addresses

No Addresses are linked to this Application

Linked Parcels

DV0006608

A/P Linked Parcels

DV0006608

Land Use

Decision Type IV

Land Use Components

Building ID Information

Project Includes

Use **Ground Disturbance** Y

TRAO Applies **PASV Reqd This Permit** Y

Development In ROW **PASV Done Under**

EDG Required Y

Incentive Plan **Permit Remarks**

Fee Ordinance Exception NONE

Special Flags

Green Project

Building ID Information

Building ID

There are no items in this list

Land Use Components

LU Component	Component Detail	Outcome	Component Add Date	Comments	Added By
COUNCIL	CNCL REZONE CNT		09/16/2010		STALLWM
DESIGN RVW			07/08/2010		ALDRIDA

Template Type	A/P #	A/P Type	Status	Stage

No children exist for this project

Employee

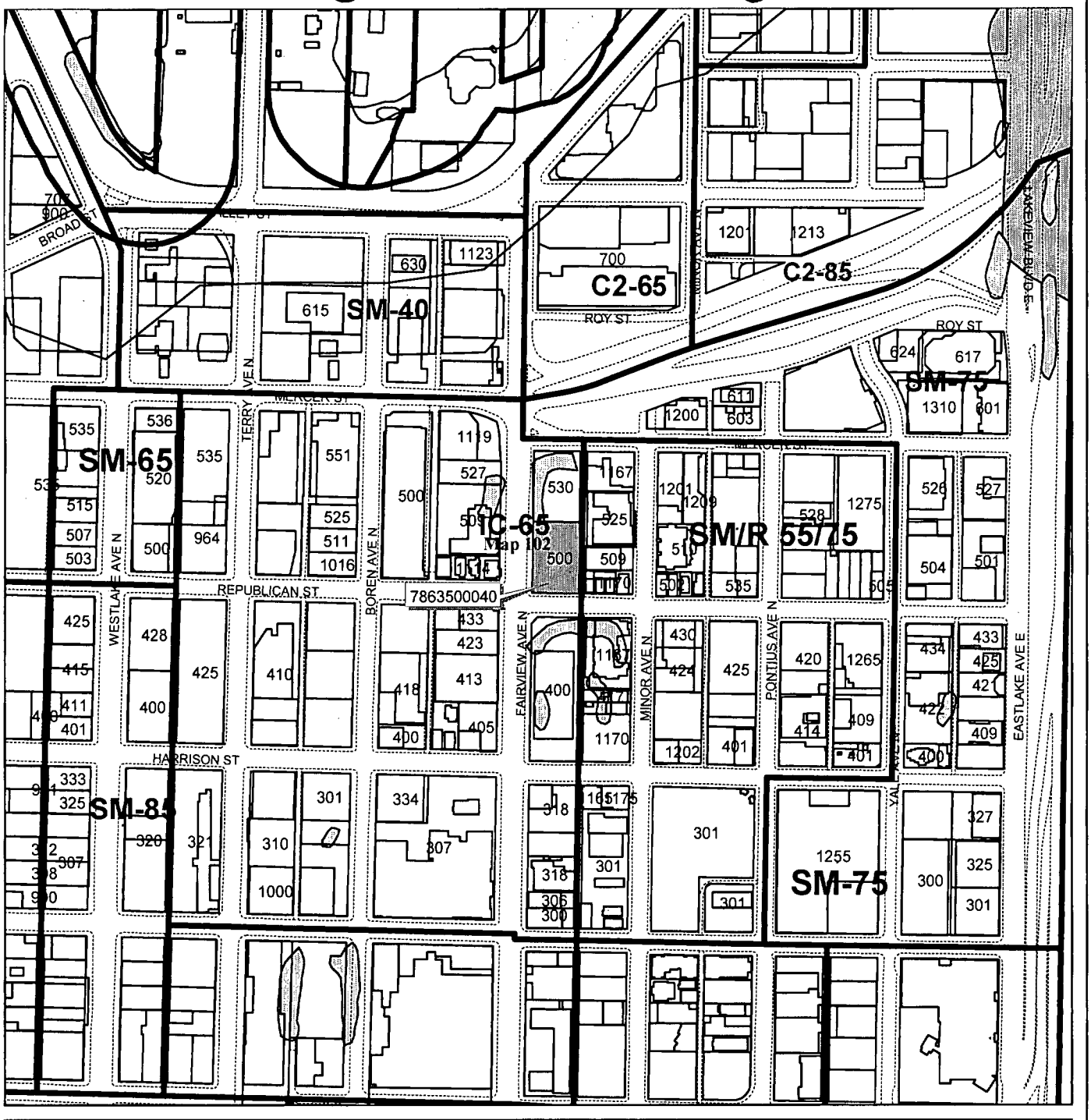
Employee ID	Last	First	MI	Comments

No Employee Entries

Log

Action	Description	Entered By	Start	Stop	Hours	Comments

No Log Entries



3011479
DesRevEDG/Rezone
500 Fairview Ave N

N
W E
S

Scale: 1" = 375'

Prepared by DPD, September 16, 2010

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

c. 1997, City of Seattle. All rights reserved.

- Pavement Edge
- Zoning Outlines
- Parcels
- Building Outlines
- ECA - Steep Slope
- ECA - New Potential Slide
- Potential Riparian Corridors Draft (1-31-2005)
- ECA - Riparian Corridor
- ECA - Wetlands
- Wetlands Draft 2004 (DPD)
- ECA - New Known Slide Areas
- ECA - Wildlife
- ECA - Liquefaction
- ECA - Flood Prone
- ECA - New LandFill
- Abandoned Landfill
- 1,000' Methane Buffer

cf 317061

500 Fairview Development Objectives

The proposal is for a 7 story 108,000 gross square foot speculative laboratory building. This will be developed adjacent to the 530 Fairview project which was developed by the same owner. The owner would like these two properties to operate as a campus of laboratory buildings. Quasi-public plaza space will link the two projects together bordering Fairview Avenue.

The site is currently occupied by an office building that sits on about half of the site and borders Fairview Avenue. The remainder of the site is used for vehicle parking.

The current zoning of the site is IC 65. There is a rezoning process underway for the entire South Lake Union District. The IC zoning for this site is no longer considered to be the appropriate zoning for this part of South Lake Union. The owner intends to apply to the the City of Seattle DPD for a contract rezone to SM85. In addition they intend to take advantage of the 20 feet of additional height allowance under the bio-tech amendment of the Seattle Zoning Code which would increase the allowable building height on the site to 105 feet.

The proposed building will be 7 levels above grade with a 3 level secure sub-grade parking structure, which will accommodate aproximately 130 cars. Access to the underground parking will be made through the garage entry of the adjacent building (530 Fairview) minimizing the curb cuts on the block to 1 at the northern end of the 530 Fairview site. The owner intends to implement a reciprocal access easment to allow access through the 530 Fairview site. The first floor height will be 16 feet and levels 2 through 7 will be 14 feet high, for a total height of 100 feet (excluding penthouse screening).

Each floor of the laboratory building will be aproximately 15,000 gross square feet. The building will be constructed of cast in place concrete and have a metal and glass curtainwall skin.

The design approach will keep the building floors as narrow as possible while still allowing efficient functional laboratory space with the intent of maximizing daylight access and the opportunity for natural ventilation of the space. Narrowing the building footprint has several benefits beyond those just discussed. It provides for quasi-public plaza area at street level, more view corridor along Fairview Avenue allowing views to Lake Union from properties south of the site. The owner is also interested in developing a retail or cafe space at street level fronting the plaza that would serve the public as well as occupants of the building.

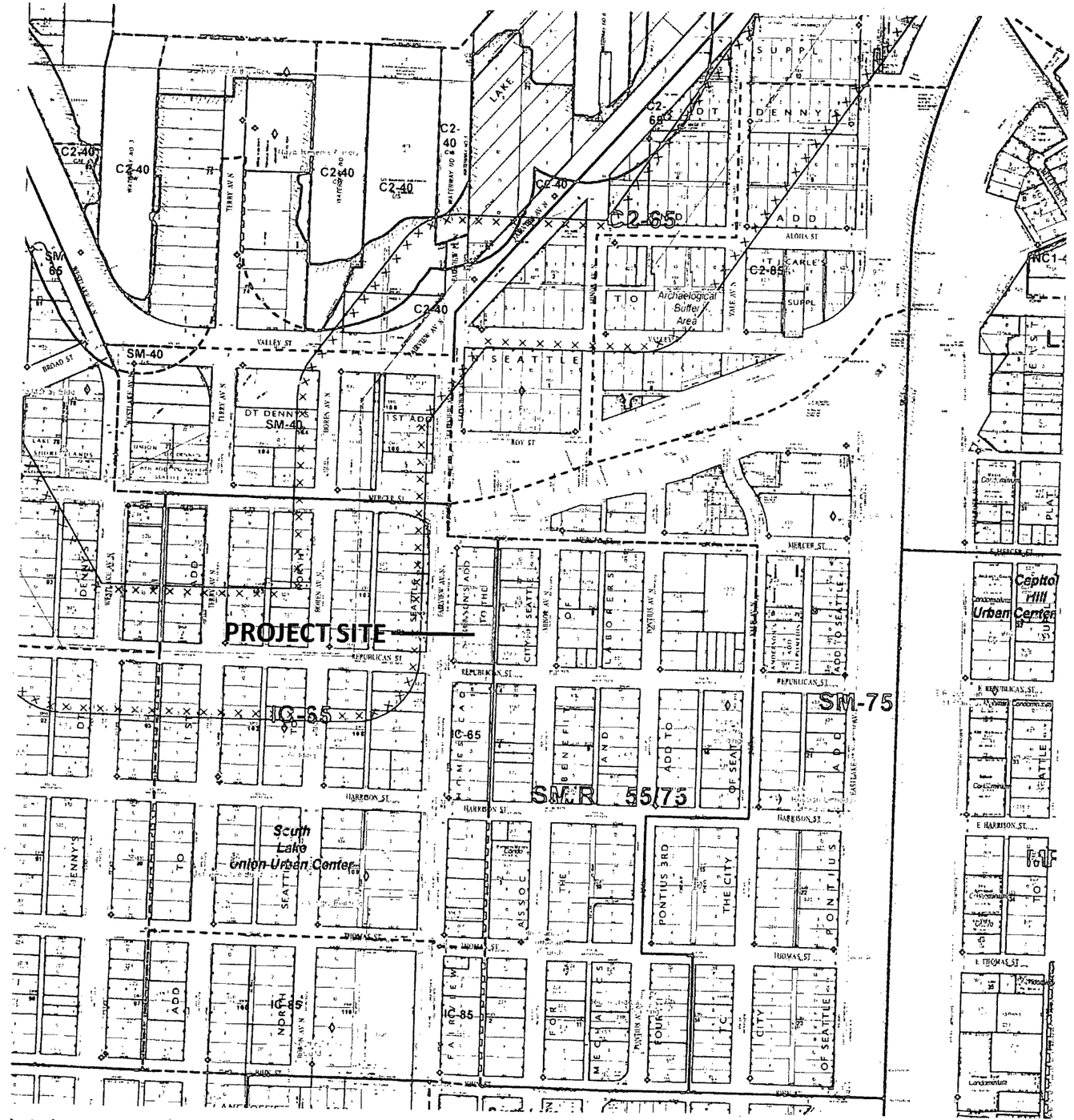
2 Lg
11 x 17
Maps

LAND USE FULL C CMRCL $0 500 FAIRVIEW AVE N
Appl: Prty: Filed at:500 FAIRVIEW AVE N Use:
Design Review Early Design Guidance application proposing a 7-story research facility with 2.25 floors of parking. Also proposing a Rezone, IC65 to SM85.
Parent: Related AP: Build ID: 3011479

BioMed Realty Trust, Inc.
Real Estate for the Life Science Industry

500 FAIRVIEW

MITHŪN



Design Opportunities and Constraints

Site Zoning & Overlay Information

Site Location:	500 Fairview Avenue
Site Zoning: SLU Urban Center	IC65 - Existing, contract rezone is being applied for to SM 85.
SEPA Review: CAM 208	Checklist Required
Permitted Uses: SMC 23.48.004	All (except those specifically prohibited)
Height: (SM85) SMC 23.48.010 SMC 23.48.017	85 Feet increased to 105 Feet through the bio-tech amendment
Height of Rooftop Features: SMC 23.48.010	Not counted in height limit provided they are more than 10 feet from the building edge and screened.
General Facade Req'mts.: SMC 23.48.024	Primary entrance no more then 3 ft. above or below sidewalk grade. Setback max. 12 foot setback from street. Landscape provisions of SMC 23.48.024 are required.
Max. FAR & No. of Floors: SMC 23.48.017	FAR = 5, Floors allowed above grade = 8
Upper Level Setbacks:	N/A (Property is not on streets where req'd.)
Parking & Loading Location Access & Curb Cuts: Table A for Section 23.54.015 SMC 23.48.034	1 space for ea. 1500 s.f.,
Loading: Table A for Section 23.54.035	Medium demand - 2 Loading Docks required
Street Trees: SMC 23.48.024	Required in all planting strips
Solid Waste & Recyc. Stor: SMC 23.48.031	225 s.f.

BIOMED REALTY TRUST, INC.
Real Estate for the Life Science Industry®

500 FAIRVIEW

MITHŪN

Clerk File Number: 311061

Title: Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

Status: Granted as conditioned
Date of Full Council action: December 19, 2011
Vote: 9-0

Date Filed with the City Clerk: September 20, 2010

CF 311061

City of Seattle
Department of Planning and Development
D. M. Sugimura, Director

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

The land use decision on your Master Use Permit (MUP) application has now been published. **Publication of your land use decision is an intermediate step to receiving an issued permit on which you can pursue the approved use and/or development.** There is an appeal period as described in the decision notice. At the conclusion of the appeal period, your permit will be considered "approved for issuance". If the decision is appealed, the "approved for issuance" date will be the fourth day following the Hearing Examiner's decision.

Any pre-issuance conditions or revisions must be made within 74 days from the date that the decision is published. This period may be extended to not longer than 18 months by the Department if it is determined that there are good reasons for the delay, for example the decision is appealed, or if a different schedule is agreed upon.

Once the pre-issuance conditions and/or revisions have been made, you will be notified that the permit is ready to be issued and the amount of any outstanding fees. It is your responsibility to pick up your permit and pay the outstanding fees, thus completing the issuance process, within 60 days from the date you are notified. Failure to pick up the permit within 60 days may result in a written notice of intent to cancel. Fees owed on canceled projects will be forwarded for collection.

Master Use Permits not issued with 18 months from the date they are approved for issuance, as described in the first paragraph of this letter, will be cancelled and any outstanding fees will be forwarded for collection.

Further information regarding Master Use Permit issuance may be found in the Seattle Land Use Code at 23.76.028.

K:\LU\GMR\READY TO ISSUE.DOC

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ✓
Department ___ DENIED ___
2
FILE: CF #311061, Proj. # 3011479

Seattle Department of Planning and Development

D. M. Sugimura, Director

September 1, 2011

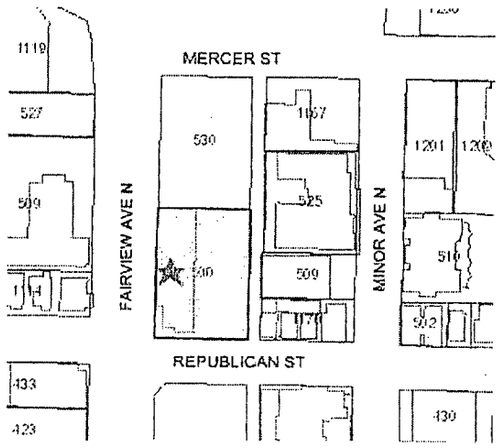
MASTER USE PERMIT

NOTICE OF DIRECTOR'S RECOMMENDATION ON REZONE APPLICATION, ENVIRONMENTAL DETERMINATION, DESIGN REVIEW AND PUBLIC HEARING

Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N
Project: 3011479 **Zone:** ARTERIAL WITHIN 100 FT., INDUSTRIAL COMMERCIAL-65', STEEP SLOPE (>=40%), URBAN VILLAGE OVERLAY, ZONING SPECIAL ST. WITHIN 100 FT.

Notice Date: 09/01/2011

Contact: DICK ROBISON - (206)971-5615
Planner: Scott Kemp - (206)233-3866



The top of this image is north.
This map is for illustrative purposes only. In the *event of omissions, errors or differences, the* documents in DPD's files will control.

The City of Seattle Hearing Examiner is conducting a public hearing on the recommendation of the Director of the Department of Planning and Development (DPD) to rezone property from IC 65' to SM 85'. Project includes a seven-story building containing 62,887 sq. ft. of laboratory,41,924 sq. ft. of office and 1,188 sq. ft. of café/retail. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 143 vehicles to be provided in three levels below grade.

C. F. Number: 311061

The Director's recommendation is that the rezone be **conditionally approved**. Conditions include: Development of the project in accordance with the final approved Master Use Permit drawings submitted July 15, 2011.

APPEALABLE DECISIONS

DESIGN REVIEW

The following appealable decisions have been made in association with this project:

Conditionally Grant – Design Review

ENVIRONMENTAL DETERMINATION

The Director of DPD has determined that the proposal as mitigated will not have a significant adverse environmental impact, and has issued a Mitigated Determination of Non-Significance (MDNS.) No environmental impact statement required. Recommended Conditions include: requirement of a Construction Management Plan and limitation of hours of construction to non-holiday weekdays.

SEPA to conditionally approve pursuant to 25.05.660. Conditions include: Submittal of Construction Transportation Plan, limited construction hours and payment toward South Lake Union transportation improvements.

INFORMATION AVAILABLE

Copies of the Director's Report and Recommendation and the rezone application materials are available at the DPD Public Resource Center, 700 Fifth Avenue, Suite 2000 of the Seattle Municipal Tower, (206) 684-8467. The Public Resource Center is open 8:00 a.m. to 4:00 p.m. on Monday, Wednesday, Friday and 10:30 a.m. to 4:00 p.m. on Tuesday and Thursday. (A copy and postage fee will be charged.) Questions may be directed to scott.kemp@seattle.gov, at DPD.

PUBLIC HEARING

A public hearing to take public comment on the Director's recommendation and to establish the record for this application will be held on: **9:00 a.m.** on **September 28, 2011** at the Office of the Hearing Examiner (address below). The Office of the Hearing Examiner provides barrier free access.

WRITTEN COMMENTS

Written comments will be accepted until the close of the hearing scheduled **September 28, 2011**. Comments should be sent to:

City of Seattle
Hearing Examiner
700 5th Avenue, Suite 4000
P.O. Box 94729
Seattle, WA 98124-4729

Those persons who want to receive a copy of the Hearing Examiner's recommendation should specify that request in their comment letter.

HOW TO APPEAL THE ENVIRONMENTAL DETERMINATION AND DESIGN REVIEW

Appeals of the decision to issue a Mitigated Determination of Non-Significance and Design Review must be received by the Hearing Examiner at the address shown above no later than 5:00 p.m. **September 15, 2011.** Appeals must be accompanied by $50.00 filing fee in a check payable to the City of Seattle. Any appeal of the decision will be heard at the public hearing on **September 28, 2011**.

City of Seattle
Department of Planning and Development
D.M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3011479

Council File Number: 311061

Applicant Name: Richard B. Robison, Mithun Architects

Address of Proposal: 500 Fairview Avenue North

SUMMARY OF PROPOSED ACTION

Council Land Use Action to contract rezone 21,372 sq. ft. of land from IC-65' to SM-85'. Project includes a seven-story building containing 62,887 sq. ft. of laboratory, 41,924 sq. ft of office, and 1,188 sq. ft. of café/retail. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 143 vehicles to be provided in three levels below grade. Existing office building and parking lot to be demolished. (CF# 311061).

The following Master Use Permit components are required:

Contract Rezone - To rezone from IC-65' to SM-85'
Seattle Municipal Code Section 23.34

SEPA Environmental Review - Seattle Municipal Code Section 25.05 – DNS Grant Conditionally Recommended

Design Review - Seattle Municipal Code Section 23.41 with Development Standard Departure

SEPA DETERMINATION: [ ] Exempt [ ] DNS [X] MDNS [ ] EIS [ ]
[ ] DNS with conditions

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

SITE AND VICINITY

The project site includes an existing two-story office building of approximately 21,600 square feet, with an accessory surface parking lot with 28 spaces. The site borders an existing 16' alley and is in the block just south of the Mercer Street corridor and entrance to Interstate 5.

Immediately north of the project site is a recently constructed five-story research and development laboratory building, which was developed by the same owner as the current proposal. Across the alley, development is mixed in use and scale. On the south end of the block are one- and two-story structures (café, office, and residence) and to the north is the six-story residential Pete Gross House, owned and operated by the Fred Hutchinson Cancer Research Center. A small scale commercial building is on the north end of the block.

Development in the block immediately across Fairview Avenue North consists of one- and two-story commercial buildings. Surrounding development is transitioning from older commercial and multifamily buildings to new, larger commercial and multifamily buildings, including multifamily buildings with ground floor retail, the multi-block Amazon campus, UW Medicine research facilities along Mercer Street, Group Health offices, and the Seattle Biomedical Research Institute Facilities at 307 Westlake Avenue.

PROPOSAL

The proposal is to rezone a half-block parcel from Industrial Commercial (IC-65') to Seattle Mixed (SM-85') as a contract rezone for a specific development proposal, as approved through Design Review. The specific proposal is to demolish the existing office building and surface parking lot and construct a seven-story laboratory and office building, with three levels of below grade parking for 143 vehicles, accessed through the parking garage in the building to the north. The building would include 62,887 square feet of laboratory space, 41,924 square feet of office space, and a café/retail space at the corner of Fairview Avenue North and Republican Street of 1,188 square feet. Total building square footage, exclusive of underground parking, would be approximately 106,011 square feet.

PUBLIC COMMENTS

One letter was received during the review process, requesting that proposed setbacks on Fairview and the alley be required, along with the "green wall" on the south side of the project, and that the building be used exclusively for Bio-tech so that the extra 20' in height would not be used for other commercial uses.

During the Design Review process, there were three public meetings held. At the first Early Design Guidance meeting, three members of the public spoke. No public comments were offered at the second Early Design Guidance meeting. At the Recommendation meeting, several public comments were presented. Comments focused on building setbacks and potential impacts on the Pete Gross House to the east. At the Recommendation meeting, comments were made as to how building exhaust ventilation would be handled, and how security would be provided in

open space areas. Applicant responses were provided at the Recommendation meeting, and the comments are further addressed in the discussion of the rezone criteria below.

In addition to opportunities to provide comment at City meetings, the applicant held three community meetings to obtain feedback on the proposal. Presented were 3D massing alternatives of various development options and a context scale model of the surrounding neighborhood to show the relationship between the proposal and existing development. That outreach process resulted in suggestions regarding building siting and retaining the view corridor down Fairview Avenue North toward Lake Union, the desirability of having a coffee shop or other retail area at the corner of Fairview Avenue North and Republican Street in order to activate the street, and incorporating sustainable and green strategies for mitigating carbon footprint and storm water runoff. Also, the applicant consulted the Manager of the Pete Gross House and concerns about maintaining daylight to that six-story residential structure were discussed.

In response to the community outreach, the proposed building was aligned with the front of the building to the north in order to retain the view corridor down Fairview Avenue North, a café/retail space has been included on the corner of Fairview Avenue North and Republican Street, and a variety of sustainable strategies have been incorporated to improve use of natural day lighting and to mitigate storm water runoff by putting planters facing south on several of the floors. In addition, the building has been set back 12' from the property line on the alley to improve day light access to the Pete Gross House. The setback on the alley resulted in a net loss of 11,900 square feet of rentable area.

REZONE ANALYSIS

SMC 23.34. 004 Contract rezones.

A. Property Use and Development Agreement (PUDA). The Council may approve a map amendment subject to the execution, delivery and recording of an agreement executed by the legal or beneficial owner of the property to be rezoned to self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions shall be directly related to the impacts that may be expected to result from the amendment. A rezone shall be conditioned on performance or compliance with the terms and conditions of the property use and development agreement. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The agreement shall be approved as to form by the City Attorney, and shall not be construed as a relinquishment by the City of its discretionary powers.

The proposal is for a contract rezone in which development would be controlled by the use of a Property Use and Development Agreement (PUDA) that would be executed to impose conditions on the project. The Design Review and SEPA process has helped inform an appropriate Agreement. The PUDA would restrict the development of the properties proposed for rezone to the structure approved through the Design Review process. The approved design includes, but is not limited to, the structure design, structure height, building materials, and landscaping documented in the approved plans dated July 15, 2011.

B. Waiver of Certain Requirements. The ordinance accepting the agreement may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted which would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

No waivers are being requested as part of the contract rezone.

SMC 23.34.007 Rezone evaluation.

A. The provisions of this chapter apply to all rezones except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets those provisions. In addition the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.

B. No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.

There is no provision evidencing an intent to constitute a requirement or sole criterion. Therefore, the evaluation applicable to the proposed rezone involves a weighting and balancing of factors.

C. Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Area Objectives shall be used in shoreline environment redesignations as provided in SMC Subsection 23.60.060.B3.

The site is not located in a shoreline area, and thus Shoreline Area Objectives are not applicable.

D. Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.

The site is located in the South Lake Union Urban Center. This Urban Center was designated in the Comprehensive Plan in 2004.

E. The procedures and locational criteria for shoreline environment redesignations are located in Sections 23.60.060 and 23.60.220, respectively.

The proposal is not located within any shoreline area.

F. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.

Not applicable.

SMC 23.34.008 General rezone criteria.

A. To be approved a rezone shall meet the following standards:

> *1. In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village.*

The proposed rezone is consistent with this criterion because it does not reduce capacity below 125% of the Comprehensive Plan growth target.

> *2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.*

The proposal is located within an Urban Center and the zoned capacity will not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

B. Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

See discussion below regarding the locational criteria for the IC and SM zones from other sections of the Code.

C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

In 1996, a new zone was created and applied in portions of South Lake Union, called the Seattle Cascade Mixed zone. Then in 2005, that zone was changed to Seattle Mixed, with accompanying changes to the text of the Land Use Code. (Ordinance 121782, April 2005). In 2010, the Seattle Mixed zone provisions were amended to allow for an additional 20' of height for biotech, research and development labs, and associated offices uses in the South Lake Union Urban Center, in order to promote those uses. (Ordinance 123215, January 2010). Recent significant growth in the South Lake Union area has proceeded consistent with existing zoning designations and utilizing Code amendments applicable to particular portions of South Lake Union (e.g. multiple phases of Amazon's office and headquarters build out), rather than relying on rezones.

In addition to the subject rezone, there is another pending rezone proposal in the area, reviewed under Project No. 3012117. This is a proposal to change the zoning from IC-85' to SM-85' for the block bounded on the north and south by Thomas and John Streets, and on the east and west by Fairview Avenue North and Boren Avenue North. If approved, the rezone would expand the range of permissible uses, to include residential use.

In terms of other potential zoning changes, the City and South Lake Union neighborhood are in the process of evaluating strategies to implement goals and policies that are supportive of the Urban Center designation for South Lake Union, including potential rezones and changes to the Land Use Code. In 2006, goals and policies from the South Lake Union Neighborhood Plan were adopted into the Comprehensive Plan through Ordinance 122313. Also in that Ordinance, the City Council directed DPD to work with neighborhood groups and stakeholders to identify strategies to accomplish the goals and policies incorporated into the Comprehensive Plan.

In 2008 and 2009, through work with interested citizens and organizations, several alternatives were developed with different configurations of height and density in South Lake Union. Following that, a South Lake Union Urban Design Framework was developed and issued on December 31, 2010, and a Draft Environmental Impact Statement was issued in February 2011 to study various alternatives for increasing height and density in South Lake Union. Work on a Final Environmental Impact Statement is underway.

All of the alternatives in the Draft Environmental Impact Statement, except for No Action, propose rezoning the IC area of South Lake Union (including the property that is the subject of this contract rezone application) to Seattle Mixed, in recognition that IC zoning is no longer appropriate for this area. The subject rezone property is within the area called the Fairview Corridor and proposed heights within this Corridor include a range of 160' for commercial uses and 240' for residential uses (Alternatives 1 and 2) to 85' for commercial and 160' for residential (Alternative 3). [DPD South Lake Union Height and Density Draft EIS, February 2011, pages 2-18 to 2-30].

As studies of the rezone of the IC area were already well underway before the subject rezone was proposed, approval of the subject rezone is not itself an impetus for other rezones of the IC area. A rezone of the entire IC area to SM is expected to be considered by the City Council, with or without the subject rezone.

D. Neighborhood Plans.

> *1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.*
>
> *2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.*

The project site lies within the planning area of the South Lake Union Neighborhood Plan

which was adopted as an amendment to the Comprehensive Plan by the City Council, December 11, 2006, by Ordinance 122313. The South Lake Union Neighborhood Plan includes the geographical area around the site, but has no specific references to this site or its environs. As discussed below, the general goals and policies of the Neighborhood Plan have been taken into consideration in evaluation of the subject rezone.

The following goals and policies in the adopted South Lake Union Neighborhood Plan potentially apply to the subject rezone (Goal/Policy in italics followed by the response/analysis).

> ***SLU Goal G-1:*** *A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents.*

The rezone and associated height increase for biotechnology use will add to area employment. In addition, the proposed building was approved through the Design Review process with design changes to enhance the pedestrian realm along Republican Street, as an amenity for the neighborhood. A café/retail space would be located at the southwest corner, with an area for tables and chairs, and the south façade and landscaping within Republican Street help create an inviting street life. Also, the proposal will utilize the existing curb cut on Mercer Street rather than adding a curb cut to the site, thus improving the pedestrian experience on both Fairview Avenue North and Republican Street. The proposal thus furthers the goal of promoting a vital neighborhood.

> ***SLU Policy P-4:*** *Work with the community to develop strategies to make the neighborhood safe for all community members.*

A public comment was offered at the Recommendation meeting regarding security in open space areas accessible to the public. The applicant responded that building security is expected to be adequate to address any issues that might arise.

> ***SLU Policy P-8:*** *Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.*

The proposal would add to the number of biotechnology uses in the neighborhood and is consistent with this Policy.

> ***SLU Policy P- 9:*** *Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.*

The proposed building is designed primarily as a laboratory and office building, with the specific tenant to be determined. The building includes a number of sustainable features. The relatively narrow width of the building maximizes daylight penetration and allows the

opportunity for natural ventilation. The south façade will be a "green wall" of planters that also serve as part of the storm water infiltration system. The proposal is consistent with the policy of encouraging innovative industries.

> ***SLU Policy P- 38:*** *Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.*

The proposal provides employment opportunities for residents to work in the neighborhood. The proposal is consistent with the pattern of development occurring throughout the neighborhood and which is the subject of the City's South Lake Union Height and Density EIS. The City is expected to adopt substantial height and density increases in the South Lake Union neighborhood, with commercial heights of up to 160' on the subject site. The proposal is consistent with development and growth in the neighborhood.

> *3. Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.*

The adopted South Lake Union Neighborhood Plan does not contain policies for guiding future rezones.

> *4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.*

The subject property is not identified for rezoning in the South Lake Union Neighborhood Plan.

E. Zoning Principles. The following zoning principles shall be considered:

> *1. The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.*

The present zoning pattern along the four-block area between Mercer Street and John Street is for IC zoning to be separated from the SM/R zone by an alley. The IC, SM, and SM/R zones all allow research and development laboratories and associated offices, so all of these zones allow the same types of uses.

The rezone to SM does allow the proposal to utilize the height allowance of the SM zone (SMC 23.49.010) for biotech and research and development-type uses that need extra height for mechanical space. Under this Code provision, 20' of building height beyond 85' is allowed, for a total of 105' in height with a maximum of seven stories. For comparison, the IC zone in South Lake Union also has a height allowance for biotech and research and development-type uses that need extra height for mechanical space. In the IC-65' zone in South Lake Union (SMC 23.50.026.D), buildings may have a total height of 85' in a maximum of six stories.

Thus, assuming a building utilizes this height allowance under existing and proposing zoning, the rezone would result in one additional floor and 20' of additional height.

The SM/R zone across the alley allows for commercial buildings at a maximum height of 55', with residential buildings at a maximum of 75' in height. Thus, the rezone would yield an additional 30' of building height as compared to residential development in the SM/R zone.

In terms of building square footage, the IC zone in general has a floor area ratio (FAR) limit of 3.0, although the 2.5 block area one block west of the subject rezone site has an FAR limit of 7.0 due to a 2007 Land Use Code amendment that added Section 23.50.051 to the Code. The FAR limit for SM-85' is 4.5 for this site and 5.0 for other sites in the SM-85' zone. In the SM/R zone, bulk is regulated through other development standards and there is not a specific FAR limit.

Comparison of extra building square footage due to the rezone can be made, although each zone has somewhat different provisions for FAR exemptions. For general purposes, it can be stated that with the IC FAR limit of 3.0, 64,116 chargeable square feet would result. Under the SM-85' FAR limit of 4.5 for this site, 96,174 chargeable square feet would result, for an increase of 32,058 square feet due to the rezone. The proposed development under the contract rezone does not utilize the full 4.5 FAR allowed, but is instead at an FAR of 4.2 and 90,133 chargeable square feet. Thus, in terms of square footage, the rezone would result in an increase of 26,017 chargeable square feet (90,133 – 64,116).

Given the Urban Center designation of the area, and the intensity and size of recent development, the height, bulk and scale difference between the subject property with a rezone, and the existing properties across the alley is noted, but is not an abrupt transition between zoning categories. The 16' wide alley provides some separation, and the alley width would be expanded to 18' through the dedication of two feet of the subject property, along the length of the abutting alley. However, additional transitions or buffers do not exist between the zones on both sides of the alley. Instead, differences in height, bulk, and scale due to the rezone have been effectively mitigated through the Design Review process. That process resulted in building changes that reduced building square footage and substantially increased the building setbacks from the alley and SM/R zone, as well as an increased setback along Republican Street. Design Review also considered light, air, and privacy for the residential use across the alley and the Board determined that no additional building changes were needed to provide an appropriate transition between the proposed building and the uses and zone across the alley.

With regard to other zone relationships, property to the north is zoned IC-65' and is developed with research and development and office uses by the same proponent as the subject rezone. The 60' width of Republican Street separates the rezone site from the IC-65' property south of Republican, and the 66' width of Fairview Avenue North separates the rezone site from the IC-65' property west of Fairview. These streets help to provide buffers between the site and these zones.

> *2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:*

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

d. Open space and greenspaces.

Physical buffers of the kind described are not present. However, an alley to the east and arterial streets to the south and west do provide buffering of areas beyond them.

3. Zone Boundaries.

a. In establishing boundaries the following elements shall be considered:

(1) Physical buffers as described in subsection E2 above;

(2) Platted lot lines.

The proposed rezone follows existing platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

The rezone of the site would result in SM zoning across the street from IC zoning, and as both zones allow commercial uses, this criterion would be met. The proposed building faces away from the SM/R zone across the alley.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

The property is located within the South Lake Union Urban Center where heights above 40 feet are considered appropriate.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

Not applicable.

b. Public services;

There will be a slight increase in demand for public services from the proposed increase of 26,017 chargeable square feet of lab and office space.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

The increased building height from the rezone causes a slight increase in shadows. However, the building has been set back 12' from the alley which helps to mitigate this slight increase in shading.

d. Pedestrian safety;

Pedestrian safety is improved by utilizing the existing vehicular access on Mercer Street for the building to the north. This allows the proposed project not to add any curb cuts or access points on the subject property. Pedestrian safety will also be enhanced with landscaping and exterior lighting along Fairview Avenue North and Republican Street.

e. Manufacturing activity;

There is no manufacturing activity existing or proposed at this location.

f. Employment activity;

It is anticipated that approximately 250 to 400 people will occupy the lab and office portion of the building, thus increasing employment at the site. In addition, the proposal includes a small café/retail space adding employment.

g. Character of areas recognized for architectural or historic value;

The rezone site is not within an area recognized for architectural or historic value. There are no Landmark buildings on the site or in the immediate vicinity. There are individual Landmark buildings in the area, for example, between Fairview Avenue North and Terry Avenue, and Republican Street and Denny Way.

h. Shoreline view, public access and recreation.

The proposal is not located within or near any shoreline area.

2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:

a. Street access to the area;

The site has excellent street access. Fairview Avenue North is a north-south principal arterial with two travel lanes in each direction, and left-turn lanes at signalized intersections. Fairview Avenue North provides a connection between downtown, South Lake Union, Eastlake, and University neighborhoods. Republican Street is a two-lane east-west minor arterial with one

travel lane in each direction. North of the block with the rezone property is the Mercer Corridor, with access to Interstate 5.

b. Street capacity in the area;

A Traffic Impact Study was prepared by Transportation Engineering NorthWest, LLC, and reviewed by DPD staff. No concerns with street capacity to serve the project have been identified. As part of the separate Mercer Corridor project, SDOT is planning to widen Fairview Avenue North adjacent to the subject property.

c. Transit service;

The site is well served by public transit and Fairview Avenue North serves as a primary transit corridor. There is a transit shelter located on the west side of Fairview Avenue North just south of Mercer Street. The shelter location is served by five King County Metro transit routes. In addition, stops for the City of Seattle Streetcar are located within 0.5 miles of the site, on Valley Street, Westlake Avenue North, and Terry Avenue North.

d. Parking capacity;

According to the Traffic Impact Study, the proposed on-site supply is anticipated to accommodate the anticipated peak parking demand of the rezone project. (Note: the Traffic Impact Study assumed 117 on-site stalls based on early project design, whereas the project now includes 143 stalls.)

e. Utility and sewer capacity;

Sewer Capacity:

The proposed rezone would result in an increase in the demand for sewer capacity over what would be allowed to be built outright under the existing zone. This increase is expected to be minimal.

Electrical Service:

The proposed rezone would result in a minimal increase in the electrical service load over what would be allowed to be built outright under the existing zone.

Water Availability:

A Water Availability Certificate was issued by Seattle Public Utilities on July 16, 2010. The Certificate stated that: "This Certificate is: Approved; Building Permit may be approved at this time. Property owner may order water service after meeting all service requirements. No change to the water distribution system is required."

f. Shoreline navigation.

The project site is not located within or near any shoreline area.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into

consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

Recent substantial biotech, life sciences, office and related development in the South Lake Union area, including in the IC zone, demonstrates a change in the predominant use in the area which no longer matches the IC zone. That zone allows a variety of industrial uses, including general manufacturing uses, which by definition (SMC 23.84A.025) includes uses that "typically have the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution." This portion of South Lake Union is no longer functioning as an Industrial area, and general manufacturing uses would be inconsistent with the character and function of existing and planned development. The height and density changes under consideration by the City and neighborhood recognize that an IC zone in this location is no longer necessary or appropriate.

H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.

The site is not located in an overlay district.

I. Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.

The site is designated in DPD records as a Steep Slope Environmentally Critical Area due to steep slopes that were originally created through street grading. Since that time, there has been subsequent site alteration when the existing building and parking area were created. At present, the site slopes to the north along Fairview Avenue North, and slopes slightly to the east along Republican Street. No adverse effect on the Steep Slope is expected, as confirmed by DPD review of the Master Use Permit plans and Geotechnical Report.

SMC 23.34.009 Height limits of the proposed rezone.

Where a decision to designate height limits in commercial or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

Height limits of 85' (105' allowed through height allowance) are allowed in the area two blocks to the west of the site, and two blocks south of the site, and large-scale buildings have been built nearby. The proposed building height is consistent with the incentives in the Land Use Code for

biotech and research and development uses. No "preferred uses" would be displaced, as the existing use on the site is a small office building.

B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.

The major topographic change in the area is a slope to the north along Fairview Avenue North. The subject property would have an 85' height limit, and then the lower area to the north on the block would retain its existing 65' height limit; thus, the height limits would reinforce the natural topography of the area.

View blockage has been considered in the project massing, and the increased setback from Republican Street aids in maintaining views to the north and west. Views of Lake Union and the downtown skyline are available from the plaza planned for the southwest corner of the site.

C. Height and Scale of the Area.

1. The height limits established by current zoning in the area shall be given consideration.

2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

There are a variety of zoned height limits in the immediate area, from 65 to 125'. Some existing structures are of lower heights, although the area is undergoing significant development, and existing structures are not necessarily a good measure of the overall development potential of this Urban Center location.

D. Compatibility with Surrounding Area.

1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.

2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008 D2, are present.

The proposed height limit is compatible with actual and zoned heights in surrounding areas; Major Institution height limits are not applicable. The property to the east is developed with a seven-story residential structure. The existing IC-65' zone would allow a building 85' in height with six stories on the subject property, if the extra height allowance is utilized. The proposed development with the contract rezone would have seven stories, and 105', which is an increase of one floor and 20'. This difference between the proposed zone and the existing zone on the east side of the alley is considered to be a gradual transition in height and scale and level of activity.

The proposal would also be compatible with the scale of recent development in the area, including the Amazon campus directly west of the subject rezone site.

E. Neighborhood Plans.

1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.

2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.

The South Lake Union Neighborhood Plan does not include height recommendations, and thus, this criterion does not apply.

SMC 23.34.090 Designation of industrial zones.

A. The industrial zones are intended to support existing industrial activity and related businesses and provide for new industrial development, as well as increased employment opportunities.

There is no existing industrial activity on the site. Given recent life-science and office development in the vicinity, new industrial development is not anticipated nor considered necessarily compatible with the existing character of the area or the residential use across the alley.

B. Industrial areas are generally well-served by rail, truck and water transportation facilities and do not require direct vehicular access through residential zones.

The site does not have rail or water access, but it does have truck access and no direct vehicular access needs to travel through residential zones.

C. Relative isolation from residential zones either by distance or physical buffers shall be preferred in the creation of new industrial zones.

Not applicable, as a new industrial zone is not being created.

D. Areas where the infrastructure (streets, water, sewer, electrical, and other facilities) is adequate, or can be upgraded at a reasonable cost, are preferred to accommodate an industrial designation.

Not applicable, as a new industrial zone is not being created.

E. 1. Economic Development. Increasing industrially zones land shall be favorably considered when such action will provide additional opportunities for business expansion, retention of manufacturing and other industrial firms in Seattle, or increased employment, especially employment that adds to or maintains the diversity of job opportunities in Seattle. Land proposed to be assigned an industrial designation shall be suitable for manufacturing, research and development and other industrial uses and shall meet the locational criteria for the industrial zone.

2. The rezone shall enhance and strengthen the industrial character of an area.

No new industrial zone is being created, and retention of IC zoning on this property is not necessary for maintaining or strengthening the industrial character of the area.

F. In determining appropriate boundaries with residentially and commercially zoned land, the appropriate locational and rezone criteria shall be considered.

Not applicable, as a new industrial zone is not being created.

G. Rezoning of Industrial Land. Rezoning of industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown:

1. The area does not meet the locational criteria for the industrial zone.

2. The rezone will not decrease industrial development and employment potential, especially manufacturing employment.

3. The rezone would not result in existing industrial uses becoming nonconforming.

4. The area clearly functions as a residential or commercial zone, has little or no potential for industrial development, and would not lead to further encroachment of residential, office, or retail uses into industrially zoned land located adjacent to or near the proposed rezone.

5. The rezone shall be consistent with the Seattle Shoreline Master Program.

6. The area is not part of an adopted Manufacturing/Industrial Center (MIC).

All of the above elements can be shown, and thus a rezone of industrial land is appropriate. The site and area generally do not meet the locational criteria for an industrial zone, the rezone would not decrease industrial development and employment potential and no industrial uses would become nonconforming, the area currently functions more like a commercial zone with little or no potential for industrial development or concern for encroachment. In addition, the site is not within a shoreline area or Manufacturing/Industrial Center.

H. Compatibility With Scale and Character of Surrounding Area-Edges. In general, a transition in scale and character shall be provided between zones. A gradual change in height limit or an area of transition (e.g., commercial zone between residential and industrial zones) shall be provided when the area lacks physical edges. Rezones shall achieve a better separation between residential and industrial zones, significantly reducing or eliminating major land use conflicts in the area. The following elements shall be considered physical edges or buffers:

1. Natural features such as topographic breaks, lakes, streams, ravines and shorelines;

2. Freeways, expressways, other major traffic arterials, and railroad tracks;

3. Changes in street layout and block orientation;

4. Open spaces and greenspaces.

By rezoning the property from an IC designation that allows general manufacturing uses, a potential incompatibility with the SM/R zone and residential use across the alley is avoided.

I. Existing Pattern of Development. Consideration shall be given to whether the area is primarily industrial, commercial, residential, or a mix, and whether the area is fully developed and in need of room for expansion, or minimally developed with vacant parcels and structures.

The existing pattern of recent and projected development is biotech, life-science, office, and residential uses, and the site and area are not industrial in nature. The current planning effort in South Lake Union favors SM, rather than IC, zoning.

SMC 23.34.096 Locational criteria – Industrial Commercial (IC) Zone

The Industrial Commercial (IC) zone is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities. In reviewing a proposal to rezone an area to Industrial Commercial (IC), the following criteria shall be considered:

A. Areas with amenities such as shoreline views, proximity to downtown, or access to public open spaces that could provide an attraction for new businesses, particularly new technology-oriented and research and development activities which might otherwise be likely to seek locations outside the City;

The area includes views of Lake Union and is in proximity to the new park at the south end of the Lake. However, the intent behind the IC zone is to allow for businesses that include a mix of industrial and commercial activities. The subject proposal does not include any industrial activities, and based on recent substantial development, there does not appear to be an area-wide need to maintain a zone that allows for this mix of uses. Technology-oriented and research and development activities are permitted and encouraged in the SM zone, and it is not necessary to continue IC zoning in order to attract such uses.

B. Areas in close proximity to major institutions capable of providing support for new technology-oriented and research and development businesses;

The area is not in close proximity to major institutions; instead major institutions such as the University of Washington and the Fred Hutchinson Cancer Research Center have located ancillary facilities in the South Lake Union area.

C. Former industrial areas which are undergoing a transition to predominantly commercial or mixed commercial and industrial activity, but where transportation and/or other infrastructure capacities are constrained and can only accommodate modest growth without major improvements;

This area transitioned away from industrial and manufacturing uses and activities many years ago. Transportation and/or other infrastructure are not constrained, although improvements to the Mercer Corridor have been identified as a long-standing need.

D. Areas where there is an existing concentration of technology-oriented and research and development uses which may be subject to displacement by commercial development;

No issues of displacement have been identified.

E. Areas which are underutilized and, through substantial redevelopment, could provide the type of campus-like environment attractive for new technology-oriented industrial and commercial development.

South Lake Union has experienced substantial recent development, including the multi-block Amazon development, which is in close proximity to the subject property, and the Gates Foundation development. The area is not substantially underutilized, and future development of technology-oriented commercial development does not depend on retaining IC zoning.

SMC 23.34.126 Designation of the Seattle Mixed (SM) zone.

The Seattle Mixed (SM) zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designation balances the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood.

The rezone and proposed project are consistent with the intent of the SM zone, and there is already substantial SM zoning nearby.

SMC 23.34.128 Seattle Mixed (SM) zone, function and locational criteria.

In considering rezones to the Seattle Mixed (SM) zone designation the following function and locational criteria shall be taken into consideration:

A. Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;

The area is in transition from traditional manufacturing use and has a diverse mix of uses, including residential, commercial, and life-science buildings. New development has significantly improved pedestrian conditions. An SM/R zone and residential use are located across the alley, and the SM zone fits this circumstance better than an IC zone in close proximity to residential use.

B. Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;

As noted previously, the site is well served by Metro transit, the Streetcar, and the street and highway system in general. Utility infrastructure is adequate to accommodate growth.

C. Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity;

The SM zone provides a transition from Downtown zoning south of Denny Way to more residential areas along Eastlake and Westlake Avenues. The South Lake Union area has developed over the last ten years into a vital, high quality Urban Center with a mix of uses and substantial pedestrian and transit improvements. The development of the park on the south end of the Lake, and the addition of the Museum of History and Industry, both contribute to the desirability of this area for home, work, and recreation.

D. Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R area, nonresidential uses shall generally be of modest scale or neighborhood-serving in character;

Not applicable, as an SM/R zone is not proposed.

E. Height. Height limits of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five (125) feet may be applied to land zoned SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. A one hundred twenty five (125) foot height may be designated to serve as transition from areas where greater heights are permitted.

The proposed contract rezone would allow one additional floor and 20' of additional height over what is allowed in the existing zone. This level of height and scale increase would be in keeping with existing development. In addition, given that the building massing is centered on the site, with setbacks from the alley, Republican Street, and Fairview Avenue North, a narrow building form is created that helps mitigate the increased height and contributes to an appropriate pedestrian scale.

Summary

The proposed rezone meets the function and locational criteria of the SM-85' zone and is, therefore, appropriate to rezone from IC-65' to SM-85'. The proposal is consistent with the applicable policies contained in the Comprehensive Plan's adopted South Lake Union Neighborhood Plan. An increase in height and density on the site is appropriate for this highly developed Urban Center location in close proximity to access to Interstate 5.

Impacts of the proposed height and square footage increases are modest, and care was taken through the Design Review and DPD review process to provide sensitive massing with respect to the SM/R zone to the east across the alley. Adequate parking is being provided, transit service to the site is excellent, and the proposal incorporates sustainable features.

RECOMMENDATION - REZONE

Based on the above analysis, the Director recommends that the proposed contract rezone to SM-85' be **CONDITIONALLY APPROVED** subject to a Property Use and Development Agreement (PUDA) that limits the structure to be built to the design approved by the Design Review process and documented in approved plans dated July 15, 2011.

ANALYSIS - DESIGN REVIEW

Design Review Board Design Guidance

At the first Early Design Guidance meeting, held October 20, 2010, three design alternatives were presented and the Board identified the following Citywide Design Review Guidelines for Multifamily and Commercial Buildings and the corresponding South Lake Union supplemental design guidance of highest priority for the project: A-1 Responding to Site Characteristics, A-2 Streetscape Compatibility, A-3 Entrances Visible from the Street, A-4 Human Activity, A-5 Respect for Adjacent Sites, A-8, Parking and Vehicle Access, B-1 Height, Bulk and Scale Compatibility, C-2 Architectural Concept and Consistency, C-3 Human Scale, C-4 Exterior Finish materials, D-1 Pedestrian Open Spaces and Entrances, D-2 Blank Walls, D-3 Retaining Walls, D-6 Screening of Dumpsters, Utilities, and Service Areas, D-8 treatment of Alleys, E-2 Landscaping to Enhance the Building and/or Site, and E-3 Landscape Design to Address Special Site Conditions.

Two potential design departures were identified: Building Entry Grade to allow the primary entry to be more than three feet above sidewalk grade, and Street-level Setback to provide a building setback along Fairview Avenue North greater than that allowed by Code.

At this first meeting, the Board did not support the massing of the proposed design, particularly as it related to the area to the east. The Board noted that too much of the building setback area was placed along Fairview Avenue North as opposed to along the alley or Republican Street. The Board also noted that pedestrian activity in the area is expected to flow east and west along Republic Street, and not north and south on Fairview Avenue North or in the alley. Thus, the Board requested that additional massing examples be presented to open up light and air to the Pete Gross House across the alley, and that a pedestrian amenity be created along Republican Street by, for example, having the plaza along Fairview Avenue North also serve pedestrians along Republican Street. The Board responded favorably to the concept that a "green wall" would shade most of the south façade. However, the Board recommended the project return for an additional Early Design Guidance meeting.

At the second Early Design Guidance meeting, held December 1, 2010, a substantially modified proposal was presented. The building was moved away from the alley and centered on the parcel with 12-foot setbacks from both the east and west property lines. An additional three feet of setback was also proposed from the south property line. These massing changes provide more opportunity for light and air to enter the alley and also enhance the pedestrian realm along Republican Street. This revised massing also eliminated the need for the second departure, related to additional setback along Fairview Avenue North.

In addition, the plaza area proposed along Fairview Avenue North was modified. A building colonnade was added to connect the entry points of the proposed building with the existing building to the north, and a plaza area was located at the southwest corner of the building. The café/retail space was moved to that same corner and portions of the plaza would be designed for tables and chairs to be located between the sidewalk and the building. This activated plaza area would serve as a pedestrian amenity along Republican Street. Views of Lake Union and the downtown skyline will be visible from these public places.

Along Fairview Avenue North, the retaining wall was redesigned to soften the edge with raised planters and integrated seating, and an allee of trees in double rows along each side of the sidewalk was proposed. (Note: as explained below, this double row of trees was no longer possible once the effects of the City's proposed widening of Fairview Avenue North were better understood.) Also, at the mid-block point along Fairview Avenue North, where the entry to the proposed building and the entry to the existing building to the north are located, the stairway up from sidewalk level was modified to conceal its full height.

At this second meeting, the Board supported the proposed massing and endorsed the concept that the front plane of the proposed building match the existing building to the north and that a colonnade be provided. The Board also supported the setback on the east as being adequate to address the Pete Gross House across the alley, and asked the applicant to bring floor plans to the Recommendation meeting to show how interior uses could be arranged to moderate impacts on the privacy of Pete Gross House residents. The Board also endorsed the increased building setback and proposed landscaping along Republican Street. Finally, the Board noted preliminary support for the Building Entry Grade departure, as it is necessary given the sloping grade along Fairview Avenue North and given the logical location for the building entry. The Board also asked that detailed drawings of the entry area with the path from the sidewalk level be presented at the Recommendation meeting.

Design Review Board Recommendation

At the Recommendation meeting on June 15, 2011, the Design Review Board considered building changes that addressed comments from Early Design Guidance; more detailed information on facades, materials, exterior lighting and planting; and updated information on the effects of the City's plan to widen Fairview Avenue North as part of the Mercer Corridor project.

With regard to the layout of interior spaces, two proposed layouts of laboratory spaces were reviewed with the Board. In both layouts, the space directly across from the Pete Gross House was shown as conference rooms, and that façade element was redesigned to reduce the amount of

vision glass. Adjustable, interior window blinds would be provided in those spaces as well.

The applicant also presented information on the entry area, path and landscaping along Fairview Avenue North. The applicant had obtained additional information on the City's proposal to widen Fairview Avenue North directly adjacent to the proposed site. As a result of roadway widening, a row of street trees was no longer feasible. Consideration was given to replacing the street trees with another row of trees within the property, but the distance from curb to the edge of the development was too narrow to allow an allee of trees. Therefore, the double row of trees described at the Early Design Guidance meeting was determined to be no longer feasible. However, a row of trees on the site just inside of the property line would continue to be provided, which would also include seat level planting areas.

The applicant's materials for the Recommendation meeting depicted the façades, exterior materials, exterior lighting intent, street furniture and planting materials. The building will be constructed of cast in place concrete and have a metal composite panel and glass curtain wall skin, with glass and metal sunshades. The building façades are highly articulated. On the south façade, a series of planters at levels 2, 4 and 6 form a "green wall" and are designed to act as part of the storm water infiltration system.

In Board deliberations at the Recommendation meeting, the Board appreciated the changes made in response to design guidance and endorsed the overall design. The Board expressed satisfaction with the massing, the Republican Street streetscape, the south elevation with its interesting green elements, and the location and design of the café/retail space. With regard to the relationship to the Pete Gross House across the alley, the Board discussed possible additional changes to the façade in that area in an attempt to increase privacy to residents to the east. However, the Board concluded that the proposed treatments to the façade as shown were sufficient in combination with the likely uses shown in the tenant build-out examples.

The Board unanimously found that the proposed project adequately conforms to the applicable Citywide Design Review Guidelines for Multifamily and Commercial Building and South Lake Union supplemental guidance and recommended approval of the project and the requested development standard departure: SMC 23.48.014 General Façade Requirement, to allow a primary building entrance to be five feet above sidewalk grade rather than the required three feet or less.

ANALYSIS & DECISION- DESIGN REVIEW

The design review process prescribed in Section 23.41.014F of the Seattle Municipal Code describing the content of the DPD 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 recommendation:

a. *Reflects inconsistent applications 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*

e. *Conflicts with the requirements of state or federal law.*

Director's Analysis and Decision

Three members of the Queen Anne/Magnolia Design Review Board provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

The Director of DPD has reviewed the decision and recommendations of the Design Review Board made at the Recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings and the South Lake Union supplemental guidance. The Director agrees with the Design Review Board's conclusion that the proposed project as presented at the June 15, 2011 meeting would result in a design that best meets the intent of the applicable Design Guidelines. Therefore, the Director accepts the Design Review Board's recommendations and **APPROVES** the proposed **design and** the requested **departure**.

ANALYSIS – SEPA

The proposal is not exempt from SEPA review. Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project exceeds the 12,000 square feet size threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 2010, as updated in August 2011, and as annotated by the Land Use Planner. The information in the checklist, pertinent public comment, 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 has analyzed the environmental checklist which was submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in this analysis, this action will result in impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SM C 25.05.665) 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 and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,*" subject to some limitations.

Short-Term Impacts

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and nonrenewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The applicant estimates approximately 29,260 cubic yards of excavation for construction. Excess material to be disposed of must be deposited in an approved site.

- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.

- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, and removal of debris and regulates obstruction of the pedestrian right-of-way.

- PSCAA regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.

- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, traffic, circulation and parking, noise, and greenhouse gases is warranted.

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth - Grading

The Master Use Permit plans have been reviewed by DPD's Environmentally Critical Areas reviewer since DPD records show the site to contain a Steep Slope. Any sloped area on the site do not appear to be part of a system of slopes and to have been created by legal grading for rith-of-way improvement or site grading. No concerns regarding the Steep Slope were identified. Construction plans will be reviewed by DPD. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 29,260 cubic yards of material. A Geotechnical Report by Terra Associates, Inc. dated April 25, 2011, was submitted with this application and was reviewed and approved by DPD. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SM C 25.05.665) and the SEPA Construction Impacts Policy (SM C 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during demolition and construction. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which impact is unmitigated by existing codes and regulations.

During demolition and construction, the existing City code (SMC 11.62) requires truck

activities to use arterial streets to the greatest extent possible. This general area is subject to traffic congestion during the PM peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays. This condition will assure that construction truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site or on a dedicated site within 800 feet for the term of the construction, whenever possible.

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires and removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

All construction activities are subject to the limitations of the Noise Ordinance. However, given the proximity of the site to existing residential uses (particularly the Pete Gross House across the alley), additional restrictions are warranted. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7 a.m. to 6 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9 a.m. and 6 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

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, they are not expected to be significant.

Long-Term Impacts — Use-Related Impacts

Land Use

The proposed project includes a Council action to rezone the subject site from IC-65' to SM-85'. See the rezone analysis at the beginning of this report.

Air Quality

A concern was raised at the Design Review Recommendation meeting regarding the venting of exhaust from building operations. All research and laboratory space will be designed and operated according to the requirements and operational protocols as defined by the National Institute of Health. In addition, the HVAC systems will be designed to the appropriate standards and recommendations of the ASHRE (American Handbook for Heating, Ventilation, and Air-Conditioning Engineers) and ASHRAE.1. Review of mechanical systems will be conducted by the Department of Planning and Development as part of building and mechanical permit review.

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) 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...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 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."

The IC, SM, and SMR zones in the vicinity are developed with a mix of structure sizes and heights, including buildings 125 ft. in height. Recent development, such as the Amazon campus across the street to the west, is of a very significant scale. The proposed development would proceed according to Land Use Code standards for the proposed zone, apart from the one minor design departure required for the height of the building entry. The development as a whole will be in keeping with the scale of development anticipated by the goals and policies for the South Lake Union Urban Center. In addition, in approving the project, the Design Review Board gave particular attention to the height, bulk and scale relationship of the proposal to its surroundings.

There is no evidence that height, bulk and scale impacts have been inadequately mitigated through the Design Review Board process. Therefore, given the rezone requirement that the development comply with the approved plans, no mitigation of height, bulk and scale impacts is warranted pursuant to SEPA.

Historic and Cultural Preservation

The existing building on the site was constructed in 1959, but is not likely to meet City of Seattle Landmark criteria. Thus, it is not considered a historic resource.

Public View Protection

The SEPA Public View Protection policy allows the reviewing agency to mitigate impacts to public views of significant natural and human-made features from public places consisting of specified viewpoints, parks, scenic routes, and view corridors as identified in Attachment 1 to the Environmental Policies and Procedures Ordinance. Both Fairview Avenue North and Mercer Street are designated scenic routes under this Ordinance.

No adverse public view impacts are anticipated from the proposal. The proposed building sets back from the western property line, allowing a wider view corridor down Fairview Avenue North than presently exists. The proposed building is south of Mercer Street, and does not affect views from that street.

Traffic and Transportation

A Traffic Impact Study was prepared by Transportation Engineering NorthWest, LLC, dated August 26, 2010, to determine the traffic impacts of the proposal. The initial Study methodology was approved by John Shaw of the Department of Planning and Development, and he also reviewed and approved the Study.

According to the Traffic Impact Study, the proposed development is estimated to generate approximately 76 net new trips during the weekday AM peak hour and 75 net new trips during the weekday PM peak hour. In terms of intersection Level of Service (LOS), the Study analyzed existing and future 2013 conditions, assuming completion of the Mercer Corridor Project currently under construction.

The intersection LOS analyses were conducted at the following four study intersections in the project vicinity: 1) Fairview Avenue North/Mercer Street, 2) Fairview Avenue North/Republican Street, 3) Minor Avenue North/Mercer Street, and 4) Minor Avenue North/Republican Street. Three study intersections are expected to operate or include movements at LOS F with or without the project in 2013. The three LOS F intersections are: Fairview Avenue North/Mercer Street during the AM and PM peak hours, Fairview Avenue North/Republican Street during the PM peak hour, and the northbound stop controlled movement at the intersection of Minor Avenue North/Republican Street during the PM peak hour.

The LOS at the study intersections is expected to remain the same with or without the proposed project. However, given congested background conditions, project traffic will have potentially

required per SMC 23.54.015.B.2. The Traffic Impact Study assumed development of a 108,000 square foot building with 129 parking stalls. (As the project plans were finalized, the building contains 106,011 square feet and 143 parking spaces.) According to the Traffic Impact Study, the estimated peak parking demand for the proposed development would be 117 stalls. Therefore, the proposed on-site parking supply is anticipated to accommodate the peak parking demand.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' 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, they are not expected to be significant.

DECISION — STATE ENVIRONMENTAL POLICY ACT (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. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21 C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

RECOMMENDED CONDITIONS — REZONE

Approval of this contract rezone is conditioned upon the development of the project in accordance with the final approved Master Use Permit drawings, dated July 15, 2011.

RECOMMENDED CONDITIONS — SEPA

Prior to Issuance of any Construction, Shoring or Grading Permits

1. The applicant shall provide to the DPD Land Use Planner for approval a Construction Management Plan which identifies construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

During Construction

2. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

3. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.

Prior to Issuance of any Certificate of Occupancy

4. The applicant shall pay $47,666 to the City of Seattle as its prorata share of South Lake Union transportation improvements. This payment shall be earmarked for the transportation improvements listed in CAM 243, with the funds to be held in a special reserve account. If this payment is not expended within five years of the date of payment, then the payment shall be refunded to the applicant with interest.

CONDITIONS-DESIGN REVIEW

Prior to Issuance of any Certificate of Occupancy

5. The applicants shall arrange for an inspection with the Land Use Planner to verify that the construction of the buildings with siting, materials, landscaping, and architectural details is substantially the same as those documented in the approved plans dated July 15, 2011.

Signature: (signature on file) _____ Date: _____
Scott Kemp, Senior Land Use Planner
Department of Planning and Development

significant adverse impacts at one or more nearby intersections. To mitigate these impacts, the project will be required to pay its share of South Lake Union capital improvement projects, as identified in the Seattle Department of Transportation *South Lake Union Transportation Study,* which is $47,666.

Transportation concurrency was evaluated in the Traffic Impact study. The calculated volume to capacity ratio for the tested screen line was determined to remain below the adopted LOS standards with the proposed development. Therefore, the proposed development was determined to meet the City's concurrency requirements.

Parking

The proposed development is located in the South Lake Union Urban Center, where parking is not required per SMC 23.54.015.B.2. The Traffic Impact Study assumed development of a 108,000 square foot building with 129 parking stalls. (As the project plans were finalized, the building contains 106,011 square feet and 143 parking spaces.) According to the Traffic Impact Study, the estimated peak parking demand for the proposed development would be 117 stalls. Therefore, the proposed on-site parking supply is anticipated to accommodate the peak parking demand.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' 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, they are not expected to be significant.

DECISION — STATE ENVIRONMENTAL POLICY ACT (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. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21 C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

RECOMMENDED CONDITIONS — REZONE

Prior to Issuance of any Construction, Shoring or Grading Permits

1. Approval of this contra ct rezone is conditioned upon the development of the project in accordance with the final approved Master Use Permit drawings, dated July 15, 2011.

ADDRESSEE,ADDRESSEE2,ADDRESS,CITY+STATE,ZIP
3011479- CREATED POR ON 10/22/10 JCB MAILED EDG REPORT ON 11/10/10 JCB NOTICE OF DESIGN REVIEW SECOND EARLY DESIGN GUIDANCE MEETING SENT 11/18/10 GA UPDATED POR ON 12/09/10 JCB SENT 2ND EDG REPORT ON 5/1/2011 NOTICE OF APPLICATION SENT 2/10/11 GA NOTICE OF DESIGN REVIEW BOARD PUBLIC MEETING SENT 5/26/11 GA SENT FINAL REC REPORT ON 7/13/11 BTB FINAL DECISION SENT 9-1-2011 JJ SK PLANNER,,,,
**DICK ROBISON,MITHUN,1201 ALASKAN WAY SUITE 200,SEATTLE WA,98024
,JOHN ROSE JR,1820 MINOR AVE APT 314,SEATTLE WA,98101
,MARK GARRELL,2607 WESTERN AVE APT #908,SEATTLE WA,98121
,DAVE DELFS,163 GARFIELD ST,SEATTLE WA,98109
,LIPIKA MUKERJI,547 N 68TH ST,SEATTLE WA,98103
,JILL KURFIRST,100 W HIGHLAND DR #401,SEATTLE WA,98119
,MINDY BLACK,301 NEWTON ST,SEATTLE WA,98109
,JACOB CONNELL,360 HAYES ST,SEATTLE WA,98109
,ANNE HOFFMAN - BMR,7677 GATEWAY BLVD SUITE 100,NEWARK CA,94560
,BRIAN RAMEY,2226 EASTLAKE AVE E #143,SEATTLE WA,98102
ERIN MAHER,ROWHOUSE CAFÉ,1170 REPUBLICAN ST,SEATTLE WA,98109
,JOHN PEHRSON,116 FAIRVIEW AVE N #304,SEATTLE WA,98109
,LLOYD DOUGLAS,1167 REPUBLICAN ST #311,SEATTLE WA,98109
,RAHN VERHAEGHE - BMR,7677 GATEWAY BLVD SUITE 100,NEWARK CA,94560

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ✓
Department ✓ DENIED ___
1
FILE: CF #311061, Proj. # 3011479

Page 1

RECEIVED BY
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OFFICE OF
HEARING EXAMINER

September 4, 2011

City of Seattle
Hearing Examiner
700 5th Avenue, Suite 4000
P.O. Box 94729
Seattle, WA 98124-4729

Claudia Clair
1167 Republican St. #205
Seattle, WA 98109-5556
(206) 625-4858
claudiaclair@hotmail.com

Project # 3011479 - Scott Kemp, 22nd floor

I would not consider a rezoning on Republican Street or Fairview Avenue to be of non-significance in any manner whatsoever.

This area of Republican Street has a surplusage of traffic -- is inundated with surplusage of traffic proceeding to I-5 S and N. There is traffic congestion and vehicles continually exceeding the speed limit on this street. I personally have reported this to City of Seattle as well.

I consider this area to be residential, many children in the area, a school bus stops outside our apartment building, apartments on the street as well. I'm unsure of the official

zoning by your office, but I don't believe it really matters when there are surplusage of vehicles and vehicles exceeding the speed limit and not even a "caution" or "pedestrian" sign in the area.

Please consider my comments for their relationship to this "non-significant" impact the City believes this rezoning would cause.

Thank you for listening to my comments. I would request your office direct these comments to the appropriate authority within the city if they do not relate to your rezone application.

Sincerely,

Claudia Clair

Kemp, Scott

From: Kemp, Scott
Sent: Friday, February 18, 2011 1:45 PM
To: John Pehrson
Cc: Lloyd Douglas
Subject: RE: Project 3011479

Hello John,

You raise good concerns (as usual).

Because we have an application track known as a Contract Rezone which allows proponents to take a particular building proposal to City Council offering to accept as a condition of the rezone that only that particular building can be built under the new zoning, and because that proposed building would require Design Review, SEPA review and compliance with the zoning code (for the new zone) to permit, we are often in the situation where we are assuming a new zoning designation to do Design, SEPA and zoning reviews on the way to City Council.

After the DPD Director's recommendation is published, there is a public hearing conducted by the City Hearing Examiner on behalf of City Council where the public record, consisting of public comment, and SEPA and Design Review materials, is created. This record, along with another recommendation, this one from the Hearing Examiner, becomes the Council's file that they review in making the rezone decision. Public comment is usually the first element of the public hearing before the Hearing Examiner and is not allowed before City Council.

I agree that the first two of your suggested conditions should be part of the conditions attached to the rezone. With regard to the third one, while I understand the thoughts behind your decision, I do not think it would be a good idea to attach such a condition for the life of a building. It is perhaps better, in the long run, to let buildings respond to the needs of the times. Both the DPD and the Hearing Examiner recommendations contain recommended rezone conditions. So, your comments to both are important. The Hearing Examiner will take either written or oral comments but not until after the DPD recommendation is published and a hearing date and time has been set (usually about 30 days after the DPD recommendation).

Yours,

Scott

City of Seattle

Scott Kemp, Senior Land Use Planner
Department of Planning and Development
scott.kemp@seattle.gov
206 233-3866

From: John Pehrson [mailto:pehrsonj@gmail.com]
Sent: Friday, February 18, 2011 1:16 PM
To: Kemp, Scott
Cc: Lloyd Douglas
Subject: Project 3011479

Scott,

I see the MUP application for the subject project is complete and comments may be sent in until 2/23/11.

I have a concern for a project to go ahead this far while it is still inconsistent with the underlying zoning and all this work is dependent upon City Council action that may not come for some months or may not come. It seems to be getting the 'cart before the horse'. Has this been the standard? I know it was for UW Phase III, but that project was special because of the powerful forces pushing it.

I personally think this project is a huge step forward from the rapacious actions of the developers on UW Phase III. But want to be sure that commitments made at this time will be realize

When will the Contract rezone proposal be complete? What is the process and time line for its approval? Is there any place where public comment is allowed and appropriate?

I want to be sure that the Contract rezone includes legal protection to ensure that:

1. All proposed set backs on Fairview and the alley are legally required
2. That the 'green wall' on the south side is legally required
3. That this building will be exclusively used for Bio-tech work and the extra 20' of height is not just obtained for more ordinary commercial uses.

How can the public be protected. We certainly weren't in the implementation of UW Phase III.

John Pehrson

Scott Kemp – 22nd FLR

3011479
2/10/11
GA

OTHER AGENCY LIST
COMMENT DNS
Planner, Please circle agencies with jurisdiction that should receive copy of the DNS, Decision and Checklist.

TITLE: K:\LU\SEPALBLS.DOC - UPDATED 12/10/07 BG

DEPT OF NATURAL RESOURCES
SEPA CENTER
PO BOX 47015
OLYMPIA WA 98504-7015

ENVIRONMENTAL REVIEW SECTION
DEPARTMENT OF ECOLOGY
PO BOX 47703
OLYMPIA WA 98504-7703

DEPT OF THE ARMY CORP OF
ENGINEERS REGULATORY
PO BOX C-3755
SEATTLE WA 98124-3755

DEPT OF FISH & WILDLIFE
ATTN: SEPA COORDINATOR
16018 MILL CREEK BOULEVARD
MILL CREEK WA 98012-1296

WASHINGTON ST DEPT OF
TRANS PLANNING DIVISION
PO BOX 330310
SEATTLE WA 98133-9710

MUCKLESHOOT TRIBE FISHERIES DEPT
39015 172ND AV SE
AUBURN WA 98092

SUQUAMISH TRIBE
PO BOX 498
SUQUAMISH WA 98392

UNITED INDIANS OF ALL TRIBES
PO BOX 89100
SEATTLE WA 98199

ENVIRONMENTAL MANAGMENT
PORT SEATTLE
PO BOX 1209
SEATTLE WA 98111

PUGET SOUND CLEAN AIR AGENCY
1904 3RD AVE STE 105
SEATTLE WA 98101-3317

DUWAMISH TRIBE*
4705 W MARGINAL WY SW
SEATTLE WA 98106

GARY KRIEDT
KC METRO TRANSIT ENVIRON PLNG
201 S JACKSON ST MS KSC-TR-0431
SEATTLE WA 98104-3856

KELLY COOPER
DEPARTMENT OF HEALTH
ENVIRONMENTAL HEALTH DIVISION
PO BOX 47820
OLYMPIA, WA 98504-7820

ENVIRONMENTAL PLANNING – OAP
KC WASTEWATER TREATMENT DIV
201 S JACKSON ST MS KSC-NR-0505
SEATTLE, WA 98104

JOHN SHEETS*
GENERAL REFERENCE SERVICES
SEATTLE PUBLIC LIBRARY
LB-03-01

SEPA COORDINATOR DEPT OF FISHERIES
HABITAT
MANAGEMENT DIVISION
PO BOX 43155
OLYMPIA WA 98504

SEPA /PIC
DPD

Karen Walter
Watersheds and Land Use Team Leader
Muckleshoot Indian Tribe Fisheries Division
39015 172nd Ave SE
Auburn WA 98092

City of Seattle Hearing Examiner
EXHIBIT

Appellant ___
Respondent ___ ADMITTED ✓
Department ✓ DENIED ___

3

FILE: CF #311061, Proj. # 3011479

Seattle Department of Planning and Development

D. M. Sugimura, Director

February 10, 2011

MASTER USE PERMIT

Notice of Application

Seattle's Department Planning and Development is currently reviewing the Master Use Permit applications described below. Your written comments are encouraged and may be submitted to:

Department Planning and Development
700 5th Av Ste 2000
PO Box 34019
Seattle WA 98124-4019
FAX 206-233-7901

Applications requiring shoreline approvals are subject to an initial 30-day comment period. All other land use approvals listed below are subject to an initial 14-day comment period. The comment period may be extended an additional 14-days. A written request to extend the comment period must be received by this Department within the initial 14-day comment period as published in this bulletin. Any comments filed after the end of the official comment period may be considered if pertinent to review yet to be conducted. The project file, environmental documentation and other additional information related to the project can be found at the Public Resource Center, 700 Fifth Avenue, Suite 2000 (206) 684-8467. The Public Resource Center is open 8:00 a.m. to 4:00 p.m. on Monday, Wednesday, Friday and 10:30 a.m. to 4:00 p.m. on Tuesday and Thursday. Questions about the projects listed in this bulletin can also be directed to the Public Resource Center via e-mail. **The e-mail address is PRC@seattle.gov. For future updates include your US postal address.**

To the extent known by the Department, in addition to the project permits included in each of the land use applications described below, other government approvals or permits that may be necessary, that are not included in the applications, will also be listed. When a building permit is listed as being necessary, this may include associated electrical, plumbing, mechanical, elevator, and other similar permits.

The City Council amended the City's SEPA (State Environmental Policy Act) Ordinance effective on November 1, 1998. The amendments included the Early Review Determination of Nonsignificance (DNS) Process, which DPD is now using for **all** applications for projects requiring a threshold determination when DPD has reasonable basis to believe that significant adverse impacts are not likely, and the Director expects to issue a DNS for the proposal. The DNS is not final until it is published following consideration of all comments received during the comment period.

The comment period for a project subject to an Early Review DNS may be the only opportunity to submit comment on the environmental impacts of the proposal. Projects subject to the Early Review DNS process may include mitigation measures under applicable codes and ordinances, and after comment and review occurs they may incorporate or require additional mitigation measures regardless of whether or not an Environment Impact Statement is required.

A copy of the application and the environmental checklist prepared by the applicant will be sent to agencies with jurisdiction, the Department of Ecology, affected tribes and local agencies whose public services would be changed as a result of the proposal. After the close of the comment period, DPD will review any comments and will either issue a DNS followed by an opportunity to appeal, or, if significant environmental impacts are identified, a DS/scoping notice. Copies of the subsequent threshold determination for the proposal may be obtained upon request.

Numbers used in project descriptions are approximations. The final approved plans will control.

Interpretations

A formal decision as to the meaning, application or intent of any development regulation in Title 23 (Land Use Code) or Chapter 25.09 (Regulations for Environmentally Critical Areas) is known as an "interpretation". Examples include questions of how structure height or setback is properly measured, or how a proposed use should be categorized. An interpretation may be requested by any party during the comment period as determined above. The request must be in writing, and accompanied by a $1,500.00 fee payable to the City of Seattle. (This fee covers the first six hours of review. Additional hours will be billed at $250.00.) Interpretations on some issues may also be requested later, during the appeal period, if the project decision is appealed. Failure to request an interpretation can preclude raising the issue on appeal. Questions regarding the interpretation process may be asked by phone by calling (206) 684-8467. Requests for interpretation may be submitted to the Department of Planning and Development, Code Interpretation and Implementation Group, 700 5th Av, Ste 2000, PO Box 34019, Seattle, WA 98124-4019.

Note: The vicinity map feature added to the public notice of application is provided as an illustrative reference. It is not intended to replace the legal description and site plan included in the project file. In the event of omissions, errors or differences, the documents in DPD's files will control.

Application

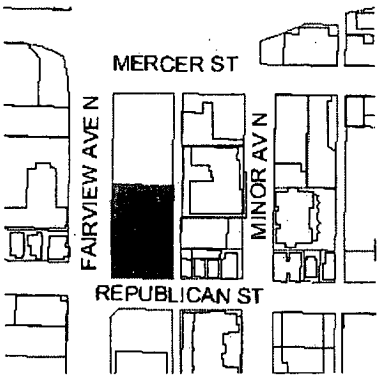
Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N

Project: 3011479 **Zone:** ARTERIAL WITHIN 100FT, INDUSTRIAL COMMERCIAL-65, STEEP SLOPE (>=40%), URBAN VILLAGE OVERLAY, ZONING SPECIAL ST WITHIN 100FT

Notice Date: 02/10/2011

Contact: DICK ROBISON - (206) 971-5615
Planner: Scott Kemp - (206) 233-3866

Date of Application: 01/21/2011
Date Application Deemed Complete: 02/03/2011



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in DPD's files will control.

Council Land Use Action to contract rezone 19,895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq. ft. of office. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 136 vehicles to be provided in three levels below grade.

Comments may be submitted through: 02/23/2011

The following approvals are required:

Council Rezone to change zoning from IC-65' to SM-85'.

Design Review

SEPA Environmental Determination (This project is subject to the Optional DNS Process (WAC 197-11-355) and Early DNS Process (SMC 25.05.355). This comment period may be the only opportunity to comment on the environmental impacts of this proposal.)

Other permits that may be needed which are not included in this application:

Building Permit
Grading Permit

City of Seattle
Department of Planning and Development

ENVIRONMENTAL (SEPA) CHECKLIST

(Revised 2/2/2008)

Purpose of Checklist

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from your proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D). For nonproject actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area",respectively.

LAND USE FULL C CMRCL $18500000 500 FAIRVIEW AVE N
Appl:1/21/2011 Prty: Filed at:500 FAIRVIEW AVE N Use:Y
Council Land Use Action to contract rezone 19, 895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq.ft. of office . Project includes 29,260 cu.
Parent: Related AP: Build ID: 3011479

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
RIGHT COLUMN FOR DPD USE ONLY.

A. BACKGROUND

1. **Name of proposed project, if applicable:**

   500 Fairview Research Center

2. **Name of applicant:**

   BioMed Realty Trust, Inc.

3. **Address and phone number of applicant and contact person:**

   BioMed Realty Trust, Inc., 17190 Bernardo Center Drive
   San Diego, CA 92128

Contact Person: Richard B. Robison, AIA
Mithun
1201 Alaskan Way, Suite 200
Seattle, WA 98101
(206) 971-5615

4. **Date checklist prepared:**

   October 2010

5. **Agency requesting checklist:**

   DPD

6. **Proposed timing or schedule (including phasing, if applicable):**

   The schedule will depend upon the ability to market the facility to a potential user. It could go forward some time after the first quarter of 2011.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

None are currently under consideration.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   A Geotechnical Report will be prepared prior to commencing the Foundation design.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

   Yes, a contract rezone from IC 65 to SM 85.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

    Design Review Approval and a contract Re-Zone from IC 65 to SM 85.

11. **Give brief, complete description of your proposal, including the proposed uses and the size of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

    We are proposing to construct a new 7 story Research building with 3 levels of parking below the building. The building will be 108,190 GSF.

12. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

    The project is to be located at 500 Fairview on the site of the existing Juvenile Rehabilitation Administrative Office site. The site is the Northeast quadrant of Fairview Avenue and Republican.

King County Assessors Number: 786350-0040-02
Legal Description: Lots 4, ,and 6, Block 5, Sorenson's Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of plats, page(s)218, in King County, Washington.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. **General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other:**

The front of the site (west) slopes along the sidewalk adjoining Fairview Avenue North, the north edge is essentially flat up to the building face. The East side of the site slopes down from the alley to Fairview Avenue North along Republican Street.

b. **What is the steepest slope on the site (approximate percent slope)?**

The slope of the side walk along Fairview Avenue North is between 4 & 4 ½ %

c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

The soils in this area include younger glacial deposits approximately 15 to 35 feet thick. The glacial deposits consist of well graded, medium dense to dense sand and gravel. Typical allowable bearing pressures range from 10,000 PSF to 14,000PSF.

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

No.

e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

There will be no fill imported onto the site.

f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

No. During construction the contractor will take any action required to mitigate any potential erosion.

g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Approximately 80%.

h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

The erosion controls put into place during construction will conform to the Seattle Municipal Code.

2. Air

a. **What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke, and greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

The typical dust and equipment exhaust associated with construction. The construction activities would adhere to applicable construction and environmental regulations and no violations of ambient air quality standards would occur.

b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

None.

c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

Contractor's vehicles and equipment will only be run during normal hours of construction, and shut down when not in use to reduce air pollution impact.

3. Water

a. **Surface:**

1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

South Lake Union is the nearest surface water body which is located approximately one fifth of a mile from the site.

2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

   No work over will be required.

3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

   None.

4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

   No.

5) **Does the proposal lie within a** 100-year floodplain? If so, note location on the site plan.

   No.

6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

   No.

b. **Ground:**

1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

   No.

2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste material will be discharged into the ground for the planned development.

c. **Water Runoff (including storm water):**

1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Runoff due to rain will be captured and used for irrigation landscape and green wall irrigation.

2) **Could waste materials enter ground or surface waters? If so, generally describe.**

No.

d. **Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

All exposed surfaces will either be paved or landscaped and designed to reduce runoff to match the city's requirements. The building is being designed to capture all precipitation for use to irrigate on building and site planting reducing runoff to a minimum.

4. Plants

a. Check or circle types of vegetation found on the site:
_X_ deciduous tree: alder, maple, aspen, other
__ evergreen tree: fir, cedar, pine, other
_X_ shrubs
__ grass
__ pasture
__ crop or grain
__ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
__ water plants: water lily, eelgrass, milfoil, other
__ other types of vegetation

b. **What kind and amount of vegetation will be removed or altered?**

The existing Landscape will be removed to accommodate the new construction and new landscape materials consisting of trees and other plant materials will be incorporated into the site design.

c. **List threatened or endangered species known to be on or near the site.**

No threatened or endangered species are known to be on or near the site.

d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

The site design is based on its relationship to the adjacent streets and intersection. The design is composed of three major moves: a gathering area at the intersection of Fairview and Republican; a main entry point, gracious streetscape, and covered ADA access at Fairview; and an enhanced pedestrian experience along Republican. The intersection is treated as a special place with accent paving, moveable seating, and monumental stairs which widen the corner and facilitate free circulation at the edge of the project from both Fairview and Republican. The sidewalk is enlarged at Fairview to buffer pedestrians from traffic; existing Black Walnuts are retained within an enlarged planting area and paired with new trees to create a promenade and opportunities to sit. The main stairway to both projects is located mid block, while ADA access to the project starts at the gathering area and runs parallel to Fairview under the cover of the building arcade. The sidewalk at Republican is enlarged and bordered on both sides with at grade planting, as well as a planted façade two stories above. The plant materials envisioned are consistent with the existing vegetation n the area and they will require irrigation only through the plant establishment growth period.

5. Animals

a. **Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:**

Birds: hawk, heron, eagle, songbirds,
other:_____

Song birds have been observed on and near the site.

mammals: deer, bear, elk, beaver,
other:_____

None observed.

Fish: bass, salmon, trout, herring, shellfish, other:_____

No fish have been observed on the site.

b. **List any threatened or endangered species known to be on or near the site.**

No threatened or endangered species are known to be on or near the site.

c. **Is the site part of a migration route? If so, explain.**

No.

d. **Proposed measures to preserve or enhance wildlife, if any:**

The proposed landscape including additional trees along Fairview Avenue will provide habitat for songbirds.

6. Energy and Natural Resources

a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity and natural gas will be used to heat, light, and operate the facility and equipment needed for the occupants to function. Diesel fuel will be used to test and operate an emergency generator. Diesel fuel and electricity will be used during construction.

b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

The project would not impact or minimally impact solar energy by the adjacent properties.

c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

We have narrowed the depth of the floor plate in order to employ natural day light as a major component of the lighting strategy. We have designed the southern and western facades with vertical and horizontal shading devices to reduce solar heat gain while enhancing daylighting within the building.

7. Environmental Health

a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Depending upon the types of occupants eventually occupying the completed building there could be various chemicals or other materials that could be used in the work being performed. The use could be quite similar to many other facilities within the area (Fred Hutch, SBRI, and UW Medicine). There are carefully structured protocols for the use of any potentially hazardous materials and strict requirements limiting the quantities of these materials and managing their location overseen by the Seattle Fire Department.

1) **Describe special emergency services that might be required.**

None are anticipated.

2) **Proposed measures to reduce or control environmental health hazards, if any:**

All hazardous materials used within the building will be managed according to the requirements of the Seattle Fire Department and City of Seattle Municipal Codes, the NIH (National Institutes of Health) Biosafety requirements appropriate to the type of activities housed within the facility.

b. Noise

1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**

No known noise in the surrounding area would affect the operation of this facility.

2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.**

There are the normal noises associated with the construction of a building Including construction vehicles and equipment. They would be relatively short term and exist during the hours of construction. There is a diesel emergency

generator that will be tested periodically and in the event of a general power failure in the area. The owner will take measures to mitigate any loud noises associated with the operation of the generator.

3) **Proposed measures to reduce or control noise impacts, if any:**

Construction equipment and vehicles will only be operated during construction hours and would be shut down when not in use.

8. Land and Shoreline Use

a. **What is the current use of the site and adjacent properties?**

The current use is a low-rise office facility with surface parking used by the juvenile Rehab Department

b. **Has the site been used for agriculture? If so, describe.**

No.

c. **Describe any structures on the site.**

There is an existing 21,600 SF 2 story office building with vehicular access from both Fairview Avenue and Republican.

d. **Will any structures be demolished? If so, what?**

Yes, the existing office building and surface parking along the alleyway

e. **What is the current zoning classification of the site?**

IC 65

f. **What is the current comprehensive plan designation of the site?**

Commercial / Mixed Use.

g. **If applicable, what is the current shoreline master program designation of the site?**

Not applicable to the site.

h. **Has any part of the site been classified as an "environmentally critical" area? If so, specify.**

No.

i. **Approximately how many people would reside or work in the completed project?**

It is anticipated that when the building is fully occupied that approximately 250-400 people will occupy the building. Typically life sciences facilities have a less dense occupancy than say an office building because occupants typically have office space, bench space, and support space all used by the same person at differing times.

j. **Approximately how many people would the completed project displace?**

None, the new development will increase the number of people using the site.

k. **Proposed measures to avoid or reduce displacement impacts, if any:**

N/A.

l. **Proposed measures to ensure the proposal are compatible with existing and projected land uses and plans, if any:**

The proposed use is consistent with other similar facilities in the area, and is consistent with the existing land use zoning (IC65) and the proposed rezone (SM 85).

9. **Housing**

a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

NA

b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

NA

c. **Proposed measures to reduce or control housing impacts, if any:**

NA

10. Aesthetics

a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Tallest height – 112'-0" from sidewalk level at the intersection of Fairview Ave. and Republican Street to the top of mechanical penthouse screen wall.

Exterior Building Materials – metal and glass curtain wall with high performance coating, metal panel cladding system with high performance coatings, exposed concrete columns at colonnade

b. **What views in the immediate vicinity would be altered or obstructed?**

Existing views to the east above the second floor level of the existing building would be obstructed. The building is setback from the southern property line a greater distance than the existing building allowing more view width to the west along Republican Street. The building is set back 12'-0" from the western property line allowing a wider view corridor down Fairview Ave. than currently exists.

c. **Proposed measures to reduce or control aesthetic impacts, if any:**

The design proposes a 6 story tall "green wall" on the southern elevation. The intent of this is to control summer southern sun with deciduous planting while allowing winter sun to enter and provide passive warming to interior spaces, while creating an attractive vertical landscape amenity on the building surface that will be visible from great distances.
A colonnade is located at the first level which begins at the south west corner of the site and links an at-grade street entry and plaza to the main building entry at mid-block.
A Café/Retail space will be located at the south west corner of the building providing access to the public and creating an activity zone at the corner plaza.
The setback area on the west of the site will enlarge the sidewalk zone along Fairview Avenue and will include trees paired with existing street trees to create an all□e of trees with integrated seating and planting enhancing the pedestrian experience.

All roof mounted mechanical equipment will be concealed behind screen walls and cannot be viewed from adjacent sites. There are no blank walls along the street frontage. There is a high degree of transparency along the edges of the building that are along the pedestrian way.

11. Light and Glare

a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

There would be the typical solar reflection from the glazing associated with a low western sun. This would be tempered with additional SLU Development across Fairview Avenue.

b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

No.

c. **What existing off-site sources of light or glare may affect your proposal?**

None.

d. **Proposed measures to reduce or control light and glare impacts, if any:**

None.

12. Recreation

a. **What designated and informal recreational opportunities are in the immediate vicinity?**

The existing MOHI, the South Lake Union Waterfront Park, and the Wooden Boat Center.

b. **Would the proposed project displace any existing recreational uses? If so, describe.**

No.

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

None.

13. Historic and Cultural Preservation

a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

No.

b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

None.

c. **Proposed measures to reduce or control impacts, if any:**

N/A.

14. Transportation

a. **Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.**

The adjoining streets are Fairview Avenue North along the west side of the site and Republican along the south edge of the site. Vehicular traffic will enter the site along Mercer Street through the adjoining building at 530 Fairview Avenue North. Public and pedestrian access will come from either Republican (handicapped access) and Fairview Avenue.. The building will be serviced via the alley adjoining the site along the east side of the site. The alley is currently used for parking access and service access to the Fairview 530 building and all of the building structures located on the east side of the alley.

There is bus and streetcar service in the immediate area.

b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Yes. There are bus stops directly across and in the next block to the south and the South Lake Union Street Car is two blocks from the site.

c. **How many parking spaces would the completed project have? How many would the project eliminate?**

We are proposing to build 130 parking spaces. The existing site development contains 31 spaces.

d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

No.

e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project will be within walking distance of the South Lake Union Street Car.

f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

This is addressed in the previously submitted traffic study.

g. **Proposed measures to reduce or control transportation impacts, if any.**

Bicycle storage racks and user showers will be provided and the eventual occupants will need to prepare traffic reduction plans for the city as a part of their tenant improvement plans.

15. Public Services

a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

Since this is a business occupancy similar in nature to others in the area there doesn't seem to be any.

b. **Proposed measures to reduce or control direct impacts on public services, if any.**

None required.

16. Utilities

a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.**

Electricity: Seattle City Light

Natural Gas: Puget Sound Energy

Water: City of Seattle

Refuse: Clear Scapes

Recycle: Allied Waste

Sanitary Sewer: City of Seattle

Storm Sewer: City of Seattle

C. SIGNATURE

The above answers are true and complete to the best of my knowledge.
I understand the lead agency is relying on them to make its decision.

Signature: _____

Date submitted: 01.12.11

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
RIGHT COLUMN FOR DPD USE ONLY.

This checklist was reviewed by:

Land Use Planner, Department of Planning and Development

Any comments or changes made by the Department are entered in the body of the checklist and contain the initials of the reviewer.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

   The project will not be discharging any water, air emissions, nor produce any hazardous or toxic substances into the environment not consistent with the other buildings in the SLU area that support similar activities. The only noise associated with the project will be the normal sounds of construction associated with the construction of a multi story building of this size.

   Proposed measures to avoid or reduce such increases are:

   None are planned, except that during construction, a storm water flow mitigation plan will be in effect.

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**

   The proposed project will have no negative impact affecting plants, animals, fish or marine life.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   NA

3. **How would the proposal be likely to deplete energy or natural resources?**

   The proposed project will not contribute to the depletion of energy or natural resources. Recycled materials will be integrated into the construction of the building.

Proposed measures to protect or conserve energy and natural resources are:

The proposed project will meet all of the Seattle energy code requirements and seek to obtain a LEED Silver certification.

4. **How would the proposal be likely to use or affect environmentally critical areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

   The proposed project will have no negative impact upon environmentally critical areas described above.

   Proposed measures to protect such resources or to avoid or reduce impacts are:

   NA

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

   The proposed project will have no impact on shoreline uses.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   None are necessary.

6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**

   The project will have the same impact as other similar projects in the area, and is consistent with the policies of the City of Seattle to increase density in developed areas thereby reducing impact to undeveloped land. There is sufficient public transportation in the area (buses and street car) to handle any demand generated by the building.

   Proposed measures to reduce or respond to such demand(s) are:

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
RIGHT COLUMN FOR DPD USE ONLY.

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

   There are no known conflicts with local, state, or federal laws or requirements for the protection of the environment.

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e) Embodied	Energy	Transportation	Lifespan Emissions (MTCO2e)
Single-Family Home	0		98	672	792	0
Multi-Family Unit in Large Building	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other Than Mall)		0.0	39	577	247	0
Office		0.0	39	723	588	0
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		109.0	39	1,278	257	171585
Vacant		0.0	39	162	47	0

Section II: Pavement

Pavement		2.00				100

Total Project Emissions: 171685

SCOTT KEMP
22nd FLR.

Seattle Department of Planning and Development

D. M. Sugimura, Director

February 10, 2011

MASTER USE PERMIT

Notice of Application

Seattle's Department Planning and Development is currently reviewing the Master Use Permit applications described below. Your written comments are encouraged and may be submitted to:

Department Planning and Development
700 5th Av Ste 2000
PO Box 34019
Seattle WA 98124-4019
FAX 206-233-7901

Applications requiring shoreline approvals are subject to an initial 30-day comment period. All other land use approvals listed below are subject to an initial 14-day comment period. The comment period may be extended an additional 14-days. A written request to extend the comment period must be received by this Department within the initial 14-day comment period as published in this bulletin. Any comments filed after the end of the official comment period may be considered if pertinent to review yet to be conducted. The project file, environmental documentation and other additional information related to the project can be found at the Public Resource Center, 700 Fifth Avenue, Suite 2000 (206) 684-8467. The Public Resource Center is open 8:00 a.m. to 4:00 p.m. on Monday, Wednesday, Friday and 10:30 a.m. to 4:00 p.m. on Tuesday and Thursday. Questions about the projects listed in this bulletin can also be directed to the Public Resource Center via e-mail. **The e-mail address is PRC@seattle.gov. For future updates include your US postal address.**

To the extent known by the Department, in addition to the project permits included in each of the land use applications described below, other government approvals or permits that may be necessary, that are not included in the applications, will also be listed. When a building permit is listed as being necessary, this may include associated electrical, plumbing, mechanical, elevator, and other similar permits.

The City Council amended the City's SEPA (State Environmental Policy Act) Ordinance effective on November 1, 1998. The amendments included the Early Review Determination of Nonsignificance (DNS) Process, which DPD is now using for **all** applications for projects requiring a threshold determination when DPD has reasonable basis to believe that significant adverse impacts are not likely, and the Director expects to issue a DNS for the proposal. The DNS is not final until it is published following consideration of all comments received during the comment period.

The comment period for a project subject to an Early Review DNS may be the only opportunity to submit comment on the environmental impacts of the proposal. Projects subject to the Early Review DNS process may include mitigation measures under applicable codes and ordinances, and after comment and review occurs they may incorporate or require additional mitigation measures regardless of whether or not an Environment Impact Statement is required.

A copy of the application and the environmental checklist prepared by the applicant will be sent to agencies with jurisdiction, the Department of Ecology, affected tribes and local agencies whose public services would be changed as a result of the proposal. After the close of the comment period, DPD will review any comments and will either issue a DNS followed by an opportunity to appeal, or, if significant environmental impacts are identified, a DS/scoping notice. Copies of the subsequent threshold determination for the proposal may be obtained upon request.

Numbers used in project descriptions are approximations. The final approved plans will control.

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ✓
Department ✓ DENIED ___
4
FILE: CF #311061, Proj. # 3011479

Interpretations

A formal decision as to the meaning, application or intent of any development regulation in Title 23 (Land Use Code) or Chapter 25.09 (Regulations for Environmentally Critical Areas) is known as an "interpretation". Examples include questions of how structure height or setback is properly measured, or how a proposed use should be categorized. An interpretation may be requested by any party during the comment period as determined above. The request must be in writing, and accompanied by a $1,500.00 fee payable to the City of Seattle. (This fee covers the first six hours of review. Additional hours will be billed at $250.00.) Interpretations on some issues may also be requested later, during the appeal period, if the project decision is appealed. Failure to request an interpretation can preclude raising the issue on appeal. Questions regarding the interpretation process may be asked by phone by calling (206) 684-8467. Requests for interpretation may be submitted to the Department of Planning and Development, Code Interpretation and Implementation Group, 700 5th Av, Ste 2000, PO Box 34019, Seattle, WA 98124-4019.

Note: The vicinity map feature added to the public notice of application is provided as an illustrative reference. It is not intended to replace the legal description and site plan included in the project file. In the event of omissions, errors or differences, the documents in DPD's files will control.

Application

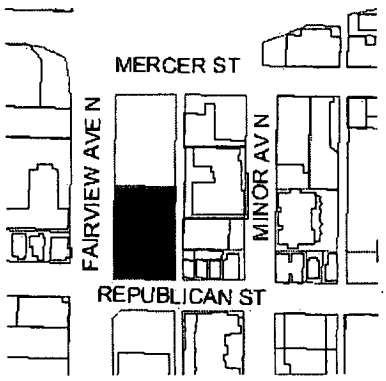
Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N

Project: 3011479 **Zone:** ARTERIAL WITHIN 100FT, INDUSTRIAL COMMERCIAL-65, STEEP SLOPE (>=40%), URBAN VILLAGE OVERLAY, ZONING SPECIAL ST WITHIN 100FT

Notice Date: 02/10/2011

Contact: DICK ROBISON - (206) 971-5615
Planner: Scott Kemp - (206) 233-3866

Date of Application: 01/21/2011
Date Application Deemed Complete: 02/03/2011



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in DPD's files will control.

Council Land Use Action to contract rezone 19,895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq. ft. of office. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 136 vehicles to be provided in three levels below grade.

Comments may be submitted through: 02/23/2011

The following approvals are required:

Council Rezone to change zoning from IC-65' to SM-85'.

Design Review

SEPA Environmental Determination (This project is subject to the Optional DNS Process (WAC 197-11-355) and Early DNS Process (SMC 25.05.355). This comment period may be the only opportunity to comment on the environmental impacts of this proposal.)

Other permits that may be needed which are not included in this application:

Building Permit
Grading Permit

addressee,addressee2,address,city+state,zip
3011479- Created POR on 10/22/10 jcb Mailed EDG report on 11/10/10 jcb Notice of Design Review Second Early Design Guidance Meeting sent 11/18/10 ga Updated POR on 12/09/10 jcb Notice of Application sent 2/10/11 ga SK Planner,,,,
**DICK ROBISON,MITHUN,1201 ALASKAN WAY SUITE 200,SEATTLE WA,98024
,JOHN ROSE JR,1820 MINOR AVE APT 314,SEATTLE WA,98101
,MARK GARRELL,2607 WESTERN AVE APT #908,SEATTLE WA,98121
,DAVE DELFS,163 GARFIELD ST,SEATTLE WA,98109
,LIPIKA MUKERJI,547 N 68TH ST,SEATTLE WA,98103
,JILL KURFIRST,100 W HIGHLAND DR #401,SEATTLE WA,98119
ERIN MAHER,ROWHOUSE CAFÉ,1170 REPUBLICAN ST,SEATTLE WA,98109
,JOHN PEHRSON,116 FAIRVIEW AVE N #304,SEATTLE WA,98109
,RAHN VERHAEGHE - BMR,7677 GATEWAY BLVD SUITE 100,NEWARK CA,94560
,ANNE HOFFMAN - BMR,7677 GATEWAY BLVD SUITE 100,NEWARK CA,94560

Seattle Department of Planning and Development

D. M. Sugimura, Director

November 18, 2010

MASTER USE PERMIT

Notice of Design Review Second Early Design Guidance Meeting

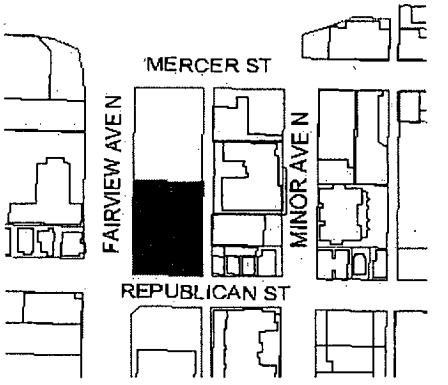
Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N

Project: 3011479 **Zone:** INDUSTRIAL COMMERCIAL-65

Notice Date: 11/18/2010

Contact: DICK ROBISON - (206) 971-5615
Planner: Scott Kemp - (206) 233-3866

The Director of DPD is convening the Design Review Board for a **2nd** early design guidance meeting.



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in DPD's files will control.

PROJECT DESCRIPTION

The proposal is for a 7-story research facility with 2.25 floors of parking. Also proposing a rezone, from IC65 to SM85.

PROCESS

The applicant has applied for Design Review related to development of this site. At the Design Review Board meeting the applicant will present information about the proposed design and how it responds to the Design Guideline priorities established at the Early Design Guidance Board meeting on **October 20, 2010**, regarding this site. The public may offer comments regarding the proposed design; and, the Design Review Board members will offer additional guidance to the applicant regarding the design concepts.

MEETING

Date: Wednesday, December 1, 2010

Time: 06:30 p.m.

Location: Queen Anne Community Center
1901 1st Ave W
Room 3

MORE INFORMATION

For more information regarding this application or the Design Review process, you may contact the planner listed above.

addressee,addressee2,address,city+state,zip
3011479- Created POR on 10/22/10 jcb Mailed EDG report on 11/10/10 jcb Notice of Design Review Second Early Design Guidance Meeting sent 11/18/10 ga SK Planner,,,,
**DICK ROBISON,MITHUN,1201 ALASKAN WAY SUITE 200,SEATTLE WA,98024
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,JILL KURFIRST,100 W HIGHLAND DR #401,SEATTLE WA,98119
ERIN MAHER,ROWHOUSE CAFÉ,1170 REPUBLICAN ST,SEATTLE WA,98109
,JOHN PEHRSON,116 FAIRVIEW AVE N #304,SEATTLE WA,98109

Seattle Department of Planning and Development

RECEIVED OCT 13 2010

D. M. Sugimura, Director

October 7, 2010

MASTER USE PERMIT

Notice of Design Review Early Design Guidance Meeting

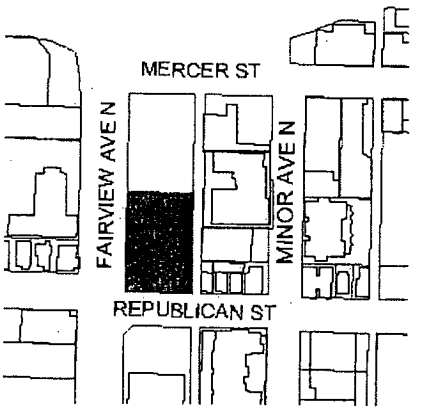
Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N

Project: 3011479 **Zone:** INDUSTRIAL COMMERCIAL-65

Notice Date: 10/07/2010

Contact: DICK ROBISON - (206) 971-5615
Planner: Scott Kemp - (206) 233-3866

The Director of DPD is convening the Design Review Board for **an early design guidance meeting**.



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in DPD's files will control.

PROJECT DESCRIPTION

The proposal is for a seven-story research facility with 2.25 floors of parking. Also proposing a Rezone, from IC-65 to SM-85.

PROCESS

The applicants have applied for Design Review related to development of this site. At the early design guidance meeting, the applicants will present information about the site and vicinity. The public may offer comments regarding the design and siting of the subject site; and the Design Review Board members will also offer comments and identify those Citywide Design Guidelines of highest priority in developing the site.

MEETING

Date: Wednesday, October 20, 2010

Time: 06:30 p.m.

Location: Queen Anne Community Center
1901 1st Ave W
Room 3

MORE INFORMATION

For more information regarding this application or the Design Review process, you may contact the Land Use Planner listed above. If you are unable to attend this meeting but would like to be informed of future meetings, please call the Land Use Planner to become a party of record.

Note: Effective October 18, 2010 – New Hours for Applicant Services Center (ASC), Plans Routing, Public Resource Center and Microfilm Library *(All of 20th Floor, plus Plans Routing area on the 21st Floor, Seattle Municipal Tower)* Monday, Wednesday, Friday – 8:00am to 4pm Tuesday, Thursday – 10:30am to 4pm
Walk-ins advised to arrive by 2:00pm

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If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Planning and Development, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019.

Name: ______________________ Project #3011479 – Scott Kemp – 22nd FLR

Address: ____

______________________________________ Zip: ______________

Comment: ____

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DICK ROBISON*,MITHUN,1201 ALASKAN WAY - SUITE 200,SEATTLE WA,98024
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,EVERGREEN LAKE LLC,12827 SE 40TH PL #100,BELLEVUE WA,98006
,HIRAO ROBIN E,15707 NE 134TH ST,REDMOND WA,98052
,CASA PACIFICA LIMITED PARTN,1651 BELLEVUE AVE,SEATTLE WA,98127
,TILDEN RON,18609 NE 145TH PL,WOODINVILLE WA,98072
,PETERSON RICHARD LEE,2036 161ST AVE NW,ANDOVER MN,55304
,MERCER VIEW APARTMENTS LLC,2212 QUEEN ANNE AVE N #725,SEATTLE WA,98109
,LORENTZEN SANDRA L,2226 EASTLAKE AVE E #110,SEATTLE WA,98102
ARE SEATTLE NO 25 LLC,THOMSON REUTERS PTS (WELLS),2235 FARADAY AVE SUITE O,CARLSBAD CA,92082
,CASCADE SENIOR HOUSING LIMI,2407 1ST AVE #200,SEATTLE WA,98103
,LAKEVIEW APARTMENTS LPS % L,2407 1ST AVE STE 200,SEATTLE WA,98121
500 FAIRVIEW AVE LLC,C/O PARADIGM TAX GROUP,3645 RUFFIN RD #310,SAN DIEGO CA,92123
BMR-530 FAIRVIEW AVE LLC,C/O PARADIGM TAX GROUP,3645 RUFFIN RD STE 310,SAN DIEGO CA,92123
,CURRENT RESIDENT,400 FAIRVIEW AVE N,SEATTLE WA,98109
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,CURRENT RESIDENT,502 MINOR AVE N APT 7,SEATTLE WA,98109
,CURRENT RESIDENT,502 MINOR AVE N APT 8,SEATTLE WA,98109
,CURRENT RESIDENT,502 MINOR AVE N APT 9,SEATTLE WA,98109

,CITY PLACE II LLC,505 5TH AVE S #900,SEATTLE WA,98104
,CITY INVESTORS XI LLC,505 5TH AVE S #900,SEATTLE WA,98104
,REPUBLICAN ARMS PARTNERS LL,509 FAIRVIEW AVE N,SEATTLE WA,98109
,DAVID PETER J STUDIO INC,509 MINOR AVE N,SEATTLE WA,98109
,CURRENT RESIDENT,510 MINOR AVE N APT 201,SEATTLE WA,98109
KERNER SCOTT LP,C/O DESC,515 3RD AVE,SEATTLE WA,98104
,DESC CASCADE SUPPORTIVE HOU,515 3RD AVE,SEATTLE WA,98104
,CURRENT RESIDENT,525 MINOR AVE N APT 101,SEATTLE WA,98109
,CURRENT RESIDENT,527 FAIRVIEW AVE N,SEATTLE WA,98109
,LOWEN FAMILY LIMITED PART,601 W MERCER PL #502,SEATTLE WA,98119
,C/O MAKENSAY REAL ESTATE SV,76 S WASHINGTON ST #M-102,SEATTLE WA,98104
,B & B PARTNERS LLC,8225 SE 38TH PL,MERCER ISLAND WA,98040
,LOWRY PATRICIA S,PO BOX 8747,TACOMA WA,98419
,WOLD-411 PROPERTY LLC,411 FAIRVIEW AVE N,SEATTLE WA,98109
SULMONETTI ZINN LLC,CO FHCRD J6 300,PO BOX 19024,SEATTLE WA,98109
,509 FAIRVIEW PARTNERS LLC,2905 SW 1ST AVE,PORTLAND OR,97201

A/P #: 3011479

Kemp

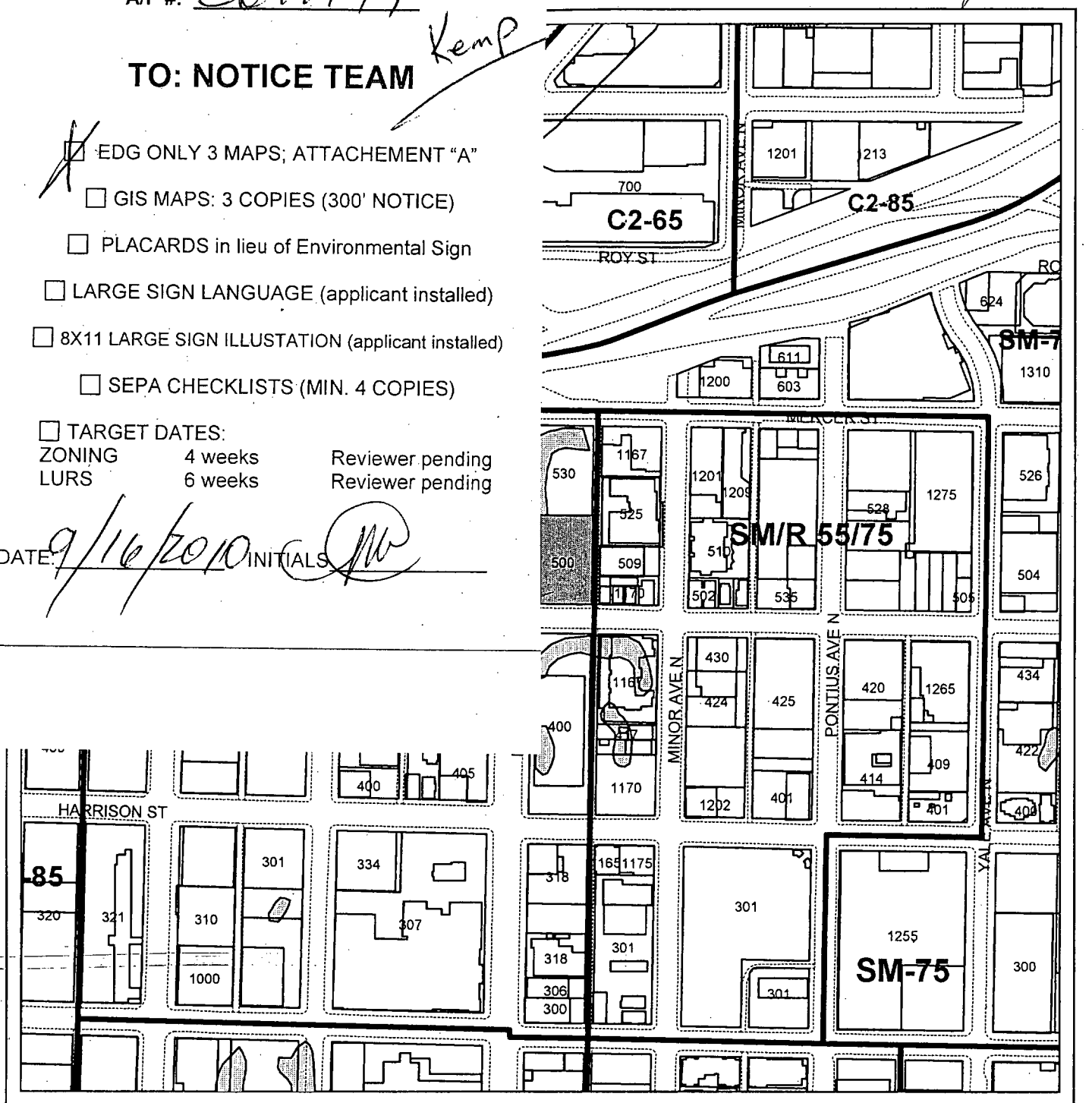
Kemp

TO: NOTICE TEAM

- [x] EDG ONLY 3 MAPS; ATTACHEMENT "A"
- [ ] GIS MAPS: 3 COPIES (300' NOTICE)
- [ ] PLACARDS in lieu of Environmental Sign
- [ ] LARGE SIGN LANGUAGE (applicant installed)
- [ ] 8X11 LARGE SIGN ILLUSTATION (applicant installed)
- [ ] SEPA CHECKLISTS (MIN. 4 COPIES)
- [ ] TARGET DATES:

ZONING	4 weeks	Reviewer pending
LURS	6 weeks	Reviewer pending

DATE: 9/16/2010 INITIALS: JW



3011479
DesRevEDG/Rezone
500 Fairview Ave N

Posted 10/7/10 SMG

N
W E
S

Scale: 1" = 292'

Prepared by DPD, September 16, 2010

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

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- Pavement Edge
- Zoning Outlines
- Parcels
- Building Outlines
- ECA - Steep Slope
- ECA - New Potential Slide
- Potential Riparian Corridors Draft (1-31-2005)
- ECA - Riparian Corridor
- ECA - Wetlands
- Wetlands Draft 2004 (DPD)
- ECA - New Known Slide Areas
- ECA - Wildlife
- ECA - Liquefaction
- ECA - Flood Prone
- ECA - New LandFill
- Abandoned Landfill
- 1,000' Methane Buffer

LAND USE FULL C CMRCL $18500000 500 FAIRVIEW AVE N
Appl:1/21/2011 Prty: Filed at:500 FAIRVIEW AVE N Use:Y
Council Land Use Action to contract rezone 19, 895 sq. ft. of land from IC 65' to SM 85'. Project includes a seven-story building containing 65,400 sq. ft. of laboratory and 54,500 sq.ft. of office . Project includes 29,260 cu.
Parent: Related AP: Build ID: 3011479

City of Seattle Contract Rezone Application

A. APPLICATION DETAILS

RECEIVED
JAN 12 2011
DEPT OF PLANNING AND DEVELOPMENT

1. **Project Number:**
   3011479

2. **Subject Property:**
   500 Fairview Avenue North

3. **Existing Zoning Classification:**
   IC 65

4. **Proposed Changes:**
   To SM85 with FAR 5

5. **Approximate area to be rezoned:**
   22.000sf

6. **Environmentally Critical Area:**
   The site is not within 25 feet of any environmentally critical areas.

7. **Applicant Information:**
   a. Owners Representative:

      Richard B. Robison, AIA

      Mithun, 1201 Alaskan Way, Suite 200

      Seattle, WA 98101

      206 971-5615

8. **Legal description of property to be Rezoned:**

RECEIVED
JAN 12 2011
DEPT OF PLANNING AND DEVELOPMENT

500 Fairview Avenue North

King County Assessors Number: 786350-0040-02

Legal Description:

Lots 4, 5 and 6, Block 5, Sorenson's Addition to the City of Seattle,

according to the plat thereof recorded in Volume 1 of plats, page(s) 218, in King County, Washington.

9. **Present use of property:**

The site is currently being used as office space housing the Washington State Juvenile Rehab Administrative Offices with surface parking for 27 cars.

10. **Existing structures to be demolished and removed:**

The existing 3 story building is to be demolished at the commencement of construction.

11. **Proposed New Use:**

The site will used to construct a Life Sciences Research Facility when the appropriate tenant is identified and contracted with to occupy a majority of the building. This occupancy is consistent with the existing zoning.

12. **Reason for Requested change in zoning classification:**

There are four good reasons to rezone this property as we are requesting:

First, is that the existing zoning IC 65, given the type and quality of the recent development and transformation of the Seattle economy within the SLU area away from Industrial and manufacturing and toward business and life science and allied fields suggests that the IC designation is no longer appropriate to the areas away from the areas enfronting the lake. Further several of the adjacent areas are zoned SM and this makes SM –Seattle Mixed a more reasonable zoning classification.

Second, is that there is a city rezoning process under way for the entire South Lake Union area that envisions increasing the height to 85' or greater, so our request is consistent with this activity.

We are seeking the 85' height increase so that we can narrow the floor depth to achieve the three following design goals: Increase the efficacy of day lighting to reduce energy consumption, preserve the views from residential developments within the area, and reduce the solar shading impact for the nearby buildings.

Third, there are pressing needs for additional life sciences research space of a specific size to accommodate a large user, within the Seattle Market area in general and South Lake Union area specifically that cannot be satisfied with the available built facilities. The area includes the Fred Hutcheson Cancer Research Center, UW Medicine research facilities Phases 1 &2 along Mercer Avenue, The Seattle Biomedical Research institute Facilities at 307 Westlake Avenue, and the Fairview Research Center located at 530 Fairview Avenue North. This is consistent with the city's Neighborhood Plan for South Lake Union with emphasis on Life Sciences and Biotechnology.

Fourth, to capture more leasable space for the site in keeping with the City's desire to increase the density of the area.

13.

Anticipated benefits as a result of this rezone:

The anticipated benefits fall into three prime categories: Economics, Qualitative aesthetics, and Environmental.

Economic

The South Lake Union area has undergone a substantial evolution over the past 10 years with the addition of mixed use development, housing, research space (Fred Hutch, SCCA, SBRI, UW Medicine, ISB), offices (Amazon, Group Health, Tommy Bahama, etc.), the development of the park, and the addition of MOHI have all contributed to the development of a vital high quality urban center.

The presence of the proposed high quality life sciences building will only build on this accomplishment by attracting more high quality, highly educated high income workers to the SLU area. This will be good for current and future businesses and encourage high quality housing development. Life Science activities are a 24/7 type of activity so they contribute to neighborhood vitalization outside the normal business hours, and given this work pattern, the occupants are more likely to want to reside closer to their work place. Additionally these are highly educated affluent people which are beneficial to the local businesses focused on providing services to the neighborhood.

Qualitative Aesthetics

The proposed design achieves several positive objectives to improve the quality of the neighborhood and the pedestrian experience, and the presence of the

number and type of additional occupants will help the vitality of The South lake Union area and small businesses associated with serving the Neighborhood.

The building is set back on both Fairview and Republican to help preserve views to the north and west and reduce the solar shading impact upon adjacent buildings.

The edges of the site adjacent to the pedestrian sidewalks will be nicely landscaped to enhance the pedestrian experience in the area.

Environmental

The green features of the building and the increased capacity of the site are environmentally advantageous contributing to the City's goal of increase density. The design of the building has been narrowed to capture daylighting, and where possible to employ a level of natural ventilation for non-lab areas. He building systems will employ ec0oomomizers and energy reducing strategies to capture and reuse heat, thereby reducing energy consumption.

14. Summary of potential negative impacts of the proposal on the surrounding area:

The potential negative impacts on the surrounding area are consistent with any level of high density development within the surrounding area. There will be slightly increased traffic - both vehicular and pedestrian, but the existing transit systems of buses, street car and light rail are more than adequate to serve the needs of the occupants and neighboring development.

15. Other Permits and approvals being requested in conjunction with this proposal:

Design Review and Master Use Permit. The project has gone through the initial Early Design Guidance process and the Queen Anne Design Review Board has recommended that the project proceed to the recommendation phase.

B. APPLICATION FOR A CONTRACT REZONE

The subject site consists of an assemblage of Lots 4, 5 & 6, Sorenson's Addition to the City of Seattle located at the North East corner of Fairview Avenue North and Republican Street. The site is currently occupied by a three story office building and a surface parking lot. Additionally, the South Lake Union area, including this site, is undergoing a rezoning process

to bring it into conformance with the level and types of development that are currently occurring in the neighborhood. The site is rectangular in configuration with 178.58 feet of frontage along west edge of the site abutting Fairview Avenue, 119.68 feet of frontage to the south abutting Republican. To the north the site faces the existing Fairview Research Center and to the east it abuts an alley.

The Site slopes in two directions down to the west along Republican, and down to the north along Fairview. The lot abutting the alley is virtually flat. The north end of the site is flat from the alley to the building with the building transitioning from the parking lot to Fairview Avenue.

The site is currently zoned IC 65

Project Facts:

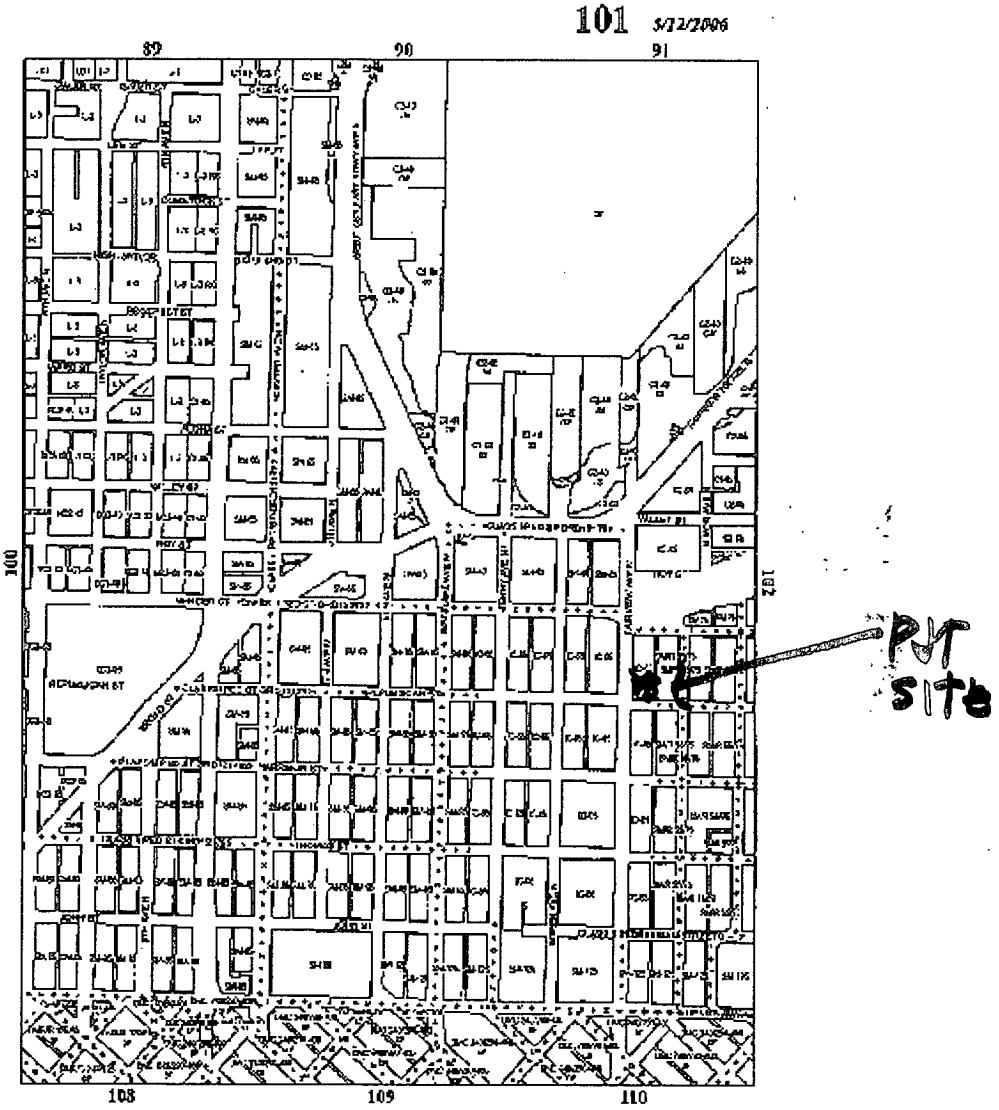
Site & Vicinity:

1. The project is located within the South Lake Union Urban Center.
2. The South lake union area has evolved significantly over the past ten years with the addition of several Life Sciences projects (SBRI, UW Medicine Phases 1 &2, Fairview Research), multiple phases of Amazon, Group Health, etc. into a vital and dense area of the city.
3. The Council approved text amendments for the Amazon Phases IV and V increased the FAR from 4.5 to 7.
4. The rezone from IC 65 to SM 85 would allow the FAR to be increased to 5 from the IC 3.5.
5. The IC zoning designation dates back a substantial number of years and is inconsistent with the non industrial activities in the immediate area.
6. Most of the area around the site is currently SM & SM/R zoning, which suggests that SM is a more appropriate zoning than IC.

This proposal is consistent with Organizing goals and Principals, the density of the recent development, and neighborhood plan for the South Lake Union Neighborhood.

Context Street Map: Please refer to the attached drawing package.

Parcel and Zoning



For the key to letters and numbers designating all zoning districts, see page iii of the Zoning Maps.

Applicable Code

SMC 23.34.007 provides that a rezone application be evaluated by weighing and balancing the rezone requirements of SMC Chapter 23.34. The process is intended to assess that the area to be rezoned is consistent with and meets the intent of the designated zoning being sought. As stated" assess the likelihood that the area proposed to be rezones would function as intended." No single criterion or group of criteria is to be applied as an absolute requirement or test of the appropriateness of a rezone designation, nor is there a hierarch or priority of rezone considerations unless expressly stated. This code section expressly states that "Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones."

SMC 23.34.008 also provides general criteria for evaluating rezones, including: The match between the zone criteria and area characteristics: Zoning history of the site and surrounding area; the precedential effect of the rezone; applicable neighborhood plans; rezone impacts; service capacities; changed circum stances; overlay districts; and zoning principles, which include: 1) the impact of a more intensive zone; on less intensive zones; 2) the presence of physical buffers; and 3) effectively established zone boundaries, such as physical buffers and platted lot lines. The following is a response to each applicable criterion.

General Rezone Criteria

SMC 23.34.008 General rezone criteria. A, To be approved, a rezone shall meet the following standards

A. To be approved a rezone shall meet the: following standards*:*

1. In urban centers and villages the zoned capacity for the center or village taken as a whole shall be no less than 125% OF THE GROWTH TARGETS ADOPTED IN THE COMPREHENSIVE Plan for that center or village.

This proposal meets the criteria. This proposal increases density and is consistent both with the city's goals and policies to increase density, and the ongoing rezoning process for the area.

2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

This proposal is consistent with the proposed density of the SLU Urban Village.

B. Match Between Zone Criteria and Area Characteristics.

The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

As stated in SMC 23.34.126

"The Seattle Mixed (SM) Zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designates the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood."

The proposed project and contract rezone is consistent with the SMC as stated above, further there are substantial areas in the area zoned SM.

C. Zoning History and Precedential Effect.

Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

A significant amount of properties in the area have text amendment revisions to the height and FAR requirements to accommodate the Amazon.com developments directly to the west of the subject site. Hence this proposal is consistent with the density of the recent development and rezone of the area to accommodate the multiple phases of Amazon's office and headquarters build out.

D. Neighborhood Plans.

1. For the purposes of this title, the effect of a neighborhood plan adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.

The process took place over a 15 year period and in November 2008 the City proposed three alternative height and density alternatives for study in an EIS. The EIS is currently in process and should be completed during late summer of 2011.

- **Evaluate how increases in height and density can achieve neighborhood plan goals including an increase the neighborhoods supply of affordable housing, open space, and other public benefits through an incentive zoning program.**
- **Promote an urban form that contributes to neighborhood livability while accommodating anticipated growth in jobs and housing consistent with the neighborhoods' Urban Center designation.**
- **Ensure adequate zoned development capacity for long-term growth in this Urban Center.**
- **Determine the types of public services and infrastructure that will be necessary to support long term growth.**

The proposed contract rezone and building are highly consistent with this plan and the recent development in the SLU area.

2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.

Organizing Goals and Principals:

The SLU Design Framework focuses on development of the neighborhood consistent with the goals set out in the 1998 and 2007 Neighborhood Plans. Key elements of those plans include:

- **A pervasive human scale ambiance consistent with a vital aesthetically pleasing, safe and energetic neighborhood which embraces a dynamic intermixing of opportunities for working living and playing;**
- **Retention of a significant element of the area's commercial activities, including opportunities for business growth;**
- **A full spectrum of housing opportunities;**
- **Ecologically-sound development and life-styles and promotion of ecologically sound business practices consistent within the regulatory environment; ease of transportation for all modes within and through the area;**
- **A variety of open spaces serving the needs of the area and the city, with emphasis on Lake Union, and its continued preservation for a wide range of uses; and**

- **Sensitivity to the area's history and historical elements; and coordination with plans of adjacent neighborhood.**

To achieve this vision, the Design Framework process is organized around advancing the following principles. These themes distill the key ideas that are found across the range of planning efforts over the last 15 years:

***Encourage innovative, equitable development* that maximizes opportunities for diverse housing types and commercial uses, provides for comfortable street enclosure, sun access and public views, optimizes circulation and access, increases affordable housing opportunities, and promotes sustainable design.**

***Create safe, attractive streets and public spaces* as the setting for the neighborhood's public life, with a hierarchy of high-quality spaces including vibrant retail streets and plazas for gathering, "green streets" with gracious pedestrian connections, and gateways that improve connections to adjacent districts.**

***Identify opportunities to improve access to community services over time* through creative partnerships that could attract cultural organizations, service providers, and possibly a school to the neighborhood.**

This proposal is consistent with Organizing goals and Principals, the density of the recent development, and neighborhood plan for the South Lake Union Neighborhood.

The proposed contract rezone and building is clearly consistent with these goals. The proposed treatment of the pedestrian and landscape areas along both Fairview and Republican will contribute to an enhanced pedestrian environment.

E. Zoning Principles. The following zoning principles shall be considered:

1. The Impact of more intensive zones on the less intensive zones or industrial and commercial zones on other zones shall be minimized by use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers;

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

d. Open space and green spaces.

3. Zone Boundaries.

a. In established boundaries the following elements shall be considered:

(1) Physical buffers as described in subsection E2 above;

(2) Platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

All recent development in the area consists of denser and higher buildings including recent residential development so the proposed contract rezone and project are in keeping with the spirit of this recent development.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

b. Public services;

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

d. Pedestrian safety;

e. Manufacturing activity;

f. Employment activity;

g. Character of areas recognized for architectural or historic value;

h. Shoreline view, public access and recreation.

The proposed contract rezone and building will have a minimum of negative impact with much positive impact. The project proposes to substantially improve the pedestrian experiences and safety along Fairview Avenue North and Republican. The intended use is environmentally responsible and safe. We are proposing green strategies to reduce surface water flow and impact upon the storm sewer system, reduce energy consumption through the use of daylighting and natural ventilation where appropriate. The project, once completed will have a positive impact on employment and fulfilling the City's goal to increase the Life Sciences/ Biotech development within the SLU urban village. The building is sited and shaped to help preserve water views toward South Lake union from the south.

2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:

a. Street access to the area;

b. Street capacity in the area;

c. Transit service;

d. Parking capacity;

e. Utility and sewer capacity;

f. Shoreline navigation.

The area surrounding the site and vicinity of the project is highly served by a robust infrastructure including utilities and public transit. The area is connected to the central business district by the SLU Street car. Vehicular access to the I5 Corridor is a block away. No fewer than 20 Metro Bus routes serve the immediate vicinity and connect to the new light rail system.

The building will contain 136 parking spaces to serve its occupants so the development will have minimal impact on street parking in the immediate area.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

During the past 10 + years South Lake Union has been transformed from a modest industrial and low to mid rise businesses into a vital and robust urban village. The transformation began with the development of the Fred Hutch Cancer Center Campus, a development of the highest quality design and most noble purpose. Following this, multiple high quality buildings were built housing Biomedical research facilities: SBRI, Children's Hospital Research, Rosetta, and UW Medicine phases I & II, the headquarters of Group Health, Sellen Construction, Tommy Bahama to name but a few. Recently we have seen the development of the Fairview Research Center, and substantial commercial office development for Amazon.com, substantial high quality housing, a new waterfront park and the relocation of the MOHI to the former Naval Reserve Training Center.

The proposed 500 Fairview Research facility is clearly consistent with this level and quality of development within the South lake Union Urban Village.

<u>Height of Proposed Rezone</u>

SMC 23.34.009 Height limits of the proposed rezone. Where a decision to designate height limits in commercial or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surrounds, and the likelihood of view blockage shall be considered.

C. Height and Scale of the Area.

1. **The height limits established by current zoning in the area shall be given consideration.**
2. **In general, permitted height limits shall be compatible with the predominate height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.**

The proposed height of 85 feet is very close to the heights of recent development within the area some of which is 85 feet and 125 feet.

D. Compatibility with Surrounding Area.

1. **Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.**

2. **A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008 D2, are present.**

E. Neighborhood Plans.

1. **Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.**

2. **Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.**

The proposed contract rezone and building is consistent with the SLU Neighborhood plan and the existing functions currently housed within the neighborhood. Additionally, while life science buildings of any given size typically have a much lower occupancy rate due to the nature of the space and use as compared to office types of occupancies. Life science buildings generally consist of three types of space: office and administrative space, lab bench space, and lab support space. These three types of spaces are occupied by the same people. For example, one Principal investigator (PI) will have office space, bench area and lab support & instrumentation space occupying each of the spaces for apportion of the time spent in the building. The NIH (National Institutes of Health) uses a space allocation of 540 SF per PI which is significantly lower than an allocation of 1 person/100SF typically found in office occupancy.

SM 23.34.126 Designation of Seattle Mixed (SM) Zone, function and locational criteria.

The Seattle Mixed (SM) Zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designates the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood.

SMC 23.34.128 Seattle Mixed (SM) zone, function and Locational criteria.

In considering rezones to the Seattle Mixed (SM) zone designation the following function and Locational criteria shall be taken into consideration:

A. **Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;**

B. **Transportation and Infrastructure Capacity. As an area that is well-served by transit and vehicular systems and where the utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;**

C. **Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity.**

D. **Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R are non residential uses shall generally be of modest scale or neighborhood-serving in character;**

E. **Height. Height limit of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five 125 feet may be applied to land zoned to SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to provide to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide a uniform scale. A one hundred twenty-five (125) foot height may be designated to serve as the transition from areas where greater heights are permitted.**

The proposed contract rezone and building are highly consistent with the Seattle Municipal Code with regard to the stated goals. The existing zoning IC 65 seems to be

less relevant than SM given the evolution of the area from manufacturing to more commercial, life sciences, and other non industrial functions.

<u>Applicable Comprehensive Plan Policies</u>

South Lake Union

To allow certain rezones in accordance with the South Lake Union Urban Center Neighborhood Plan, the Future Land Use Map designation of land within the neighborhood was changed from Industrial to Commercial/Mixed Use.

UVG7 Accommodate a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining healthy manufacturing and industrial areas.

UVG9 Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.

UVG10 Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth.

UVG11 Collaborate with the community in planning for the future.

UVG12 Increase public safety by making villages places that people will be drawn to at all times of the day.

UVG13 Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.

UVG14 Distribute urban villages around the city so that communities throughout the city have easy access to the range of goods and services that villages are intended to provide.

The proposed contract rezone and building clearly meet these goals by accommodating a unique type of occupancy, using the land with denser development, maximizes the more efficient use of the built public infrastructure. We have met and worked with the local community representatives (LUOA & Cascade Neighborhood), Pete Gross House, to craft a design solution that is respectful to the needs and desires of the community, while allowing a denser development of the site.

The 24/7 nature of life science and biotech facilities the project will contribute to a more active neighborhood for a greater percent of the day and week.

The design of the building and site amenities will contribute to the physical quality of the South Lake Union area.

Policies:

UV1 Promote the growth of urban villages as compact mixed-use neighborhoods in order to support walking and transit use, and to provide services and employment close to residences.

UV2 Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping mixed-use urban village communities thrive, such as focused transportation demand management strategies, vital business districts, a range of housing choices, a range of park and open space facilities, and investment and reinvestment in neighborhoods.

UV2.5 In areas surrounding major transit hubs, except in industrial zones, allows densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs and other strategies to help ensure the provision of affordable housing.

The proposed contract rezone and building is consistent with these values and will clearly contribute to a vital and dynamic urban village.

Attachments:

16. Attached are 6 copies of the drawings documenting the proposed rezone and site development.

South Lake Union Area Zoning

0 95 190 380 Feet

Lake Union
LAKE UNION PARK
DENNY PARK
HIGHLAND DR
DEXTER AVE N
8TH AVE N
WESTLAKE EAST RDWY AVE N
ALOHA ST
VALLEY ST
9TH AVE N
ROY ST
BROAD ST
BROAD ST EB OFF RP
MERCER ST
TERRY AVE N
FAIRVIEW NR AVE N
FAIRVIEW AVE N
CAMPUS DR
LAKEVIEW BLVD E
BOREN AVE N
REPUBLICAN ST
YALE AVE N
HARRISON ST
MINOR AVE N
THOMAS ST
JOHN ST
DENNY WAY
STEWART ST
PONTIUS AVE N
VIRGINIA ST
MINOR AVE
YALE AVE
COURT PL
HOWELL ST
BORENAVE
7TH AVE
BELL ST
8TH AVE
BLANCHARD ST
9TH AVE
TERRY AVE
C2-40
C2-65
C2-85
SM-65
SM-40
SM/R 55/75
IC-65
SM-75
SM-85
IC-85
SM-125

Legend

- Subject Parcel
- Zoning outlines
- Pavement outlines 1999
- Block outlines
- Buildings 2009

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ___
Department ✓ DENIED ___
5
FILE: CF #311061, Proj. # 3011479

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Prepared September 28, 2011 by DPD-GIS

CF 311061

500 Fairview Research Center Development

Seattle, Washington

Traffic Impact Study

August 26, 2010

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City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ✓ ADMITTED ✓
Department ✓ DENIED ___
6
FILE: CF #311061, Proj. # 3011479

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FINDINGS AND CONCLUSIONS

Project Proposal. The proposed 500 Fairview Research Center development is located on the northeast corner Fairview Avenue N/Republican Street in Seattle, Washington. The project would consist of a 108,000 square foot (sf) building which would be used for research and development. The current use on the site includes a 17,000 sf office building which would be replaced by the proposed development.

Site Access. Vehicular access to the site would be provided via an existing driveway on Mercer Street which would be accessed through the existing 530 Fairview Research Center building.

Trip Generation. The proposed development is estimated to generate approximately 76 net new trips occurring during the weekday AM peak hour and 75 net new trips during the weekday PM peak hour.

Intersection LOS. An analysis of existing and future 2013 conditions was completed. The future 2013 LOS analysis assumed the completion of the Mercer Corridor Project currently under construction. The intersection LOS analyses was conducted at four study intersections in the project vicinity: (1) Fairview Avenue N/Mercer Street, (2) Fairview Avenue N/Republican Street, (3) Minor Avenue N/Mercer Street, and (4) Minor Avenue N/Republican Street.

Three study intersections are expected to operate at or include movements at LOS F with or without the project in 2013. The three LOS F intersections include: Fairview Ave N/Mercer Street during the AM and PM peak hours, Fairview Ave N/Republican St during the PM peak hour, and the northbound stop controlled movement at the intersection of Minor Ave N/Republican St during the PM peak hour.

Concurrency. Transportation concurrency was evaluated for the 500 Fairview Research Center development. The calculated v/c ratio for the tested screenline was determined to remain below the adopted LOS standard with the proposed development. Therefore, the proposed development was determined to meet the City of Seattle concurrency requirements.

Parking. A parking demand/supply analysis was completed for the proposed development. The proposed parking supply of 129 parking stalls is expected to accommodate the parking demand of the site.

Project Mitigation.

South Lake Union Capital Improvement Project Contribution: The project is required to contribute payment for its share of South Lake Union capital improvement projects, as identified in the Seattle Department of Transportation's *South Lake Union Transportation Study*. The pro-rata contribution for the proposed development totals $47,666.

Level of Service: The LOS at the study intersections are expected to remain the same without or with the proposed project. The net increase in traffic volume at the signalized study intersections is less than 2 percent which would not be considered a significant impact. Based upon this traffic impact analysis, no traffic mitigation is proposed by the project at the study intersections beyond the South Lake Union pro-rata contribution.

INTRODUCTION

Project Proposal

This traffic study documents the traffic impacts associated with the proposed 500 Fairview Research Center development located on the northeast corner of the intersection of Fairview Avenue N/Republican Street in the City of Seattle (**Figure 1**). The year of completion and expected occupancy of the development is 2013. The existing land use on the site includes a 17,000 sf office which would be replaced by the proposed development.

The proposed project would consist of a 108,000 square foot (sf) building which would be used for research and development. Vehicular access to the site would be provided via an existing driveway on Mercer Street which would be accessed through the existing 530 Fairview Research Center building. A preliminary site plan concept is included in **Figure 2**.

Project Approach

Based on discussions with John Shaw of the Department of Planning and Development (DPD), the following tasks were undertaken to evaluate and disclose the traffic impacts associated with the 500 Fairview Research Center development:

- Assessment of existing conditions through field reconnaissance and review of existing planning documents.
- Estimation of weekday AM and PM peak hour trips generated by the project based on guidelines published in the Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition, 2008 and local mode-split data.
- Assignment of weekday AM and PM peak hour project trips onto the existing roadway network.
- Evaluation of AM and PM peak hour intersection levels of service (LOS) at four study intersections.
- Assessment of transportation concurrency based on the guidelines outlined in the Director's Rule 2009-5.
- Evaluation of parking demand and comparison to the 129-stall parking supply.

Primary Data and Information Sources

- Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition, 2008.
- City of Seattle Mode Split Data.
- 2000 Update to the *Highway Capacity Manual, Special Report 209*, Transportation Research Board.
- City of Seattle Signal Timing Data.
- Department of Planning and Development (DPD) Director's Rule 2009-5 *Transportation Concurrency Project Review System*, effective 4/13/2009.
- Year 2010 Turning Movement Counts from All Traffic Data.
- *Mercer Corridor Improvements Project Environmental Assessment*, Transportation Discipline Report, dated November 2006.

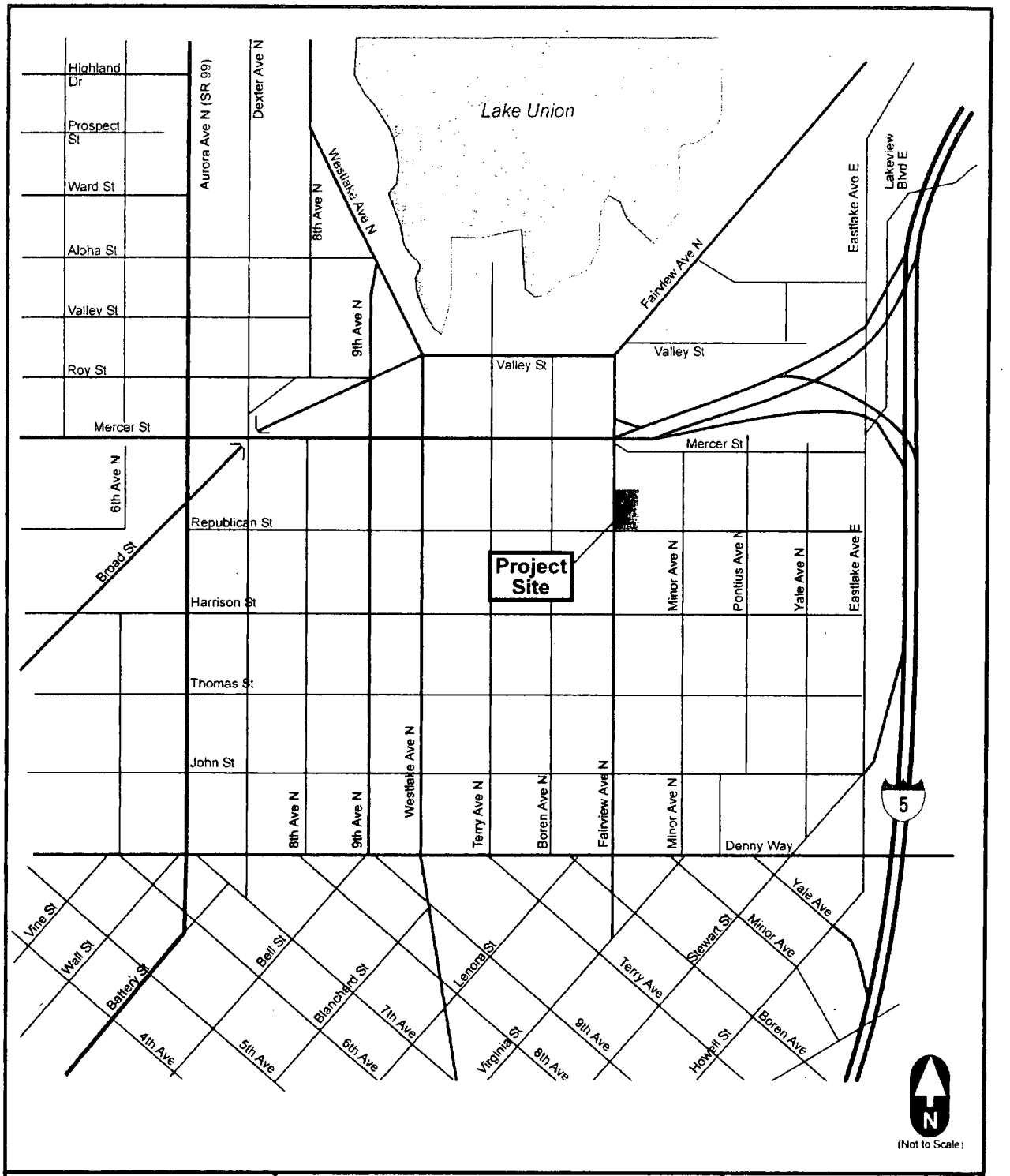

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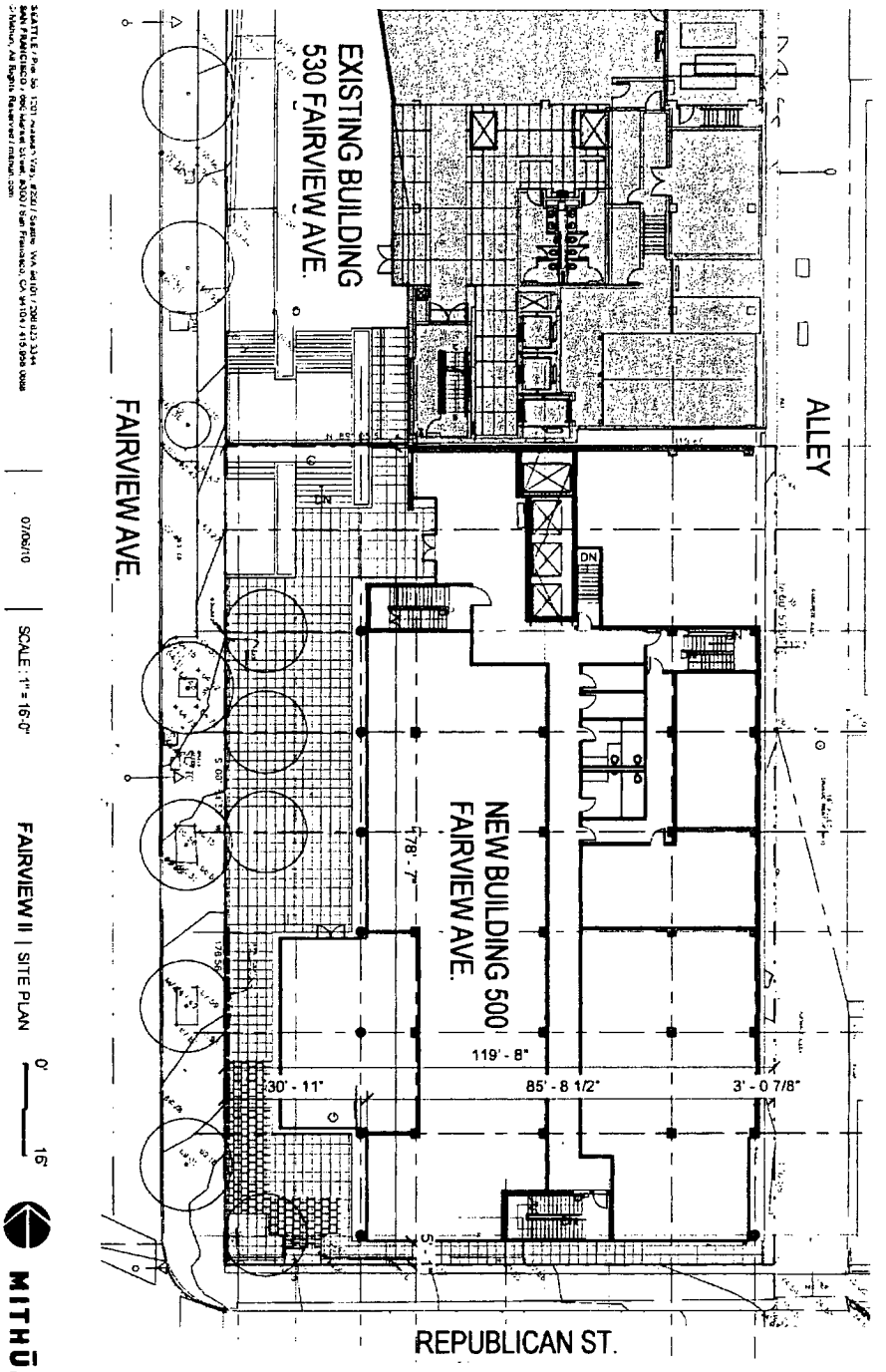
Figure 1
Project Site Vicinity

500 Fairview Research Center

Seattle, Washington

8/17/10



Preliminary site plan provided by Mithun August 2, 2010.

Transportation Engineering NorthWest	Figure 2 Preliminary Site Plan Concept	500 Fairview Research Center Seattle, Washington 8/17/10

EXISTING CONDITIONS

Road Network

Roadways that would serve the project site are described below.

Mercer Street is a one-way eastbound street classified as a principal arterial west of Fairview Avenue N and classified as a minor arterial east of Fairview Avenue N. West of Fairview Avenue N, Mercer Street includes four travel lanes with curb, gutter, and sidewalks on both sides of the street. East of Fairview Avenue N, Mercer Street includes one travel lane with curb, gutter, and sidewalks. On street parking is available east of Fairview Avenue N. Mercer Street serves as a primary link to I-5.

Fairview Avenue N is a north-south principal arterial with two travel lanes in each direction. Left-turn lanes exist at signalized intersections. Curb, gutter, and sidewalks exist on both sides of the street. Fairview Avenue N provides a connection between the downtown, South Lake Union, Eastlake, and University neighborhoods.

Republican Street is a two-lane east-west minor arterial with one travel lane in each direction. Curb, gutter, sidewalks and parking exist on both sides of the street. Republican serves as an alternative route to Mercer Street as a link to Eastlake Avenue N.

Minor Avenue N is classified as an access street and runs north-south. One travel lane exists in both directions. Curb, gutter, sidewalks and on-street parking exist on both sides of the street.

Transit Service

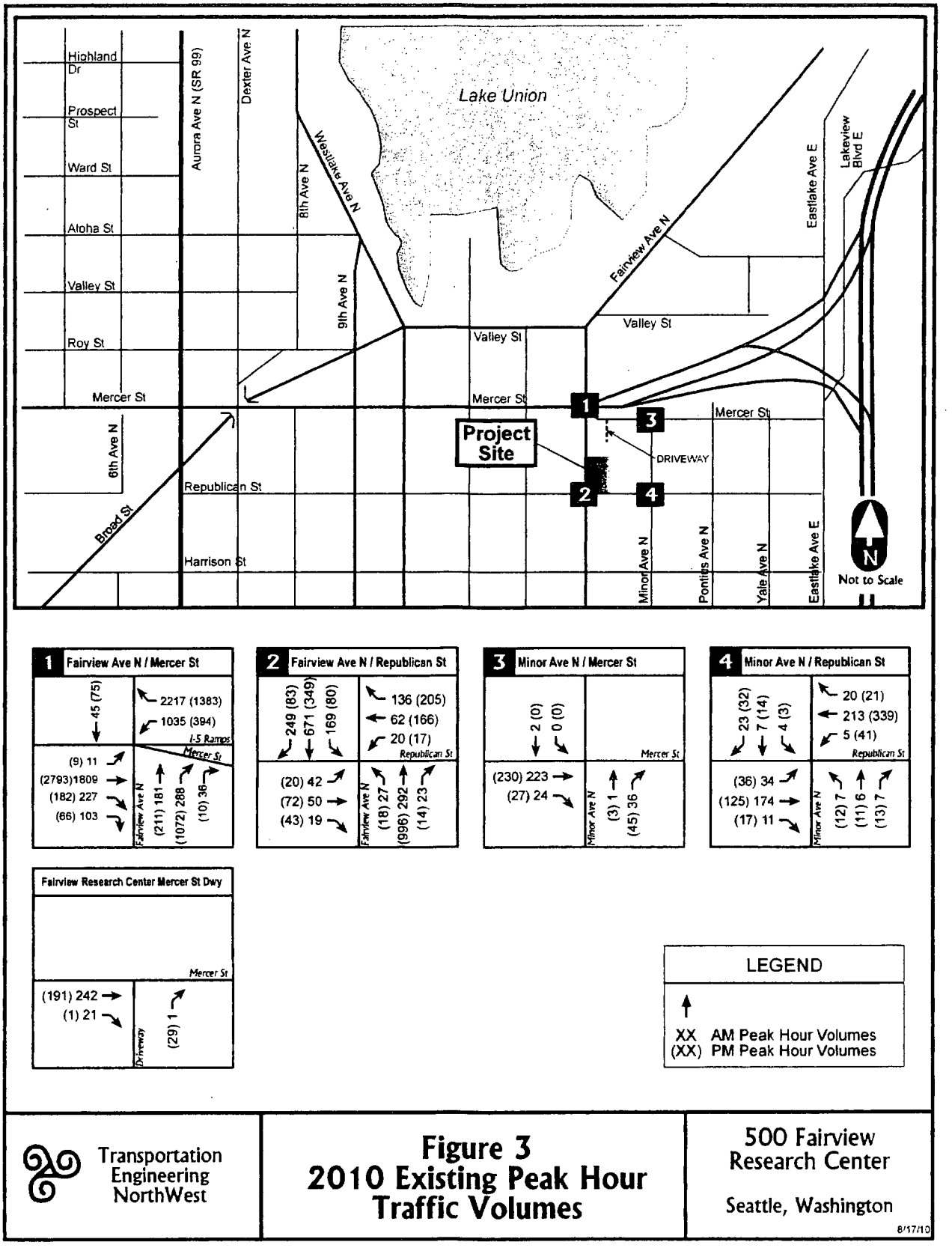
Transit service to and from the project vicinity is provided by King County Metro Transit and the City of Seattle. The site is well served by public transit with a transit shelter located on the west side of Fairview Avenue N just south of Mercer Street. The shelter provides access to five King County Metro transit routes. In addition, stops for the City of Seattle Streetcar are located within 0.5 mile of the site on Valley Street, Westlake Avenue N, and Terry Avenue N.

Pedestrian Facilities

In the project vicinity, sidewalks exist on all streets fronting the project site (Fairview Avenue N and Republican Street). Crosswalks are also provided at the signalized intersections in the project vicinity.

Peak-Hour Traffic Volumes

Existing weekday AM and PM peak hour traffic volume data was provided by All Traffic Data (ATD). Turning movement counts were conducted in 2010 at the study intersections. **Figure 3** shows the 2010 AM and PM peak hour traffic volumes at the study intersections.



Transportation Engineering NorthWest

Figure 3
2010 Existing Peak Hour Traffic Volumes

500 Fairview Research Center

Seattle, Washington

8/17/10

Intersection Levels of Service

Existing (2010) level of service (LOS) analyses were conducted at the study intersections during the weekday AM and PM peak hours. LOS refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes LOS. At signalized intersections, LOS A represents free-flow conditions-motorists experience little or no delays, and LOS F represents forced-flow conditions-motorists experience an average delay in excess of 80 seconds per vehicle. The LOS reported for signalized intersections represents the average control delay per vehicle entering the intersection.

LOS calculations for both signalized and stop-controlled intersections were calculated using the methodologies and procedures outlined in the 2000 *Highway Capacity Manual (HCM)*, Special Report 209, Transportation Research Board (TRB). Existing signal timing provided by the City of Seattle was used at the signalized study intersections. **Table 1** outlines the LOS criteria for signalized and unsignalized intersections based on these methodologies.

Table 1.
Level of Service Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Delay Range (sec)	Unsignalized Intersection Delay Range (sec)
A	≤ 10	≤ 10
B	>10 to ≤20	>10 to ≤15
C	>20 to ≤35	>15 to ≤25
D	>35 to ≤55	>25 to ≤35
E	>55 to ≤80	>35 to ≤50
F	>80	>50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000.

Existing weekday AM and PM peak hour LOS analysis results for the study intersections are summarized in **Table 2**.

Table 2.
500 Fairview Research Center Development –
Existing 2010 Intersection LOS Summary

Study Intersection	LOS[1]	Delay (sec)	V/C Ratio
AM PEAK HOUR			
1. Fairview Ave N/Mercer St	E	68.4	0.93
2. Fairview Ave N/Republican St	B	15.6	0.40
3. Minor Ave N/Mercer Street (unsignalized)			
NB shared thru-right	A	9.4	0.05
SB shared thru-left	A	10.0	0.01
4. Minor Ave N/Republican St (unsignalized)			
EB shared left-thru-right	A	8.0	0.03
WB shared left-thru-right	A	7.7	0.00
NB shared left-thru-right	B	13.1	0.07
SB shared left-thru-right	B	12.3	0.08
PM PEAK HOUR			
1. Fairview Ave N/Mercer St	E	58.4	1.05
2. Fairview Ave N/Republican St	C	22.5	0.49
3. Minor Ave N/Mercer Street (unsignalized)			
NB shared thru-right	B	10.5	0.09
SB shared thru-left	A	0.00	0.00
4. Minor Ave N/Republican St (unsignalized)			
EB shared left-thru-right	A	8.3	0.03
WB shared left-thru-right	A	7.6	0.03
NB shared left-thru-right	C	16.3	0.17
SB shared left-thru-right	B	13.9	0.13

1. Level of service based on methodology outlined in the 2000 Highway Capacity Manual (HCM).

As shown in the above table, all signalized study intersections and controlled movements at unsignalized intersections currently operate at LOS E or better during the weekday AM and PM peak hours. Detailed LOS summary worksheets are provided in **Appendix A**.

Planned Transportation Improvements

The Seattle Department of Transportation includes one Major Project in the project vicinity.

Mercer Corridor Project

Description:
The project includes widening Mercer Street to create a two-way boulevard, reconstructing Valley Street as a local access street, providing new and wider sidewalks, improving connections to transit and adding bicycle lanes. An additional northbound travel lane is also planned at the intersection of Fairview Avenue N/Republican Street. The improvements to Mercer Street and Fairview Avenue N are currently under construction and are scheduled to be completed by mid 2012.

TRAFFIC IMPACT ANALYSIS

Trip Generation

The proposed 500 Fairview Research Center development would consist of a 108,000 square foot (sf) building which would be used for research and development. The project would replace a 17,000 sf office building.

The trip generation estimate for the development was based on data from the Institute of Transportation Engineers (ITE) *Trip Generation* (8th Edition, 2008), and mode-split data for the Transportation Analysis Zone (TAZ) in which the proposed 500 Fairview Research Center development is located (TAZ 283). Two steps were used to calculate weekday AM and PM peak hour trip generation.

First, ITE trip rates were used to determine vehicular trip generation for the existing and proposed uses. Vehicle trip generation was then converted to person trips using an average vehicle occupancy (AVO) factor of 1.13. The AVO assumption is based on a local rate used in the analysis of other recent projects in Seattle.

Second, mode-split data for TAZ 283 was used to estimate local vehicular trip generation for this project. The mode-split data was obtained from the City of Seattle (Zhong Wang, 7/27/10). The mode-split data is summarized in **Appendix B**.

As shown in **Appendix B**, for an office use in this zone, a 37 percent non-auto mode-split was calculated (which includes transit, bike and walk). The auto related mode-split was calculated to be 63 percent, which reflects both SOV and carpool trips (2 person and 3 person). After adjustments for mode-split were made, the net trip generation was calculated.

Table 3 summarizes the weekday peak hour trip generation for the proposed 500 Fairview Research Center development. The proposed project is estimated to generate 76 net new trips during the AM peak hour and 75 net new trips during the PM peak hour. The detailed trip generation calculations are included in **Appendix B**.

Table 3.
500 Fairview Research Center Development –
Net Trip Generation Summary

Time Period and Land Use	Size	ITE LUC [1]	Vehicle Trip Generation In	Out	Total
AM Peak Hour					
Research & Development Center	108,000 sf	760	77	16	93
Less Existing Use (office)	*17,000 sf*	*710*	*-15*	*-2*	*-17*
Net New AM Peak Hour Trips			62	14	76
PM Peak Hour					
Research & Development Center	108,000 sf	760	14	77	91
Less Existing Use (office)	*17,000 sf*	*710*	*-3*	*-13*	*-16*
Net New PM Peak Hour Trips			11	64	75

1. Institute of Transportation Engineers, Trip Generation Manual, 8th Edition, 2008.

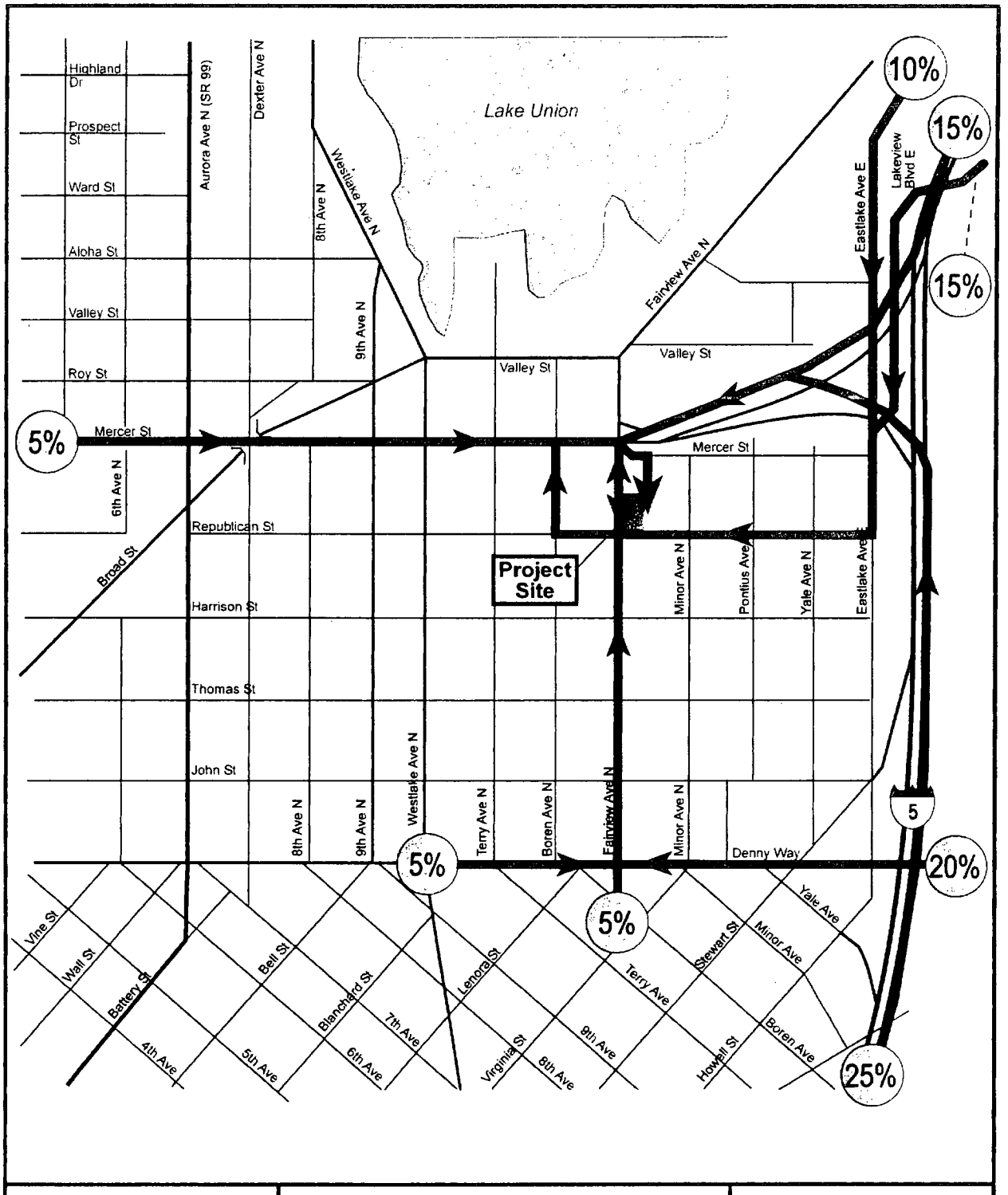
Trip Distribution

The trip distribution patterns for the proposed project were calculated based on DPD Director's Rule 2009-5 and general traffic patterns in the vicinity of the site. Based on this methodology, a project's trips are distributed to the street network based on trip distribution tables generated by the City's traffic forecasting model. Once the number of trips between the proposed development and other areas of the City are determined, the trips are assigned to the arterial network using the most likely routes to minimize travel time and distance. The results of the assignment process indicate that the distribution of trips to and from the project is estimated to be as shown in **Table 4**.

Table 4.
500 Fairview Research Center Development –
Peak Hour Project Trip Distribution

Direction	Entering Trips	Exiting Trips
I-5 to/from the North	15%	25%
I-5 to/from the South	25%	30%
SR-99 & Mercer St to/from the North & West	5%	5%
Local – to/from the Northeast	25%	20%
Local – to/from the South	5%	5%
Local – to/from the Southeast	20%	15%
Local – to/from the Southwest	5%	0%
TOTAL	**100%**	**100%**

Figures 4 & 5 illustrate the anticipated inbound and outbound trip distribution patterns of the office project traffic for the weekday peak hours. **Figure 6** illustrates the net new AM and PM peak hour assignment of project traffic at the study intersections.



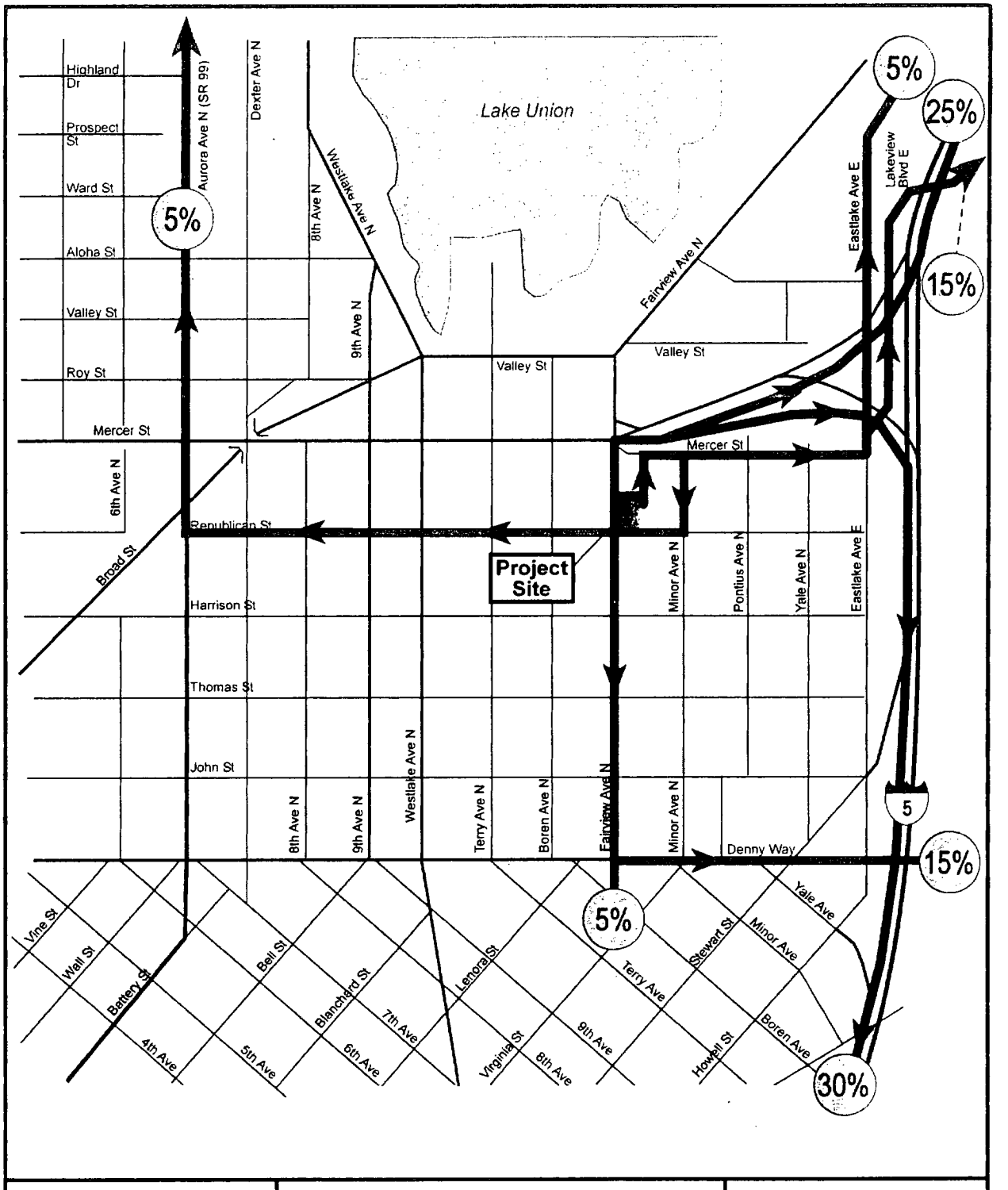
Transportation Engineering NorthWest

Figure 4
Office Trip Distribution - Inbound Direction

500 Fairview Research Center

Seattle, Washington

8/17/10



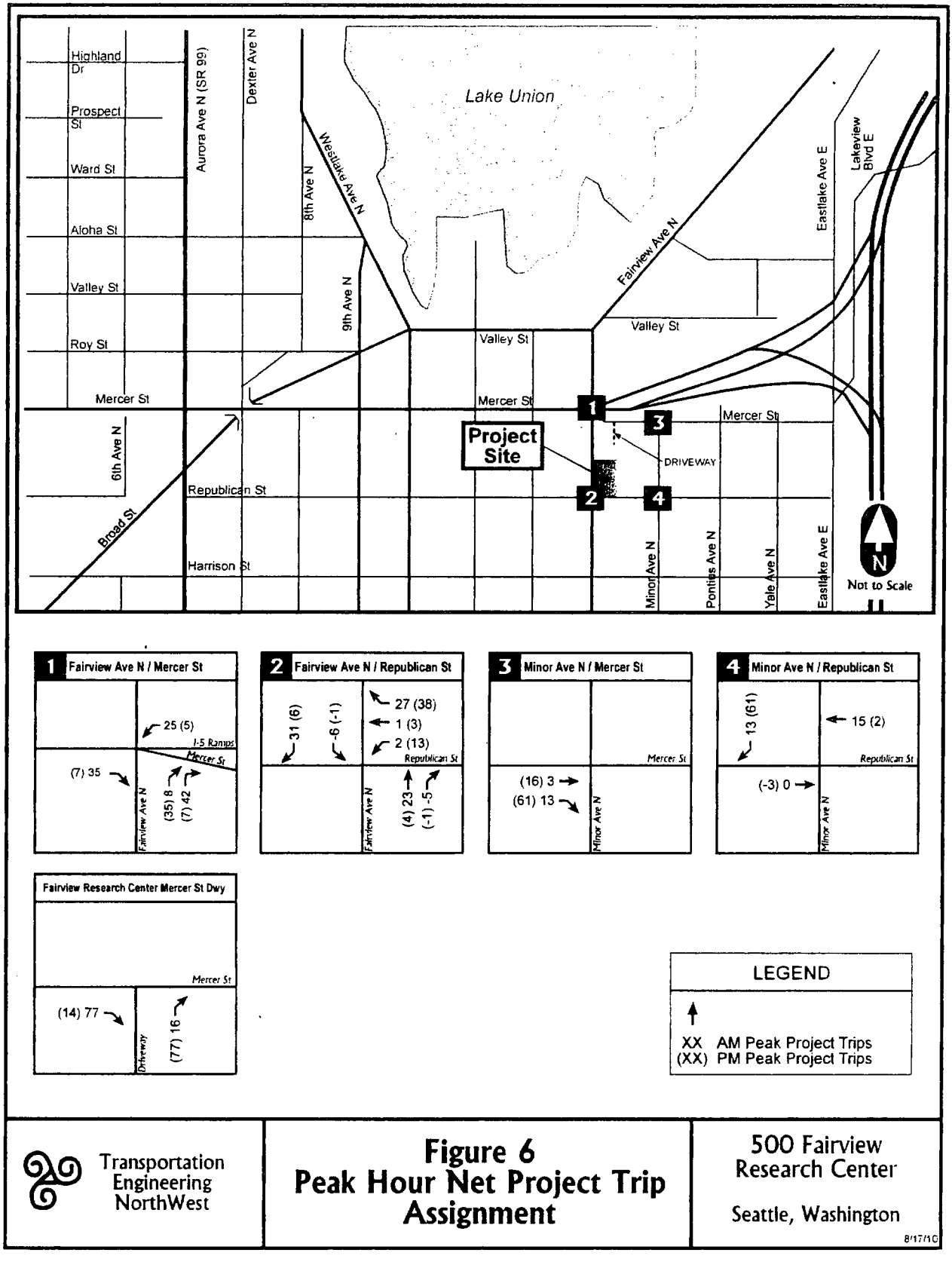
Transportation Engineering NorthWest

Figure 5
Office Trip Distribution - Outbound Direction

500 Fairview Research Center

Seattle, Washington

8/17/10



Transportation Engineering NorthWest

Figure 6
Peak Hour Net Project Trip Assignment

500 Fairview Research Center

Seattle, Washington

8/17/10

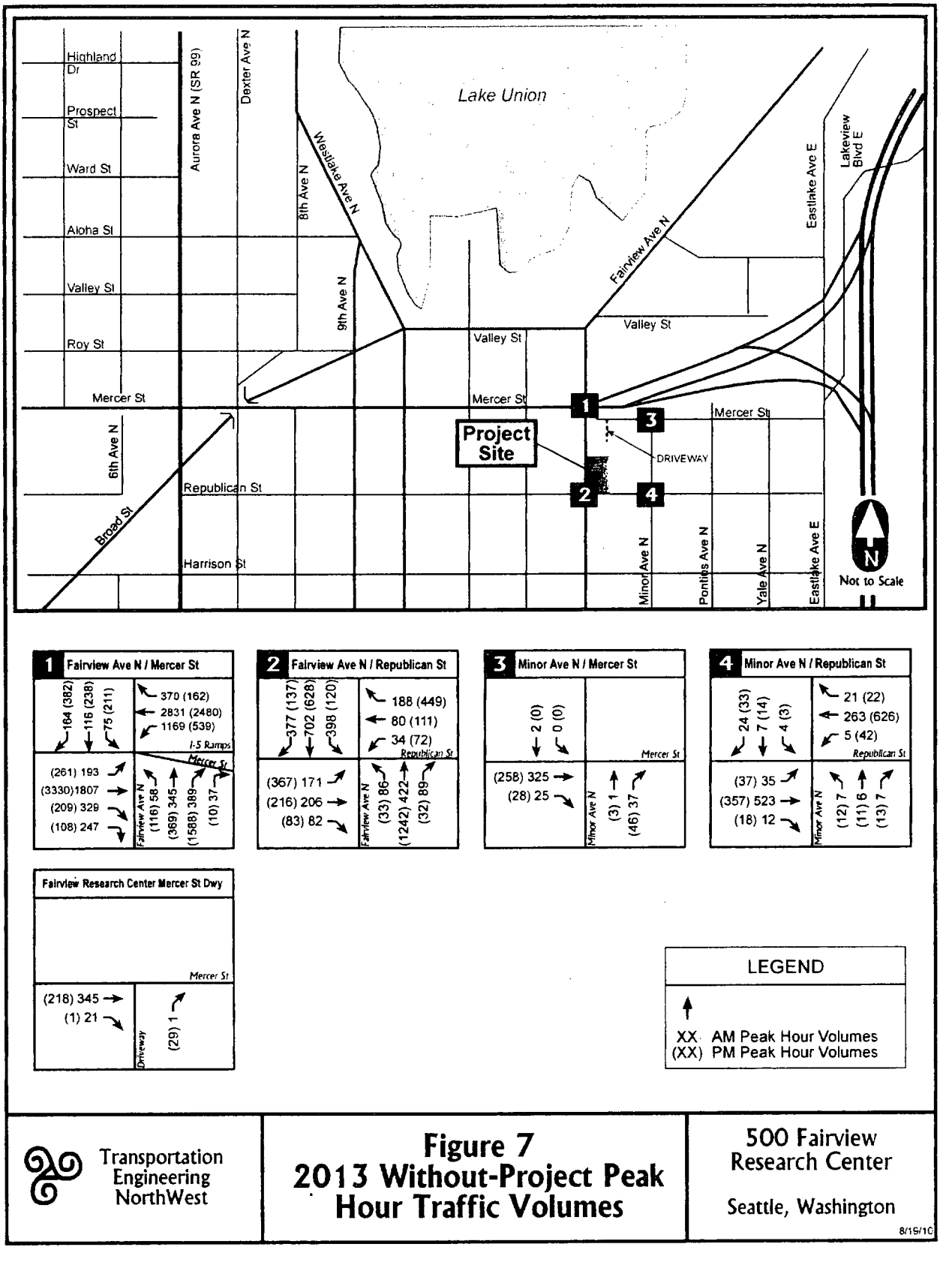
Future Traffic Volume Impacts

Year 2013 baseline traffic volumes at the study intersections were based on 2010 traffic volumes included in the *Mercer Corridor Improvements Project Environmental Assessment*, Transportation Discipline Report, dated November 2006 (assuming a two-way Mercer Street) and 2010 existing traffic counts. The 2010 traffic volumes were factored up by 1 percent per year to account for general background growth.

In addition to the 1 percent background growth rate, trips from nine pipeline projects were included in the future 2013 baseline traffic volumes. The following are the nine pipeline project included in the analysis:

1. 410 Terry Avenue N
2. 535 Terry Avenue N
3. Gates Foundation
4. UW Medicine Phase III
5. 1100 Republican Street
6. 1001 Mercer Street
7. 505 Yale Avenue N
8. 624 Yale Avenue N
9. 1165 Eastlake Avenue

Figure 7 illustrates the year 2013 baseline AM and PM peak hour traffic volumes without the project at the study intersections. Project-generated trips (shown in **Figure 6**) were then added to the 2013 baseline volumes to obtain future with-project traffic volumes, shown in **Figure 8** for the AM and PM peak hours.



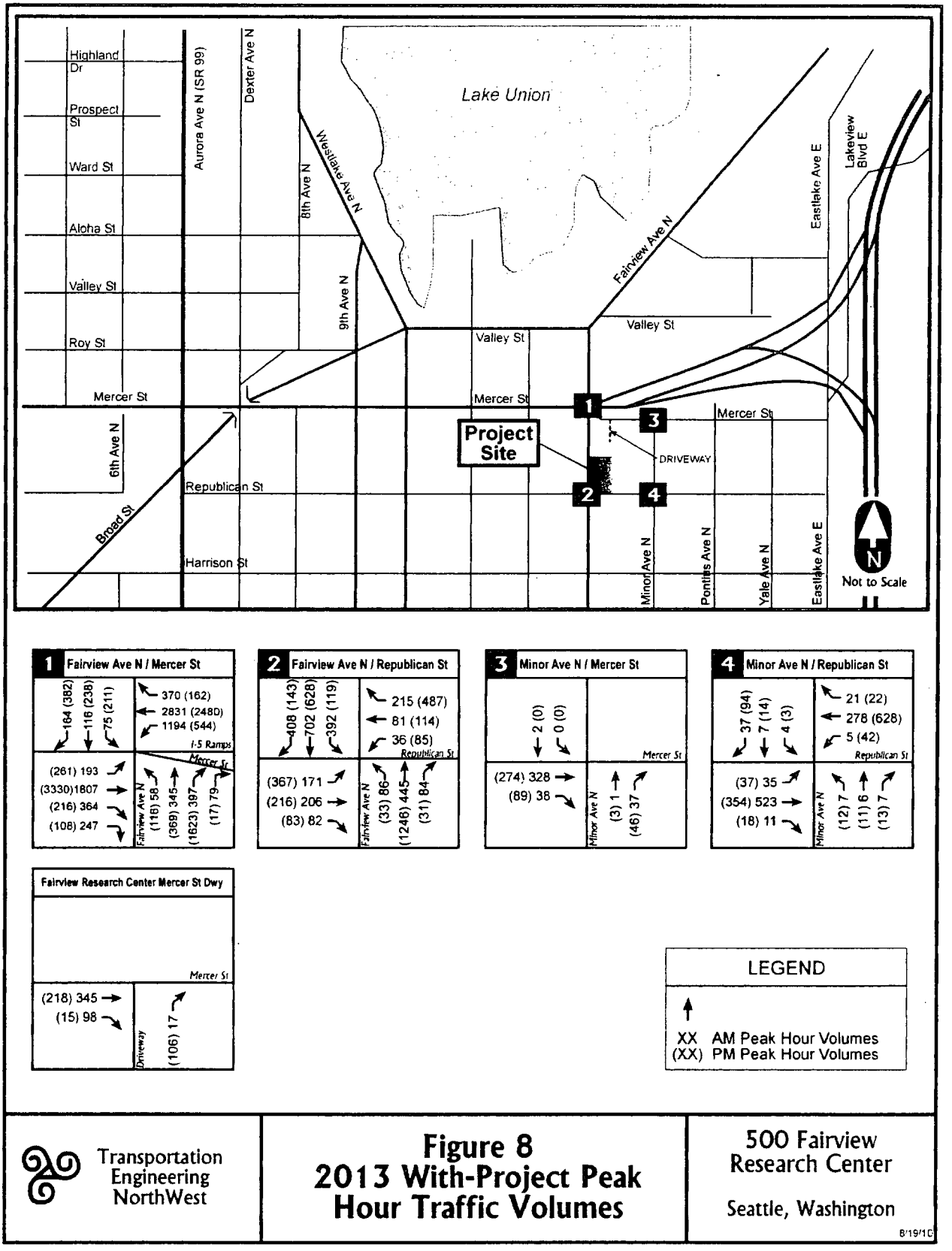
Transportation Engineering NorthWest

Figure 7
2013 Without-Project Peak Hour Traffic Volumes

500 Fairview Research Center

Seattle, Washington

8/19/10



Transportation Engineering NorthWest

Figure 8
2013 With-Project Peak Hour Traffic Volumes

500 Fairview Research Center

Seattle, Washington

8/19/10

Future Intersection Levels of Service

Future LOS were evaluated at the study intersections for the anticipated year of occupancy (2013). The results of the year 2013 LOS analysis with and without the proposed 500 Fairview Research Center development for the AM and PM peak hours are summarized in **Table 5**.

Table 5.
500 Fairview Research Center Development –
Future 2013 Intersection LOS Summary

Study Intersection	2013 Without–Project			2013 With–Project		
	LOS[1]	Delay	V/C	LOS	Delay	V/C
AM PEAK HOUR						
1. Fairview Ave N/Mercer St	F	>100	1.21	F	>100	1.23
2. Fairview Ave N/Republican St	C	30.4	0.77	C	30.8	0.77
3. Minor Ave N/Mercer Street (unsignalized)						
NB shared thru-right	B	10.9	0.06	B	11.0	0.06
SB shared thru-left	B	11.6	0.01	B	11.7	0.01
4. Minor Ave N/Republican St (unsignalized)						
EB shared left-thru-right	A	8.2	0.03	A	8.2	0.03
WB shared left-thru-right	A	9.0	0.01	A	9.0	0.01
NB shared left-thru-right	C	22.8	0.13	C	24.1	0.14
SB shared left-thru-right	C	17.0	0.13	C	16.2	0.16
PM PEAK HOUR						
1. Fairview Ave N/Mercer St	F	>100	1.72	F	>100	1.74
2. Fairview Ave N/Republican St	F	86.9	1.21	F	89.0	1.23
3. Minor Ave N/Mercer Street (unsignalized)						
NB shared thru-right	B	11.1	0.10	B	11.6	0.11
SB shared thru-left	A	0	0.00	A	0	0.00
4. Minor Ave N/Republican St (unsignalized)						
EB shared left-thru-right	A	9.4	0.05	A	9.4	0.05
WB shared left-thru-right	A	9.4	0.05	A	9.3	0.05
NB shared left-thru-right	F	73.4	0.57	F	>100	0.72
SB shared left-thru-right	D	33.5	0.34	D	31.8	0.52

1. Level of service analyses are based on methodology outlined in the 2000 Highway Capacity Manual (HCM).

Three study intersections are expected to operate or include movements at LOS F with or without the project in 2013. The three LOS F intersections include: Intersection #1 Fairview Ave N/Mercer Street during the AM and PM peak hours, Intersection #2 Fairview Ave N/Republican St during the PM peak hour, and the northbound stop controlled movement at the Intersection #3 Minor Ave N/Republican St during the PM peak hour.

Site Access Analysis

Vehicular access to the site would be provided via an existing right-in, right-out only driveway on Mercer Street. Access to the existing driveway would be provided through the existing 530 Fairview Research Center building.

The right-turn movement exiting the driveway onto Mercer Street is expected to operate at LOS B or better during the weekday AM and PM peak hours with minimal queues (1 vehicle). The detailed summary worksheets showing operations at the access driveway are included in **Appendix A**.

Transit Service

The existing site is well served by public transit. Fairview Avenue N serves as a primary transit corridor. The site is located within blocks of the Seattle streetcar and adjacent to an existing transit stop.

The proposed 500 Fairview Research Center development would add office employees to the vicinity area. While this project would increase the demand for transit service in the area, any increase would be considered positive since this would result in a decrease in passenger cars on the surrounding road network, and is not expected to result in a significant adverse impact.

Pedestrian Facilities

The demand on pedestrian facilities in the project vicinity is expected to increase with the proposed development. While this project would increase the demand on pedestrian facilities in the area, any increase would be considered positive since this would result in a decrease in passenger cars on the surrounding road network, and is not expected to result in a significant adverse impact.

Transportation Concurrency

Prior to development approval, a transportation concurrency analysis is conducted based on DPD Director's Rule 2009-5. Transportation concurrency standards are used to determine the acceptable balance between the demand for use of the arterial systems and the capacity of the transportation system. Total capacity is based on the facilities currently in existence, and known future projects.

Transportation concurrency review in the City of Seattle is evaluated first by determining applicable screenlines. A screenline is an imaginary line drawn across several arterials at a particular place where the volume to-capacity ratio (v/c) is calculated. For the 500 Fairview Research Center development, screenlines 8 (South Lake Union) was evaluated.

Baseline peak-hour traffic volumes for the screenlines were obtained from Director's Rule 2009-5. Project-generated traffic was then added to baseline traffic volumes at the screenlines. The total traffic volume, including PM peak hour trips from the proposed 500 Fairview Research Center development, was

then divided by the capacity of all roadways crossing the screenlines to obtain a volume to capacity (v/c) ratio. This ratio was then compared to the LOS standard. **Table 6** summarizes the transportation concurrency review results. As shown, the v/c ratios with the development are well below the adopted LOS standard.

Table 6.
500 Fairview Research Center Development – Transportation Concurrency

Screenline	Description	Capacity[1]	Baseline Peak-Hour Volume	Proposed Project Trips	With Project V/C Ratio	V/C Threshold
8	EB	6,000	4,509	8	0.75	1.20
South Lake Union	WB	3,600	3,020	8	0.84	1.20

1. Data obtained from Director's Rule 2009-5 *Transportation Concurrency Project Review System.*

Parking Demand Analysis

The following provides an evaluation of the parking supply versus the estimated peak parking demand for the 500 Fairview Research Center development.

Parking Supply

The development proposes a parking garage with 129 parking stalls.

Parking Demand

The weekday parking demand for the development was estimated based on the number of building occupants and mode split data provided by the City of Seattle. The proposed development is estimated to include 200 occupants. The mode split for these employees was assumed to include 34% non-auto, 54% SOV, 8% carpool (2 person), and 1% carpool (3 person). **Table 7** summarizes the estimated parking demand.

Table 7.
500 Fairview Research Center Development – Parking Demand

Mode Choice	Percent [1]	Parking Demand [2]
Non-Auto	37%	0
SOV	54%	108
Carpool (2 person)	8%	8
Carpool (3 person)	1%	1
TOTAL PARKING DEMAND =		**117**

1. Mode split percent based on mode split data provided by the City of Seattle 7/27/10.
2. Parking demand estimate based on 200 occupants.

The estimated peak parking demand for the proposed 500 Fairview Research Center Development would be 117 stalls. Therefore, the proposed on-site parking supply of 129 stalls is anticipated to accommodate the anticipated peak parking demand.

PROJECT MITIGATION MEASURES

South Lake Union Capital Improvement Project Contribution

The project is required to contribute payment for its share of South Lake Union capital improvement projects, as identified in the Seattle Department of Transportation's *South Lake Union Transportation Study*. The pro-rata mitigation for the 500 Fairview Research Center project was estimated using the SLU Pro-Rata mitigation spreadsheet developed by the City and provided to TENW. Based on this spreadsheet the pro-rata contribution for the proposed development totals $47,666. **Appendix C** includes the information used to determine the pro-rata estimate.

Level of Service

A review was conducted of intersection impacts of the 500 Fairview Research Center development at intersections expected to operate at LOS F in 2013.

Fairview Avenue N/Mercer Street: This intersection is expected to operate at LOS F in 2013 during the weekday AM and PM peak hours with or without the project. The net increase in traffic volume as a result of the project is less than 1% during the PM peak hour and less than 1.5% during the AM peak hour. As a result we would not expect the project to create significant adverse impacts at this intersection and no traffic mitigation is proposed by the project beyond the South Lake Union pro-rata contribution.

Fairview Avenue N/Republican Street: This intersection is expected to operate at LOS F in 2013 during the weekday PM peak hour with or without the project. The net increase in traffic volume as a result of the project is less than 2% during the PM peak hour. As a result we would not expect the project to create significant adverse impacts at this intersection and no traffic mitigation is proposed by the project beyond the South Lake Union pro-rata contribution.

Minor Avenue N/Republican Street: The northbound stop controlled movement at this intersection is expected to operate at LOS F in 2013 during the weekday PM peak hour with or without the project. The total northbound approach volume at the intersection is less than 40 vehicles during the PM peak hour and would not be considered a significant movement at the intersection. In addition, the project is not expected to add traffic to the northbound approach. Therefore, no traffic mitigation is proposed by the project.

Appendix A:

Level of Service Calculations at Study Intersections

2010 Existing LOS Results

Weekday AM and PM Peak Hours

HCM Signalized Intersection Capacity Analysis
1: Mercer St & Fairview Ave N 8/13/2010

Movement	EBL	EBT	EBR	EBR2	WBL	NBT	NBR	NBR2	SBT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor		0.91	1.00		0.97	1.00	0.88		1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00
Frt		1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (prot)		4939	1538		3400	1827	2733		1681
Flt Permitted		1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		4939	1538		3400	1827	2733		1681
Volume (vph)	11	1809	227	103	1035	181	288	36	45
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.94	0.89	0.89	0.89	0.80
Adj. Flow (vph)	12	1966	247	112	1101	203	324	40	56
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	0
Lane Group Flow (vph)	0	1978	346	0	1101	203	364	0	56
Confl. Peds. (#/hr)				24				6	
Heavy Vehicles (%)	5%	5%	5%	5%	3%	4%	4%	4%	13%
Turn Type	Split	Split			Prot		pt+ov		
Protected Phases	1	1	1		2	3	2 3		3
Permitted Phases									
Actuated Green, G (s)		41.5	41.5		41.5	16.5	63.5		16.5
Effective Green, g (s)		43.0	43.0		43.0	22.0	69.0		22.0
Actuated g/C Ratio		0.36	0.36		0.36	0.18	0.58		0.18
Clearance Time (s)		5.5	5.5		5.5	9.5			9.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)		1770	551		1218	335	1571		308
v/s Ratio Prot		c0.40	0.22		c0.32	c0.11	0.13		0.03
v/s Ratio Perm									
v/c Ratio		1.12	0.63		0.90	0.61	0.23		0.18
Uniform Delay, d1		38.5	31.9		36.5	45.0	12.5		41.4
Progression Factor		1.00	1.00		1.00	0.97	0.97		1.00
Incremental Delay, d2		61.2	5.3		9.6	3.0	0.1		0.3
Delay (s)		99.7	37.2		46.1	46.8	12.2		41.7
Level of Service		F	D		D	D	B		D
Approach Delay (s)		90.1				24.6			41.7
Approach LOS		F				C			D

Intersection Summary

HCM Average Control Delay	68.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0
Lane Util. Factor		0.88	0.95			1.00
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2760	3471			1681
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2760	3471			1681
Volume (vph)	0	2217	192	0	0	45
Peak-hour factor, PHF	0.94	0.94	0.89	0.89	0.80	0.80
Adj. Flow (vph)	0	2359	216	0	0	56
RTOR Reduction (vph)	0	103	0	0	0	0
Lane Group Flow (vph)	0	2256	216	0	0	56
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Turn Type		custom				
Protected Phases		1 2	3			1 2 3
Permitted Phases						
Actuated Green, G (s)		88.5	16.5			120.0
Effective Green, g (s)		90.0	22.0			120.0
Actuated g/C Ratio		0.75	0.18			1.00
Clearance Time (s)			9.5			
Vehicle Extension (s)			3.0			
Lane Grp Cap (vph)		2070	636			1681
v/s Ratio Prot		c0.82	c0.06			0.03
v/s Ratio Perm						
v/c Ratio		1.09	0.34			0.03
Uniform Delay, d1		15.0	42.7			0.0
Progression Factor		1.00	0.16			1.00
Incremental Delay, d2		49.1	0.2			0.0
Delay (s)		64.1	6.9			0.0
Level of Service		E	A			A
Approach Delay (s)	64.1		6.9			0.0
Approach LOS	E		A			A

Intersection Summary			
HCM Average Control Delay	58.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.96		1.00	0.96	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		0.99	1.00		0.99	1.00	1.00	1.00		0.99	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.96	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1747	1481		1849	1529	1767	3487		1771	3386	
Flt Permitted		0.71	1.00		0.88	1.00	0.29	1.00		0.52	1.00	
Satd. Flow (perm)		1264	1481		1650	1529	534	3487		962	3386	
Volume (vph)	42	50	19	20	62	136	27	292	23	169	671	249
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.89	0.89	0.89	0.95	0.95	0.95
Adj. Flow (vph)	48	57	22	23	70	155	30	328	26	178	706	262
RTOR Reduction (vph)	0	0	20	0	0	138	0	2	0	0	15	0
Lane Group Flow (vph)	0	105	2	0	93	17	30	352	0	178	953	0
Confl. Peds. (#/hr)	19		15	15		19	8		10	10		8
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		13.0	13.0		13.0	13.0	89.7	86.0		98.0	90.8	
Effective Green, g (s)		13.5	13.5		13.5	13.5	89.7	86.5		98.5	91.3	
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.75	0.72		0.82	0.76	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		142	167		186	172	432	2514		844	2576	
v/s Ratio Prot							0.00	0.10		c0.01	c0.28	
v/s Ratio Perm		c0.08	0.00		0.06	0.01	0.05			0.16		
v/c Ratio		0.74	0.01		0.50	0.10	0.07	0.14		0.21	0.37	
Uniform Delay, d1		51.5	47.3		50.1	47.8	3.9	5.2		2.2	4.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.79	1.31	
Incremental Delay, d2		18.1	0.0		2.1	0.3	0.1	0.1		0.1	0.2	
Delay (s)		69.7	47.4		52.2	48.1	4.0	5.3		4.0	6.5	
Level of Service		E	D		D	D	A	A		A	A	
Approach Delay (s)		65.8			49.6			5.2			6.1	
Approach LOS		E			D			A			A	

Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*08/12/2010*	Analysis Year	*2010 Existing*
Analysis Time Period	*AM Peak*		

Project Description	*500 Fairview Research Center*
East/West Street: *Mercer Street*	North/South Street: *Minor Ave N*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	223	24	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	234	25	0	0	0
Proportion of heavy vehicles, P_{HV}	2	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration			TR			
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	1	36	0	2	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.50	0.50	0.50
Hourly Flow Rate (veh/h)	0	1	38	0	4	0
Proportion of heavy vehicles, P_{HV}	8	8	8	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					TR	LT		
Volume, v (vph)					39	4		
Capacity, c_m (vph)					855	728		
v/c ratio					0.05	0.01		
Queue length (95%)					0.14	0.02		
Control Delay (s/veh)					9.4	10.0		
LOS					A	A		
Approach delay (s/veh)	--	--	9.4			10.0		
Approach LOS	--	--	A			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Republican St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*08/12/2010*	Analysis Year	*2010 Existing*
Analysis Time Period	*AM Peak Hour*		

Project Description *500 Fairview Research Center*	
East/West Street: *Republican Street*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*34*	*174*	*11*	*5*	*213*	*20*
Peak-hour factor, PHF	*0.88*	*0.88*	*0.88*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate (veh/h)	*38*	*197*	*12*	*5*	*239*	*22*
Proportion of heavy vehicles, P_{HV}	*2*	--	--	*6*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*1*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*7*	*6*	*7*	*4*	*7*	*23*
Peak-hour factor, PHF	*0.63*	*0.63*	*0.63*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate (veh/h)	*11*	*9*	*11*	*5*	*9*	*29*
Proportion of heavy vehicles, P_{HV}	*5*	*5*	*5*	*18*	*18*	*18*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
Volume, v (vph)	*38*	*5*		*31*			*43*	
Capacity, c_m (vph)	*1235*	*1326*		*473*			*537*	
v/c ratio	*0.03*	*0.00*		*0.07*			*0.08*	
Queue length (95%)	*0.10*	*0.01*		*0.21*			*0.26*	
Control Delay (s/veh)	*8.0*	*7.7*		*13.1*			*12.3*	
LOS	*A*	*A*		*B*			*B*	
Approach delay (s/veh)	--	--	*13.1*			*12.3*		
Approach LOS	--	--	*B*			*B*		

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Movement	EBL	EBT	EBR	EBR2	WBL	NBT	NBR	NBR2	SBT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor		0.91	1.00		0.97	1.00	0.88		1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00
Frt		1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (prot)		5085	1583		3433	1881	2814		1743
Flt Permitted		1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		5085	1583		3433	1881	2814		1743
Volume (vph)	9	2793	182	66	394	211	1072	10	75
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.90	0.93	0.93	0.93	0.90
Adj. Flow (vph)	9	2879	188	68	438	227	1153	11	83
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0
Lane Group Flow (vph)	0	2888	245	0	438	227	1164	0	83
Confl. Peds. (#/hr)				15				2	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	1%	1%	1%	9%
Turn Type	Split	Split			Prot		pt+ov		
Protected Phases	1	1	1		2	3	2 3		3
Permitted Phases									
Actuated Green, G (s)		64.5	64.5		17.5	17.5	40.5		17.5
Effective Green, g (s)		66.0	66.0		19.0	23.0	46.0		23.0
Actuated g/C Ratio		0.55	0.55		0.16	0.19	0.38		0.19
Clearance Time (s)		5.5	5.5		5.5	9.5			9.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)		2797	871		544	361	1079		334
v/s Ratio Prot		c0.57	0.15		0.13	0.12	c0.41		0.05
v/s Ratio Perm									
v/c Ratio		1.03	0.28		0.81	0.63	1.08		0.25
Uniform Delay, d1		27.0	14.4		48.7	44.6	37.0		41.2
Progression Factor		1.00	1.00		1.00	0.94	0.96		1.00
Incremental Delay, d2		26.1	0.8		8.5	3.1	50.1		0.4
Delay (s)		53.1	15.2		57.2	45.0	85.5		41.6
Level of Service		D	B		E	D	F		D
Approach Delay (s)		50.0				78.9			41.6
Approach LOS		D				E			D

Intersection Summary

HCM Average Control Delay	58.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0
Lane Util. Factor		0.88	0.95			1.00
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2760	3471			1681
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2760	3471			1681
Volume (vph)	0	1383	220	0	0	75
Peak-hour factor, PHF	0.94	0.94	0.89	0.89	0.80	0.80
Adj. Flow (vph)	0	1471	247	0	0	94
RTOR Reduction (vph)	0	92	0	0	0	0
Lane Group Flow (vph)	0	1379	247	0	0	94
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Turn Type		custom				
Protected Phases		1 2	3			1 2 3
Permitted Phases						
Actuated Green, G (s)		87.5	17.5			120.0
Effective Green, g (s)		89.0	23.0			120.0
Actuated g/C Ratio		0.74	0.19			1.00
Clearance Time (s)			9.5			
Vehicle Extension (s)			3.0			
Lane Grp Cap (vph)		2047	665			1681
v/s Ratio Prot		c0.50	c0.07			0.06
v/s Ratio Perm						
v/c Ratio		0.67	0.37			0.06
Uniform Delay, d1		8.0	42.2			0.0
Progression Factor		1.00	0.15			1.00
Incremental Delay, d2		0.9	0.3			0.0
Delay (s)		8.9	6.4			0.0
Level of Service		A	A			A
Approach Delay (s)	8.9		6.4			0.0
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.95		1.00	0.95	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	0.98	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.99	1.00		1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1833	1511		1868	1515	1750	3565		1752	3336	
Flt Permitted		0.64	1.00		0.96	1.00	0.49	1.00		0.20	1.00	
Satd. Flow (perm)		1185	1511		1806	1515	894	3565		375	3336	
Volume (vph)	20	72	43	17	166	205	18	996	14	80	349	83
Peak-hour factor, PHF	0.65	0.65	0.65	0.86	0.86	0.86	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	31	111	66	20	193	238	20	1083	15	86	375	89
RTOR Reduction (vph)	0	0	55	0	0	200	0	0	0	0	9	0
Lane Group Flow (vph)	0	142	11	0	213	38	20	1098	0	86	455	0
Confl. Peds. (#/hr)	24		20	20		24	26		9	9		26
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		18.9	18.9		18.9	18.9	82.9	80.4		92.1	86.1	
Effective Green, g (s)		19.4	19.4		19.4	19.4	82.9	80.9		92.6	86.6	
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.69	0.67		0.77	0.72	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		192	244		292	245	632	2403		378	2407	
v/s Ratio Prot							0.00	c0.31		c0.01	0.14	
v/s Ratio Perm		c0.12	0.01		0.12	0.03	0.02			0.16		
v/c Ratio		0.74	0.04		0.73	0.16	0.03	0.46		0.23	0.19	
Uniform Delay, d1		47.9	42.5		47.8	43.3	5.8	9.2		5.0	5.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		4.95	2.06	
Incremental Delay, d2		13.9	0.1		8.8	0.3	0.0	0.6		0.2	0.1	
Delay (s)		61.8	42.5		56.6	43.6	5.8	9.8		25.1	11.2	
Level of Service		E	D		E	D	A	A		C	B	
Approach Delay (s)		55.7			49.7			9.8			13.4	
Approach LOS		E			D			A			B	

Intersection Summary

HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TENW	Intersection	Mercer St & Minor Ave N
Agency/Co.		Jurisdiction	
Date Performed	8/13/10	Analysis Year	2010 Existing
Analysis Time Period	PM Peak		

Project Description	500 Fairview Research Center
East/West Street: Mercer Street	North/South Street: Minor Ave N
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	230	27	0	0	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	267	31	0	0	0
Proportion of heavy vehicles, P_{HV}	1	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration			TR			
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	3	45	0	0	0
Peak-hour factor, PHF	0.71	0.71	0.71	0.25	0.25	0.25
Hourly Flow Rate (veh/h)	0	4	63	0	0	0
Proportion of heavy vehicles, P_{HV}	13	13	13	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					TR	LT		
Volume, v (vph)					67	0		
Capacity, c_m (vph)					720			
v/c ratio					0.09			
Queue length (95%)					0.31			
Control Delay (s/veh)					10.5			
LOS					B			
Approach delay (s/veh)	--	--	10.5					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Republican St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*8/13/10*	Analysis Year	*2010 Existing*
Analysis Time Period	*PM Peak Hour*		

Project Description *500 Fairview Research Center*	
East/West Street: *Republican Street*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*36*	*125*	*17*	*41*	*339*	*21*
Peak-hour factor, PHF	*0.91*	*0.91*	*0.91*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate (veh/h)	*39*	*137*	*18*	*43*	*356*	*22*
Proportion of heavy vehicles, P_{HV}	*2*	--	--	*1*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*1*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*12*	*11*	*13*	*3*	*14*	*32*
Peak-hour factor, PHF	*0.56*	*0.56*	*0.56*	*0.77*	*0.77*	*0.77*
Hourly Flow Rate (veh/h)	*21*	*19*	*23*	*3*	*18*	*41*
Proportion of heavy vehicles, P_{HV}	*8*	*8*	*8*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
Volume, v (vph)	*39*	*43*		*63*			*62*	
Capacity, c_m (vph)	*1118*	*1418*		*381*			*465*	
v/c ratio	*0.03*	*0.03*		*0.17*			*0.13*	
Queue length (95%)	*0.11*	*0.09*		*0.59*			*0.46*	
Control Delay (s/veh)	*8.3*	*7.6*		*16.3*			*13.9*	
LOS	*A*	*A*		*C*			*B*	
Approach delay (s/veh)	--	--	*16.3*			*13.9*		
Approach LOS	--	--	*C*			*B*		

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2013 Without–Project LOS Results

Weekday AM and PM Peak Hours

HCM Signalized Intersection Capacity Analysis
1: Mercer St & Fairview Ave N 8/19/2010

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.86			0.97	0.91	1.00	1.00	1.00	0.88		0.97
Frpb, ped/bikes	1.00	0.99			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.96			1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1719	5913			3400	5036	1568	1736	1827	2733		3099
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1719	5913			3400	5036	1568	1736	1827	2733		3099
Volume (vph)	193	1807	329	247	1169	2831	370	58	345	389	37	75
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89	0.89	0.80
Adj. Flow (vph)	210	1964	358	268	1244	3012	394	65	388	437	42	94
RTOR Reduction (vph)	0	17	0	0	0	0	23	0	0	0	0	0
Lane Group Flow (vph)	210	2573	0	0	1244	3012	371	65	388	479	0	94
Confl. Peds. (#/hr)				24							6	
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	4%	4%	4%	4%	13%
Turn Type	Prot	Prot			Prot		pm+ov	Prot		Over		Prot
Protected Phases	1	6			5	2	7	3	8	5		7
Permitted Phases							2					
Actuated Green, G (s)	10.5	40.9			30.5	60.9	67.9	5.6	19.6	30.5		7.0
Effective Green, g (s)	12.0	42.4			32.0	62.4	70.9	7.1	21.1	32.0		8.5
Actuated g/C Ratio	0.10	0.35			0.27	0.52	0.59	0.06	0.18	0.27		0.07
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5	5.5	5.5	5.5		5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	172	2089			907	2619	979	103	321	729		220
v/s Ratio Prot	0.12	c0.44			c0.37	0.60	0.03	c0.04	c0.21	0.18		0.03
v/s Ratio Perm							0.21					
v/c Ratio	1.22	1.23			1.37	1.15	0.38	0.63	1.21	0.66		0.43
Uniform Delay, d1	54.0	38.8			44.0	28.8	12.9	55.2	49.5	39.1		53.4
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.15	0.91	0.89		1.00
Incremental Delay, d2	140.4	108.7			174.2	72.4	0.2	11.0	117.6	2.0		1.3
Delay (s)	194.4	147.5			218.2	101.2	13.2	74.5	162.7	36.8		54.8
Level of Service	F	F			F	F	B	E	F	D		D
Approach Delay (s)		151.0				125.1			91.8			
Approach LOS		F				F			F			

Intersection Summary

HCM Average Control Delay	125.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1681	1389
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1681	1389
Volume (vph)	116	164
Peak-hour factor, PHF	0.80	0.80
Adj. Flow (vph)	145	205
RTOR Reduction (vph)	0	26
Lane Group Flow (vph)	145	179
Confl. Peds. (#/hr)		16
Heavy Vehicles (%)	13%	13%
Turn Type		pm+ov
Protected Phases	4	1
Permitted Phases		4
Actuated Green, G (s)	21.0	31.5
Effective Green, g (s)	22.5	34.5
Actuated g/C Ratio	0.19	0.29
Clearance Time (s)	5.5	5.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	315	446
v/s Ratio Prot	0.09	0.04
v/s Ratio Perm		0.09
v/c Ratio	0.46	0.40
Uniform Delay, d1	43.4	34.4
Progression Factor	1.00	1.00
Incremental Delay, d2	1.1	0.6
Delay (s)	44.4	35.0
Level of Service	D	D
Approach Delay (s)	42.3	
Approach LOS	D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.95	
Frpb, ped/bikes		1.00	0.96		1.00	0.96	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.97		1.00	0.95	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1749	1481		1849	1529	1768	4907		1782	3332	
Flt Permitted		0.75	1.00		0.64	1.00	0.21	1.00		0.32	1.00	
Satd. Flow (perm)		1346	1481		1195	1529	383	4907		603	3332	
Volume (vph)	171	206	82	34	80	188	86	422	89	398	702	377
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.89	0.89	0.89	0.95	0.95	0.95
Adj. Flow (vph)	197	237	94	39	91	214	97	474	100	419	739	397
RTOR Reduction (vph)	0	0	36	0	0	139	0	22	0	0	52	0
Lane Group Flow (vph)	0	434	58	0	130	75	97	552	0	419	1084	0
Confl. Peds. (#/hr)	19		15	15		19	8		10	10		8
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		41.4	41.4		41.4	41.4	46.7	39.0		69.6	58.4	
Effective Green, g (s)		41.9	41.9		41.9	41.9	46.7	39.5		70.1	58.9	
Actuated g/C Ratio		0.35	0.35		0.35	0.35	0.39	0.33		0.58	0.49	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		470	517		417	534	232	1615		614	1635	
v/s Ratio Prot							0.03	0.11		c0.15	0.33	
v/s Ratio Perm		c0.32	0.04		0.11	0.05	0.14			c0.25		
v/c Ratio		0.92	0.11		0.31	0.14	0.42	0.34		0.68	0.66	
Uniform Delay, d1		37.5	26.4		28.5	26.7	23.9	30.4		14.6	23.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		0.84	1.13	
Incremental Delay, d2		23.8	0.1		0.4	0.1	1.2	0.6		0.3	0.2	
Delay (s)		61.3	26.5		28.9	26.8	25.2	31.0		12.5	26.4	
Level of Service		E	C		C	C	C	C		B	C	
Approach Delay (s)		55.1			27.6			30.2			22.6	
Approach LOS		E			C			C			C	

Intersection Summary

HCM Average Control Delay	30.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TENW	Intersection	Mercer St & Minor Ave N
Agency/Co.		Jurisdiction	
Date Performed	08/19/2010	Analysis Year	2013 Without Project
Analysis Time Period	AM Peak		

Project Description	500 Fairview Research Center
East/West Street: Mercer St	North/South Street: Minor Ave N
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	325	25	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	342	26	0	0	0
Proportion of heavy vehicles, P_{HV}	2	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration	LTR					
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	1	37	0	2	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.50	0.50	0.50
Hourly Flow Rate (veh/h)	0	1	39	0	4	0
Proportion of heavy vehicles, P_{HV}	8	8	8	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				TR	LT		
Volume, v (vph)	0				40	4		
Capacity, c_m (vph)	1623				646	550		
v/c ratio	0.00				0.06	0.01		
Queue length (95%)	0.00				0.20	0.02		
Control Delay (s/veh)	7.2				10.9	11.6		
LOS	A				B	B		
Approach delay (s/veh)	--	--	10.9			11.6		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Republican St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*08/19/2010*	Analysis Year	*2013 Without Project*
Analysis Time Period	*AM Peak Hour*		

Project Description *500 Fairview Research Center*	
East/West Street: *Republican St*	North/South Street: *Minor Ave N*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	35	523	11	5	263	21
Peak-hour factor, PHF	0.88	0.88	0.88	0.89	0.89	0.89
Hourly Flow Rate (veh/h)	39	594	12	5	295	23
Proportion of heavy vehicles, P_{HV}	2	--	--	6	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	6	7	4	7	24
Peak-hour factor, PHF	0.63	0.63	0.63	0.77	0.77	0.77
Hourly Flow Rate (veh/h)	11	9	11	5	9	31
Proportion of heavy vehicles, P_{HV}	5	5	5	18	18	18
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
Volume, v (vph)	39	5		31			45	
Capacity, c_m (vph)	1177	914		233			344	
v/c ratio	0.03	0.01		0.13			0.13	
Queue length (95%)	0.10	0.02		0.45			0.45	
Control Delay (s/veh)	8.2	9.0		22.8			17.0	
LOS	A	A		C			C	
Approach delay (s/veh)	--	--	22.8			17.0		
Approach LOS	--	--	C			C		

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HCM Signalized Intersection Capacity Analysis
1: Mercer St & Fairview Ave N 8/19/2010

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.86			0.97	0.91	1.00	1.00	1.00	0.88		0.97
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	6302			3433	5085	1583	1787	1881	2814		3213
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	6302			3433	5085	1583	1787	1881	2814		3213
Volume (vph)	261	3330	209	108	539	2480	162	116	369	1588	10	211
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.90
Adj. Flow (vph)	269	3433	215	111	599	2756	180	125	397	1708	11	234
RTOR Reduction (vph)	0	3	0	0	0	0	14	0	0	0	0	0
Lane Group Flow (vph)	269	3756	0	0	599	2756	166	125	397	1719	0	234
Confl. Peds. (#/hr)				15	15			20			2	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	9%
Turn Type	Prot	Prot			Prot		pm+ov	Prot		Over		Prot
Protected Phases	1	6			5	2	7	3	8	5		7
Permitted Phases							2					
Actuated Green, G (s)	10.5	40.5			32.5	62.5	69.5	7.0	18.0	32.5		7.0
Effective Green, g (s)	12.0	42.0			34.0	64.0	72.5	8.5	19.5	34.0		8.5
Actuated g/C Ratio	0.10	0.35			0.28	0.53	0.60	0.07	0.16	0.28		0.07
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5	5.5	5.5	5.5		5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	2206			973	2712	1009	127	306	797		228
v/s Ratio Prot	0.15	c0.60			0.17	0.54	0.01	0.07	c0.21	c0.61		c0.07
v/s Ratio Perm							0.09					
v/c Ratio	1.52	1.70			0.62	1.02	0.16	0.98	1.30	2.16		1.03
Uniform Delay, d1	54.0	39.0			37.3	28.0	10.4	55.7	50.2	43.0		55.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.38	0.76	0.84		1.00
Incremental Delay, d2	260.6	318.1			1.2	21.5	0.1	20.1	136.1	521.0		66.6
Delay (s)	314.6	357.1			38.5	49.5	10.5	96.8	174.3	557.0		122.3
Level of Service	F	F			D	D	B	F	F	F		F
Approach Delay (s)		354.3				45.6			463.6			
Approach LOS		F				D			F			

Intersection Summary

HCM Average Control Delay	252.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	125.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1743	1435
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1743	1435
Volume (vph)	238	382
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	264	424
RTOR Reduction (vph)	0	9
Lane Group Flow (vph)	264	415
Confl. Peds. (#/hr)		20
Heavy Vehicles (%)	9%	9%
Turn Type		pm+ov
Protected Phases	4	1
Permitted Phases		4
Actuated Green, G (s)	18.0	28.5
Effective Green, g (s)	19.5	31.5
Actuated g/C Ratio	0.16	0.26
Clearance Time (s)	5.5	5.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	283	425
v/s Ratio Prot	0.15	0.10
v/s Ratio Perm		0.19
v/c Ratio	0.93	0.98
Uniform Delay, d1	49.6	43.9
Progression Factor	1.00	1.00
Incremental Delay, d2	35.9	37.2
Delay (s)	85.5	81.1
Level of Service	F	F
Approach Delay (s)	92.8	
Approach LOS	F	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.95	
Frpb, ped/bikes		1.00	0.95		1.00	0.95	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.98	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1773	1511		1845	1515	1787	5110		1752	3347	
Flt Permitted		0.67	1.00		0.36	1.00	0.14	1.00		0.13	1.00	
Satd. Flow (perm)		1221	1511		683	1515	259	5110		239	3347	
Volume (vph)	367	216	83	72	111	449	33	1242	32	120	628	137
Peak-hour factor, PHF	0.65	0.65	0.65	0.86	0.86	0.86	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	565	332	128	84	129	522	36	1350	35	129	675	147
RTOR Reduction (vph)	0	0	21	0	0	69	0	2	0	0	15	0
Lane Group Flow (vph)	0	897	107	0	213	453	36	1383	0	129	807	0
Confl. Peds. (#/hr)	24		20	20		24	26		9	9		26
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		73.5	73.5		73.5	73.5	32.1	28.5		35.9	30.4	
Effective Green, g (s)		74.0	74.0		74.0	74.0	32.1	29.0		35.9	30.9	
Actuated g/C Ratio		0.62	0.62		0.62	0.62	0.27	0.24		0.30	0.26	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		753	932		421	934	109	1235		135	862	
v/s Ratio Prot							0.01	c0.27		c0.04	0.24	
v/s Ratio Perm		c0.73	0.07		0.31	0.30	0.08			0.25		
v/c Ratio		1.19	0.11		0.51	0.49	0.33	1.12		0.96	0.94	
Uniform Delay, d1		23.0	9.5		12.8	12.6	35.0	45.5		59.5	43.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.67	1.56	
Incremental Delay, d2		99.0	0.1		1.0	0.4	1.8	65.1		44.1	11.7	
Delay (s)		122.0	9.5		13.8	13.0	36.8	110.6		143.7	79.8	
Level of Service		F	A		B	B	D	F		F	E	
Approach Delay (s)		108.0			13.2			108.7			88.5	
Approach LOS		F			B			F			F	

Intersection Summary

HCM Average Control Delay	86.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*8/19/10*	Analysis Year	*2013 Without Project*
Analysis Time Period	*PM Peak*		

Project Description *500 Fairview Research Center*

East/West Street: *Mercer St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	258	28	0	0	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	299	32	0	0	0
Proportion of heavy vehicles, P_{HV}	1	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration	LTR					
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	3	46	0	0	0
Peak-hour factor, PHF	0.71	0.71	0.71	0.50	0.50	0.50
Hourly Flow Rate (veh/h)	0	4	64	0	0	0
Proportion of heavy vehicles, P_{HV}	13	13	13	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				TR	LT		
Volume, v (vph)	0				68	0		
Capacity, c_m (vph)	1630				658			
v/c ratio	0.00				0.10			
Queue length (95%)	0.00				0.34			
Control Delay (s/veh)	7.2				11.1			
LOS	A				B			
Approach delay (s/veh)	--	--	11.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TENW	Intersection	Republican St & Minor Ave N
Agency/Co.		Jurisdiction	
Date Performed	8/19/10	Analysis Year	2013 Without Project
Analysis Time Period	PM Peak		

Project Description	500 Fairview Research Center
East/West Street: Republican St	North/South Street:
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	37	357	18	42	626	22
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	40	392	19	44	658	23
Proportion of heavy vehicles, P_{HV}	2	--	--	1	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	13	3	14	33
Peak-hour factor, PHF	0.56	0.56	0.56	0.77	0.77	0.77
Hourly Flow Rate (veh/h)	21	19	23	3	18	42
Proportion of heavy vehicles, P_{HV}	8	8	8	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
Volume, v (vph)	40	44		63			63	
Capacity, c_m (vph)	863	871		111			188	
v/c ratio	0.05	0.05		0.57			0.34	
Queue length (95%)	0.15	0.16		2.71			1.39	
Control Delay (s/veh)	9.4	9.4		73.4			33.5	
LOS	A	A		F			D	
Approach delay (s/veh)	--	--	73.4			33.5		
Approach LOS	--	--	F			D		

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2013 With–Project LOS Results

Weekday AM and PM Peak Hours

HCM Signalized Intersection Capacity Analysis
1: Mercer St & Fairview Ave N 8/19/2010

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.86			0.97	0.91	1.00	1.00	1.00	0.88		0.97
Frpb, ped/bikes	1.00	0.99			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.96			1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1719	5900			3400	5036	1568	1736	1827	2733		3099
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1719	5900			3400	5036	1568	1736	1827	2733		3099
Volume (vph)	193	1807	364	247	1194	2831	370	58	345	397	79	75
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89	0.89	0.80
Adj. Flow (vph)	210	1964	396	268	1270	3012	394	65	388	446	89	94
RTOR Reduction (vph)	0	16	0	0	0	0	23	0	0	0	0	0
Lane Group Flow (vph)	210	2612	0	0	1270	3012	371	65	388	535	0	94
Confl. Peds. (#/hr)				24							6	
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	4%	4%	4%	4%	13%
Turn Type	Prot	Prot			Prot		pm+ov	Prot		Over		Prot
Protected Phases	1	6			5	2	7	3	8	5		7
Permitted Phases							2					
Actuated Green, G (s)	10.5	40.9			30.5	60.9	67.9	5.6	19.6	30.5		7.0
Effective Green, g (s)	12.0	42.4			32.0	62.4	70.9	7.1	21.1	32.0		8.5
Actuated g/C Ratio	0.10	0.35			0.27	0.52	0.59	0.06	0.18	0.27		0.07
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5	5.5	5.5	5.5		5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	172	2085			907	2619	979	103	321	729		220
v/s Ratio Prot	0.12	c0.44			c0.37	0.60	0.03	c0.04	c0.21	0.20		0.03
v/s Ratio Perm							0.21					
v/c Ratio	1.22	1.25			1.40	1.15	0.38	0.63	1.21	0.73		0.43
Uniform Delay, d1	54.0	38.8			44.0	28.8	12.9	55.2	49.5	40.1		53.4
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.14	0.90	0.90		1.00
Incremental Delay, d2	140.4	117.8			186.8	72.4	0.2	10.9	117.5	3.5		1.3
Delay (s)	194.4	156.6			230.8	101.2	13.2	74.0	161.8	39.6		54.8
Level of Service	F	F			F	F	B	E	F	D		D
Approach Delay (s)		159.4				129.0			89.8			
Approach LOS		F				F			F			

Intersection Summary

HCM Average Control Delay	130.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1681	1389
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1681	1389
Volume (vph)	116	164
Peak-hour factor, PHF	0.80	0.80
Adj. Flow (vph)	145	205
RTOR Reduction (vph)	0	26
Lane Group Flow (vph)	145	179
Confl. Peds. (#/hr)		16
Heavy Vehicles (%)	13%	13%
Turn Type		pm+ov
Protected Phases	4	1
Permitted Phases		4
Actuated Green, G (s)	21.0	31.5
Effective Green, g (s)	22.5	34.5
Actuated g/C Ratio	0.19	0.29
Clearance Time (s)	5.5	5.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	315	446
v/s Ratio Prot	0.09	0.04
v/s Ratio Perm		0.09
v/c Ratio	0.46	0.40
Uniform Delay, d1	43.4	34.4
Progression Factor	1.00	1.00
Incremental Delay, d2	1.1	0.6
Delay (s)	44.4	35.0
Level of Service	D	D
Approach Delay (s)	42.3	
Approach LOS	D	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.95	
Frpb, ped/bikes		1.00	0.96		1.00	0.96	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	0.94	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1749	1481		1849	1529	1769	4923		1782	3320	
Flt Permitted		0.75	1.00		0.63	1.00	0.19	1.00		0.31	1.00	
Satd. Flow (perm)		1339	1481		1175	1529	359	4923		577	3320	
Volume (vph)	171	206	82	36	81	215	86	445	84	392	702	408
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.89	0.89	0.89	0.95	0.95	0.95
Adj. Flow (vph)	197	237	94	41	92	244	97	500	94	413	739	429
RTOR Reduction (vph)	0	0	36	0	0	158	0	19	0	0	61	0
Lane Group Flow (vph)	0	434	58	0	133	86	97	575	0	413	1107	0
Confl. Peds. (#/hr)	19		15	15		19	8		10	10		8
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		41.6	41.6		41.6	41.6	45.9	38.1		69.4	58.1	
Effective Green, g (s)		42.1	42.1		42.1	42.1	45.9	38.6		69.9	58.6	
Actuated g/C Ratio		0.35	0.35		0.35	0.35	0.38	0.32		0.58	0.49	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		470	520		412	536	223	1584		610	1621	
v/s Ratio Prot							0.03	0.12		c0.15	c0.33	
v/s Ratio Perm		c0.32	0.04		0.11	0.06	0.14			0.24		
v/c Ratio		0.92	0.11		0.32	0.16	0.43	0.36		0.68	0.68	
Uniform Delay, d1		37.4	26.3		28.5	26.8	24.5	31.3		14.7	23.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		0.80	1.15	
Incremental Delay, d2		23.8	0.1		0.5	0.1	1.4	0.6		0.3	0.2	
Delay (s)		61.2	26.4		29.0	26.9	25.9	31.9		12.1	27.3	
Level of Service		E	C		C	C	C	C		B	C	
Approach Delay (s)		55.0			27.6			31.1			23.3	
Approach LOS		E			C			C			C	

Intersection Summary

HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*8/19/20*	Analysis Year	*2013 With Project*
Analysis Time Period	*AM Peak*		

Project Description	*500 Fairview Research Center*
East/West Street: *Mercer St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	328	38	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	345	40	0	0	0
Proportion of heavy vehicles, P_{HV}	2	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration	LTR					
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	1	37	0	2	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.50	0.50	0.50
Hourly Flow Rate (veh/h)	0	1	39	0	4	0
Proportion of heavy vehicles, P_{HV}	8	8	8	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				TR	LT		
Volume, v (vph)	0				40	4		
Capacity, c_m (vph)	1623				638	539		
v/c ratio	0.00				0.06	0.01		
Queue length (95%)	0.00				0.20	0.02		
Control Delay (s/veh)	7.2				11.0	11.7		
LOS	A				B	B		
Approach delay (s/veh)	--	--	11.0			11.7		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Republican St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*8/19/10*	Analysis Year	*2013 With Project*
Analysis Time Period	*AM Peak*		

Project Description *500 Fairview Research Center*	
East/West Street: *Republican St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	35	523	11	5	278	21
Peak-hour factor, PHF	0.88	0.88	0.88	0.89	0.89	0.89
Hourly Flow Rate (veh/h)	39	594	12	5	312	23
Proportion of heavy vehicles, P_{HV}	2	--	--	6	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	6	7	4	7	37
Peak-hour factor, PHF	0.63	0.63	0.63	0.77	0.77	0.77
Hourly Flow Rate (veh/h)	11	9	11	5	9	48
Proportion of heavy vehicles, P_{HV}	5	5	5	18	18	18
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
Volume, v (vph)	39	5		31			62	
Capacity, c_m (vph)	1160	914		219			382	
v/c ratio	0.03	0.01		0.14			0.16	
Queue length (95%)	0.10	0.02		0.48			0.57	
Control Delay (s/veh)	8.2	9.0		24.1			16.2	
LOS	A	A		C			C	
Approach delay (s/veh)	--	--	24.1			16.2		
Approach LOS	--	--	C			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Site Dwy*
Agency/Co.		Jurisdiction	
Date Performed	*8/19/10*	Analysis Year	*2013 With Project*
Analysis Time Period	*AM Peak*		

Project Description	*500 Fairview Research Center*
East/West Street: *Mercer St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	345	98	0	0	0
Peak-hour factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate (veh/h)	0	374	106	0	0	0
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration			TR			
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	17	0	0	0
Peak-hour factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	18	0	0	0
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					18			
Capacity, c_m (vph)					628			
v/c ratio					0.03			
Queue length (95%)					0.09			
Control Delay (s/veh)					10.9			
LOS					B			
Approach delay (s/veh)	--	--	10.9					
Approach LOS	--	--	B					

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HCM Signalized Intersection Capacity Analysis
1: Mercer St & Fairview Ave N 8/19/2010

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.86			0.97	0.91	1.00	1.00	1.00	0.88		0.97
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	6299			3433	5085	1583	1787	1881	2814		3213
Flt Permitted	0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	6299			3433	5085	1583	1787	1881	2814		3213
Volume (vph)	261	3330	216	108	544	2480	162	116	369	1623	17	211
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.90
Adj. Flow (vph)	269	3433	223	111	604	2756	180	125	397	1745	18	234
RTOR Reduction (vph)	0	3	0	0	0	0	14	0	0	0	0	0
Lane Group Flow (vph)	269	3764	0	0	604	2756	166	125	397	1763	0	234
Confl. Peds. (#/hr)				15	15			20			2	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	9%
Turn Type	Prot	Prot			Prot		pm+ov	Prot		Over		Prot
Protected Phases	1	6			5	2	7	3	8	5		7
Permitted Phases							2					
Actuated Green, G (s)	10.5	40.5			32.5	62.5	69.5	7.0	18.0	32.5		7.0
Effective Green, g (s)	12.0	42.0			34.0	64.0	72.5	8.5	19.5	34.0		8.5
Actuated g/C Ratio	0.10	0.35			0.28	0.53	0.60	0.07	0.16	0.28		0.07
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5	5.5	5.5	5.5		5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	2205			973	2712	1009	127	306	797		228
v/s Ratio Prot	0.15	c0.60			0.18	0.54	0.01	0.07	c0.21	c0.63		c0.07
v/s Ratio Perm							0.09					
v/c Ratio	1.52	1.71			0.62	1.02	0.16	0.98	1.30	2.21		1.03
Uniform Delay, d1	54.0	39.0			37.4	28.0	10.4	55.7	50.2	43.0		55.8
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.37	0.77	0.84		1.00
Incremental Delay, d2	260.6	320.1			1.2	21.5	0.1	20.1	136.1	545.8		66.6
Delay (s)	314.6	359.1			38.6	49.5	10.5	96.5	174.9	581.8		122.3
Level of Service	F	F			D	D	B	F	F	F		F
Approach Delay (s)		356.1				45.6			484.5			
Approach LOS		F				D			F			

Intersection Summary

HCM Average Control Delay	258.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	127.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1743	1435
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1743	1435
Volume (vph)	238	382
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	264	424
RTOR Reduction (vph)	0	9
Lane Group Flow (vph)	264	415
Confl. Peds. (#/hr)		20
Heavy Vehicles (%)	9%	9%
Turn Type		pm+ov
Protected Phases	4	1
Permitted Phases		4
Actuated Green, G (s)	18.0	28.5
Effective Green, g (s)	19.5	31.5
Actuated g/C Ratio	0.16	0.26
Clearance Time (s)	5.5	5.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	283	425
v/s Ratio Prot	0.15	0.10
v/s Ratio Perm		0.19
v/c Ratio	0.93	0.98
Uniform Delay, d1	49.6	43.9
Progression Factor	1.00	1.00
Incremental Delay, d2	35.9	37.2
Delay (s)	85.5	81.1
Level of Service	F	F
Approach Delay (s)	92.8	
Approach LOS	F	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.95	
Frpb, ped/bikes		1.00	0.95		1.00	0.95	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.98	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1774	1511		1842	1515	1787	5111		1752	3341	
Flt Permitted		0.65	1.00		0.32	1.00	0.14	1.00		0.13	1.00	
Satd. Flow (perm)		1193	1511		608	1515	259	5111		239	3341	
Volume (vph)	367	216	83	85	114	487	33	1246	31	119	628	143
Peak-hour factor, PHF	0.65	0.65	0.65	0.86	0.86	0.86	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	565	332	128	99	133	566	36	1354	34	128	675	154
RTOR Reduction (vph)	0	0	21	0	0	69	0	2	0	0	16	0
Lane Group Flow (vph)	0	897	107	0	232	497	36	1386	0	128	813	0
Confl. Peds. (#/hr)	24		20	20		24	26		9	9		26
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	3%	3%	3%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		
Actuated Green, G (s)		73.5	73.5		73.5	73.5	32.1	28.5		35.9	30.4	
Effective Green, g (s)		74.0	74.0		74.0	74.0	32.1	29.0		35.9	30.9	
Actuated g/C Ratio		0.62	0.62		0.62	0.62	0.27	0.24		0.30	0.26	
Clearance Time (s)		4.5	4.5		4.5	4.5	3.5	4.5		3.5	4.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		736	932		375	934	109	1235		135	860	
v/s Ratio Prot							0.01	c0.27		c0.04	0.24	
v/s Ratio Perm		c0.75	0.07		0.38	0.33	0.08			0.25		
v/c Ratio		1.22	0.11		0.62	0.53	0.33	1.12		0.95	0.95	
Uniform Delay, d1		23.0	9.5		14.3	13.1	35.1	45.5		59.4	43.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.67	1.56	
Incremental Delay, d2		110.6	0.1		3.0	0.6	1.8	66.1		41.9	12.8	
Delay (s)		133.6	9.5		17.3	13.7	36.8	111.6		141.3	81.1	
Level of Service		F	A		B	B	D	F		F	F	
Approach Delay (s)		118.1			14.8			109.7			89.2	
Approach LOS		F			B			F			F	

Intersection Summary

HCM Average Control Delay	89.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Minor Ave N*
Agency/Co.		Jurisdiction	
Date Performed	*08/19/2010*	Analysis Year	*2013 With Project*
Analysis Time Period	*PM Peak*		

Project Description *500 Fairview Research Center*

East/West Street: *Mercer St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	274	89	0	0	0
Peak-hour factor, PHF	0.86	0.86	0.86	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	318	103	0	0	0
Proportion of heavy vehicles, P_{HV}	1	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration	LTR					
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	3	46	0	0	0
Peak-hour factor, PHF	0.71	0.71	0.71	0.50	0.50	0.50
Hourly Flow Rate (veh/h)	0	4	64	0	0	0
Proportion of heavy vehicles, P_{HV}	13	13	13	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				TR	LT		
Volume, v (vph)	0				68	0		
Capacity, c_m (vph)	1630				612			
v/c ratio	0.00				0.11			
Queue length (95%)	0.00				0.37			
Control Delay (s/veh)	7.2				11.6			
LOS	A				B			
Approach delay (s/veh)	--	--	11.6					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TENW	Intersection	Republican St & Minor Ave N
Agency/Co.		Jurisdiction	
Date Performed	08/19/2010	Analysis Year	2013 With Project
Analysis Time Period	PM Peak		

Project Description	500 Fairview Research Center
East/West Street: Republican St	North/South Street:
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	37	354	18	42	628	22
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	40	389	19	44	661	23
Proportion of heavy vehicles, P_{HV}	2	--	--	1	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	13	3	14	94
Peak-hour factor, PHF	0.56	0.56	0.56	0.77	0.77	0.77
Hourly Flow Rate (veh/h)	21	19	23	3	18	122
Proportion of heavy vehicles, P_{HV}	8	8	8	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
Volume, v (vph)	40	44		63			143	
Capacity, c_m (vph)	861	872		88			273	
v/c ratio	0.05	0.05		0.72			0.52	
Queue length (95%)	0.15	0.16		3.54			2.81	
Control Delay (s/veh)	9.4	9.3		113.4			31.8	
LOS	A	A		F			D	
Approach delay (s/veh)	--	--	113.4			31.8		
Approach LOS	--	--	F			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*TENW*	Intersection	*Mercer St & Site Dwy*
Agency/Co.		Jurisdiction	
Date Performed	*08/19/2010*	Analysis Year	*2013 With Project*
Analysis Time Period	*PM Peak*		

Project Description	*500 Fairview Research Center*
East/West Street: *Mercer St*	North/South Street:
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	218	15	0	0	0
Peak-hour factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate (veh/h)	0	236	16	0	0	0
Proportion of heavy vehicles, P_{HV}	0	--	--	2	--	--
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	0	0
Configuration			TR			
Upstream Signal		1			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	106	0	0	0
Peak-hour factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	115	0	0	0
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					115			
Capacity, c_m (vph)					795			
v/c ratio					0.14			
Queue length (95%)					0.50			
Control Delay (s/veh)					10.3			
LOS					B			
Approach delay (s/veh)	--	--	10.3					
Approach LOS	--	--	B					

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Appendix B:

Detailed Trip Generation Calculations

500 Fairview Research Center
Based on data provided by City of Seattle 7-27-10
TENW Project No. 4422

2008 Mode Split

Work

zone	SOV	HOV 2	HOV 3+	Transit	Bike	Walk	Total
283	1,469	213	46	608	85	322	2,743
	SOV	**HOV 2**	**HOV 3+**	**Transit**	**Bike**	**Walk**	
	54%	**8%**	**1%**	**22%**	**3%**	**12%**	

500 Fairview Research Center

AM Peak Hour Trip Generation Estimate

Land Use	Size (sf)	ITE LUC No.[1]	ITE Trip Rate	ITE Auto Trips	AVO[2]	Person Trips	Mode-Split[3] Non-Auto	SOV	Carpool (2 person)	Carpool (3 person)	Total Auto Trips	Vehicle Trip Generation Enter	Exit
AM PEAK HOUR													
Proposed Use:													
Research & Development Center	108,000 sf	760	equation	142	1.13	160	37%	54%	8%	1%	93	77	16
Less Existing Use:													
Office	17,000 sf	710	1.55	26	1.13	29	37%	54%	8%	1%	17	15	2
NET NEW AM PEAK HOUR TRIP GENERATION											**76**	**62**	**14**

Notes:
1. Institute of Transportation Engineers (ITE) Trip Generation manual, 8th Edition, 2008 Land Use Code.
2. AVO = Average Vehicle Occupancy. Based on local rates
3. Mode-split data is based on information provided by the City of Seattle for TAZ 283 on 7/27/10

PM Peak Hour Trip Generation Estimate

Land Use	Size (sf)	ITE LUC No.[1]	ITE Trip Rate	ITE Auto Trips	AVO[2]	Person Trips	Mode-Split[3] Non-Auto	SOV	Carpool (2 person)	Carpool (3 person)	Total Auto Trips	Vehicle Trip Generation Enter	Exit
PM PEAK HOUR													
Proposed Use:													
Research & Development Center	108,000 sf	760	equation	138	1.13	156	37%	54%	8%	1%	91	14	77
Less Existing Use:													
Office	17,000 sf	710	1.49	25	1.13	28	37%	54%	8%	1%	16	3	13
NET NEW PM PEAK HOUR TRIP GENERATION											**75**	**11**	**64**

Notes:
1. Institute of Transportation Engineers (ITE) Trip Generation manual, 8th Edition, 2008 Land Use Code.
2. AVO = Average Vehicle Occupancy. Based on local rates
3. Mode-split data is based on information provided by the City of Seattle for TAZ 283 on 7/27/10.

Appendix C:

South Lake Union Pro-Rata Calculations

500 Fairview Research Center

	Total Cost	Adjusted Cost	Project Impact	Project Pro-Rata
Auto Traffic Projects	$ 71,215,000	$ 13,675,315	0.19%	$ 26,148
Bicycle Projects	$ 1,486,000	$ 594,029	0.11%	$ 629
Pedestrian Projects	$ 3,478,000	$ 1,320,231	0.00%	$ -
Transit Projects	$ 14,875,000	$ 7,336,404	0.28%	$ 20,889
Total	$ 91,054,000	$ 22,925,979	0.21%	$ 47,666

Proportional Share Estimate

500 Fairview Research Center

Non-SLU Only Growth Impact vs. Non-SLU Only Growth Cost

South Lake Union Transportation Study Capital Improvement	PRO-RATA			X	APPLIED PROJECT COST							= PROJECT SHARE
					Total Costs from Mitigation Program Report (Tables 1-4)(Nov 05							
Auto Traffic Projects	2030 Auto Based Impacts	Mode Conversion Factor	2030 Impacts		Traffic	Bike	Pedestrian	Transit	Future Developments Cost Share	Non-SLU Only Growth Adjustment (Mirai Table 5)(June 05)	Adjusted Total Cost	Resulting Contribution
Two-Way Mercer/Narrow Valley Concept												
1+2 Construct 2-way Mercer St/2-lane Valley St	0.14%	100%	0.14%		$ 68,200,000				23.0%	76.8%	$ 12,046,848	$ 16,422.43
3 Signal @ Dexter/Republican	0.00%	100%	0.00%		$ 250,000				86.0%	76.8%	$ 165,120	$ -
Mercer/Fairview/I-5 Ramps												
4 Mercer/Fairview Improvements	3.41%	100%	3.41%		$ 430,000				86.0%	76.8%	$ 284,006	$ 9,693.79
Harrison St. East of Aurora												
5 Harrison from Fairview to 5th	0.02%	100%	0.02%		$ 750,000				23.0%	76.8%	$ 132,480	$ 31.36
Two-way traffic on 9th and Westlake												
6 2-way Westlake and 9th	0.00%	100%	0.00%		$ 835,000				86.0%	76.8%	$ 551,501	$ -
Eastlake Avenue												
7 Allow SB Eastlake left-turns at NB I-5 Express Lanes	0.00%	100%	0.00%		$ 250,000				86.0%	76.8%	$ 165,120	-
8 Signal @ Eastlake/Thomas	0.00%	100%	0.00%		$ 250,000				86.0%	76.8%	$ 165,120	$ -
9 Signal @ Eastlake/Republican	0.00%	100%	0.00%		$ 250,000				86.0%	76.8%	$ 165,120	$ -
Auto Traffic Project Sub-Total					***$ 71,215,000***				-	***76.8%***	***$ 13,675,315***	***$ 26,147.58***
Bicycle Projects												
Improve around the lake bike facilities												
10 Fairview bicycle lanes	0.00%	20.00%	0.00%			$ 275,000			75.0%	53.3%	$ 109,931	$ -
11 Modify Fairview near Eastlake for ped/bike access	0.65%	20.00%	0.13%			$ 1,200,000			75.0%	53.3%	$ 479,700	$ 624.61
Bike Routes												
12 Sign Lakeview bike route	0.00%	20.00%	-			$ 1,000			75.0%	53.3%	$ 400	-
13 Sign Eastlake bike route	1.30%	20.00%	0.26%			$ 2,000			75.0%	53.3%	$ 800	$ 2.08
14 Sign commonly used bike routes	0.39%	20.00%	0.08%			$ 6,000			75.0%	53.3%	$ 2,399	$ 1.87
Maintain/Improve Dexter as a north/south bicycle corrido												
15 Improve Dexter bike corridor	0.00%	20.00%	0.00%			$ 2,000			75.0%	53.3%	$ 800	$ -
Bike Project Sub-Total						***$ 1,486,000***			***75.0%***	***53.3%***	***$ 594,029***	***$ 628.56***
Pedestrian Projects												
Cascade Neighborhood Ped Improvements												
16 Add stop signs at Thomas and Harrison intersections	0.00%	20.00%	0.00%				$ 8,000		96.1%	39.5%	$ 3,037	$ -
17 Widen sidewalks around Cascade Park	0.00%	20.00%	0.00%				$ 140,000		96.1%	39.5%	$ 53,143	$ -
Improve Denny Way Pedestrian Environment & I-5 Crossing												
18 Improve Denny/I-5 crossing	0.00%	20.00%	0.00%				$ 2,750,000		96.1%	39.5%	$ 1,043,886	-
19 Improve five Denny intersections	0.00%	20.00%	0.00%				$ 580,000		96.1%	39.5%	$ 220,165	-
Pedestrian Project Sub-Total							***$ 3,478,000***		***96.1%***	***39.5%***	***$ 1,320,231***	***$ -***
Transit Projects												
Create transit emphasis/TSP on Fairview Ave												
20 Transit Signal Priority on Fairview @ Denny	0.27%	37.33%	0.10%					$ 110,000	68.6%	87.7%	$ 66,201	$ 67.39
21 TSP and queue jump on Fairview @ Harrison	0.24%	37.33%	0.09%					$ 110,000	68.6%	87.7%	$ 66,201	$ 58.51
22 TSP at Fairview @ Mercer	3.41%	37.33%	1.27%					$ 110,000	68.6%	87.7%	$ 66,201	$ 843.58
23 TSP on Fairview @ Valley	0.00%	37.33%	0.00%					$ 110,000	68.6%	87.7%	$ 66,201	$ -
Construct Proposed SLU Streetcar/Trolley Route												
24 Construct streetcar	1.60%	-	1.60%					[redacted]	100.0%	49.8%	$ 1,245,000	$ 19,920.00
25 New rail route from Uptown to N Capitol Hill	0.00%	-	0.00%					$ 11,700,000	100.0%	49.8%	$ 5,826,600	$ -
Install bus shelters along bus routes in study are												
26 Install eleven bus shelters	1.92%	-	1.92%					$ 235,000	55.6%	0.0%	$ -	$ -
Transit Project Sub-total								***$ 14,875,000***	-	-	***$ 7,336,404***	***$ 20,889.49***
Grand Total					**$ 71,215,000**	**$ 1,486,000**	**$ 3,478,000**	**$ 14,875,000**			**$ 22,925,979**	**$ 47,666**
Cost per Unit												$ 0.44

Notes

[redacted]

500 Fairview Research Center
8/11/10

2030 Impacts - Redistribution based on proposed infrastructure

	Project Trips	Total Non-SLU Growth	% of Total Growth	Existing Volumes	2030 Total Baseline	Growth Volumes	Non-SLU Growth Adjustment Factor
Valley Corridor							
Fairview to Boren	0	-1379	0.00%	3175	1380	-1379	76.8%
Boren to Terry	0	-1371	0.00%	3125	1340	-1371	76.8%
Terry to Westlake	0	-1405	0.00%	3085	1255	-1405	76.8%
			0.00%				
Mercer Corridor							
Fairview to Boren	7	1613	0.43%	3450	5550	1613	76.8%
Boren to Terry	1	1624	0.06%	3420	5535	1624	76.8%
Terry to Westlake	1	1774	0.06%	3140	5450	1774	76.8%
Westlake to 9th	1	1202	0.08%	2870	4435	1202	76.8%
9th to 8th	1	1106	0.09%	2175	3615	1106	76.8%
8th to Dexter	1	1083	0.09%	2185	3595	1083	76.8%
	2		0.14%				
2-Way Westlake							
Aloha to Valley	0	300	0.00%	1405	1795	300	76.8%
Valley to Mercer	0	684	0.00%	815	1705	684	76.8%
Mercer to Republican	0	442	0.00%	1110	1685	442	76.8%
Republican to Harrison	0	568	0.00%	1045	1785	568	76.8%
Harrison to Thomas	0	584	0.00%	955	1715	584	76.8%
Thomas to John	0	630	0.00%	860	1680	630	76.8%
John to Denny	0	584	0.00%	840	1600	584	76.8%
			0.00%				
2-Way 9th							
Aloha to Broad	0	154	0.00%	1205	1405	154	76.8%
Broad to Mercer	0	430	0.00%	1205	1765	430	76.8%
Mercer to Republican	0	553	0.00%	385	1105	553	76.8%
Republican to Harrison	0	436	0.00%	370	940	436	76.8%
Harrison to Thomas	0	196	0.00%	410	665	196	76.8%
Thomas to John	0	196	0.00%	460	715	196	76.8%
John to Denny	0	196	0.00%	440	695	196	76.8%
			0.00%				
2-Way Westlake and 9th							
Aloha to Broad	0	453	0.00%	2610	3200	453	76.8%
Broad to Mercer	0	1114	0.00%	2020	3470	1114	76.8%
Mercer to Republican	0	995	0.00%	1495	2790	995	76.8%
Republican to Harrison	0	1006	0.00%	1415	2725	1006	76.8%
Harrison to Thomas	0	780	0.00%	1365	2380	780	76.8%
Thomas to John	0	826	0.00%	1320	2395	826	76.8%
John to Denny	0	780	0.00%	1280	2295	780	76.8%
			0.00%				
Dexter@Republican							
	0	956	0.00%	1085	2330	956	76.8%
Mercer@Fairview							
	54	1582	3.41%	7125	9185	1582	76.8%
Taylor@Mercer							
	1	-515	-0.19%	1755	1085	-515	76.8%
Fairview@Denny							
	2	733	0.27%	3360	4315	733	76.8%
Fairview@Harrison							
	2	845	0.24%	1665	2765	845	76.8%
Fairview@Valley							
	0	-654	0.00%	3485	2633	-654	76.8%
Harrison Street							
@Yale	0	104	0.00%	300	435	104	76.8%
@Pontius	0	108	0.00%	310	450	108	76.8%
@Minor	0	88	0.00%	370	485	88	76.8%
@Fairview	2	845	0.24%	1665	2765	845	76.8%
@Boren	0	300	0.00%	330	720	300	76.8%
@Terry	0	246	0.00%	365	685	246	76.8%
@Westlake	0	879	0.00%	1300	2445	879	76.8%
@9th	0	829	0.00%	685	1765	829	76.8%
@8th	0	649	0.00%	400	1245	649	76.8%
@Dexter	0	1152	0.00%	1020	2520	1152	76.8%
			0.02%				
Fairview Ave							
north of valley	0	445	0.00%	1585	2165	445	76.8%

Fairview@Eastlake	4	614	0.65%	2695	3495	614	76.8%
Eastlake@Thomas	0	188	0.00%	940	1185	188	76.8%
Eastlake@Republican	0	219	0.00%	1290	1575	219	76.8%
Stop Signs at							
Harrison@Yale	0	-19	0.00%	510	485	-19	76.8%
Harrison@Pontius	0	-35	0.00%	495	450	-35	76.8%
Harrison@Minor	0	-58	0.00%	510	435	-58	76.8%
Thomas@Yale	0	100	0.00%	370	500	100	76.8%
Thomas@Pontius	0	58	0.00%	310	385	58	76.8%
Thomas@Minor	0	73	0.00%	300	395	73	76.8%
			0.00%				
Around Cascade Park							
Harrison	0	65	0.00%	245	330	65	76.8%
Thomas	0	35	0.00%	270	315	35	76.8%
Minor	0	19	0.00%	135	160	19	76.8%
Pontius	0	35	0.00%	120	165	35	76.8%
			0.00%				
Eastlake Bike Routes							
North of Lakeview	4	169	2.37%	1110	1330	169	76.8%
Mercer-Lakeview	15	223	6.73%	1525	1815	223	76.8%
Republican-Mercer	0	204	0.00%	1240	1505	204	76.8%
Harrison-Republican	0	188	0.00%	910	1155	188	76.8%
Thomas-Harrison	0	169	0.00%	855	1075	169	76.8%
John-Thomas	0	165	0.00%	850	1065	165	76.8%
Denny-John	0	434	0.00%	1300	1865	434	76.8%
			1.30%				
Streetcar							
# of Transit Trips	28						
Estimated % using Streetcar	20%						
75% Picked up	75%						
	4	-	1.60%			250	-
Transit Shelters							
# Transit Trips - # using Streetcar	24						
Approximate % of block faces with transit within walking distance	20%						
	5	-	1.92%			250	-

Mode Conversion Factors

500 Fairview Research Center

	From Trip Generation			Assumed % split		Trips	
Use	Total Vehicle Trips	Transit	Walk or Bicycle Trips	Walk	Bike	Walk	Bike
Office	75	28	19	80%	20%	15	4
Retail	0	0	0	75%	25%	0	0
Residential	0	0	0	67%	33%	0	0
Restaurant	0	0	0	75%	25%	0	0
	75	28	19			15	4

Mode Conversion Factor for Pedestrian Projects:	**20.00%**
Mode Conversion Factor for Bike Projects:	**5.33%**
Mode Conversion Factor for Transit Projects:	**37.33%**

The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

LPB 388/11

August 19, 2011

To: Scott Kemp, DPD

From: Sarah Sodt, Landmarks Board Coordinator

Subject: Project MUP # 3011479
500 Fairview Avenue North

Based on the review of the information submitted by the applicant including historic photographs subsequently requested and provided, as well as the entry in the City's Historic Resources Database, we have determined that it is unlikely, due in part to a loss of integrity, that the building located at the address listed above would meet the standards for designation as an individual landmark.

If you have any questions, please call me at 615-1786.

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ✓
Department ✓ DENIED ___
7
FILE: CF #311061, Proj. # 3011479

WATER AVAILABILITY CERTIFICATE

For Property: **500 Fairview Avenue N** In: Seattle Map No: 36-3

Requested for: Building Permit Rec'd by SPU: 07/12/2010

DPD Project(s): 6254208 Developer:

This Certificate is:
Approved; Building Permit may be approved at this time. Property owner may order water service after meeting all service requirements. No change to the water distribution system is required. (see Water Service Requirements.)

Certificate Prepared by: K Y Certified by: Karen Younge Date: 07/16/2010

This Water Availability Certificate ID No. **20100405** shall be valid for no more than 18 months from the date of certification. Changes after certification date may alter requirements.

Fireflow or other Seattle Fire Department requirements may alter water availability at any time. Water availability requirements will change if existing system cannot support desired water service.

EXISTING WATER SYSTEM INFORMATION

Water Service(s):

Size:	2"	Type:	Domestic	Material:	Copper	Meter:	Active
Size:	4"	Type:	Fire/DC	Material:	Ductile Iron	Meter:	Active

Pressure Zone: 326 Elevation: 74 Static Pressure: 109 psi
Recommended design pressure is 20 psi less than static pressure.

Proximity of nearest fire hydrant is: 310 feet SW of Property. Meets Standards
Comment:
Nearest tested hydrant is on the west side of Eastlake Ave about 660 feet north of Aloha St. System capacity 6000 gpm @ 20 psi, max flow 2250 gpm.

Water Main:
Size: 12 inches Material: Cast Iron Class: C Year: 1930
- Standard
- Abutting

Water Main is available to serve in: Fairview Avenue N
Distance of main to E margin of street is 20 feet.
Public ROW width is 84 feet.
The water system is in conformance with a County approved water comprehensive plan, and has water right claims sufficient to provide service.
The proposed project is within Seattle's water utility's direct service area.

Rev. 01/09/2007

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ✓
Department ✓ DENIED ___
8
FILE: CF #311061, Proj. # 3011479

Property: **500 Fairview Avenue N** WAC ID No: 20100405 DPD Project(s): 6254208

Water Service Requirements:

- New Meter Location: Fairview Avenue N
- The maximum allowable size for the fire services is the same size as the main; the largest available fire service is 8 inches. The maximum allowable size for irrigation, domestic, and combination services is one size smaller than the main; the largest available domestic or irrigation service size is 6 inches; and the largest available combination service is 10 inches.
- **One meter will serve the domestic water needs of a single legal parcel.** If the legal parcel is shortplatted prior to approval for occupancy after final inspection of the building permit, then separate meters will be required for each legally described parcel. This may necessitate the installation of a water main by the developer.
- The property owner is responsible for the installation, maintenance and liability of the service line from the City union near the meter to the building served. New water service piping from the City union to the building must be inspected by SPU prior to covering. Call (206) 684-5803 for an inspection.
- For new water services, Property owner must sign SPU's Application and Agreement for Water Service, pay all connection service charges, and other charges which may or may not be listed below, and submit the legal description of the property to be served. Apply for service at 810 3rd Avenue, 6th Fl. Seattle, WA 98104. The time between the service order and installation varies depending on workload, service size and type. **Wait Times can be 30-90 days;** call (206) 684-5800 for the current projected wait time.
- Backflow Prevention Assemblies on private property may be required. SPU and KCHD (King County Health Dept) are the administrative authorities engaged in a joint program identifying actual and potential cross-connections between the public water supply and possible sources of contamination. Please call Water Quality Inspection Services at (206) 684-3575 for more information.
- A PRV (pressure-reducing valve) on private property is required. The Uniform Plumbing Code requires a PRV when water pressure is 80 psi or greater for domestic water service only.

Required Payments:

- A calculated Connection Charge may apply when any new water service is ordered.
- When required by the Fire Department, or when requested by the developer, standard charges for hydraulic modeling or a hydrant flow test are due.
- Standard charges are due when any new water service is ordered, or when any existing water service is retired or re-established.
- For questions regarding standard charges or other fees for water service, please contact Seattle Public Utilities at 206-684-5800.

General Comments:

- One domestic water meter is allowed to serve one legal parcel. A subdivision must be approved with address(es) assigned prior to ordering additional water service(s).
- Plans provided at this time do not indicate change to existing water service(s). Please provide detailed plans of water services at time of ordering new meter(s). Please realize that water requirements may change when desired water service is requested.
- If the proposed project changes after this review of Water Availability, or if the current plan submitted to SPU does not detail the entire scope of the proposed project, water requirements may change and a new Water Availability Certificate will need to be issued to supersede the Water Availability Certificate which is based on incomplete or modified data.
- Customers connected to sewers in the King County (KC) service area are subject to the KC capacity charge. Call King County (206) 296-1450 for more information.
- Three copies of an approved Street Use Plan are required if ordering a water service 3" or larger in diameter.

Seattle Department of
Planning and Development

D. M. Sugimura, Director

September 1, 2011

MASTER USE PERMIT

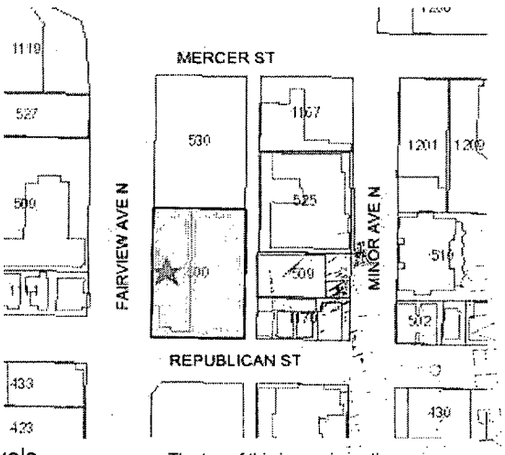
CF 311061

NOTICE OF DIRECTOR'S RECOMMENDATION ON REZONE APPLICATION, ENVIRONMENTAL DETERMINATION, DESIGN REVIEW AND PUBLIC HEARING

Area: Downtown/Central **Address:** 500 FAIRVIEW AVE N
Project: 3011479 **Zone:** ARTERIAL WITHIN 100 FT., INDUSTRIAL COMMERCIAL-65', STEEP SLOPE (>=40%), URBAN VILLAGE OVERLAY, ZONING SPECIAL ST. WITHIN 100 FT.

Notice Date: 09/01/2011

Contact: DICK ROBISON - (206)971-5615
Planner: Scott Kemp - (206)233-3866



The top of this image is north.
This map is for illustrative purposes only. In the *event of omissions, errors or differences, the* documents in DPD's files will control.

The City of Seattle Hearing Examiner is conducting a public hearing on the recommendation of the Director of the Department of Planning and Development (DPD) to rezone property from IC 65' to SM 85'. Project includes a seven-story building containing 62,887 sq. ft. of laboratory,41,924 sq. ft. of office and 1,188 sq. ft. of café/retail. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 143 vehicles to be provided in three levels below grade.

C. F. Number: 311061

The Director's recommendation is that the rezone be **conditionally approved**. Conditions include: Development of the project in accordance with the final approved Master Use Permit drawings submitted July 15, 2011.

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APPEALABLE DECISIONS

DESIGN REVIEW

The following appealable decisions have been made in association with this project:

Conditionally Grant – Design Review

ENVIRONMENTAL DETERMINATION

The Director of DPD has determined that the proposal as mitigated will not have a significant adverse environmental impact, and has issued a Mitigated Determination of Non-Significance (MDNS.) No environmental impact statement required. Recommended Conditions include: requirement of a Construction Management Plan and limitation of hours of construction to non-holiday weekdays.

SEPA to conditionally approve pursuant to 25.05.660. Conditions include: Submittal of Construction Transportation Plan, limited construction hours and payment toward South Lake Union transportation improvements.

INFORMATION AVAILABLE

Copies of the Director's Report and Recommendation and the rezone application materials are available at the DPD Public Resource Center, 700 Fifth Avenue, Suite 2000 of the Seattle Municipal Tower, (206) 684-8467. The Public Resource Center is open 8:00 a.m. to 4:00 p.m. on Monday, Wednesday, Friday and 10:30 a.m. to 4:00 p.m. on Tuesday and Thursday. (A copy and postage fee will be charged.) Questions may be directed to scott.kemp@seattle.gov, at DPD.

PUBLIC HEARING

A public hearing to take public comment on the Director's recommendation and to establish the record for this application will be held on: **9:00 a.m.** on **September 28, 2011** at the Office of the Hearing Examiner (address below). The Office of the Hearing Examiner provides barrier free access.

WRITTEN COMMENTS

Written comments will be accepted until the close of the hearing scheduled **September 28, 2011**. Comments should be sent to:

City of Seattle
Hearing Examiner
700 5th Avenue, Suite 4000
P.O. Box 94729
Seattle, WA 98124-4729

Those persons who want to receive a copy of the Hearing Examiner's recommendation should specify that request in their comment letter.

HOW TO APPEAL THE ENVIRONMENTAL DETERMINATION AND DESIGN REVIEW

Appeals of the decision to issue a Mitigated Determination of Non-Significance and Design Review must be received by the Hearing Examiner at the address shown above no later than 5:00 p.m. **September 15, 2011.** Appeals must be accompanied by $50.00 filing fee in a check payable to the City of Seattle. Any appeal of the decision will be heard at the public hearing on **September 28, 2011**.

CF 311061

City of Seattle
Department of Planning and Development
D.M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number:	3011479
Council File Number:	311061
Applicant Name:	Richard B. Robison, Mithun Architects
Address of Proposal:	500 Fairview Avenue North

SUMMARY OF PROPOSED ACTION

Council Land Use Action to contract rezone 21,372 sq. ft. of land from IC-65' to SM-85'. Project includes a seven-story building containing 62,887 sq. ft. of laboratory, 41,924 sq. ft of office, and 1,188 sq. ft. of café/retail. Project also includes 29,260 cu. yds. of grading in an environmentally critical area. Parking for 143 vehicles to be provided in three levels below grade. Existing office building and parking lot to be demolished. (CF# 311061).

The following Master Use Permit components are required:

Contract Rezone - To rezone from IC-65' to SM-85'
Seattle Municipal Code Section 23.34

SEPA Environmental Review - Seattle Municipal Code Section 25.05 – DNS Grant Conditionally Recommended

Design Review - Seattle Municipal Code Section 23.41 with Development Standard Departure

SEPA DETERMINATION: [ ] Exempt [ ] DNS [X] MDNS [ ] EIS [ ]
[ ] DNS with conditions

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

SITE AND VICINITY

The project site includes an existing two-story office building of approximately 21,600 square feet, with an accessory surface parking lot with 28 spaces. The site borders an existing 16' alley and is in the block just south of the Mercer Street corridor and entrance to Interstate 5.

Immediately north of the project site is a recently constructed five-story research and development laboratory building, which was developed by the same owner as the current proposal. Across the alley, development is mixed in use and scale. On the south end of the block are one- and two-story structures (café, office, and residence) and to the north is the six-story residential Pete Gross House, owned and operated by the Fred Hutchinson Cancer Research Center. A small scale commercial building is on the north end of the block.

Development in the block immediately across Fairview Avenue North consists of one- and two-story commercial buildings. Surrounding development is transitioning from older commercial and multifamily buildings to new, larger commercial and multifamily buildings, including multifamily buildings with ground floor retail, the multi-block Amazon campus, UW Medicine research facilities along Mercer Street, Group Health offices, and the Seattle Biomedical Research Institute Facilities at 307 Westlake Avenue.

PROPOSAL

The proposal is to rezone a half-block parcel from Industrial Commercial (IC-65') to Seattle Mixed (SM-85') as a contract rezone for a specific development proposal, as approved through Design Review. The specific proposal is to demolish the existing office building and surface parking lot and construct a seven-story laboratory and office building, with three levels of below grade parking for 143 vehicles, accessed through the parking garage in the building to the north. The building would include 62,887 square feet of laboratory space, 41,924 square feet of office space, and a café/retail space at the corner of Fairview Avenue North and Republican Street of 1,188 square feet. Total building square footage, exclusive of underground parking, would be approximately 106,011 square feet.

PUBLIC COMMENTS

One letter was received during the review process, requesting that proposed setbacks on Fairview and the alley be required, along with the "green wall" on the south side of the project, and that the building be used exclusively for Bio-tech so that the extra 20' in height would not be used for other commercial uses.

During the Design Review process, there were three public meetings held. At the first Early Design Guidance meeting, three members of the public spoke. No public comments were offered at the second Early Design Guidance meeting. At the Recommendation meeting, several public comments were presented. Comments focused on building setbacks and potential impacts on the Pete Gross House to the east. At the Recommendation meeting, comments were made as to how building exhaust ventilation would be handled, and how security would be provided in

open space areas. Applicant responses were provided at the Recommendation meeting, and the comments are further addressed in the discussion of the rezone criteria below.

In addition to opportunities to provide comment at City meetings, the applicant held three community meetings to obtain feedback on the proposal. Presented were 3D massing alternatives of various development options and a context scale model of the surrounding neighborhood to show the relationship between the proposal and existing development. That outreach process resulted in suggestions regarding building siting and retaining the view corridor down Fairview Avenue North toward Lake Union, the desirability of having a coffee shop or other retail area at the corner of Fairview Avenue North and Republican Street in order to activate the street, and incorporating sustainable and green strategies for mitigating carbon footprint and storm water runoff. Also, the applicant consulted the Manager of the Pete Gross House and concerns about maintaining daylight to that six-story residential structure were discussed.

In response to the community outreach, the proposed building was aligned with the front of the building to the north in order to retain the view corridor down Fairview Avenue North, a café/retail space has been included on the corner of Fairview Avenue North and Republican Street, and a variety of sustainable strategies have been incorporated to improve use of natural day lighting and to mitigate storm water runoff by putting planters facing south on several of the floors. In addition, the building has been set back 12' from the property line on the alley to improve day light access to the Pete Gross House. The setback on the alley resulted in a net loss of 11,900 square feet of rentable area.

REZONE ANALYSIS

SMC 23.34. 004 Contract rezones.

A. Property Use and Development Agreement (PUDA). The Council may approve a map amendment subject to the execution, delivery and recording of an agreement executed by the legal or beneficial owner of the property to be rezoned to self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions shall be directly related to the impacts that may be expected to result from the amendment. A rezone shall be conditioned on performance or compliance with the terms and conditions of the property use and development agreement. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The agreement shall be approved as to form by the City Attorney, and shall not be construed as a relinquishment by the City of its discretionary powers.

The proposal is for a contract rezone in which development would be controlled by the use of a Property Use and Development Agreement (PUDA) that would be executed to impose conditions on the project. The Design Review and SEPA process has helped inform an appropriate Agreement. The PUDA would restrict the development of the properties proposed for rezone to the structure approved through the Design Review process. The approved design includes, but is not limited to, the structure design, structure height, building materials, and landscaping documented in the approved plans dated July 15, 2011.

B. Waiver of Certain Requirements. The ordinance accepting the agreement may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted which would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

No waivers are being requested as part of the contract rezone.

SMC 23.34.007 Rezone evaluation.

A. The provisions of this chapter apply to all rezones except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets those provisions. In addition the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.

B. No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.

There is no provision evidencing an intent to constitute a requirement or sole criterion. Therefore, the evaluation applicable to the proposed rezone involves a weighting and balancing of factors.

C. Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Area Objectives shall be used in shoreline environment redesignations as provided in SMC Subsection 23.60.060.B3.

The site is not located in a shoreline area, and thus Shoreline Area Objectives are not applicable.

D. Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.

The site is located in the South Lake Union Urban Center. This Urban Center was designated in the Comprehensive Plan in 2004.

E. The procedures and locational criteria for shoreline environment redesignations are located in Sections 23.60.060 and 23.60.220, respectively.

The proposal is not located within any shoreline area.

F. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.

Not applicable.

SMC 23.34.008 General rezone criteria.

A. To be approved a rezone shall meet the following standards:

> *1. In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village.*

The proposed rezone is consistent with this criterion because it does not reduce capacity below 125% of the Comprehensive Plan growth target.

> *2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.*

The proposal is located within an Urban Center and the zoned capacity will not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

B. Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

See discussion below regarding the locational criteria for the IC and SM zones from other sections of the Code.

C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

In 1996, a new zone was created and applied in portions of South Lake Union, called the Seattle Cascade Mixed zone. Then in 2005, that zone was changed to Seattle Mixed, with accompanying changes to the text of the Land Use Code. (Ordinance 121782, April 2005). In 2010, the Seattle Mixed zone provisions were amended to allow for an additional 20' of height for biotech, research and development labs, and associated offices uses in the South Lake Union Urban Center, in order to promote those uses. (Ordinance 123215, January 2010). Recent significant growth in the South Lake Union area has proceeded consistent with existing zoning designations and utilizing Code amendments applicable to particular portions of South Lake Union (e.g. multiple phases of Amazon's office and headquarters build out), rather than relying on rezones.

In addition to the subject rezone, there is another pending rezone proposal in the area, reviewed under Project No. 3012117. This is a proposal to change the zoning from IC-85' to SM-85' for the block bounded on the north and south by Thomas and John Streets, and on the east and west by Fairview Avenue North and Boren Avenue North. If approved, the rezone would expand the range of permissible uses, to include residential use.

In terms of other potential zoning changes, the City and South Lake Union neighborhood are in the process of evaluating strategies to implement goals and policies that are supportive of the Urban Center designation for South Lake Union, including potential rezones and changes to the Land Use Code. In 2006, goals and policies from the South Lake Union Neighborhood Plan were adopted into the Comprehensive Plan through Ordinance 122313. Also in that Ordinance, the City Council directed DPD to work with neighborhood groups and stakeholders to identify strategies to accomplish the goals and policies incorporated into the Comprehensive Plan.

In 2008 and 2009, through work with interested citizens and organizations, several alternatives were developed with different configurations of height and density in South Lake Union. Following that, a South Lake Union Urban Design Framework was developed and issued on December 31, 2010, and a Draft Environmental Impact Statement was issued in February 2011 to study various alternatives for increasing height and density in South Lake Union. Work on a Final Environmental Impact Statement is underway.

All of the alternatives in the Draft Environmental Impact Statement, except for No Action, propose rezoning the IC area of South Lake Union (including the property that is the subject of this contract rezone application) to Seattle Mixed, in recognition that IC zoning is no longer appropriate for this area. The subject rezone property is within the area called the Fairview Corridor and proposed heights within this Corridor include a range of 160' for commercial uses and 240' for residential uses (Alternatives 1 and 2) to 85' for commercial and 160' for residential (Alternative 3). [DPD South Lake Union Height and Density Draft EIS, February 2011, pages 2-18 to 2-30].

As studies of the rezone of the IC area were already well underway before the subject rezone was proposed, approval of the subject rezone is not itself an impetus for other rezones of the IC area. A rezone of the entire IC area to SM is expected to be considered by the City Council, with or without the subject rezone.

D. Neighborhood Plans.

> *1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.*
>
> *2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.*

The project site lies within the planning area of the South Lake Union Neighborhood Plan

which was adopted as an amendment to the Comprehensive Plan by the City Council, December 11, 2006, by Ordinance 122313. The South Lake Union Neighborhood Plan includes the geographical area around the site, but has no specific references to this site or its environs. As discussed below, the general goals and policies of the Neighborhood Plan have been taken into consideration in evaluation of the subject rezone.

The following goals and policies in the adopted South Lake Union Neighborhood Plan potentially apply to the subject rezone (Goal/Policy in italics followed by the response/analysis).

> ***SLU Goal G-1:*** *A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents.*

The rezone and associated height increase for biotechnology use will add to area employment. In addition, the proposed building was approved through the Design Review process with design changes to enhance the pedestrian realm along Republican Street, as an amenity for the neighborhood. A café/retail space would be located at the southwest corner, with an area for tables and chairs, and the south façade and landscaping within Republican Street help create an inviting street life. Also, the proposal will utilize the existing curb cut on Mercer Street rather than adding a curb cut to the site, thus improving the pedestrian experience on both Fairview Avenue North and Republican Street. The proposal thus furthers the goal of promoting a vital neighborhood.

> ***SLU Policy P-4:*** *Work with the community to develop strategies to make the neighborhood safe for all community members.*

A public comment was offered at the Recommendation meeting regarding security in open space areas accessible to the public. The applicant responded that building security is expected to be adequate to address any issues that might arise.

> ***SLU Policy P-8:*** *Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.*

The proposal would add to the number of biotechnology uses in the neighborhood and is consistent with this Policy.

> ***SLU Policy P- 9:*** *Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.*

The proposed building is designed primarily as a laboratory and office building, with the specific tenant to be determined. The building includes a number of sustainable features. The relatively narrow width of the building maximizes daylight penetration and allows the

opportunity for natural ventilation. The south façade will be a "green wall" of planters that also serve as part of the storm water infiltration system. The proposal is consistent with the policy of encouraging innovative industries.

> ***SLU Policy P- 38:*** *Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.*

The proposal provides employment opportunities for residents to work in the neighborhood. The proposal is consistent with the pattern of development occurring throughout the neighborhood and which is the subject of the City's South Lake Union Height and Density EIS. The City is expected to adopt substantial height and density increases in the South Lake Union neighborhood, with commercial heights of up to 160' on the subject site. The proposal is consistent with development and growth in the neighborhood.

> *3. Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.*

The adopted South Lake Union Neighborhood Plan does not contain policies for guiding future rezones.

> *4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.*

The subject property is not identified for rezoning in the South Lake Union Neighborhood Plan.

E. Zoning Principles. The following zoning principles shall be considered:

> *1. The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.*

The present zoning pattern along the four-block area between Mercer Street and John Street is for IC zoning to be separated from the SM/R zone by an alley. The IC, SM, and SM/R zones all allow research and development laboratories and associated offices, so all of these zones allow the same types of uses.

The rezone to SM does allow the proposal to utilize the height allowance of the SM zone (SMC 23.49.010) for biotech and research and development-type uses that need extra height for mechanical space. Under this Code provision, 20' of building height beyond 85' is allowed, for a total of 105' in height with a maximum of seven stories. For comparison, the IC zone in South Lake Union also has a height allowance for biotech and research and development-type uses that need extra height for mechanical space. In the IC-65' zone in South Lake Union (SMC 23.50.026.D), buildings may have a total height of 85' in a maximum of six stories.

Thus, assuming a building utilizes this height allowance under existing and proposing zoning, the rezone would result in one additional floor and 20' of additional height.

The SM/R zone across the alley allows for commercial buildings at a maximum height of 55', with residential buildings at a maximum of 75' in height. Thus, the rezone would yield an additional 30' of building height as compared to residential development in the SM/R zone.

In terms of building square footage, the IC zone in general has a floor area ratio (FAR) limit of 3.0, although the 2.5 block area one block west of the subject rezone site has an FAR limit of 7.0 due to a 2007 Land Use Code amendment that added Section 23.50.051 to the Code. The FAR limit for SM-85' is 4.5 for this site and 5.0 for other sites in the SM-85' zone. In the SM/R zone, bulk is regulated through other development standards and there is not a specific FAR limit.

Comparison of extra building square footage due to the rezone can be made, although each zone has somewhat different provisions for FAR exemptions. For general purposes, it can be stated that with the IC FAR limit of 3.0, 64,116 chargeable square feet would result. Under the SM-85' FAR limit of 4.5 for this site, 96,174 chargeable square feet would result, for an increase of 32,058 square feet due to the rezone. The proposed development under the contract rezone does not utilize the full 4.5 FAR allowed, but is instead at an FAR of 4.2 and 90,133 chargeable square feet. Thus, in terms of square footage, the rezone would result in an increase of 26,017 chargeable square feet (90,133 – 64,116).

Given the Urban Center designation of the area, and the intensity and size of recent development, the height, bulk and scale difference between the subject property with a rezone, and the existing properties across the alley is noted, but is not an abrupt transition between zoning categories. The 16' wide alley provides some separation, and the alley width would be expanded to 18' through the dedication of two feet of the subject property, along the length of the abutting alley. However, additional transitions or buffers do not exist between the zones on both sides of the alley. Instead, differences in height, bulk, and scale due to the rezone have been effectively mitigated through the Design Review process. That process resulted in building changes that reduced building square footage and substantially increased the building setbacks from the alley and SM/R zone, as well as an increased setback along Republican Street. Design Review also considered light, air, and privacy for the residential use across the alley and the Board determined that no additional building changes were needed to provide an appropriate transition between the proposed building and the uses and zone across the alley.

With regard to other zone relationships, property to the north is zoned IC-65' and is developed with research and development and office uses by the same proponent as the subject rezone. The 60' width of Republican Street separates the rezone site from the IC-65' property south of Republican, and the 66' width of Fairview Avenue North separates the rezone site from the IC-65' property west of Fairview. These streets help to provide buffers between the site and these zones.

2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

d. Open space and greenspaces.

Physical buffers of the kind described are not present. However, an alley to the east and arterial streets to the south and west do provide buffering of areas beyond them.

3. Zone Boundaries.

a. In establishing boundaries the following elements shall be considered:

(1) Physical buffers as described in subsection E2 above;

(2) Platted lot lines.

The proposed rezone follows existing platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

The rezone of the site would result in SM zoning across the street from IC zoning, and as both zones allow commercial uses, this criterion would be met. The proposed building faces away from the SM/R zone across the alley.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

The property is located within the South Lake Union Urban Center where heights above 40 feet are considered appropriate.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

Not applicable.

b. Public services;

There will be a slight increase in demand for public services from the proposed increase of 26,017 chargeable square feet of lab and office space.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

The increased building height from the rezone causes a slight increase in shadows. However, the building has been set back 12' from the alley which helps to mitigate this slight increase in shading.

d. Pedestrian safety;

Pedestrian safety is improved by utilizing the existing vehicular access on Mercer Street for the building to the north. This allows the proposed project not to add any curb cuts or access points on the subject property. Pedestrian safety will also be enhanced with landscaping and exterior lighting along Fairview Avenue North and Republican Street.

e. Manufacturing activity;

There is no manufacturing activity existing or proposed at this location.

f. Employment activity;

It is anticipated that approximately 250 to 400 people will occupy the lab and office portion of the building, thus increasing employment at the site. In addition, the proposal includes a small café/retail space adding employment.

g. Character of areas recognized for architectural or historic value;

The rezone site is not within an area recognized for architectural or historic value. There are no Landmark buildings on the site or in the immediate vicinity. There are individual Landmark buildings in the area, for example, between Fairview Avenue North and Terry Avenue, and Republican Street and Denny Way.

h. Shoreline view, public access and recreation.

The proposal is not located within or near any shoreline area.

2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:

a. Street access to the area;

The site has excellent street access. Fairview Avenue North is a north-south principal arterial with two travel lanes in each direction, and left-turn lanes at signalized intersections. Fairview Avenue North provides a connection between downtown, South Lake Union, Eastlake, and University neighborhoods. Republican Street is a two-lane east-west minor arterial with one

travel lane in each direction. North of the block with the rezone property is the Mercer Corridor, with access to Interstate 5.

b. Street capacity in the area;

A Traffic Impact Study was prepared by Transportation Engineering NorthWest, LLC, and reviewed by DPD staff. No concerns with street capacity to serve the project have been identified. As part of the separate Mercer Corridor project, SDOT is planning to widen Fairview Avenue North adjacent to the subject property.

c. Transit service;

The site is well served by public transit and Fairview Avenue North serves as a primary transit corridor. There is a transit shelter located on the west side of Fairview Avenue North just south of Mercer Street. The shelter location is served by five King County Metro transit routes. In addition, stops for the City of Seattle Streetcar are located within 0.5 miles of the site, on Valley Street, Westlake Avenue North, and Terry Avenue North.

d. Parking capacity;

According to the Traffic Impact Study, the proposed on-site supply is anticipated to accommodate the anticipated peak parking demand of the rezone project. (Note: the Traffic Impact Study assumed 117 on-site stalls based on early project design, whereas the project now includes 143 stalls.)

e. Utility and sewer capacity;

Sewer Capacity:

The proposed rezone would result in an increase in the demand for sewer capacity over what would be allowed to be built outright under the existing zone. This increase is expected to be minimal.

Electrical Service:

The proposed rezone would result in a minimal increase in the electrical service load over what would be allowed to be built outright under the existing zone.

Water Availability:

A Water Availability Certificate was issued by Seattle Public Utilities on July 16, 2010. The Certificate stated that: "This Certificate is: Approved; Building Permit may be approved at this time. Property owner may order water service after meeting all service requirements. No change to the water distribution system is required."

f. Shoreline navigation.

The project site is not located within or near any shoreline area.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into

consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

Recent substantial biotech, life sciences, office and related development in the South Lake Union area, including in the IC zone, demonstrates a change in the predominant use in the area which no longer matches the IC zone. That zone allows a variety of industrial uses, including general manufacturing uses, which by definition (SMC 23.84A.025) includes uses that "typically have the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution." This portion of South Lake Union is no longer functioning as an Industrial area, and general manufacturing uses would be inconsistent with the character and function of existing and planned development. The height and density changes under consideration by the City and neighborhood recognize that an IC zone in this location is no longer necessary or appropriate.

H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.

The site is not located in an overlay district.

I. Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.

The site is designated in DPD records as a Steep Slope Environmentally Critical Area due to steep slopes that were originally created through street grading. Since that time, there has been subsequent site alteration when the existing building and parking area were created. At present, the site slopes to the north along Fairview Avenue North, and slopes slightly to the east along Republican Street. No adverse effect on the Steep Slope is expected, as confirmed by DPD review of the Master Use Permit plans and Geotechnical Report.

SMC 23.34.009 Height limits of the proposed rezone.

Where a decision to designate height limits in commercial or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

Height limits of 85' (105' allowed through height allowance) are allowed in the area two blocks to the west of the site, and two blocks south of the site, and large-scale buildings have been built nearby. The proposed building height is consistent with the incentives in the Land Use Code for biotech and research and development uses. No "preferred uses" would be displaced, as the existing use on the site is a small office building.

B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.

The major topographic change in the area is a slope to the north along Fairview Avenue North. The subject property would have an 85' height limit, and then the lower area to the north on the block would retain its existing 65' height limit; thus, the height limits would reinforce the natural topography of the area.

View blockage has been considered in the project massing, and the increased setback from Republican Street aids in maintaining views to the north and west. Views of Lake Union and the downtown skyline are available from the plaza planned for the southwest corner of the site.

C. Height and Scale of the Area.

1. The height limits established by current zoning in the area shall be given consideration.

2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

There are a variety of zoned height limits in the immediate area, from 65 to 125'. Some existing structures are of lower heights, although the area is undergoing significant development, and existing structures are not necessarily a good measure of the overall development potential of this Urban Center location.

D. Compatibility with Surrounding Area.

1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.

2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008 D2, are present.

The proposed height limit is compatible with actual and zoned heights in surrounding areas; Major Institution height limits are not applicable. The property to the east is developed with a seven-story residential structure. The existing IC-65' zone would allow a building 85' in height with six stories on the subject property, if the extra height allowance is utilized. The proposed development with the contract rezone would have seven stories, and 105', which is an increase of one floor and 20'. This difference between the proposed zone and the existing zone on the east side of the alley is considered to be a gradual transition in height and scale and level of activity.

The proposal would also be compatible with the scale of recent development in the area, including the Amazon campus directly west of the subject rezone site.

E. Neighborhood Plans.

1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.

2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.

The South Lake Union Neighborhood Plan does not include height recommendations, and thus, this criterion does not apply.

SMC 23.34.090 Designation of industrial zones.

A. The industrial zones are intended to support existing industrial activity and related businesses and provide for new industrial development, as well as increased employment opportunities.

There is no existing industrial activity on the site. Given recent life-science and office development in the vicinity, new industrial development is not anticipated nor considered necessarily compatible with the existing character of the area or the residential use across the alley.

B. Industrial areas are generally well-served by rail, truck and water transportation facilities and do not require direct vehicular access through residential zones.

The site does not have rail or water access, but it does have truck access and no direct vehicular access needs to travel through residential zones.

C. Relative isolation from residential zones either by distance or physical buffers shall be preferred in the creation of new industrial zones.

Not applicable, as a new industrial zone is not being created.

D. Areas where the infrastructure (streets, water, sewer, electrical, and other facilities) is adequate, or can be upgraded at a reasonable cost, are preferred to accommodate an industrial designation.

Not applicable, as a new industrial zone is not being created.

E. 1. Economic Development. Increasing industrially zones land shall be favorably considered when such action will provide additional opportunities for business expansion, retention of manufacturing and other industrial firms in Seattle, or increased employment, especially employment that adds to or maintains the diversity of job opportunities in Seattle. Land proposed to be assigned an industrial designation shall be suitable for manufacturing, research and development and other industrial uses and shall meet the locational criteria for the industrial zone.

2. The rezone shall enhance and strengthen the industrial character of an area.

No new industrial zone is being created, and retention of IC zoning on this property is not necessary for maintaining or strengthening the industrial character of the area.

F. In determining appropriate boundaries with residentially and commercially zoned land, the appropriate locational and rezone criteria shall be considered.

Not applicable, as a new industrial zone is not being created.

G. Rezoning of Industrial Land. Rezoning of industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown:

1. The area does not meet the locational criteria for the industrial zone.

2. The rezone will not decrease industrial development and employment potential, especially manufacturing employment.

3. The rezone would not result in existing industrial uses becoming nonconforming.

4. The area clearly functions as a residential or commercial zone, has little or no potential for industrial development, and would not lead to further encroachment of residential, office, or retail uses into industrially zoned land located adjacent to or near the proposed rezone.

5. The rezone shall be consistent with the Seattle Shoreline Master Program.

6. The area is not part of an adopted Manufacturing/Industrial Center (MIC).

All of the above elements can be shown, and thus a rezone of industrial land is appropriate. The site and area generally do not meet the locational criteria for an industrial zone, the rezone would not decrease industrial development and employment potential and no industrial uses would become nonconforming, the area currently functions more like a commercial zone with little or no potential for industrial development or concern for encroachment. In addition, the site is not within a shoreline area or Manufacturing/Industrial Center.

H. Compatibility With Scale and Character of Surrounding Area-Edges. In general, a transition in scale and character shall be provided between zones. A gradual change in height limit or an area of transition (e.g., commercial zone between residential and industrial zones) shall be provided when the area lacks physical edges. Rezones shall achieve a better separation between residential and industrial zones, significantly reducing or eliminating major land use conflicts in the area. The following elements shall be considered physical edges or buffers:

1. Natural features such as topographic breaks, lakes, streams, ravines and shorelines;

2. Freeways, expressways, other major traffic arterials, and railroad tracks;

3. Changes in street layout and block orientation;

4. Open spaces and greenspaces.

By rezoning the property from an IC designation that allows general manufacturing uses, a potential incompatibility with the SM/R zone and residential use across the alley is avoided.

I. Existing Pattern of Development. Consideration shall be given to whether the area is primarily industrial, commercial, residential, or a mix, and whether the area is fully developed and in need of room for expansion, or minimally developed with vacant parcels and structures.

The existing pattern of recent and projected development is biotech, life-science, office, and residential uses, and the site and area are not industrial in nature. The current planning effort in South Lake Union favors SM, rather than IC, zoning.

SMC 23.34.096 Locational criteria – Industrial Commercial (IC) Zone

The Industrial Commercial (IC) zone is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities. In reviewing a proposal to rezone an area to Industrial Commercial (IC), the following criteria shall be considered:

A. Areas with amenities such as shoreline views, proximity to downtown, or access to public open spaces that could provide an attraction for new businesses, particularly new technology-oriented and research and development activities which might otherwise be likely to seek locations outside the City;

The area includes views of Lake Union and is in proximity to the new park at the south end of the Lake. However, the intent behind the IC zone is to allow for businesses that include a mix of industrial and commercial activities. The subject proposal does not include any industrial activities, and based on recent substantial development, there does not appear to be an area-wide need to maintain a zone that allows for this mix of uses. Technology-oriented and research and development activities are permitted and encouraged in the SM zone, and it is not necessary to continue IC zoning in order to attract such uses.

B. Areas in close proximity to major institutions capable of providing support for new technology-oriented and research and development businesses;

The area is not in close proximity to major institutions; instead major institutions such as the University of Washington and the Fred Hutchinson Cancer Research Center have located ancillary facilities in the South Lake Union area.

C. Former industrial areas which are undergoing a transition to predominantly commercial or mixed commercial and industrial activity, but where transportation and/or other infrastructure capacities are constrained and can only accommodate modest growth without major improvements;

This area transitioned away from industrial and manufacturing uses and activities many years ago. Transportation and/or other infrastructure are not constrained, although improvements to the Mercer Corridor have been identified as a long-standing need.

D. Areas where there is an existing concentration of technology-oriented and research and development uses which may be subject to displacement by commercial development;

No issues of displacement have been identified.

E. Areas which are underutilized and, through substantial redevelopment, could provide the type of campus-like environment attractive for new technology-oriented industrial and commercial development.

South Lake Union has experienced substantial recent development, including the multi-block Amazon development, which is in close proximity to the subject property, and the Gates Foundation development. The area is not substantially underutilized, and future development of technology-oriented commercial development does not depend on retaining IC zoning.

SMC 23.34.126 Designation of the Seattle Mixed (SM) zone.

The Seattle Mixed (SM) zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designation balances the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood.

The rezone and proposed project are consistent with the intent of the SM zone, and there is already substantial SM zoning nearby.

SMC 23.34.128 Seattle Mixed (SM) zone, function and locational criteria.

In considering rezones to the Seattle Mixed (SM) zone designation the following function and locational criteria shall be taken into consideration:

A. Function. An area that provides for a wide range of uses to encourage development of the area into a mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate;

The area is in transition from traditional manufacturing use and has a diverse mix of uses, including residential, commercial, and life-science buildings. New development has significantly improved pedestrian conditions. An SM/R zone and residential use are located across the alley, and the SM zone fits this circumstance better than an IC zone in close proximity to residential use.

B. Transportation and Infrastructure Capacity. An area that is well-served by transit and vehicular systems and where utility infrastructure is adequate, or where such systems and infrastructure can be readily expanded to accommodate growth;

As noted previously, the site is well served by Metro transit, the Streetcar, and the street and highway system in general. Utility infrastructure is adequate to accommodate growth.

C. Relationship to Surrounding Activity. An area that provides a transition from a densely developed or zoned neighborhood or from industrial activity;

The SM zone provides a transition from Downtown zoning south of Denny Way to more residential areas along Eastlake and Westlake Avenues. The South Lake Union area has developed over the last ten years into a vital, high quality Urban Center with a mix of uses and substantial pedestrian and transit improvements. The development of the park on the south end of the Lake, and the addition of the Museum of History and Industry, both contribute to the desirability of this area for home, work, and recreation.

D. Mix of Use. An area within the SM zone may be identified for the purposes of encouraging a primarily residential character. Such an area shall be designated as Seattle Mixed/Residential (SM/R). Within the SM/R area, nonresidential uses shall generally be of modest scale or neighborhood-serving in character;

Not applicable, as an SM/R zone is not proposed.

E. Height. Height limits of forty (40) feet, fifty-five (55) feet, sixty-five (65) feet, seventy-five (75) feet, eighty-five (85) feet, and one hundred twenty-five (125) feet may be applied to land zoned SM. A forty (40) or fifty-five (55) foot height shall be applied to the SM/R designation, or where it is appropriate to limit the intensity and scale of new development. A sixty-five (65) foot, seventy-five (75) foot or eighty-five (85) foot height shall apply where it is appropriate to provide for a uniform and pedestrian scale. A one hundred twenty five (125) foot height may be designated to serve as transition from areas where greater heights are permitted.

The proposed contract rezone would allow one additional floor and 20' of additional height over what is allowed in the existing zone. This level of height and scale increase would be in keeping with existing development. In addition, given that the building massing is centered on the site, with setbacks from the alley, Republican Street, and Fairview Avenue North, a narrow building form is created that helps mitigate the increased height and contributes to an appropriate pedestrian scale.

Summary

The proposed rezone meets the function and locational criteria of the SM-85' zone and is, therefore, appropriate to rezone from IC-65' to SM-85'. The proposal is consistent with the applicable policies contained in the Comprehensive Plan's adopted South Lake Union Neighborhood Plan. An increase in height and density on the site is appropriate for this highly developed Urban Center location in close proximity to access to Interstate 5.

Impacts of the proposed height and square footage increases are modest, and care was taken through the Design Review and DPD review process to provide sensitive massing with respect to the SM/R zone to the east across the alley. Adequate parking is being provided, transit service to the site is excellent, and the proposal incorporates sustainable features.

RECOMMENDATION - REZONE

Based on the above analysis, the Director recommends that the proposed contract rezone to SM-85' be **CONDITIONALLY APPROVED** subject to a Property Use and Development Agreement (PUDA) that limits the structure to be built to the design approved by the Design Review process and documented in approved plans dated July 15, 2011.

ANALYSIS - DESIGN REVIEW

Design Review Board Design Guidance

At the first Early Design Guidance meeting, held October 20, 2010, three design alternatives were presented and the Board identified the following Citywide Design Review Guidelines for Multifamily and Commercial Buildings and the corresponding South Lake Union supplemental design guidance of highest priority for the project: A-1 Responding to Site Characteristics, A-2 Streetscape Compatibility, A-3 Entrances Visible from the Street, A-4 Human Activity, A-5 Respect for Adjacent Sites, A-8, Parking and Vehicle Access, B-1 Height, Bulk and Scale Compatibility, C-2 Architectural Concept and Consistency, C-3 Human Scale, C-4 Exterior Finish materials, D-1 Pedestrian Open Spaces and Entrances, D-2 Blank Walls, D-3 Retaining Walls, D-6 Screening of Dumpsters, Utilities, and Service Areas, D-8 treatment of Alleys, E-2 Landscaping to Enhance the Building and/or Site, and E-3 Landscape Design to Address Special Site Conditions.

Two potential design departures were identified: Building Entry Grade to allow the primary entry to be more than three feet above sidewalk grade, and Street-level Setback to provide a building setback along Fairview Avenue North greater than that allowed by Code.

At this first meeting, the Board did not support the massing of the proposed design, particularly as it related to the area to the east. The Board noted that too much of the building setback area was placed along Fairview Avenue North as opposed to along the alley or Republican Street. The Board also noted that pedestrian activity in the area is expected to flow east and west along Republic Street, and not north and south on Fairview Avenue North or in the alley. Thus, the Board requested that additional massing examples be presented to open up light and air to the Pete Gross House across the alley, and that a pedestrian amenity be created along Republican Street by, for example, having the plaza along Fairview Avenue North also serve pedestrians along Republican Street. The Board responded favorably to the concept that a "green wall" would shade most of the south façade. However, the Board recommended the project return for an additional Early Design Guidance meeting.

At the second Early Design Guidance meeting, held December 1, 2010, a substantially modified proposal was presented. The building was moved away from the alley and centered on the parcel with 12-foot setbacks from both the east and west property lines. An additional three feet of setback was also proposed from the south property line. These massing changes provide more opportunity for light and air to enter the alley and also enhance the pedestrian realm along Republican Street. This revised massing also eliminated the need for the second departure, related to additional setback along Fairview Avenue North.

In addition, the plaza area proposed along Fairview Avenue North was modified. A building colonnade was added to connect the entry points of the proposed building with the existing building to the north, and a plaza area was located at the southwest corner of the building. The café/retail space was moved to that same corner and portions of the plaza would be designed for tables and chairs to be located between the sidewalk and the building. This activated plaza area would serve as a pedestrian amenity along Republican Street. Views of Lake Union and the downtown skyline will be visible from these public places.

Along Fairview Avenue North, the retaining wall was redesigned to soften the edge with raised planters and integrated seating, and an allee of trees in double rows along each side of the sidewalk was proposed. (Note: as explained below, this double row of trees was no longer possible once the effects of the City's proposed widening of Fairview Avenue North were better understood.) Also, at the mid-block point along Fairview Avenue North, where the entry to the proposed building and the entry to the existing building to the north are located, the stairway up from sidewalk level was modified to conceal its full height.

At this second meeting, the Board supported the proposed massing and endorsed the concept that the front plane of the proposed building match the existing building to the north and that a colonnade be provided. The Board also supported the setback on the east as being adequate to address the Pete Gross House across the alley, and asked the applicant to bring floor plans to the Recommendation meeting to show how interior uses could be arranged to moderate impacts on the privacy of Pete Gross House residents. The Board also endorsed the increased building setback and proposed landscaping along Republican Street. Finally, the Board noted preliminary support for the Building Entry Grade departure, as it is necessary given the sloping grade along Fairview Avenue North and given the logical location for the building entry. The Board also asked that detailed drawings of the entry area with the path from the sidewalk level be presented at the Recommendation meeting.

Design Review Board Recommendation

At the Recommendation meeting on June 15, 2011, the Design Review Board considered building changes that addressed comments from Early Design Guidance; more detailed information on facades, materials, exterior lighting and planting; and updated information on the effects of the City's plan to widen Fairview Avenue North as part of the Mercer Corridor project.

With regard to the layout of interior spaces, two proposed layouts of laboratory spaces were reviewed with the Board. In both layouts, the space directly across from the Pete Gross House was shown as conference rooms, and that façade element was redesigned to reduce the amount of

vision glass. Adjustable, interior window blinds would be provided in those spaces as well.

The applicant also presented information on the entry area, path and landscaping along Fairview Avenue North. The applicant had obtained additional information on the City's proposal to widen Fairview Avenue North directly adjacent to the proposed site. As a result of roadway widening, a row of street trees was no longer feasible. Consideration was given to replacing the street trees with another row of trees within the property, but the distance from curb to the edge of the development was too narrow to allow an allee of trees. Therefore, the double row of trees described at the Early Design Guidance meeting was determined to be no longer feasible. However, a row of trees on the site just inside of the property line would continue to be provided, which would also include seat level planting areas.

The applicant's materials for the Recommendation meeting depicted the façades, exterior materials, exterior lighting intent, street furniture and planting materials. The building will be constructed of cast in place concrete and have a metal composite panel and glass curtain wall skin, with glass and metal sunshades. The building façades are highly articulated. On the south façade, a series of planters at levels 2, 4 and 6 form a "green wall" and are designed to act as part of the storm water infiltration system.

In Board deliberations at the Recommendation meeting, the Board appreciated the changes made in response to design guidance and endorsed the overall design. The Board expressed satisfaction with the massing, the Republican Street streetscape, the south elevation with its interesting green elements, and the location and design of the café/retail space. With regard to the relationship to the Pete Gross House across the alley, the Board discussed possible additional changes to the façade in that area in an attempt to increase privacy to residents to the east. However, the Board concluded that the proposed treatments to the façade as shown were sufficient in combination with the likely uses shown in the tenant build-out examples.

The Board unanimously found that the proposed project adequately conforms to the applicable Citywide Design Review Guidelines for Multifamily and Commercial Building and South Lake Union supplemental guidance and recommended approval of the project and the requested development standard departure: SMC 23.48.014 General Façade Requirement, to allow a primary building entrance to be five feet above sidewalk grade rather than the required three feet or less.

ANALYSIS & DECISION- DESIGN REVIEW

The design review process prescribed in Section 23.41.014F of the Seattle Municipal Code describing the content of the DPD 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 recommendation:

a. *Reflects inconsistent applications 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*

e. *Conflicts with the requirements of state or federal law.*

Director's Analysis and Decision

Three members of the Queen Anne/Magnolia Design Review Board provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

The Director of DPD has reviewed the decision and recommendations of the Design Review Board made at the Recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings and the South Lake Union supplemental guidance. The Director agrees with the Design Review Board's conclusion that the proposed project as presented at the June 15, 2011 meeting would result in a design that best meets the intent of the applicable Design Guidelines. Therefore, the Director accepts the Design Review Board's recommendations and **APPROVES** the proposed **design and** the requested **departure**.

ANALYSIS – SEPA

The proposal is not exempt from SEPA review. Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project exceeds the 12,000 square feet size threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 2010, as updated in August 2011, and as annotated by the Land Use Planner. The information in the checklist, pertinent public comment, 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 has analyzed the environmental checklist which was submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in this analysis, this action will result in impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SM C 25.05.665) 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 and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,*" subject to some limitations.

Short-Term Impacts

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and nonrenewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The applicant estimates approximately 29,260 cubic yards of excavation for construction. Excess material to be disposed of must be deposited in an approved site.

- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.

- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, and removal of debris and regulates obstruction of the pedestrian right-of-way.

- PSCAA regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.

- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, traffic, circulation and parking, noise, and greenhouse gases is warranted.

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth - Grading

The Master Use Permit plans have been reviewed by DPD's Environmentally Critical Areas reviewer since DPD records show the site to contain a Steep Slope. Any sloped area on the site do not appear to be part of a system of slopes and to have been created by legal grading for rith-of-way improvement or site grading. No concerns regarding the Steep Slope were identified. Construction plans will be reviewed by DPD. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 29,260 cubic yards of material. A Geotechnical Report by Terra Associates, Inc. dated April 25, 2011, was submitted with this application and was reviewed and approved by DPD. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SM C 25.05.665) and the SEPA Construction Impacts Policy (SM C 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during demolition and construction. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which impact is unmitigated by existing codes and regulations.

During demolition and construction, the existing City code (SMC 11.62) requires truck

activities to use arterial streets to the greatest extent possible. This general area is subject to traffic congestion during the PM peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays. This condition will assure that construction truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site or on a dedicated site within 800 feet for the term of the construction, whenever possible.

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires and removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

All construction activities are subject to the limitations of the Noise Ordinance. However, given the proximity of the site to existing residential uses (particularly the Pete Gross House across the alley), additional restrictions are warranted. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7 a.m. to 6 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9 a.m. and 6 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

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, they are not expected to be significant.

Long-Term Impacts — Use-Related Impacts

Land Use

The proposed project includes a Council action to rezone the subject site from IC-65' to SM-85'. See the rezone analysis at the beginning of this report.

Air Quality

A concern was raised at the Design Review Recommendation meeting regarding the venting of exhaust from building operations. All research and laboratory space will be designed and operated according to the requirements and operational protocols as defined by the National Institute of Health. In addition, the HVAC systems will be designed to the appropriate standards and recommendations of the ASHRE (American Handbook for Heating, Ventilation, and Air-Conditioning Engineers) and ASHRAE.1. Review of mechanical systems will be conducted by the Department of Planning and Development as part of building and mechanical permit review.

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) 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...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 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."

The IC, SM, and SMR zones in the vicinity are developed with a mix of structure sizes and heights, including buildings 125 ft. in height. Recent development, such as the Amazon campus across the street to the west, is of a very significant scale. The proposed development would proceed according to Land Use Code standards for the proposed zone, apart from the one minor design departure required for the height of the building entry. The development as a whole will be in keeping with the scale of development anticipated by the goals and policies for the South Lake Union Urban Center. In addition, in approving the project, the Design Review Board gave particular attention to the height, bulk and scale relationship of the proposal to its surroundings.

There is no evidence that height, bulk and scale impacts have been inadequately mitigated through the Design Review Board process. Therefore, given the rezone requirement that the development comply with the approved plans, no mitigation of height, bulk and scale impacts is warranted pursuant to SEPA.

Historic and Cultural Preservation

The existing building on the site was constructed in 1959, but is not likely to meet City of Seattle Landmark criteria. Thus, it is not considered a historic resource.

Public View Protection

The SEPA Public View Protection policy allows the reviewing agency to mitigate impacts to public views of significant natural and human-made features from public places consisting of specified viewpoints, parks, scenic routes, and view corridors as identified in Attachment 1 to the Environmental Policies and Procedures Ordinance. Both Fairview Avenue North and Mercer Street are designated scenic routes under this Ordinance.

No adverse public view impacts are anticipated from the proposal. The proposed building sets back from the western property line, allowing a wider view corridor down Fairview Avenue North than presently exists. The proposed building is south of Mercer Street, and does not affect views from that street.

Traffic and Transportation

A Traffic Impact Study was prepared by Transportation Engineering NorthWest, LLC, dated August 26, 2010, to determine the traffic impacts of the proposal. The initial Study methodology was approved by John Shaw of the Department of Planning and Development, and he also reviewed and approved the Study.

According to the Traffic Impact Study, the proposed development is estimated to generate approximately 76 net new trips during the weekday AM peak hour and 75 net new trips during the weekday PM peak hour. In terms of intersection Level of Service (LOS), the Study analyzed existing and future 2013 conditions, assuming completion of the Mercer Corridor Project currently under construction.

The intersection LOS analyses were conducted at the following four study intersections in the project vicinity: 1) Fairview Avenue North/Mercer Street, 2) Fairview Avenue North/Republican Street, 3) Minor Avenue North/Mercer Street, and 4) Minor Avenue North/Republican Street. Three study intersections are expected to operate or include movements at LOS F with or without the project in 2013. The three LOS F intersections are: Fairview Avenue North/Mercer Street during the AM and PM peak hours, Fairview Avenue North/Republican Street during the PM peak hour, and the northbound stop controlled movement at the intersection of Minor Avenue North/Republican Street during the PM peak hour.

The LOS at the study intersections is expected to remain the same with or without the proposed project. However, given congested background conditions, project traffic will have potentially

significant adverse impacts at one or more nearby intersections. To mitigate these impacts, the project will be required to pay its share of South Lake Union capital improvement projects, as identified in the Seattle Department of Transportation *South Lake Union Transportation Study,* which is $47,666.

Transportation concurrency was evaluated in the Traffic Impact study. The calculated volume to capacity ratio for the tested screen line was determined to remain below the adopted LOS standards with the proposed development. Therefore, the proposed development was determined to meet the City's concurrency requirements.

Parking

The proposed development is located in the South Lake Union Urban Center, where parking is not required per SMC 23.54.015.B.2. The Traffic Impact Study assumed development of a 108,000 square foot building with 129 parking stalls. (As the project plans were finalized, the building contains 106,011 square feet and 143 parking spaces.) According to the Traffic Impact Study, the estimated peak parking demand for the proposed development would be 117 stalls. Therefore, the proposed on-site parking supply is anticipated to accommodate the peak parking demand.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' 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, they are not expected to be significant.

DECISION — STATE ENVIRONMENTAL POLICY ACT (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. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21 C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

RECOMMENDED CONDITIONS — REZONE

Prior to Issuance of any Construction, Shoring or Grading Permits

1. Approval of this contra ct rezone is conditioned upon the development of the project in accordance with the final approved Master Use Permit drawings, dated July 15, 2011.

RECOMMENDED CONDITIONS — SEPA

Prior to Issuance of any Construction, Shoring or Grading Permits

2. The applicant shall provide to the DPD Land Use Planner for approval a Construction Management Plan which identifies construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

During Construction

3. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

4. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.

Prior to Issuance of any Certificate of Occupancy

5. The applicant shall pay $47,666 to the City of Seattle as its prorata share of South Lake Union transportation improvements. This payment shall be earmarked for the transportation improvements listed in CAM 243, with the funds to be held in a special reserve account.

CONDITIONS-DESIGN REVIEW

Prior to Issuance of any Certificate of Occupancy

6. The applicants shall arrange for an inspection with the Land Use Planner to verify that the construction of the buildings with siting, materials, landscaping, and architectural details is substantially the same as those documented in the approved plans dated July 15, 2011.

Signature: Joan James For
Scott Kemp, Senior Land Use Planner
Department of Planning and Development

Date: September 1, 2011

SK:JJ
H:kemp/doc/3011479 Directors Recommendation 500 Fairview Ave.doc

Findings and Recommendation of the Hearing Examiner
RICHARD B. ROBISON
Application No. 3011479
CF 311061
Hearing Date: September 28, 2011

Forwarded to the City Clerk on October 7, 2011

FILED
CITY OF SEATTLE
2011 OCT -7 AM 11: 51
CITY CLERK

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Section 4 - CD of hearing held on September 28, 2011

Exhibit List
CF #311061, Project No. 3011479
September 28, 2011

Exhibit #	Offered by	Admitted	Description
1	Department	x	Comment Letters
2	"	x	Important Information for Issuance of the Master Use Permit, Notice of Director's Recommendation and Analysis and attached Recommendation and Analysis
3	"	x	Proof of Mailing, Notice of Application, and SEPA Checklist
4	"	x	Notice Material and Rezone Application
5	"	x	Zoning Map
6	"	x	8/26/10 Traffic Impact Analysis
7	"	x	8/19/11Memo to Scott Kemp from Sarah Sodt, Landmarks Preservation Board
8	"	x	Water Availability Certificate
9	"	x	Plans and Cover Sheet
10	"	x	DRB Recommendation Packet
11	Applicant	x	Resume of Richard Robison
12	"	x	Drawing showing Height, Bulk and Scale Context

Description	Minutes Wednesday, September 28, 2011 Dick Robison 500 Fairview Avenue N. CF #311061, Project No. 3011479 Time: 9:00 a.m. Hearing Examiner: Sue A. Tanner Assistant: Alvia Williams Party Representatives: Melody McCutcheon applicant 1221 2nd Avenue, Suite 500 Seattle WA 98101 Scott Kemp, representing Director DPD SMT-18-00		
Date	9/28/2011	**Location**	LARGE HR

Time	NOTE	Additional Info
9:08:18 AM	Introduction of hearing by the Hearing Examiner	
9:08:48 AM	Identification of party representatives, Melody McCutcheon, for applicant, Scott Kemp, for the Director	
9:08:49 AM	Further introduction remarks by the Hearing Examiner	
9:11:22 AM	No public testimony	
9:11:30 AM	Comment by Scott Kemp regarding his witness. Oath administered to Scott Kemp, Senior Land Use Planner, DPD. Kemp offers Exhibit 1, Comment Letter from Claudia Clair, and John Pehrson, Response by Scott Kemp, Exhibit 2, Important Information for Issuance of Master Use Permit, Notice of Director's Recommendation and Rezone Application, Analysis and Recommendation, Exhibit 3, Proof of Mailing, Notice of Application, and SEPA Checklist, Exhibit 4, Notice Material and Rezone Application, Exhibit 5, Zoning Map, Exhibit 6, 8/26/10 Traffic Impact Analysis, Exhibit 7, 8/19/11 Memo to Scott Kemp from Sarah Sodt, Landmarks Preservation Board, Exhibit 8, Water Availability Certificate, Exhibit 9 , Plans and Cover Sheet, Exhibit 10 , Recommendation Packet	

9:17:34 AM	Question of clarification by McCutcheon of Kemp	
9:20:10 AM	Continued presentation by Kemp	
9:35:29 AM	Questions by the Hearing Examiner of Kemp	
9:38:05 AM	Question by McCutcheon of Kemp	
9:39:17 AM	McCutcheon calls Salil Payappilly, Director, BioMed Realty Trust, Inc., 7677 Gateway Bldg., Suite 100, Newark CA 94560, oath administered. Direct examination by McCutcheon of Payappilly	
9:43:19 AM	No questions by Kemp of Payappilly	
9:44:16 AM	McCutcheon calls Dick Robison, Licensed Architect for Mithun. Direct examination by McCutcheon of Robison	
9:45:20 AM	McCutcheon offers Exhibit 11, Resume of Richard Robison, Exhibits 1 through 11 admitted	
9:48:57 AM	McCutcheon offers Exhibit 12, Drawing showing Height, Bulk and Scale Context, Exhibit 12 admitted	
10:20:16 AM	End direct by McCutcheon of Robison	
10:20:25 AM	Questions of clarification by Kemp of Robison	
10:22:59 AM	Kemp calls Jim Holmes, Senior Planner, DPD, oath administered. Direct examination by Kemp of Holmes	
10:26:48 AM	No questions by McCutcheon of Holmes	
10:27:05 AM	Decision will be issued within 15 days of close of record. Hearing adjourned	

Exhibit List
CF #311061, Project No. 3011479
September 28, 2011

Exhibit #	Offered by	Admitted	Description
1	Department	x	Comment Letters
2	"	x	Important Information for Issuance of the Master Use Permit, Notice of Director's Recommendation and Analysis and attached Recommendation and Analysis
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10	"	x	DRB Recommendation Packet
11	Applicant	x	Resume of Richard Robison
12	"	x	Drawing showing Height, Bulk and Scale Context

BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

CERTIFICATE OF SERVICE
BY MAIL

I, **Alvia N. Williams**, certify that on the **7th** day of **OCTOBER 2011,** I deposited in the mail of the United States (with postage prepaid) and in the City's Mail/Messenger Service (used for City personnel only) a sealed envelope containing the attached **FINDINGS AND RECOMMENDATION,** to each person listed on the back of this certificate or on the attached mailing list, in the matter of **RICHARD B. ROBISON**. Hearing Examiner file(s): **CF 311061, DPD Reference 3011479.**

I further certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct and that this certificate of service was executed this **7th** day of **October, 2011,** at Seattle Washington.

Alvia N. Williams
Name: Alvia N. Williams
Title: Paralegal

Mailing List for File: CF 311061, DPD Reference 3011479

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SEATTLE WA 98109

SCOTT KEMP
DPD
SMT-18-00

DIANE SUGIMURA, DIRECTOR
DPD
SMT-18-00

CITY CLERK
CH-03-10

LIUP
SMT-18-00

SENT SCANNED IMAGES (PDF) TO THE FOLLOWING RECIPIENTS
ELAINE KO (CITY COUNCIL)
KETIL FREEMAN (LEGISLATION)
MICHAEL JENKINS (LEGISLATION)
ROGER WYNNE (LAW DEPARTMENT)
SUE PUTNAM (DPD

FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

In the Matter of the Application of

RICHARD B. ROBISON

for approval of a contract rezone for property located at 500 Fairview Avenue North

CF 311061

DPD Reference:
3011479

FILED
CITY OF SEATTLE
2011 OCT -7 AM 11: 51
CITY CLERK

Introduction

Richard B. Robison applied for a rezone of property located at 500 Fairview Avenue North from Industrial Commercial zoning with a 65 foot height limit (IC-65) to Seattle Mixed zoning with an 85 foot height limit (SM-85). The Director of the Department of Planning and Development (Director or Department) submitted a report recommending that the rezone be approved. The Director's report included a SEPA Determination of Non-significance (DNS) and design review approval, neither of which was appealed.

A public hearing on the rezone application was held before the Hearing Examiner on September 28, 2011. The Applicant was represented by Melody B. McCutcheon, attorney-at-law, and the Director was represented b y Scott Kemp, Senior Land Use Planner. The record was held open for the Examiner's site visit.

For purposes of this recommendation, all section numbers refer to the Seattle Municipal Code (SMC or Code) unless otherwise indicated. Having considered the evidence in the record and visited the site, the Examiner enters the following findings of fact, conclusions and recommendation on the application.

Findings of Fact

Site and Vicinity

1. The site is addressed as 500 Fairview Avenue North, and it is located at the intersection of Fairview Avenue North and Republican Street, within the South Lake Union Urban Center.

2. The site is approximately 22,000 square feet in size and occupies approximately one-half of the east side of the block between Republican Street and the Mercer Street on- and off-ramps to Interstate 5. It borders a 16-foot-wide alley to the east.

3. The site is designated as a Steep Slope Environmentally Critical Area, but the steep slopes were originally created through street grading, and the site was subsequently altered when the existing building and parking lot were created. It presently slopes down

to the north along Fairview Avenue North toward Lake Union, and down slightly to the west along Republican Street. The site is not included within an overlay district.

4. As noted, the site is zoned IC-65, and IC zoning in the area extends in a swath one and one-half blocks wide from Mercer Street to John Street, but is surrounded on all sides by Seattle Mixed zoning at heights from 40 to 125 feet. *See* Exhibit 5. Development on the site consists of an office building approximately 21,600 square feet in size and an accessory parking lot.

5. To the north of the site is one-half block of IC-65-zoned property developed with a recently constructed five-story research and development laboratory building. To the south, across Republican Street, is IC-65-zoned property developed with one-story structures, including an office building, warehouse and loading facilities. To the west, across Fairview Avenue North, is IC-65-zoned property developed with one- and two-story commercial buildings. To the east, across the alley, is SM/R-55/75-zoned property developed at the north end with the six-story residential Pete Gross House, owned and operated by the Fred Hutchinson Cancer Research Center, and at the south, with one- and two-story structures housing a café, an office and a residence.

6. Development within the surrounding area includes some older commercial and multifamily buildings along with new, larger commercial and multifamily buildings, including the multi-block Amazon campus, University of Washington Medicine research facilities, Group Health offices, Seattle Biomedical Research Institute facilities, and multifamily structures with ground floor retail.

7. Fairview Avenue North is a fully improved, 66-foot-wide principal arterial with two travel lanes in each direction and left-turn lanes at signalized intersections. Republican Street is a 60-foot-wide minor arterial with one travel lane in each direction and curb gutter and sidewalks, as well as parking, on both sides. The area is also served by Mercer Street, currently a four-lane, one-way eastbound street classified as a principal arterial west of Fairview Avenue and a minor arterial east of Fairview Avenue, and Minor Avenue North, which is a two-way access street.

8. The area is well served by public transit but has no heavy rail or water access. Five Metro transit routes have scheduled stops approximately one block from the subject site, and stops for other routes are available nearby. Several stops for the South Lake Union Streetcar are located within approximately 1/2 mile of the site.

Zoning History and Potential Zoning Changes

9. The Director reports that in 1996, a new, Seattle Cascade Mixed zone was applied to parts of South Lake Union. The zone was changed in 2005 to Seattle Mixed, and in 2010, regulations for the zone were amended to allow for an additional 20 feet of height for biotechnology, research and development labs and associated office uses in South Lake Union. Recent, significant growth in the area has proceeded in accordance with

these regulations and other Code provisions that apply to specific parts of the area, such as the multi-block Amazon headquarters area.

10. The Director also reports that a rezone from IC-85 to SM-85 is proposed for a nearby block to the south that it is bounded by Thomas and John Streets and Fairview and Boren Avenues North. In addition, the City and South Lake Union neighborhood are involved in the process of evaluating strategies to implement new goals and policies included in the South Lake Union Neighborhood Plan by a 2006 amendment to the Comprehensive Plan. A South Lake Union Urban Design Framework was developed and issued by the Department in 2010, followed by a draft environmental impact statement in February of 2011 that evaluated alternatives for increasing height and density in the area through an area-wide rezone. Work on the final environmental impact statement is underway, with all action alternatives proposing a rezone of the IC area of South Lake Union, including the subject property, to Seattle Mixed. The subject property is within the area labeled the "Fairview Corridor" in the study, with proposed commercial heights of 85 feet to 160 feet, and proposed residential heights of 160 feet to 240 feet. The record does not include information on when the proposed zoning changes might be brought to the City Council.

Neighborhood Plan

11. The site is included within the planning area of the adopted South Lake Union Neighborhood Plan, but is not expressly referenced in the Neighborhood Plan. Nor does the Neighborhood Plan include policies for guiding future rezones or recommendations on heights.

12. The Neighborhood Plan includes several goals and policies relevant to this rezone application. SLU-G1 envisions a "vital and eclectic neighborhood where people both live and work, or use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting streetlife and amenities to support and attract residents, employees and visitors. SLU-P9 encourages "support for the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building". SLU-G10 envisions parks and open spaces accessible to the neighborhood. SLU-P45 encourages "building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level," and SLU-P46 seeks to increase tree coverage.

Proposal

13. The Applicant asks to have the property rezoned from IC-65 to SM-85 with a property use and development agreement (PUDA) limiting development to the proposal approved through design review, as reflected in the approved plans dated July 15, 2011 (Exhibit 9). That proposal would include demolition of the existing office building and surface parking lot, and construction of a seven-story laboratory and office building with three levels of below grade parking for 143 vehicles, with access through the parking garage in the building to the north, which also owned by the applicant. The proposed

building would include 63,842 square feet of laboratory space, 42,561 square feet of office space and 1,178 square feet of café/retail space at the corner of Fairview Avenue and Republican Street, for a total building square footage of 107,580 square feet. The Applicant anticipates that 250 to 400 people will occupy the lab and office portions of the building.

14. The floor area ratio (FAR) in the IC zone is generally 3.0, although a 2½ block area one block to the west of the subject site has a FAR of 7.0, achieved under SMC 23.50.051. The usual 3.0 FAR for IC would allow for 64,116 square feet of chargeable space on the subject site. The FAR for the site if rezoned to SM-85 would be 4.5, but the Applicant proposes to use a FAR of 4.2. This would allow for 90,133 square feet of chargeable space, or an increase in chargeable space of 26,017 square feet over what could be achieved under the existing IC-65 zone.

15. The proposed building would be aligned on the west side with the building to the north to retain the view corridor to Lake Union. It would include a variety of sustainable strategies to improve use of natural daylighting, such as narrowing the building, and to mitigate stormwater runoff, such as including a "green wall" of planters on the south side of the building that will also shade much of that façade. Street trees and additional landscaping would also be added along both adjacent streets. Unlike the building to the north, directly across the alley from the Pete Gross House, the proposed building would be set back 12 feet from the property line to maintain access to daylight for the structures on the east side of the alley *See* Exhibit 10.

16. The Applicant secured a Water Availability Certificate for the proposal from Seattle Public Utilities. Exhibit 8. Testimony at hearing established that there is sufficient utility infrastructure capacity for the project.

17. The Applicant provided a Geotechnical Report and a Traffic Impact Study for the proposal. The Traffic Impact Study showed that the LOS at affected intersections would be expected to remain the same with, or without the proposal. Exhibit 6 at 11-13. However, to mitigate the proposal's impacts on the already congested area intersections, the Applicant would be required to pay a pro rata share of the South Lake Union capital improvement project. Exhibit 6 at 24. The proposal would meet concurrency requirements, as the volume to capacity ratio for the applicable screenline would remain below the adopted threshold of 1.20 even with the addition of the proposal's anticipated traffic. Exhibit 6 at 22-23.

18. The Traffic Impact Study estimated peak parking demand at 117 stalls. Exhibit 6 at 24. Although no parking is required within the urban center, below-grade parking for 143 vehicles is proposed in a garage accessed from a curb cut on Mercer Street and through the garage beneath the building to the north.

19. The proposal was reviewed by the Queen Anne/Magnolia Design Review Board (Board) over the course of three meetings. The Applicant prepared materials on the height bulk and scale context of the project vicinity as part of its presentations to the

Board. Exhibit 12. The Board found that the proposed project conformed to applicable Citywide Design Review Guidelines for Multifamily and Commercial Buildings as well as the South Lake Union supplemental guidance. The Board recommended that the proposal be approved along with a development standard departure to allow the primary entry to be more than three feet above sidewalk grade. The Board's deliberations are summarized in the Director's report and recommendation, Exhibit 2, at 20-22.

Public Comment

20. Most public comments were received during the design review process for the proposal. They are summarized in the Director's report at 2-3. In addition, the applicant held three community meetings on the proposal, which produced suggestions on building siting and retention of the view corridor toward Lake Union, incorporating strategies to mitigate the building's carbon footprint and stormwater runoff, and activating the streetfront at the southwest corner of the building through inclusion of a coffee shop and/or other retail area. The Applicant also consulted with the manager of the Pete Gross House to discuss concerns with maintaining daylight to that structure.

21. The Director received one comment on the rezone proposal, requesting that the "green wall," and the proposed setbacks on Fairview Avenue and the alley be required, and that the building be limited to biotechnology uses so that the additional 20 feet of allowed height would not be used for other commercial uses. Exhibit 1. The Hearing Examiner received one comment letter, expressing concerns about existing traffic volumes, congestion and speeds and the lack of signs warning drivers of pedestrians in the area. Exhibit 1.

Director's Review

22. The Director responded to the public comment on the rezone. Exhibit 1. The Director also reviewed and approved the applicant's Traffic Impact Study and considered it in her review of the proposal under SEPA. Exhibit 2 at 28-29. The Director considered the proposal's height bulk and scale impacts and impacts on public view protection. Exhibit 2 at 27-28. After reviewing the Master Use Permit plans and Geotechnical Report, the Director determined that the proposal would have no adverse effects on the steep slope. Exhibit 2 at 13.

23. The Director issued a DNS with conditions for the proposal. Exhibit 2 at 29-30. The Director also issued design review approval for the proposal, incorporating the Board's recommendations. Exhibit 2 at 23. Neither the design review approval nor the DNS was appealed. The Director recommended approval of the rezone with a PUDA. Exhibit 2 at 20.

Applicable Law

24. SMC 23.34.008.A requires that the zoned capacity for urban villages be no less than 125% of the growth targets adopted in the Comprehensive Plan for the village. For

residential urban villages taken as a whole, the zoned capacity must be within the density ranges established in the Land Use Element of the Comprehensive Plan.

25. SMC 23.34.090 addresses the designation of industrial zones and states that "industrial zones are intended to support existing industrial activity and related businesses and provide for new industrial development" and employment, and that such areas are "generally well served by rail, truck and water transportation facilities and do not require direct vehicular access to residential zones." SMC 23.34.090.A and .090.B. "Rezoning industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown: 1. The area does not meet the locational criteria for the industrial zone. 2. The rezone will not decrease industrial development and employment potential, especially manufacturing employment. 3. The rezone would not result in existing industrial uses becoming nonconforming. 4. The area clearly functions as a residential or commercial zone, has little or no potential for industrial development, and would not lead to further encroachment of residential, office, or retail uses into industrially zoned land located adjacent to or near the proposed rezone. 5. The rezone shall be consistent with the Seattle Shoreline Master Program. 6. The area is not part of an adopted Manufacturing/Industrial Center." SMC 23.34.090.G. A gradual change in height limits, or an area of transition, is to be provided when an industrial area lacks physical edges, and rezones are to achieve a better separation between residential and industrial zones in order to reduce or eliminate land use conflicts. SMC 23.34.090.H. Finally, the following questions are to be considered: "whether the area is primarily industrial, commercial, residential, or a mix, and whether the area is fully developed and in need of room for expansion, or minimally developed with vacant parcels and structures." SMC 23.34.090.I.

26. The IC zone "is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities." SMC 23.34.096. The locational criteria for the IC zone include areas "with amenities such as shoreline views, proximity to downtown, or access to public open spaces that could provide an attraction for new businesses, particularly new technology-oriented and research and development activities which might otherwise be likely to seek locations outside the City;" areas "in close proximity to major institutions capable of providing support for new technology-oriented and research and development businesses;" former industrial areas "undergoing a transition to predominantly commercial or mixed commercial and industrial activity but where transportation and/or other infrastructure capacities are constrained," areas "where there is an existing concentration of technology-oriented and research and development uses which may be subject to displacement by commercial development;" and underutilized areas that, "through substantial redevelopment, could provide the type of campus-like environment attractive for new technology-oriented industrial and commercial development." SMC 23.34.096.A through .096.E.

27. SMC 23.34.126 addresses designation of the SM zone, stating that it is applied to achieve "a diverse, mixed-use community with a strong pedestrian orientation" and

"permits a wide range of uses and promotes density to encourage a mixed-use neighborhood." The designation "balances the need for flexibility and a variety of activities with the need to provide adequate direction to ensure ... housing and commercial activities critical to the success of an urban neighborhood."

28. SMC 23.34.128.A states that the SM zone functions as stated in SMC 23.34.126 and "as an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate".

29. The relevant locational criteria for the SM zone are included in SMC 23.34.128.B and 128.C. These include an "area that is well-served by transit and vehicular systems" and adequate utility infrastructure, "and where such systems and infrastructure can be readily expanded to accommodate growth;" and an area "that provides a transition from a densely developed or zoned neighborhood or from industrial activity." Height limits within the SM zone are addressed in SMC 23.34.128.E and range from 40 feet to 125 feet. A 65 foot, 75 foot or 85 foot height "shall apply where it is appropriate to provide for a uniform and pedestrian scale." A 125 foot height "may be designated to serve as transition from areas where greater heights are permitted."

30. SMC 23.34.009 prescribes additional criteria when a rezone includes consideration of height limits in commercial or industrial zones. The Seattle Mixed zone is not an industrial or commercial zone, *see* SMC 23.47A.002 and SMC 23.48.002, and the Applicant is not seeking a change in the height limit of the site's existing IC-65 zoning. Therefore, the proposed rezone presents no height issue to be considered under SMC 23.34.009.

31. Compliance with the requirements of Chapter 23.34 SMC constitutes consistency with the Comprehensive Plan for purposes of reviewing proposed rezones. SMC 23.34.007.C. Thus, Plan goals and policies are not separately reviewed.

32. SMC 23.34.004 addresses contract rezones. Subsection A provides that the Council may approve a rezone subject to an agreement by the property owner "to self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts which could occur from unrestricted use and development permitted in the zone." Such a rezone is to be conditioned on compliance with the terms and conditions of the agreement.

Conclusions

1. The Hearing Examiner has jurisdiction over this matter pursuant to SMC 23.76.052.

2. SMC 23.34.007 provides that the applicable sections of Chapter 23.34 SMC on rezones are to be weighed and balanced together to determine the most appropriate zone and height designation. In addition, the zone function statements are to be used "to assess the likelihood that the area proposed to be rezoned would function as intended." SMC 23.34.007.A. "No single criterion ... shall be applied as an absolute requirement or test of

the appropriateness of a zone designation ... unless a provision indicates the intent to constitute a requirement". SMC 23.34.007.B. The general rezone criteria, including "zoning principles" and "impact evaluation," are set forth in SMC 23.34.008.

3. The proposal complies with SMC 23.34.008.A. The rezone would increase the zoned capacity within the Urban Center, and the proposed project could help achieve the Urban Center's adopted growth target of 16,000 jobs. The zoned capacity with the rezone would not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

4. The most appropriate zone designation is the one "for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation." SMC 23.34.008.B.

5. Recent development within the area, other proposed rezones nearby and the proposed area-wide rezone to SM zoning all indicate that the provisions for designation of industrial zones in SMC 23.34.090 no longer match the characteristics of the area, including the subject site. As noted, the area is not served by rail or water transportation facilities, although it does have truck access, and direct vehicular access need not travel through residential zones. There is no existing industrial activity on the site, and industrial activity within the surrounding area is insignificant. In light of recent biotechnology and office development, new industrial development is not anticipated, nor would it necessarily be compatible with the growing residential community in the area, including the residential uses across the alley from the site.

6. All of the factors listed in SMC 23.34.090.G as indicators that industrial land may be rezoned to a less-intensive use are present. The area does not meet the locational criteria for the industrial zone; it clearly functions as a commercial and residential zone and has little or no potential for industrial development. The proposed rezone would not result in existing industrial uses becoming nonconforming, and there is no evidence of encroachment into industrially zoned land near, or adjacent to the proposed rezone site. Further, the site is not within the shoreline area or a Manufacturing/Industrial Center. The provisions of SMC 23.34.090.H, concerning transitions between industrial and residential zones, do not apply to the proposed rezone because the SM zone would allow fewer uses that potentially conflict with residential uses than are allowed under the existing IC zone. The site and surrounding vicinity are not industrial in nature. The pattern of recent and projected development is biotechnology, life sciences research, and office and residential use.

7. The locational criteria for the IC zone focus on attracting and retaining a mix of commercial and industrial activities, including manufacturing uses, but the subject site and vicinity has moved away from industrial and manufacturing uses. As reflected by the area-wide rezone under review, more recent development includes a mix of technology-oriented and research and development uses that do not require IC-zoned property because they are permitted and encouraged in the SM zone. The area's views of Lake

Union and proximity to Lake Union Park and downtown serve to attract these businesses. Although not proximate to major institutions, the area includes satellite facilities of such institutions. The area is congested, but transportation and other infrastructure capacities are not constrained. There is no evidence that commercial development may displace existing technology-oriented and research and development uses within the area, and it is in the process of being substantially redeveloped. It is not underutilized, and its continued redevelopment does not depend upon retaining the IC zone.

8. The rezone and proposed project are both consistent with the intent and function of the SM zone. The area has transitioned from traditional manufacturing uses to a mix of biotechnology, commercial and residential uses.

9. The rezone area also meets the locational criteria for the SM zone. As noted, it is well served by transit and includes substantial pedestrian and transit improvements. The record shows that utility infrastructure is adequate to accommodate growth. The area also provides a transition between downtown zoning south of Denny Way and more residential uses along Eastlake and Westlake Avenues. The proposed 85 foot height limit with the 20 foot incentive for biotechnology uses is consistent with the height requirement of SMC 23.34.128.E. The proposed building has been set back from Fairview Avenue and Republican Street to maintain views to the north and west, and views of Lake Union and the downtown skyline would be available from the public area planned for the southwest corner of the site. This massing of the proposed narrow building on the center of the site would contribute to an appropriate pedestrian scale. The proposed height limit would also serve to reinforce the natural topography, since height limits would decrease to the north as the topography sloped down toward Lake Union. Finally, the proposed height would be compatible with actual and zoned heights within the surrounding area, which range from 40 feet to 125 feet and include the Amazon campus approximately one block to the west of the rezone site.

10. In light of the area-wide rezone being considered for the IC-zoned properties within the South Lake Union neighborhood, it is unlikely that the proposed rezone would provide a precedent for subsequent rezones.

11. The proposed rezone and project, which will provide biotechnology-related jobs, and retail and public open space at the southwest corner, is consistent with the adopted Neighborhood Plan goal of "a vital and eclectic neighborhood where people both live and work" that includes "housing choices, diverse businesses [and] ... amenities to support and attract residents, employees and visitors". SLU-G1. It is also consistent with SLU-P9 that expressly encourages the growth of innovative industries in the area, including biotechnology. The proposed building setbacks from Fairview Avenue North, Republican Street and the alley are consistent with SLU-P45, which encourages building designs that preserve public view corridors to Lake Union and natural light at street level. The proposal's public space on Republican Street is consistent with SLU-G10 that envisions open spaces accessible to the neighborhood. And the proposed landscaping and street trees on both Fairview and Republican are consistent with SLU-P46, which encourages increased tree coverage,

12. The zoning principles listed in SMC 23.34.008.E are generally aimed at minimizing the impact of more intensive zones on less intensive zones, if possible, and the proposed rezone would be consistent with them. There are no physical buffers in the area to separate different uses and intensities of development. The proposed rezone would follow existing platted lot lines, and the boundary between the subject site and the SM/R-zoned property to the east would continue to be the alley that presently separates them. The proposed biotechnology building would face away from the SM/R-zoned property and would be separated from IC-65-zoned property to the west by Fairview Avenue North. The rezone site is located in an urban village where heights above 40 feet are anticipated.

13. The potential rezone impacts requiring most attention are those on the SM/R zone across the alley from the subject site. The rezone would allow a potential building height of 105 feet and seven stories for biotechnology and research and development uses on the site, whereas the existing IC-65 zone would allow a total height of 85 feet and six-stories for such uses. The SM/R zone across the alley allows a maximum height of 75 feet for residential buildings and 55 feet for commercial buildings. The alley would provide some separation between the site and the SM/R zone. However, changes to the proposal during the design review process, such as reducing building square footage by approximately 13,000 square feet as a result of setting the building back from the alley and from Republican Street, provided more effective mitigation for height bulk and scale impacts. The Board concluded that no additional changes were required to provide an appropriate transition between the proposed building and the uses and zones across the alley.

14. Although the increased building height resulting from the rezone would cause a slight increase in shadows, the 12 foot setback from the alley would help to mitigate this impact. The proposal would increase the demand for public services, including transit, but the increase would be minimal, and the record shows that service capacities are adequate to absorb it. The Director also evaluated impacts on public services and service capacities, as well as historic preservation, transportation and other impacts pursuant to SEPA, and has identified conditions to mitigate impacts that are not otherwise adequately addressed through existing regulations.

15. Pedestrian safety would be maintained by use of the existing vehicular building access on Mercer Street, and would be enhanced by the landscaping and exterior lighting along Fairview Avenue North and Republican Street. The proposal would increase employment space within the area and is expected to be occupied by 250 to 400 people.

16. Changed circumstances are not required for a rezone, but may be considered. Uses in the South Lake Union area, including the IC zone, have changed. Industrial uses, including general manufacturing uses, have given way to biotechnology, life sciences, office, mixed-use and related development. Industrial/manufacturing uses. which "typically have the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution," SMC 23.804A.025, would no longer be consistent

with the function and character of existing and planned development in the area. Further, the height and density changes currently under consideration for the IC zones in the South Lake Union area strongly suggest that the IC zone in this location is no longer necessary or appropriate and should be replaced with the SM zone.

17. Weighing and balancing the applicable sections of Chapter 23.34 SMC together, the most appropriate zone designation for the site is SM-85 with a PUDA.

Recommendation

The Hearing Examiner recommends that the City Council **APPROVE** the requested rezone conditioned upon execution of a PUDA that requires development of the project in accordance with the final approved Master Use Permit drawings dated July 15, 2011 (Exhibit 9).

Entered this 7th day of October, 2011.

Sue A. Tanner
Hearing Examiner

CONCERNING FURTHER REVIEW

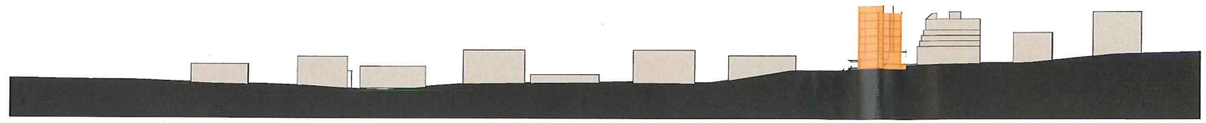
NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner's recommendation to consult appropriate Code sections to determine applicable rights and responsibilities.

Pursuant to SMC 23.76.054, any person substantially affected by a recommendation of the Hearing Examiner may submit an appeal of the recommendation in writing to the City Council. The appeal must be submitted within fourteen (14) calendar days following the date of the issuance of the recommendation of the Hearing Examiner, and be addressed to:

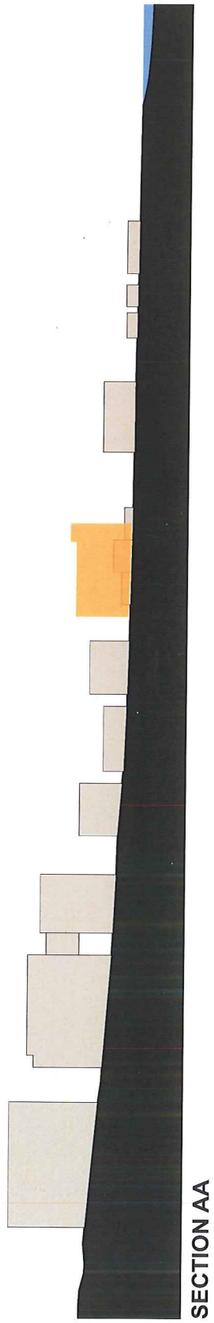
Seattle City Council
Built Environment Committee
c/o Seattle City Clerk
600 Fourth Avenue, Floor 3 (physical address)
P.O. 94728 (mailing address)
Seattle, WA 98124-4728

The appeal shall clearly identify specific objections to the Hearing Examiner's recommendation and specify the relief sought. Consult the City Council committee named above for further information on the Council review process.

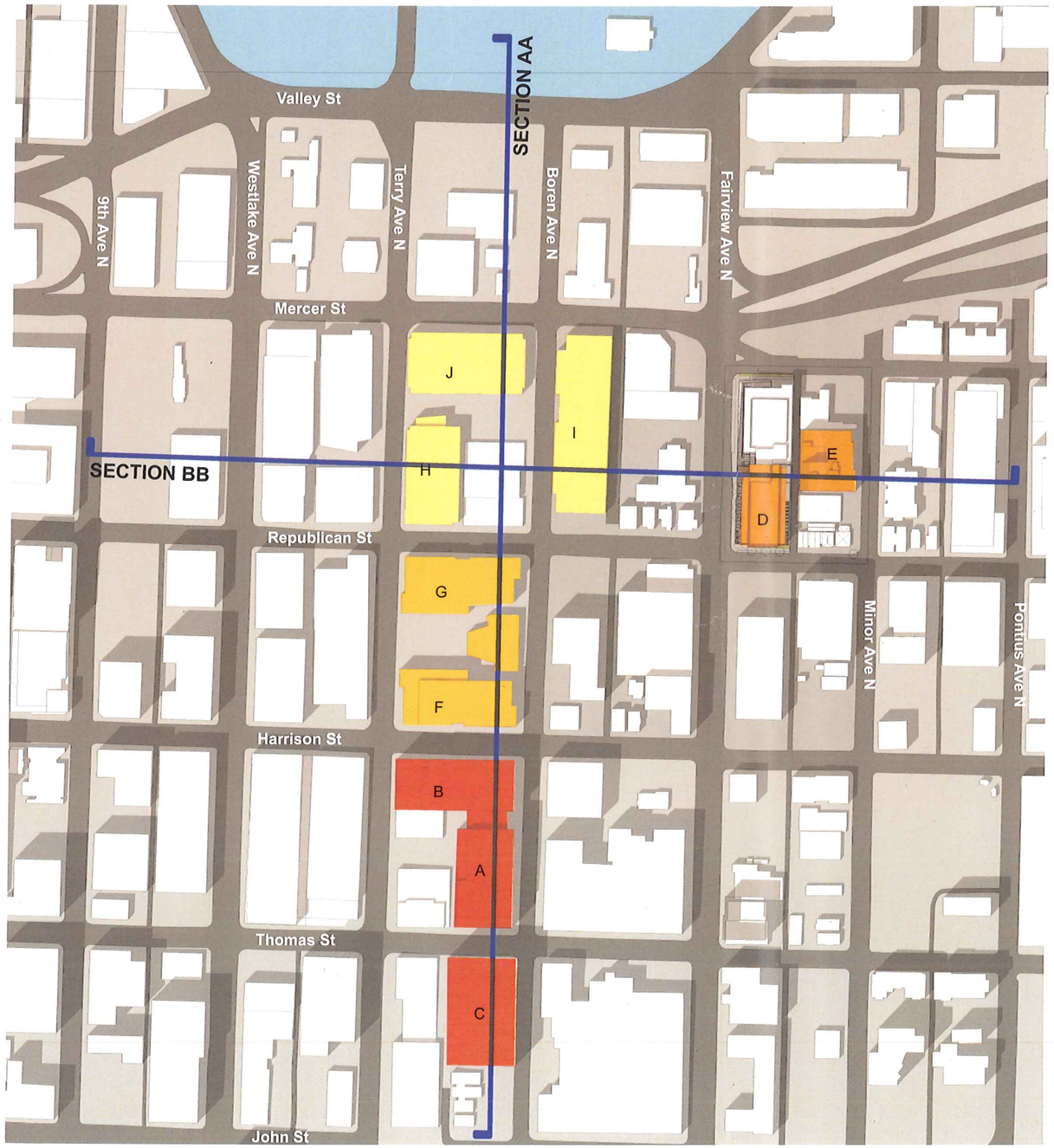
CF 311061



SECTION BB



SECTION AA



HEIGHT, BULK AND SCALE CONTEXT

12 STORIES
7 STORIES
6 STORIES
5 STORIES

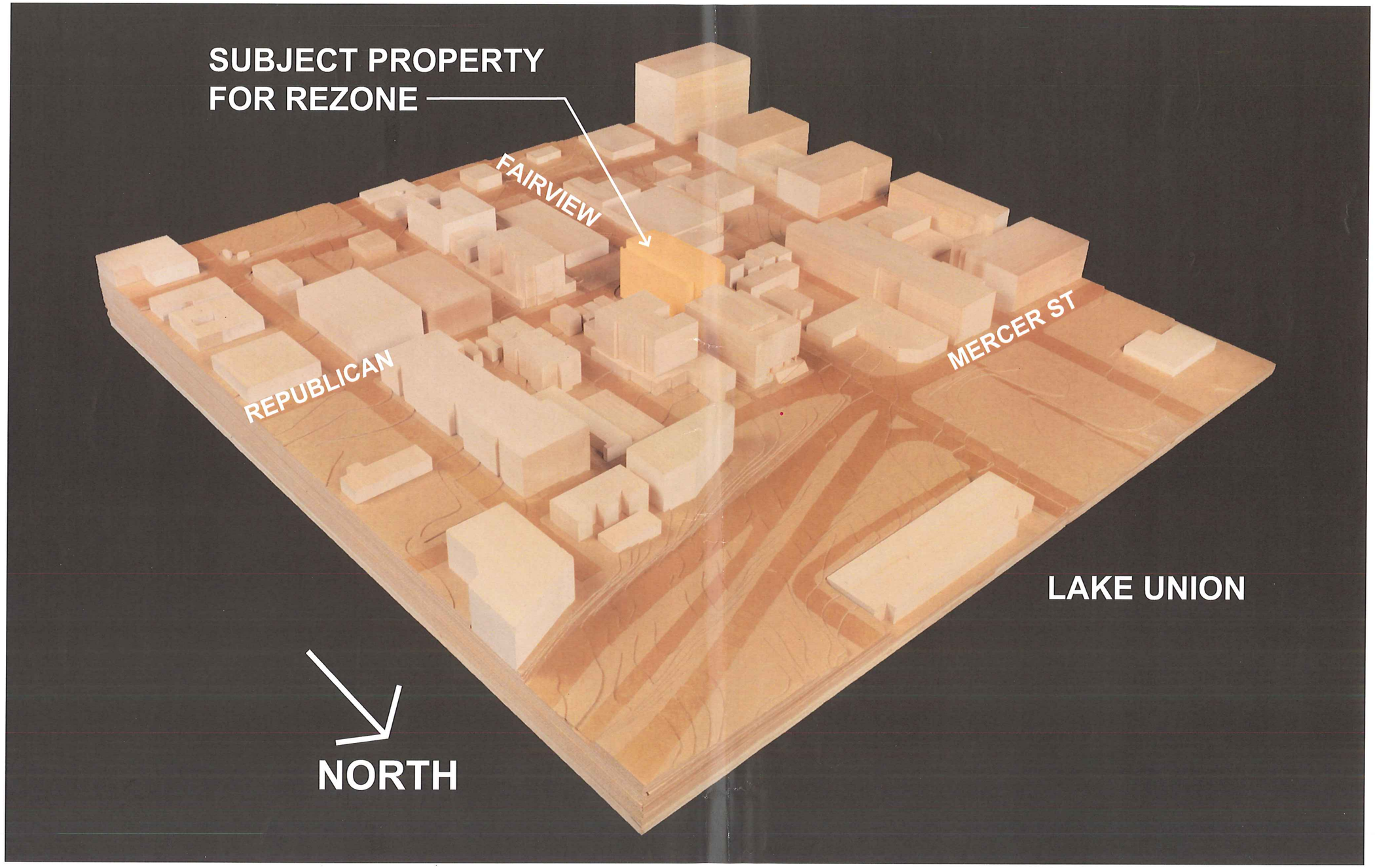
0' 100' 200' 400'

	BLDG ADDRESS	STORIES	AREA (SF)
A	333 Boren Ave N	12	282,162
B	345 Boren Ave N	12	(included above)
C	201 Boren Ave N	12	360,229
D	**500 Fairview Ave N**	**7**	**108,466**
E	525 Minor Ave N	7	
F	410 Terry Ave N	6	
G	440 Terry Ave N	6	165,000 (estimate)
H	550 Terry Ave N	5	115,484
I	500 Boren Ave N	5	172,371
J	551 Boren Ave N	5	189,863

500 Fairview Ave N
#3011479

MITHŪN

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___ ADMITTED ✓
Respondent ___ DENIED ___
Department 1
12
FILE: CF #311061, Proj. # 3011479


SUBJECT PROPERTY
FOR REZONE
FAIRVIEW
REPUBLICAN
MERCER ST
LAKE UNION
NORTH

Richard B. Robison

AIA, NCARB, LEED® AP / Principal

Dick Robison brings a dynamic perspective to the multi-disciplinary domain of research and academic design. During his 35 years as an architect, he has witnessed the discovery of possibilities and potential as people come together seeking breakthroughs in our base of knowledge. Dick understands that design must provide opportunities for evolving uses and influences in the future. He is also a respectful steward of the environment and seeks a balance between these considerations and their impact on economics. Always designing with both human needs and spatial experience in mind, Dick's work reflects insight and expertise.

education

Bachelor of Architecture,
Carnegie Mellon University, 1974

registration

California and Arizona

professional accreditation

National Council of Architectural Registration Boards (NCARB)

AIA / Academy of Architecture for Health

Design-Build Institute of America (DBIA), Northwest Region Education Committee Co-Chair, 2008

Prime architect for three successful design build competitions

Served on two technical review boards for University of California, Irvine

representative projects

American Red Cross Regional Blood Center, Blood Products Facilities* / Los Angeles, CA

UCLA Medical Center Bone Marrow Transplant Units* / Los Angeles, CA

University of California, Irvine Medical Education Building and Telemed Suite/ Irvine, CA

Fairview Research Center I / Seattle, WA

500 Fairview Research Center / Seattle, WA

Puyallup City Hall / Puyallup, WA

Puget Sound Blood Center / Renton, WA

Kootenai Medical Center Master Plan and Support Services Building / Coeur D'Alene, ID

Lawrence Berkeley National Laboratory, University of California, Berkeley / Berkeley, CA

University of California, Irvine Medical Center* / Irvine, CA

University of California, Irvine Natural Sciences Unit and Sprague Hall* / Irvine, CA

University of California, San Diego School of Medicine and Basic Sciences Building* / San Diego, CA

University of Washington Benjamin D. Hall Interdisciplinary Research Building* / Seattle, WA

Mount St. Mary's College Libraries* / Los Angeles, CA

Children's Hospital and Regional Medical Center Research Facility* / Seattle, WA

Pharmacia & Upjohn, Inc. Ophthalmic Research Facilities* / Irvine, CA

Seattle Biomedical Research Institute Building ,Labs and Conference Center* / Seattle, WA

University of Petroleum and Minerals, Multiple Projects* / Dharan, Saudi Arabia

St. Joseph's Medical Center Strategic and Facility Master Plan* / Phoenix, AZ

St. John's Health Center Multiple

City of Seattle Hearing Examiner
EXHIBIT
Appellant ✓ ADMITTED ✓
Respondent ___ DENIED ___
Department ___
11
FILE: CF #311061, Proj. # 3011479

CF 312061

Richard B. Robison

AIA, NCARB, LEED® AP / Principal

Projects* / Santa Monica, CA

Pomona Valley Hospital Medical Center Master Plan* / Pomona, CA

Amgen 51 University Place Repositioning Analysis* / Seattle, WA

NeoRx* / Seattle, WA

** Completed with a previous firm*

Biolab.org* / Seattle, WA

Palomar Memorial Hospital Medical Center Renewal & Expansion* / Escondido, CA

El Camino Hospital Seismic Retrofit Level 3 NICU* / Mountain View, CA

South Valley Intercommunity Hospital Planning and Design* / Gilroy, CA

Kino Community Hospital Maternity Unit and LED* / Tucson, AZ

Tucson Medical Center High Risk Obstetrical Unit* / Tucson, AZ

Carondelet St. Joseph's Hospital Main Entry and Rehab Center* / Tucson, AZ

Carondelet St. Mary's Hospital, Multiple Projects* / Tucson, AZ

Kon Kuk University Hospital Planning and Design* / Seoul, Korea

Camp Lester US Naval Hospital Planning and Design* / Okinawa, Japan

Pudong Dongfang Hospital Planning and Design* / Shanghai, China

Brea Neuropsychiatric Hospital* / Brea, CA

5 Care Unit Hospitals of Albuquerque* / Multiple locations

Veteran's Administration Medical Center, Multiple Projects* / Tucson, AZ

Half Century More Royal Care Facilities*/ Machida and Kumagaya, Japan

Berkeley East Skilled Nursing Facility*/ Santa Monica, CA

Japanese American National Museum, Programming* / Los Angeles, CA

Orange County Performing Arts Center*/ Costa Mesa, CA

Houston Zoo Cat Exhibits and Facilities*/ Houston, TX

Pasadena Town Square Mall* / Pasadena, TX

West Houston Mall (SD)* / Houston, TX

Town Centre Office Building* / Costa Mesa, CA

Bannock Master Plan* / Denver, CO

recent presentations

University of California, Irvine Design Build Conference, 2007

International Facility Management Association Conference

Labs for the 21st Century Conference, Panel Moderator

distinctions

Instrumental role in the management, programming, design and construction administration of projects collectively valued at $4+ billion.

Health care expertise involving 17 major medical facilities that spans across continents.

Lead architect of cutting edge laboratories to serve the medical and research community that focuses on eliminating the most infectious diseases.

Design Faculty, University of Arizona

Design Jury Member, University of California Irvine

City of Seattle
Department of Planning and Development (DPD)

PLAN COVERSHEET

Updated 1/10/08

INSTRUCTIONS: Fill in all areas, in sections 1-7 of the Coversheet, that pertain to your project. Please note that sections 8-14 will be filled out by DPD staff.

PROJECT ADDRESS 500 FAIRVIEW AVENUE SEATTLE, WA PROJECT # 3011479

DESCRIPTION OF WORK DEMOLISH EXISTING BUILDING ON SITE AND CONSTRUCT A NEW 7 STORY 109,835 GROSS S.F. RESEARCH LABORATORY BUILDING WITH 3 STORIES OF UNDERGROUND PARKING

OWNER BMR-500 FAIRVIEW AVE, LLC ADDRESS 17190 BERNARDO CNTR. DR. SAN DIEGO, CA 92128
OWNER PHONE (858) 207-5892 EMAIL federico.mino@biomedrealty.com

CONTACT PERSON DICK ROBISON ADDRESS PIER 56, 1701 ALASKAN WY. STE. 200 SEATTLE, WA. 98101
PHONE (206) 623-3344 FAX (206) 623-7005 EMAIL dickr@mithun.com
PREVIOUS MUPS PERTAINING TO PROJECT
RELATED STANDARD PLANS

C-65 EXST. W/CONTRACT REZONE
ZONE TO SM-85 Assessor's Parcel No. 766 950-0040-02
OVERLAY ZONING SOUTH LAKE UNION URBAN CENTER
HISTORIC OR LANDMARK DISTRICT
SHORELINE ZONE NO
Exempt ☐ Req. Shoreline Review ☐
SEPA
Exempt ☐ Requires Review ☒

DESIGN REVIEW? No ☐ Yes ☒
If yes, please provide
Planner SCOTT KEMP
Planner phone (206) 233-3866

EXISTING USE	SQ. FT.	PROPOSED USE	SQ. FT.
COMMERCIAL OFFICE BUILDING	21,600 GSF	RESEARCH LABORATORY	109,835 GSF

Permit # establishing existing use

DEPARTMENT OF NEIGHBORHOODS CERTIFICATE OF APPROVAL REQUIRED? No ☒ Yes ☐

STREET/ALLEY IMPROVEMENTS OR WORK IN RIGHT-OF-WAY REQUIRED? No ☒ Yes ☐

PARKING SPACES:
Existing #: Onsite 31 Offsite 0 Accessible 31
Proposed #: Onsite 130 Offsite 0 Accessible 6
Off site location

NUMBER OF DWELLING UNITS:
Existing 0 Proposed New 0
Demolished 0 Live-work Units 0
TOTAL UNITS: 0

DEFINITION: Housing unit means any dwelling unit, housekeeping unit, guest room, dormitory, or single room occupancy unit, and may include a residential unit in a commercial building, an artist's studio dwelling unit, or a live/work unit.

CHECK ONLY ONE BOX BELOW, INDICATING HOUSING OCCUPANCY AT DATE OF PERMIT APPLICATION.

☐ Unit(s) is/are unoccupied
☒ Unit is occupied by the owner of the property
☐ There is/are no housing unit(s) on the property
☐ Housing unit on property is not affected by this permit scope
☐ Unit(s) is/are occupied by a residential tenant(s)
☐ Do not know
☐ Refer to Property Owner/Tenant Assistance

I certify, under penalty of perjury under the laws of the state of Washington, that the above information is true and correct.

Richard Robison — 01/12/11 – Seattle WA
Owner/Applicant Signature — Printed Name — Date & Place

GROUND DISTURBANCE: No ☐ Yes ☒ Cut, cubic yds TBD Maximum Height ____ Fill cubic yds ____ Maximum Height ____

DISPOSAL SITE: Outside City of Seattle ☐ Inside City of Seattle ☐ Address and/or Permit # TBD

EROSION CONTROL IS REQUIRED PRIOR TO ANY GROUND DISTURBANCE. Please refer to Temporary Erosion and Sediment Control (TESC) Plan

Site Inspection Required Prior to First Ground Disturbance–Call (206) 684-8900

A DPD site inspection is required prior to any ground disturbance related to this permit, including tree cutting, clearing, grubbing or grading

Preconstruction Conferences, When Required–Call (206) 684-8860

A DPD PRECONSTRUCTION CONFERENCE should be scheduled prior to beginning work. A conference is required for the following types of work:
1. When any special inspections are indicated on the plan
2. When land use or design review conditions are indicated on the plan
3. When a DPD plans examiner specifies on plans unusual or complex inspection or occupancy requirements

Rules for Ufer Grounds–Call (206) 684-5383

If you have any questions or concerns regarding the rules (2005 NEC) for installation ufer grounds, please contact DPD's Electrical Technical Backup, Monday – Friday, 10 am – 1:30 pm

Required SDOT Permits and Inspections

STREET TREE INSPECTIONS: Protection and/or planting/pruning/removal of street trees requires SDOT inspection and approval
Call prior to construction: Commercial/Multifamily Zones, (206) 684-5693; Single Family Zones, (206) 684-7997

STREET USE PERMITS:
Call prior to construction: (206) 684-5253

Water Service Inspection by SPU Required

All Water Service Piping On Property must be inspected prior to backfilling trench. For information and inspection, call Seattle Public Utilities (SPU) at (206) 684-5800. For water quality backflow protection information and inspection, call SPU at (206) 684-3536

Multiple Buildings in this Project?
No ☒
Yes ☐ Fill out separate sheets and attach
Shown on plan sheet

Code used for design (one):
☒ 2006 Seattle Building Code
☐ 2006 Seattle Residential Code
☐ 2006 SBC (Small)/SRC (Arch)

PROVIDE THIS INFORMATION FOR EACH BUILDING IN YOUR PROJECT:

DPD Building #(s) (see Building Data Sheet)

Existing # of Above-grade stories 2 Proposed # of Above-grade stories 7
Existing # of Below-grade stories 1 Proposed # of Below-grade stories 3

Mezzanines No ☒ Yes ☐ Location
Building Code Type of Construction TYPE I

FLOOR LEVEL	GROUP	OCCUPANCY/USE	FLOOR AREA	SPRINKLER (Y if yes)	OTHER FIRE PROTECTION
P1 – P3	S	PARKING GARAGE	58,050	Y	
1	M	RETAIL	1,178	Y	
1 – 7	B	OFFICE/LAB	108,657	Y	

Remodel: Construction Project Value $ $18,500,000
Sprinklers: NFPA 13 ☒ Fire alarm ☐
NFPA 13R ☐ Other system ☐ Type
Partial system ☐ Location
Change Of Occupancy No ☒ Yes ☐ From to
Posted Occupancy

EMERGENCY SYSTEMS PROVIDED:
Elevator Pressurization ☒
Stairway Pressurization ☒
Smoke Removal System ☒
Exit And Pathway Lighting ☒
Emergency Generator ☒

SCOPE OF MECHANICAL WORK DESCRIPTION:
MECHANICAL SYSTEM FOR NEW LABORATORY BUILDING

RELATED BUILDING PERMIT PROJECT#

LOCATION OF DUCTWORK OR MECHANICAL EQUIPMENT:
Interior N ☐ Y ☒ Exterior Walls N ☒ Y ☐ Rooftop N ☐ Y ☒

MECHANICAL-ONLY PERMIT–Project Value: $ TBD

APPLICABLE OCCUPANCY:
☐ Group R ☐ Other than Group R

BUILDING ENVELOPE COMPLIANCE:

	HEATED	SEMI-HEATED	UNHEATED SPACE
☐ Existing envelope–no change	☐	☐	☐
☐ Existing envelope–altered	☐	☐	☐
☐ New envelope	☐	☐	☐

Compliance method: ☐ System analysis ☐ Target UA ☐ Prescriptive – Group R
Provide Option #

HVAC MECHANICAL SYSTEM:
☒ Not included in this application
☐ Included in this application (see scope description for detail)

Separate permit required for: Plumbing, Gas piping, Boiler, and Refrigeration systems.
Heating Fuel Type: Group R ☐ Electric ☐ Other; Other than Group R ☐ Electric ☐ Other

OTHER MECHANICAL EQUIPMENT INCLUDED IN THIS APPLICATION:
☐ Commercial kitchen hood exhaust system
☐ Fume hoods
☐ Spray paint booth
☐ Other–specify

DOCUMENT SUBMITTED:
☐ Group R equipment sizing calc (unit by unit)
☐ Cooking and heating load calculation (for other than Group R)
☐ Target UA calculation
☐ Structural load calculation (for mechanical equipment)
☐ Noise compliance report (for mechanical equipment)
☐ Commercial kitchen hood worksheet
☐ Other

LIGHTING: Separate electrical permit application required

SINGLE FAMILY/DUPLEX
Min. equipment size
Max. equipment size
Gas or Oil Heating AFUE %

LEED
Leadership in Energy & Environmental Design Green Building Rating System™ (LEED)
☐ LEED for New Construction (LEED-NC)
☒ LEED for Core & Shell (LEED CS)
☐ LEED for Commercial Interiors (LEED-CI)
☐ LEED for Existing Building (LEED-EB)
☐ LEED for Homes (LEED-H)
☐ LEED for Neighborhood Development (LEED-ND)
☐ LEED Application Guide

LEED Rating Anticipated:
☐ Platinum
☐ Gold
☒ Silver
☐ Certified

BUILT GREEN™
☐ Built Green Remodeler
☐ Built Green Home Builder
☐ Built Green Multi Family
☐ Built Green Communities
Built Green Rating Anticipated:
☐ 1-2 Star
☐ 3 Star
☐ 4 Star
☐ 5 Star

OTHER PROGRAMS
☐ Salt Green, Seattle's Affordable Housing
☐ Labs for the 21st Century (Labs21)
☐ Green Guide for Healthcare (GGHC)
☐ ENERGY STAR® Home Label

Assigned Planner Phone

NEW CURB CUT REQUIRED? No ☐ Yes ☐ Residential ☐ Commercial ☐

ARCHITECT:
Name
Phone

ENGINEER:
Name
Phone

GEOTECHNICAL INSPECTIONS:
☐ Soil Bearing Verification
Notes:
☐ Fill–Verify Structural Fill and Compaction
☐ Excavation–Observe and Monitor Excavation
☐ Drainage–Sub/Surface Drainage Installation
☐ Erosion Control–Temp/Permanent
☐ Other
☐ Other
☐ Other

Geotechnical Firm:
Name
Phone

STRUCTURAL INSPECTIONS:
☐ Concrete–Reinforced Concrete CIP
Notes:
☐ Shotcrete
☐ Reinforced Masonry Level 1
☐ Structural Steel Fabrication
☐ Structural Steel Erection
☐ Wood Seismic Resistance System (for IBC only)
Notes:
☐ Epoxy Grouting
Notes:
☐ Mechanical Anchor Bolt Installation
Notes:
☐ Epoxy Grouted Anchor Bolt Installation
Notes:
☐ Other
☐ Other
☐ Other

Inspection Agency:
Name
Phone

OTHER:
☐
☐
☐
☐

Code Alternate:
See Sheet

DPD SEWER AND DRAINAGE REVIEW DESK: (206) 684-5362

DRAINAGE REVIEW REQUIRED? No ☐ Yes ☐
☐ Flow control required
☐ No flow control required
☐ Impervious surface this project (new or replaced) sq.ft.
☐

NOTE: The drainage system shown in these plans may be changed at the time of side sewer permit issuance to meet standard plans and methods.

☐ Route for drainage review

SIDE SEWER REVIEW REQUIRED? No ☐ Yes ☐
☐ No Conflict with side sewer
☐ Construction conflicts with applicant's side sewer. Contact Public Health Department at (206) 233-7914
☐ Construction conflicts with side sewer serving another property. Contact DPD Sewer and Drainage Review Desk at (206) 684-5362
☐ Conflict with public utility main (requires buildover). Contact SPU at (206) 684-7503
☐

Reviewed by Date

NOTE: A separate side sewer permit is required from DPD. For more information, call the Sewer and Drainage Review Desk at (206) 684-5362

ENVIRONMENTALLY CRITICAL AREAS (ECA):
☐ Site is not located in ECA
☐ Mapped ECA designation: 1 2 3 4 5 6 7 8 9 10
☐ ECA identified by Preapplication Site Visit Report as
☐ ECA Exemption [See review details in Hansen]
Reviewed by
☐ Denied
☐ Granted Type
☐ Small Project Waiver
New Developmental Coverage–this permit: sq.ft.
Previous Developmental Coverage after October 31, 1992
Permit # sq.ft.
Permit # sq.ft.
TOTAL sq.ft.

Sprinkler drawings required for:
☐ NFPA 13
☐ NFPA 13 R
☐ Partial system
Location
☐ Fire alarm

Review Location	Approved		Notes
	Initials	Date	
ZONING (incl. street improvements)			
CURB CUT			
ORDINANCE			
STRUCTURAL			
ENERGY			
MECHANICAL			
DRAINAGE			
ECA			
GRADING			
WATER (SPU)			
FIRE			
HEALTH (Food Codes)			
NOISE			
CONVEYANCE/ELEVATOR			
SHORING (SDOT)			
STREET IMPROVEMENT (SDOT)			
PARKS			
PROTECTED DISTRICTS (DON)			
SEPA EXEMP			
LAND USE REVIEW			

ISSUED BY: Initials Date

BUILDING PLANS EXAMINER	MECHANICAL PLANS EXAMINER	DATE RECEIVED AT INTAKE

City of Seattle Hearing Examiner
EXHIBIT 9
Appellant ___ ADMITTED ___
Respondent ___ DENIED ___
Department ✓
FILE: CF #311061, Proj. # 3011479

CF 311061

PERMITTING AGENCY:

CITY OF SEATTLE (DPD)
700 FIFTH AVE, SUITE 2000
SEATTLE, WA 98104-5070
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OWNER:

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17190 BERNARDO CENTER DRIVE
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GRANT BUCKINGHAM

SURVEYOR:
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TEL. (206) 323-4144
FAX (206) 323-7235

CONTACT:
STEVEN HITCHINGS

ZONING DATA:

ZONING CODE:	CITY OF SEATTLE ZONING AND LAND USE CODE
ZONING:	CURRENT - IC 65 CONTRACT REZONE APPLIED FOR TO - SM85 WITH FAR = 4.5
HEIGHT LIMIT (SM 85): SLUC 23.48.010	85 FEET WITH ADDITIONAL 20 FEET FOR BIO-TECH AMENDMENT 105 FEET TOTAL
HEIGHT OF ROOFTOP FEATURES (SM 85): SLUC 23.48.010	NOT COUNTED IN HEIGHT LIMIT PROVIDED THEY ARE MORE THAN 10 FT. FROM THE BUILDING EDGE AND SCREENED.
MAX. FAR & NUMBER OF FLOORS (SM 85): SLUC 23.48.010 SLUC 23.48.016	MAX. FAR = 4.5, FLOORS ALLOWED ABOVE GRADE = 7 *CONTRACT REZONE TO SM85 WITH FAR = 4.5
PERMITTED USES (SM 85):	SLUC 23.48.004
PROHIBITED USES (SM 85):	SLUC 23.48.006
UPPER LEVEL SETBACK REQUIREMENTS (SM 85):	SLUC 23.48.012 - NOT REQUIRED AT THIS SITE LOCATION
GENERAL FACADE REQUIREMENTS: SLUC 23.48.024	PRIMARY ENTRANCE NO MORE THAN 3 FT. ABOVE OR BELOW SIDEWALK GRADE. SETBACK MAX. = 12 FEET FROM STREET. LANDSCAPE PROVISIONS OF SLUC 23.48.024 ARE REQUIRED
PARKING REQUIREMENTS:	1 SPACE FOR EA. 1500 S.F. SLUC 23.54.015 - TABLE A. SLUC 23.48.034
LOADING:	MEDIUM DEMAND - 2 DOCKS REQUIRED SLUC 23.54.035 - TABLE A
STREET TREES: SLUC 23.48.024	REQUIRED IN ALL PLANTING STRIPS
SOLID WASTE & RECYCLING STOR.: SLUC 23.48.031	275 S.F.

FLOOR AREA RATIO (FAR) CALCULATION:

FAR Allowable.
Contract Rezone has been applied for which includes an increase in FAR to 4.5
FAR Allowable = Site Area (Gross) X FAR Allowable
= 21,372 g.s.f. X 4.5
= 96,174 g.s.f. (4.2)

FLOOR AREA RATIO (FAR) EXCEPTIONS:

1. All Gross Floor Area (GFA) below grade
2. GFA used for accessory parking
3. GFA used for general sales/service or eating & drinking
4. GFA used for mech, stair/elevator penthouses & communication equipment on roof
5. GFA for mechanical equipment up to 15% max. per floor is exempt from FAR.

(Allowance is calculated on GFA of structure after all exempt space is deducted)
PROPOSED FLOOR AREA / FAR

AREA CALCULATION:

				EXEMPTIONS				
FLOOR	GROSS AREA	ABOVE GRADE	BELOW GRADE	FAR COUNTABLE	MECH %	ACCESSORY PARKING	GENERAL SALES / SERVICE OR EATING & DRINKING	FAR
LEVEL P-3	17,988	0	1	0	0	0	0	0
LEVEL P-2	20,031	0	1	0	0	0	0	0
LEVEL P-1	20,033	0	1	0	0	0	0	0
LEVEL 1	14,143	1	0	14,143	2,121	885	1,178	9,959
LEVEL 2	14,948	1	0	14,948	2,242	0	0	12,706
LEVEL 3	15,875	1	0	15,875	2,381	0	0	13,494
LEVEL 4	15,875	1	0	15,875	2,381	0	0	13,494
LEVEL 5	15,875	1	0	15,875	2,381	0	0	13,494
LEVEL 6	15,875	1	0	15,875	2,381	0	0	13,494
LEVEL 7	15,875	1	0	15,875	2,381	0	0	13,494
PENTHOUSE	1,721	1	0	0	0	0	0	0
TOTALS	168,239			108,466	16,270	885	1,178	90,133

TOTAL ALLOWABLE AREA: 21,372 X 4.5 = 96,174 GSF
TOTAL FAR: 90,133 / 21,372 = 4.2 < 4.5 OK
53,842 LABORATORY + 42,561 OFFICE + 1,178 CAFE/RETAIL = 107,581 GSF

PARKING SPACE STANDARDS:

A. Dimensions:
1. Large: 8'-6" x 19'-0"
2. Medium: 8'-0" x 16'-0"
3. Small: 7'-6" x 15'-0"
4. Barrier Free Car: 8'-0" x 19'-0" w/ 5'-0" aisle
5. Barrier Free Van: 8'-0" x 19'-0" w/ 8'-0" aisle

B. Parking Space Requirements.
2. Non-residential Uses
c. When 20 or more spaces are provided:

35% Small Vehicles (min.)	Required 50 < 87 Provided
65% Small Vehicles (max.)	Allowed 93 > 87 Provided
35% Large Vehicles (min.)	Required 50 < 56 Provided

Total Stalls Provided: 143 Stalls

BICYCLE PARKING REQUIREMENTS:

TABLE E - 23.54.015.A.5
Requirements:
1. Long Term: 1/2000 sq ft (SLU UC)
2. Short Term: 1/40,000 sq ft

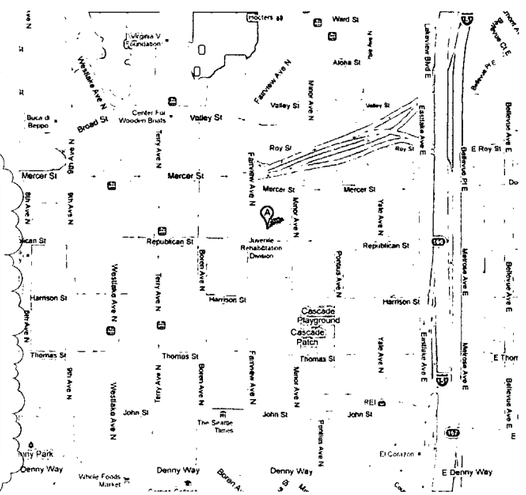
Number of Bicycle Stalls Required:
1. Long Term: 108,466 GSF / 2,000 = 54
2. Short Term: 108,466 GSF / 40,000 = 3

Total Bicycle Stalls Required: = 57 Stalls
Total Bicycle Stalls Provided: = 58 Stalls

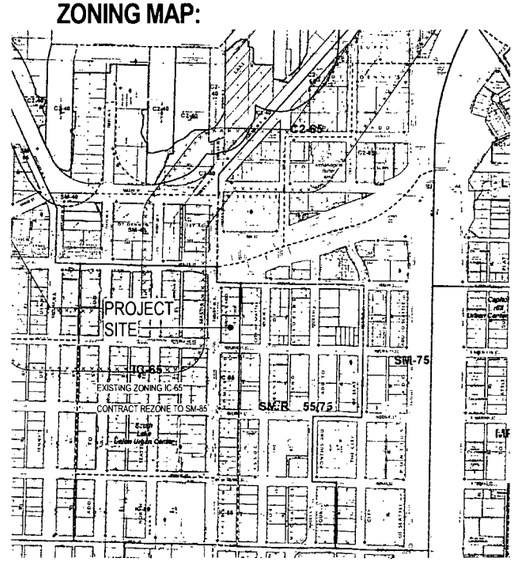
REQUESTED LAND USE DEPARTURES:

REQUIREMENT -	PROPOSAL -	COMMENTS -
GENERAL FACADE REQUIREMENTS: SLUC 23.48.024		
PRIMARY ENTRANCE NO MORE THAN 3 FT. ABOVE OR BELOW SIDEWALK GRADE.	MID-BLOCK ENTRY GREATER THAN 3 FEET ABOVE SIDEWALK GRADE ACCESSIBLE BY STAIR COUPLED WITH AN AT-GRADE ENTRY AT THE SOUTH WEST CORNER OF THE SITE.	DUE TO A SIGNIFICANT AMOUNT OF DOWNWARD SLOPE ALONG FAIRVIEW AVENUE, AND THE PLANNING NECESSITY TO HAVE THE MAIN BUILDING ENTRY AT MID-BLOCK, THE HEIGHT ABOVE THE SIDEWALK GRADE AT THE MAIN ENTRY IS GREATER THAN 3 FEET. AN AT-GRADE ACCESSIBLE ROUTE TO THE ENTRY IS MADE FROM THE SOUTH WEST CORNER OF THE SITE. IN ADDITION A STAIR CONNECTION AT MID BLOCK DIRECTLY IN FRONT OF THE ENTRY HAS BEEN DESIGNED TO LESSEN THE APPARENT HEIGHT ABOVE SIDEWALK GRADE. THE STAIR CASCADES DOWN AND WRAPS AROUND THE PLANTER WALLS AT THE BASE OF THE STAIR. THIS INCREASES CONNECTIVITY BETWEEN THE TWO BUILDINGS AND PROVIDES A MORE DIRECT ROUTE TO THE MAIN ENTRY.

VICINITY MAP:



ZONING MAP:



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A 2.01	PARKING LEVEL P3 PLAN
A 2.02	PARKING LEVEL P2 PLAN
A 2.03	PARKING LEVEL P1 PLAN
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L 4.02	LANDSCAPE PLANTING SCHEDULE & DETAILS

MITHŪN
Architects+Designers+Planners

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1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

#	DATE	REVISION
1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

3586
REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY
THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

ZONING DATA

0932400
AUGUST 02, 2011

A0.1
MUP SUBMITTAL

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ORIGINAL SHEET SIZE 30" x 42"

NOT FOR CONSTRUCTION

4.0 DISCUSSION AND RECOMMENDATIONS

4.1 General

Based on our study, in our opinion, there are no soil or groundwater conditions that would preclude building construction, as planned. Excavations ranging from 30 to 35 feet from west to east are anticipated to construct the lower parking levels and foundations. Based on our field exploration, very dense sand to silty sand will be exposed at the foundation bearing elevations. These soils would provide adequate support for building loads using conventional spread footing foundations.

Temporary shoring will be required to safely support soil cuts during lower-level construction. Temporary shoring may consist of conventional soldier pile walls with timber lagging with tieback anchors or a soil nail wall system. The shoring contractor should expect moderate face instability in the pockets of clean, coarse grained sands and gravels and where zones of perched groundwater are encountered.

The following sections provide detailed recommendations regarding the preceding issues and other geotechnical design considerations. These recommendations should be incorporated into the final design drawings and construction specifications.

4.2 Excavation and Shoring

As indicated earlier, temporary shoring should be planned for the full depth of the excavation. Tieback anchors or soil nails will extend outside the property lines. Therefore, easements must be obtained from adjacent property owners and city authorities. Design and construction of shoring should consider the following structures and facilities:

- **North:** Fairview Research Center with four levels of lower-level parking.
- **South:** Republican Street and buried utilities.
- **East:** Existing 16-foot wide alley with buried utilities and adjacent buildings with up to one and one-half levels of below-grade construction.
- **West:** Fairview Avenue North and buried utilities.

Recommended shoring design parameters are presented below.

Soldier Pile Shoring

Tieback soldier pile walls should be designed to resist lateral loads imposed by the adjacent soils and building foundations. Due to utility conflicts, it is likely that some tieback anchors will need to be inclined at a relatively steep angle. Therefore, the vertical component of the anchor load should be considered when designing the soldier piles. To support vertical loads, we recommend soldier piles be designed on the basis of end-bearing and pile shaft friction below the base of the excavation. Pile shaft friction above the base of the excavation should not be used to resist vertical downward loads.

The following soil parameters can be used for design:

- Bearing materials: very dense silty sand to sand
- Minimum depth of embedment below excavation base: 10 feet
- Allowable end-bearing capacities for soldier piles: 40 kips per square foot (ksf)
- Skin friction below excavation base: 2.50 ksf

We recommend soldier piles have a maximum center-to-center spacing of eight feet. Recommended design earth pressure diagrams with adjacent foundation surcharge loading are presented on Figure 3. For pile spacing of 8 feet and less, the lateral soil pressure uniformly distributed over the width of the lagging can be reduced by 50 percent to account for soil arching between the soldier piles.

Unshored excavation heights should not exceed five feet in the excavation. No excavations should remain unsupported for more than 24 hours.

Drilling obstructions, such as boulders, will likely be encountered in the native soils. Caving or collapse of opened drilled shafts may also occur through the sandy soils. The contractor must be prepared to case the drilled shafts, as needed, to prevent collapse and maintain a relatively clean, open hole. Because the shafts may be relied upon to carry large vertical components of the tieback anchor loading, the shaft bottoms must be relatively clean of loose soil debris prior to insertion of the soldier pile beam and pouring concrete.

Over-break or gaps between the excavated soil face and the back of the lagging must be filled following each excavation lift. Filling with crushed rock or grouting with control density fill (CDF) is recommended. This will be an important consideration in limiting movement of the adjacent shored ground.

Tieback Anchors

Tieback anchors should be installed in the soil behind the excavation to a sufficient distance to allow mobilizing the desired lateral load resistance. The recommended configuration of the no load zone is shown on Figure 4. The minimum horizontal spacing between anchors should be four feet to ensure that group effects between adjacent ground anchors are minimized and that anchor intersection (due to drilling deviations) is avoided. Group effects will reduce the load-carrying capacity of individual ground anchors.

We recommend using the following allowable adhesion values for the soil conditions observed:

Depth	Soil Condition	Allowable Bond Stress (psf)
0 to 10 feet	Silty SAND	1.5
10 to 35 feet	Silty SAND to sand with silt (Glacial till)	2.5
>35 feet	Silty SAND to sand (Outwash)	2.5

Higher adhesion values will be developed if the anchors are constructed using pressure or secondary grouting techniques. The actual value should be based on the results of pullout tests conducted in the early phases of construction.

Relatively clean sand layers or pockets will be encountered during the installation of the anchors, particularly within the outwash formation below the upper glacial till. The presence of clean sand could result in some caving of the anchor holes. The contractor should be prepared to drill with continuous flight augers or use casing to reduce the potential for ground loss due to collapse of the sand layers.

Soil Nailed Wall Shoring

In our opinion, soil nailing may be considered as an alternate to conventional soldier pile and timber lagged shoring to provide temporary support for the excavation. We recommend using the following soil parameters for design:

Depth (feet)	Soil Conditions	Unit weight (pcf)	Cohesion (psf)	Soil Friction (degrees)	Nail Adhesion (ksf)
0 to 10	Silty SAND	120	0	34	1.5
11 to 35	Silty SAND/SAND with silt (Glacial till)	135	500	40	2.5
> 35	Silty SAND/SAND (Outwash)	130	0	40	2.5

Higher nail adhesion values will be developed if the soil nails are constructed using pressure or secondary grouting techniques. The actual value should be based on the results of pullout tests conducted in the early phases of construction.

The upper five to ten feet of soil consists of weathered less dense sand with silt and silty sand that will be less stable in a temporary unshored condition. To enhance face stability and reduce overbreak, we recommend the soil nail design include the use of vertical elements in the upper 10 to 15 feet of the excavation. For design of these elements in a cantilevered condition, an active earth pressure equivalent to a fluid weighing 30 pounds per cubic foot (pcf) can be used. If the shoring lies outside the property line within the cities easement, removal of the upper four feet of the shoring will be required. In this case, it would be advisable to use "W" beam sections for the elements and substitute timber lagging for the shotcrete facing for the upper four feet of the soil nail wall

As mentioned above, the contractor should be prepared to drill with continuous flight augers or use casing to reduce the potential for ground loss due to collapse within sand layers and coarser grained clean sand with gravel pockets. The contractor should also be prepared to drill the soil nail anchors through a soil berm to prevent excessive overbreak when cleaner sand and gravel layers are exposed in the excavation face.

Monitoring Program

A monitoring program must be implemented to verify the performance of the shoring system and possible excavation effects on adjacent properties. The first step of this program should consist of documenting the existing conditions of the adjacent properties and pavements. The documentation should include a visual survey and a pictorial record.

We recommend monitoring be conducted by the owner and include the measurement of horizontal and vertical movements of:

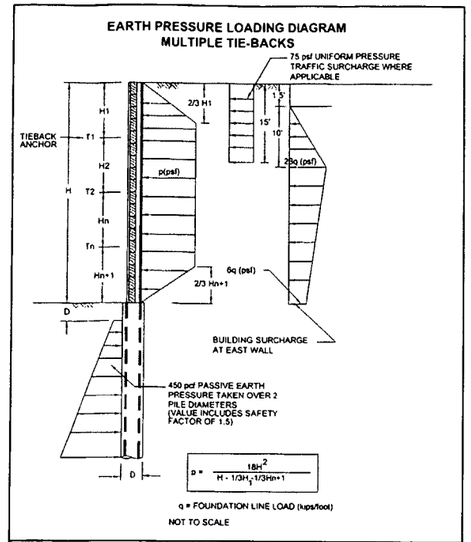
1. The adjacent existing buildings
2. The surface of the adjacent streets
3. The shoring system

Reference points on existing structures should be placed on the exterior wall, adjacent to the excavation. The exact location may be dictated by critical points within existing structures, such as bearing walls or columns. To monitor potential vertical and horizontal movements of the shoring, monitoring points should be established at the top of every other soldier pile or at the top of the soil nail walls and spaced no more than 25 feet on center along the wall length. Surface reference points should also be established and monitored for elevation at distances of 5 and 10 feet behind the walls, at a lateral spacing of 25 feet along the excavation perimeter. Optical monitoring of the shoring system should be performed twice a week as the excavation proceeds and then every other week upon completion of the excavation. A registered land surveyor should be retained to perform the monitoring. Monitoring should continue until the basement walls are adequately braced at the ground surface level. The monitoring data should be submitted within one day to the project shoring designer and Terra Associates for review.

4.3 Foundations

As discussed earlier, with excavation to accommodate three levels of lower-level parking, exposed soils should consist of very dense sand to silty sand with gravel. Undisturbed bearing surfaces composed of these soils will be suitable for support of standard spread footings dimensioned for a net allowable bearing capacity of 15 kips per square foot (ksf). For short-term loads, such as wind and seismic, a one-third increase in this allowable capacity may be used. Foundation settlement will primarily occur as recompression of soils as the building loads are applied. We estimate total settlement of isolated footings to be an average of one-half inch or less

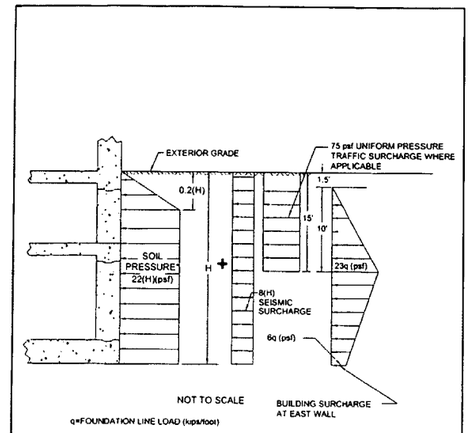
For resisting lateral loading, a base friction coefficient of 0.4 may be used in footing design. Passive resistance acting on the footing may be used to resist lateral design loads. We recommend calculating the passive resistance using an equivalent fluid weight of 350 pcf. This value assumes the footing is backfilled with granular structural fill. The coefficient of base friction and passive pressure values include a safety factor of 1.5.



Terra Associates, Inc. Consultants in Geotechnical Engineering Geology and Environmental Earth Sciences

SOLDIER PILE SHORING
500 FAIRVIEW
SEATTLE, WASHINGTON

Proj. No.T-6169-1 | Date APR 2011 | Figure 3

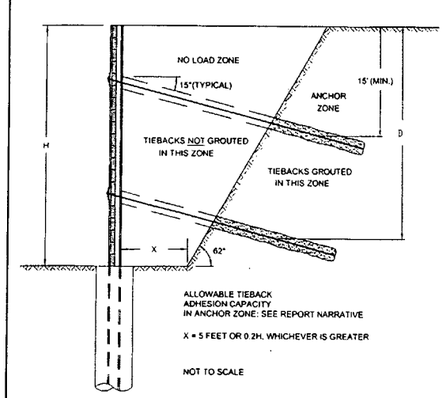


NOTE: DEPTH OF ADJACENT BUILDING FOOTING IS ASSUMED AT 1.5 FEET. FOOTING ELEVATIONS SHOULD BE VERIFIED FOR DESIGN.

Terra Associates, Inc. Consultants in Geotechnical Engineering Geology and Environmental Earth Sciences

LATERAL EARTH PRESSURE ON BASEMENT WALLS
500 FAIRVIEW
SEATTLE, WASHINGTON

Proj. No.T-6169-1 | Date APR 2011 | Figure 5



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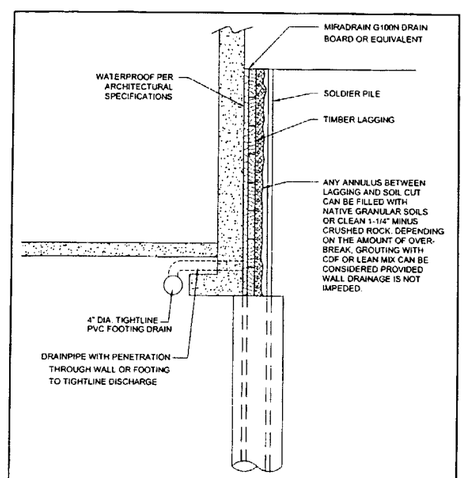
LOAD/NO LOAD ZONE DIAGRAM
500 FAIRVIEW
SEATTLE, WASHINGTON

Proj. No.T-6169-1 | Date APR 2011 | Figure 4



NOT TO SCALE

Terra Associates, Inc. Consultants in Geotechnical Engineering Geology and Environmental Earth Sciences

WALL DRAINAGE DETAIL
500 FAIRVIEW
SEATTLE, WASHINGTON

Proj. No.T-6169-1 | Date APR 2011 | Figure 6

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Seattle, WA 98101
tel 206 623.3344
fax 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

#	DATE	REVISION
1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

3680 REGISTERED ARCHITECT BRUCE L. WILLIAMS STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

SHORING INFORMATION

0932400

JANUARY 12, 2011

SH-01

MUP SUBMITTAL

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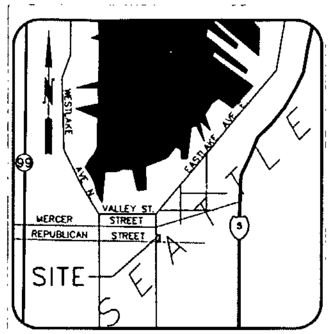
ORIGINAL SHEET SIZE 30" x 42"

NOT FOR CONSTRUCTION

SW 1/4 SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M.



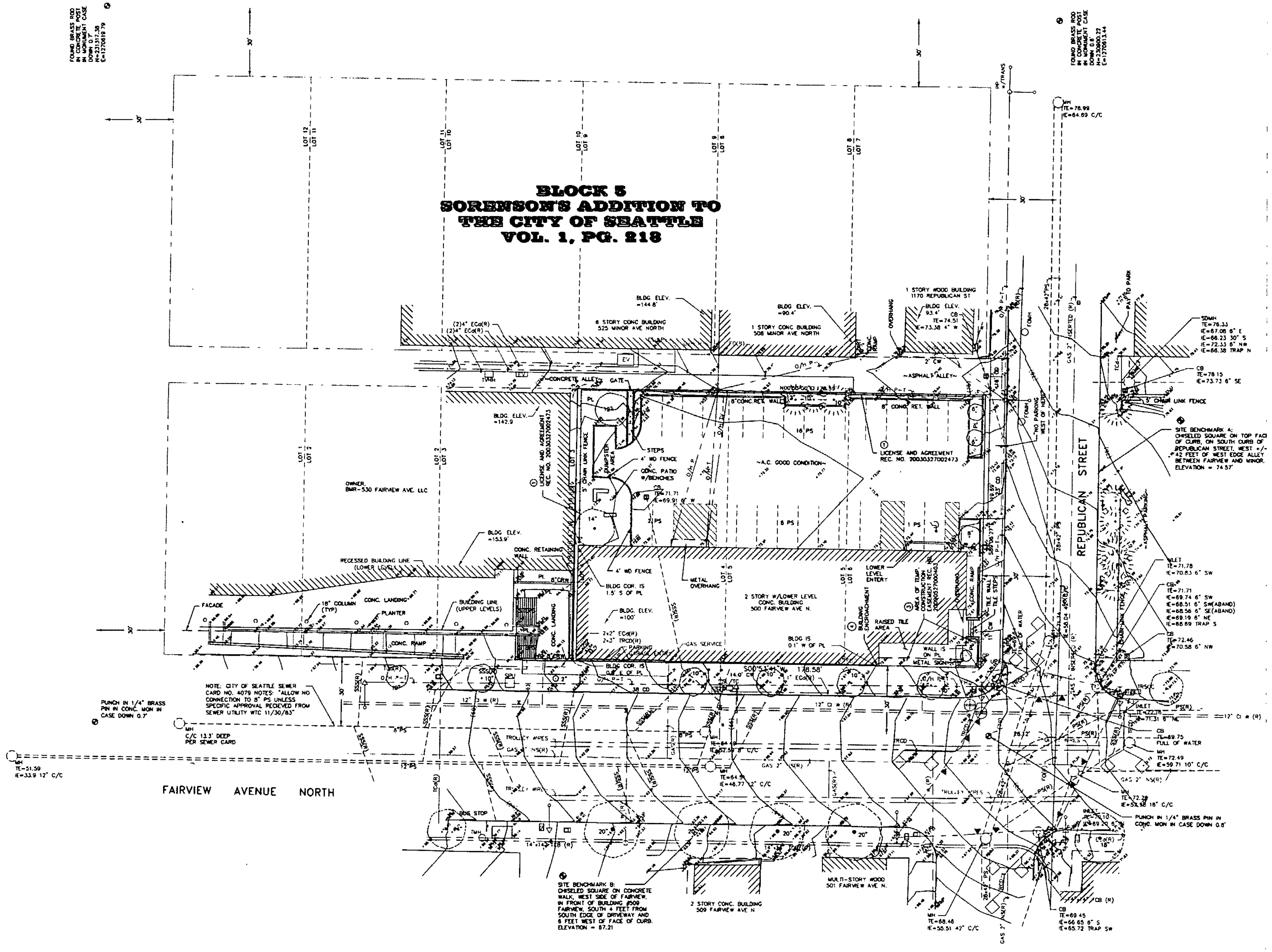
VICINITY MAP

LEGEND

ASPH	ASPHALT
	EDGE OF ASPHALT
	BRICK SURFACE
	BUILDING LINE
	CATCH BASIN / CB WITH TRAP
℄	CENTERLINE
CC	CONCRETE CURB
CMU	CONCRETE MASONRY UNIT
CON	CONIFEROUS TREE
	CONCRETE SURFACE
•CO	CLEANOUT
CW	CONCRETE WALK
CRW	CONCRETE RETAINING WALL
DEC	DECIDUOUS TREE
DI	DUCTILE IRON
DWY	DRIVEWAY
ECd	ELECTRICAL CONDUIT (BURIED)
ED	ELECTRICAL DUCT
EHH	ELECTRICAL HANDHOLE
EM	ELECTRICAL METER
EMH	ELECTRICAL MANHOLE
ET	ELECTRICAL TRANSFORMER
EV	ELECTRICAL VAULT
FFE	FINISHED FLOOR ELEVATION
	FOUND MONUMENT IN CASE
	FENCE LINE (CHAIN LINK)
	FENCE LINE (WOOD)
FH	FIRE HYDRANT
FO	FIBER OPTICS
G	GAS MAIN
GM	GAS METER
	GAS VALVE
	GAS VALVE
•	GUARD POST
	GUY ANCHOR
GPO	GUY POLE
	INLET
IP	IRON PIPE
	JUNCTION BOX
	LIGHT POLE
	LIGHT POLE (ORNAMENTAL)
LSCAPE	LANDSCAPE PLANTER
MB	MAILBOX
	PSD MANHOLE / MANHOLE
	MONUMENT LINE
OH	OVERHEAD
(P)	PAINTED UTILITY LOCATION
PPS	PARKING PAY STATION
PS	PIPE SEWER COMBINED
PSS	PIPE SEWER SANITARY
PSD	PIPE STORM DRAIN
PP	POWER POLE
PVC	POLYVINYL CHLORIDE
(R)	RECORD DATA
	ROCKERY
SSS	SIDE SEWER-SANITARY
	SIGN
SD	STORM DRAIN
	SIGNAL PEDSTAL
	STRAIN POLE W/ LUMINAIRE
	STRAIN POLE
	STREET NAME SIGN
TCd	TELEPHONE CONDUIT (BURIED)
TEL	TELEPHONE
TD	TELEPHONE DUCT
TMH	TELEPHONE MANHOLE
TRSCC	TRAFFIC CONTROL CABINET
	VEHICLE SIGNAL
TRCD	TRAFFIC SIGNAL CONDUIT
TVHH	TELEVISION HANDHOLE
TRC	TROLLEY CABLE
XP	TRANSMISSION POLE
UPO	UTILITY POLE
PPO	WOOD POLE W/ LUMINAIRE
VC	VITRIFIED CLAY
W	WATER MAIN
	VALVE CHAMBER
WM	WATER METER
	WATER VALVE

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.



SITE NOTES

SITE ADDRESS:
500 FAIRVIEW AVENUE NORTH
SEATTLE, WASHINGTON

TAX ACCOUNT NO.:
786350-0040-02

ZONING:
IC-65 = INDUSTRIAL COMMERCIAL WITH 65' HEIGHT LIMIT

ZONING AGENCY:
CITY OF SEATTLE
DEPARTMENT OF PLANNING AND DEVELOPMENT
700 FIFTH AVENUE, SUITE 2000
PO BOX 34019
SEATTLE, WA 98124
(206) 684-8467

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16, 1995, COMMUNITY PANEL NO. 53033C0630F, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN.

HORIZONTAL DATUM:
NAD 83/91

VERTICAL DATUM:
NAVD 88

ORIGINATING BENCHMARK:
SNV-5120, BRASS CAP, 0.5' WEST OF THE NORTH PC OF THE INTERSECTION OF BACK OF WALKS IN THE NE CORNER OF FAIRVIEW AVENUE NORTH AND HARRISON STREET ELEVATION = 88.57'

SITE BENCHMARK A:
CHISELED SQUARE ON TOP FACE OF CURB, ON SOUTH CURB OF REPUBLICAN STREET, WEST +/- 42 FEET OF WEST EDGE ALLEY BETWEEN FAIRVIEW AND MINOR. ELEVATION = 74.57'

SITE BENCHMARK B:
CHISELED SQUARE ON CONCRETE WALK, WEST SIDE OF FAIRVIEW, IN FRONT OF BUILDING #509 FAIRVIEW, SOUTH 4 FEET FROM SOUTH EDGE OF DRIVEWAY AND 6 FEET WEST OF FACE OF CURB. ELEVATION = 67.21

AREA:
SITE AS SHOWN CONTAINS 21,372 SQUARE FEET OR 0.4906 ACRES, MORE OR LESS.

PARKING SPACE COUNT:
PARKING SPACES TOTAL 28 INCLUDING 1 HANDICAP ACCESSIBLE SPACES

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION

DESCRIPTION:

PARCEL A:
ALL BUILDINGS AND IMPROVEMENTS LOCATED ON THE FOLLOWING DESCRIBED PROPERTY:

LOTS 4, 5 AND 6, BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON.

PARCEL B:
LOTS 4, 5 AND 6, BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON;

EXCEPT ALL BUILDINGS AND IMPROVEMENTS LOCATED THEREON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 1302339, DATED MARCH 11, 2010. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS
ITEMS CIRCLED ARE SHOWN ON MAP.

1 REVOCABLE LICENSE AND AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

BETWEEN:	500 FAIRVIEW, L.L.C., A WASHINGTON LIMITED LIABILITY COMPANY
AND:	FAIRVIEW & MERCER, L.L.C., A WASHINGTON LIMITED LIABILITY COMPANY
RECORDED:	MARCH 27, 2003
RECORDING NUMBER:	20030327002473
REGARDING:	FENCE LOCATION AND BOUNDARY LINE BETWEEN PROPERTIES; PROVISIONS RELATED THERETO

(2) TEMPORARY SHORING AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

BETWEEN:	NELCHINA POINT LIMITED PARTNERSHIP, AN ALASKA LIMITED PARTNERSHIP
AND:	BMR-530 FAIRVIEW AVENUE LLC, A DELAWARE LIMITED LIABILITY COMPANY
RECORDED:	AUGUST 31, 2006
RECORDING NUMBER:	20060831000828
REGARDING:	ESTABLISHMENT OF TEMPORARY EASEMENTS FOR TEMPORARY SHORING PURPOSES AND ACCESS FOR CONSTRUCTION, PROVISIONS RELATED THERETO

SURVEYOR'S NOTE: AGREEMENT EXPIRED.

(3) TEMPORARY CONSTRUCTION EASEMENT AND THE TERMS AND CONDITIONS THEREOF.

GRANTEE:	CITY OF SEATTLE
PURPOSE:	CONSTRUCTION ACTIVITIES (SIDEWALKS)
AREA AFFECTED:	PORTION OF SAID PREMISES AS DELINEATED IN DOCUMENT
RECORDED:	MAY 27, 2009
RECORDING NUMBER:	20090527000403

A COUNTERPART OF SAID EASEMENT WAS RECORDED UNDER RECORDING NUMBER 20090527000404.

(4) MATTERS DISCLOSED BY SURVEY BY BUSH, ROED & HITCHINGS, INC., DATED NOVEMBER 28, 2007, LAST REVISED DECEMBER 17, 2007 JOB NO. 99049.03, AS FOLLOWS:

ENCROACHMENT OF A PORTION OF EXISTING BUILDING 0.1 FEET INTO THE RIGHT-OF-WAY FOR FAIRVIEW AVENUE NORTH.

UTILITY PROVIDERS:

SANITARY SEWERS AND STORM DRAINAGE:
SEATTLE PUBLIC UTILITIES
MAINTENANCE & OPERATIONS
DRAINAGE & WASTEWATER DIVISION
DEXTER HORTON BUILDING, 10TH FLOOR
710 SECOND AVENUE
SEATTLE, WA 98104
(206)386-9730

WATER:
SEATTLE PUBLIC UTILITIES
RESOURCE MANAGEMENT
WATER QUALITY & SUPPLY
810 THIRD AVENUE, SUITE 600
SEATTLE, WA 98104
(206) 684-5800

POWER:
SEATTLE CITY LIGHT
NETWORK ENGINEERING
700 FIFTH AVENUE
SEATTLE, WA 98104
(206) 684-3992

NATURAL GAS:
PUGET SOUND ENERGY
355 110TH AVENUE NE
BELLEVUE, WA 98004
(206) 425-2000
(888) 225-5773

TELEPHONE:
QWEST - LDA GROUP
PO BOX 625001
LITTLETON, CO 80162
(800) 526-3557

CERTIFICATION:

SURVEY IDENTIFICATION NO.: 2010021.00

REGISTERED LAND SURVEYOR NO.: 30448

SURVEYOR'S ADDRESS & COMPANY: BUSH, ROED & HITCHINGS, INC
2009 MINOR AVENUE EAST
SEATTLE, WA 98102-3513

TELEPHONE: (206) 323-4144

TO BMR-500 FAIRVIEW AVENUE LLC, CHICAGO TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7a, 7b1, 7c, 8, 9, 10, 11a, 11b, 13, 14, AND 16, OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF WASHINGTON, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

STATE OF WASHINGTON 30448 REGISTERED PROFESSIONAL LAND SURVEYOR

DARRELL C. NANCE, P.L.S. NO. 30448

DATE

THE ABOVE CERTIFICATE IS BASED UPON WORK PREPARED IN ACCORDANCE WITH GENERALLY ACCEPTED PROFESSIONAL SURVEY PRACTICE. WE MAKE NO OTHER WARRANTY, EITHER EXPRESSED OR IMPLIED

A1.01

NO | REVISION | DATE

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-935-0508
FAX (206) 323-7135
WEBSITE: BRHINC.COM

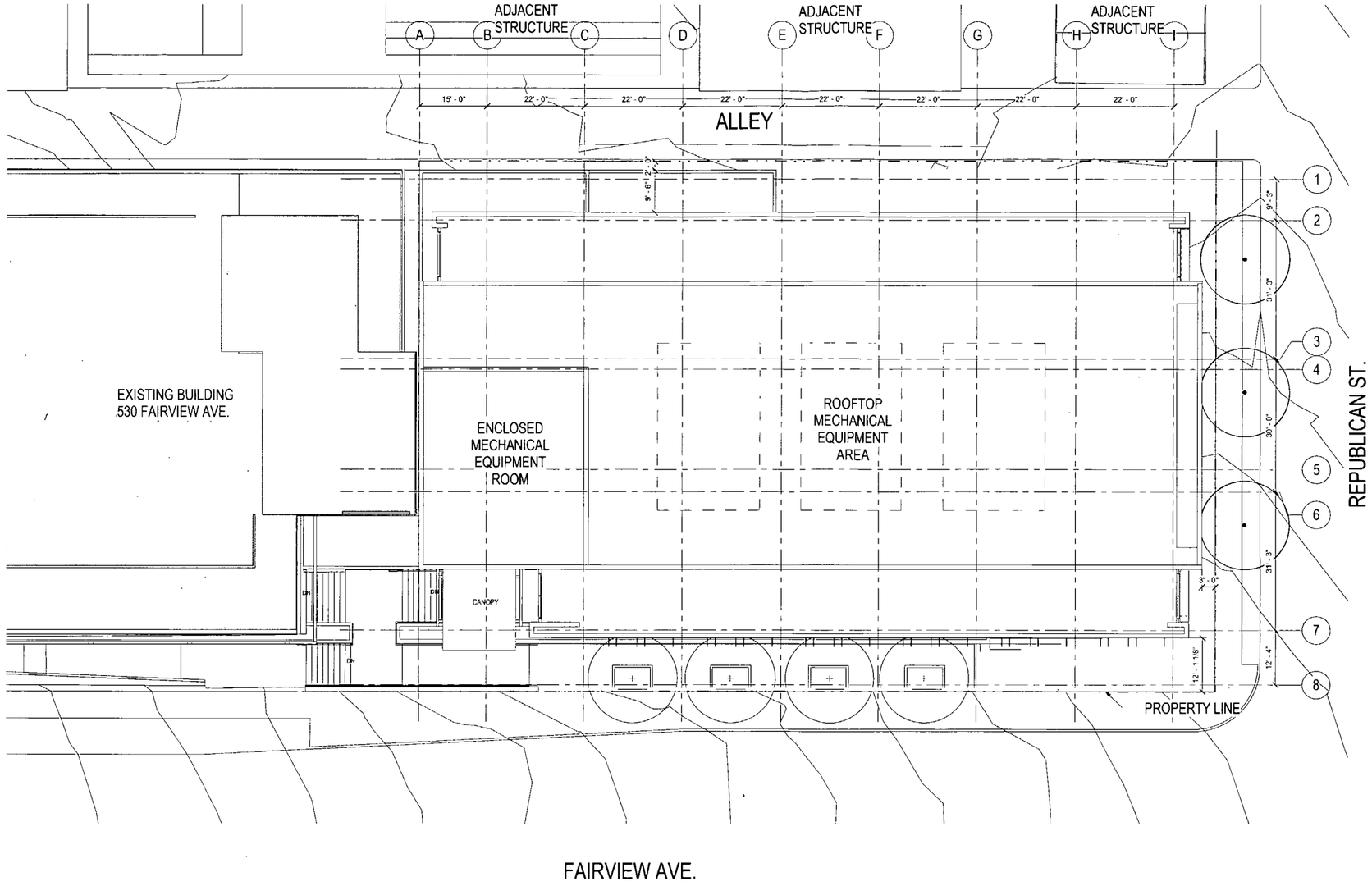
BRH

ALTA AND TOPOGRAPHIC SURVEY
500 FAIRVIEW AVE NORTH
BMR - 500 FAIRVIEW AVENUE LLC

SEATTLE WA

drawn by	checked by
OOR	DCN
scale	date
1"=20'	4/10
job no.	
2010021.00	
sheet 1 of 1	

LAYERSTATE:



1 ARCHITECTURAL SITE PLAN
1" = 10'-0"

MITHŪN
Architects • Designers • Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

PROJECT DIRECTOR
DR
PROJECT MANAGER
DR
PROJECT ARCHITECT
TN
PROJECT TEAM MEMBER
TN

REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

TITLE
ARCHITECTURAL SITE PLAN

PROJECT NO.
0932400

DATE
JANUARY 12, 2011

SHEET NUMBER
A1.02

MUP SUBMITTAL

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ORIGINAL SHEET SIZE 30" x 42"

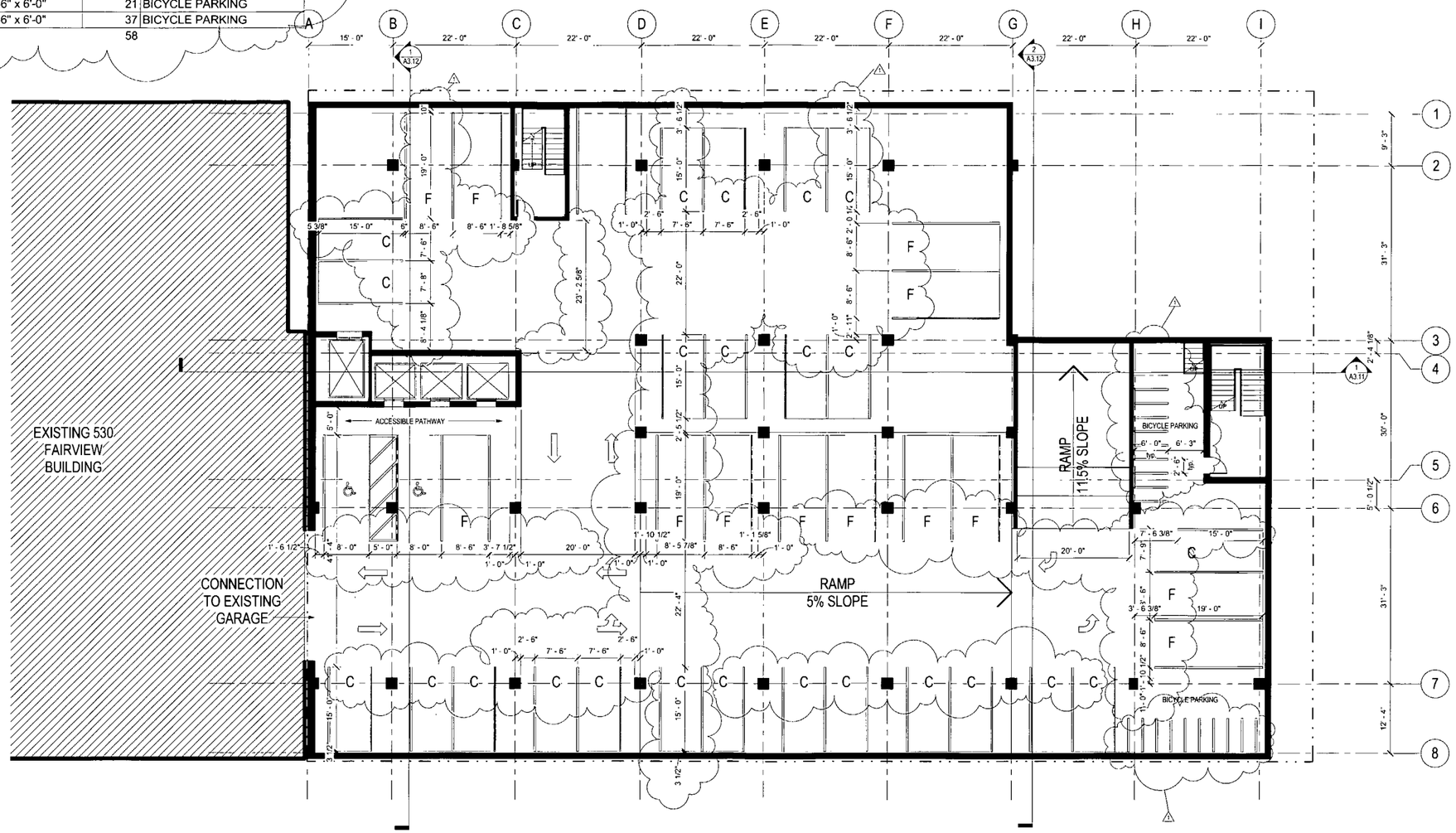
NOT FOR CONSTRUCTION

PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
LEVEL 1	8' x 19' (8' Aisle)	1	ACCESSIBLE VAN
PARKING LEVEL 1	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 1	8'-6" x 19'-0"	20	LARGE CAR (F - FULL)
PARKING LEVEL 1	7'-6" x 15'	19	SMALL CAR (C - COMPACT)
PARKING LEVEL 2	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 2	8'-6" x 19'-0"	14	LARGE CAR (F - FULL)
PARKING LEVEL 2	7'-6" x 15'	30	SMALL CAR (C - COMPACT)
PARKING LEVEL 3	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 3	8'-6" x 19'-0"	15	LARGE CAR (F - FULL)
PARKING LEVEL 3	7'-6" x 15'	38	SMALL CAR (C - COMPACT)
Grand total		143	

BICYCLE PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
PARKING LEVEL 2	2'-6" x 6'-0"	21	BICYCLE PARKING
PARKING LEVEL 3	2'-6" x 6'-0"	37	BICYCLE PARKING
Grand total		58	



1 PARKING LEVEL 3
1/8" = 1'-0"

0' 4' 8' 16' 32'

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Architects+Designers+Planners
Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

NO.	DATE	REVISION
1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

REGISTERED ARCHITECT
STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

PARKING LEVEL P3 FLOOR PLAN

0932400

JANUARY 12, 2011

A2.01

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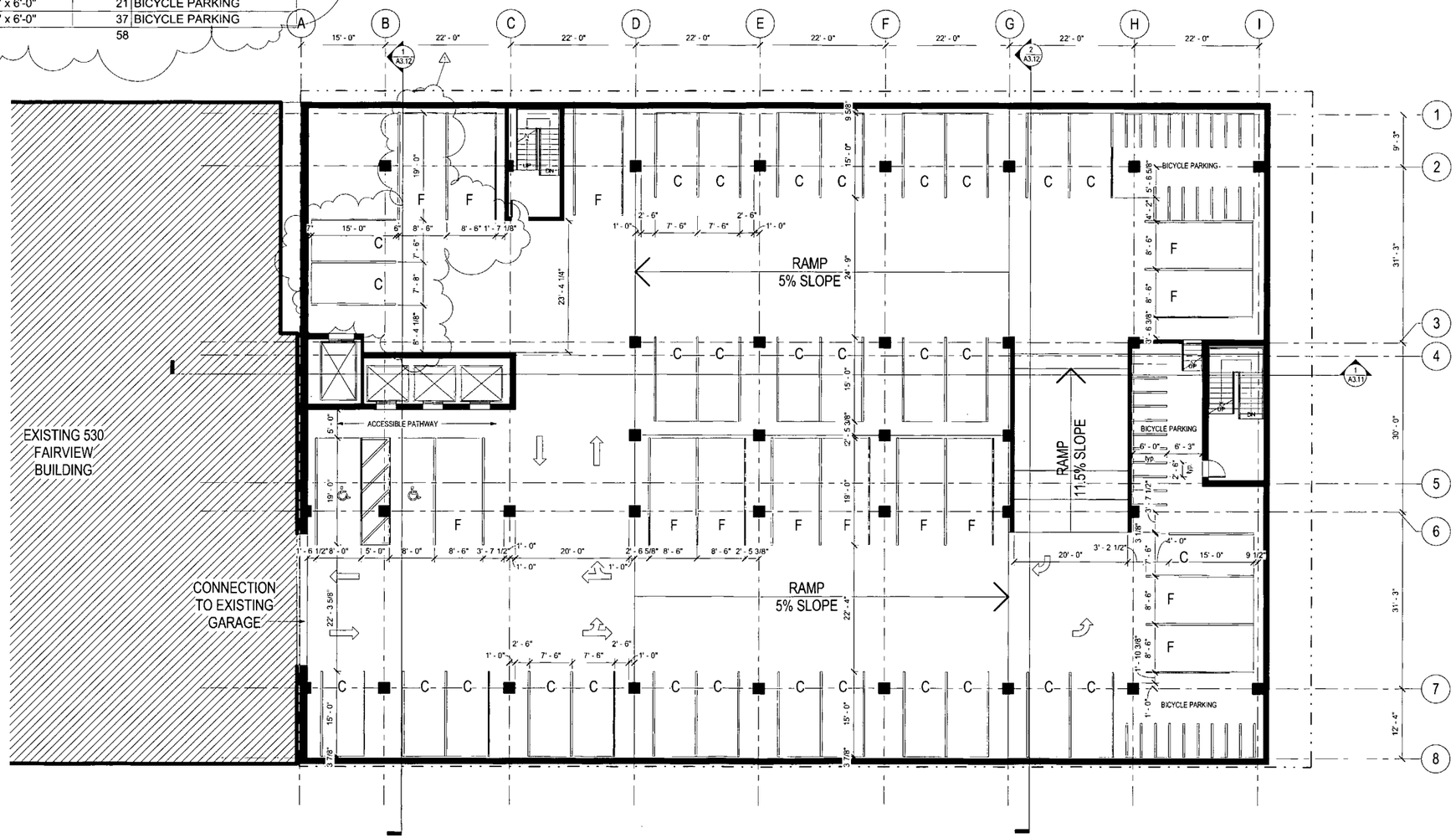
PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
LEVEL 1	8' x 19' (8' Aisle)	1	ACCESSIBLE VAN
PARKING LEVEL 1	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 1	8'-6" x 19'-0"	20	LARGE CAR (F - FULL)
PARKING LEVEL 1	7'-6" x 15'	19	SMALL CAR (C - COMPACT)
PARKING LEVEL 2	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 2	8'-6" x 19'-0"	14	LARGE CAR (F - FULL)
PARKING LEVEL 2	7'-6" x 15'	30	SMALL CAR (C - COMPACT)
PARKING LEVEL 3	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 3	8'-6" x 19'-0"	15	LARGE CAR (F - FULL)
PARKING LEVEL 3	7'-6" x 15'	38	SMALL CAR (C - COMPACT)
Grand total		143	

BICYCLE PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
PARKING LEVEL 2	2'-6" x 6'-0"	21	BICYCLE PARKING
PARKING LEVEL 3	2'-6" x 6'-0"	37	BICYCLE PARKING
Grand total		58	



1 PARKING LEVEL 2 PLAN
1/8" = 1'-0"

0' 4' 8' 16' 32'

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Architects + Designers + Planners
Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

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PARKING LEVEL P2 FLOOR PLAN

0932400

JANUARY 12, 2011

A2.02

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PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
LEVEL 1	8' x 19' (8' Aisle)	1	ACCESSIBLE VAN
PARKING LEVEL 1	8' x 19' - 90 deg	2	ACCESSIBLE LARGE CAR
PARKING LEVEL 1	8'-6" x 19'-0"	20	LARGE CAR (F - FULL)
PARKING LEVEL 1	7'-6" x 15'	19	SMALL CAR (C - COMPACT)
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PARKING LEVEL 2	8'-6" x 19'-0"	14	LARGE CAR (F - FULL)
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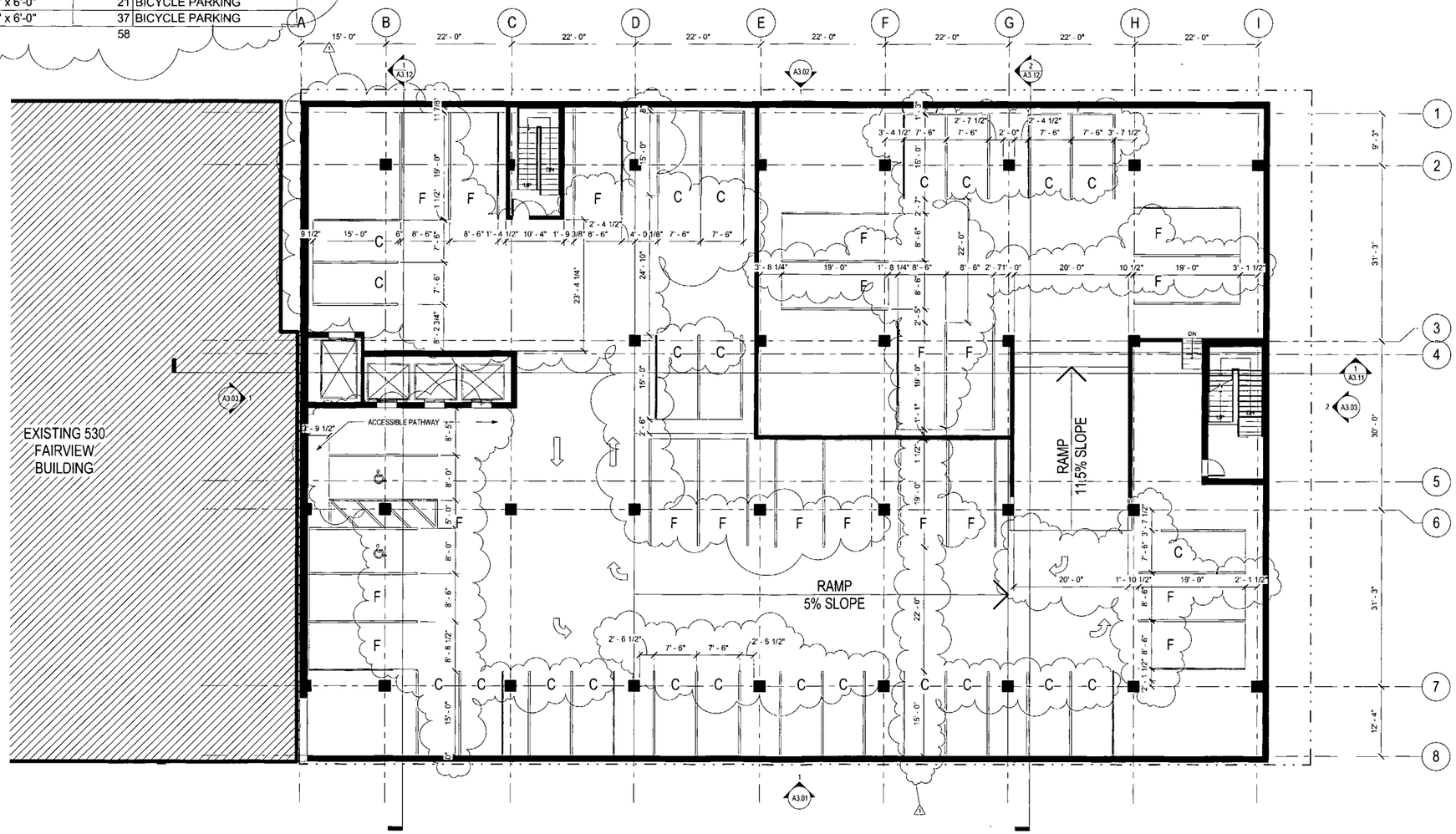
PARKING LEVEL 3	8'-6" x 19'-0"	15	LARGE CAR (F - FULL)
PARKING LEVEL 3	7'-6" x 15'	38	SMALL CAR (C - COMPACT)
Grand total		143	

BICYCLE PARKING SCHEDULE

LEVEL	STALL SIZE	TOTAL	DESCRIPTION
PARKING LEVEL 2	2'-6" x 6'-0"	21	BICYCLE PARKING
PARKING LEVEL 3	2'-6" x 6'-0"	37	BICYCLE PARKING
Grand total		58	



1 PARKING LEVEL 1 PLAN
1/8" = 1'-0"

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Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

NO.	DATE	REVISION
1	07-15-11	Plan Ck Corr.

PROJECT DIRECTOR: DR
PROJECT MANAGER: DR
PROJECT ARCHITECT: TN
PROJECT TECHNICIAN: TN
CHECK: =

REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

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TITLE:
PARKING LEVEL P1 FLOOR PLAN

PROJECT NO.: 0932400
DATE: JANUARY 12, 2011
PROJECT NO. REFERENCE:

SHEET NUMBER:
A2.03
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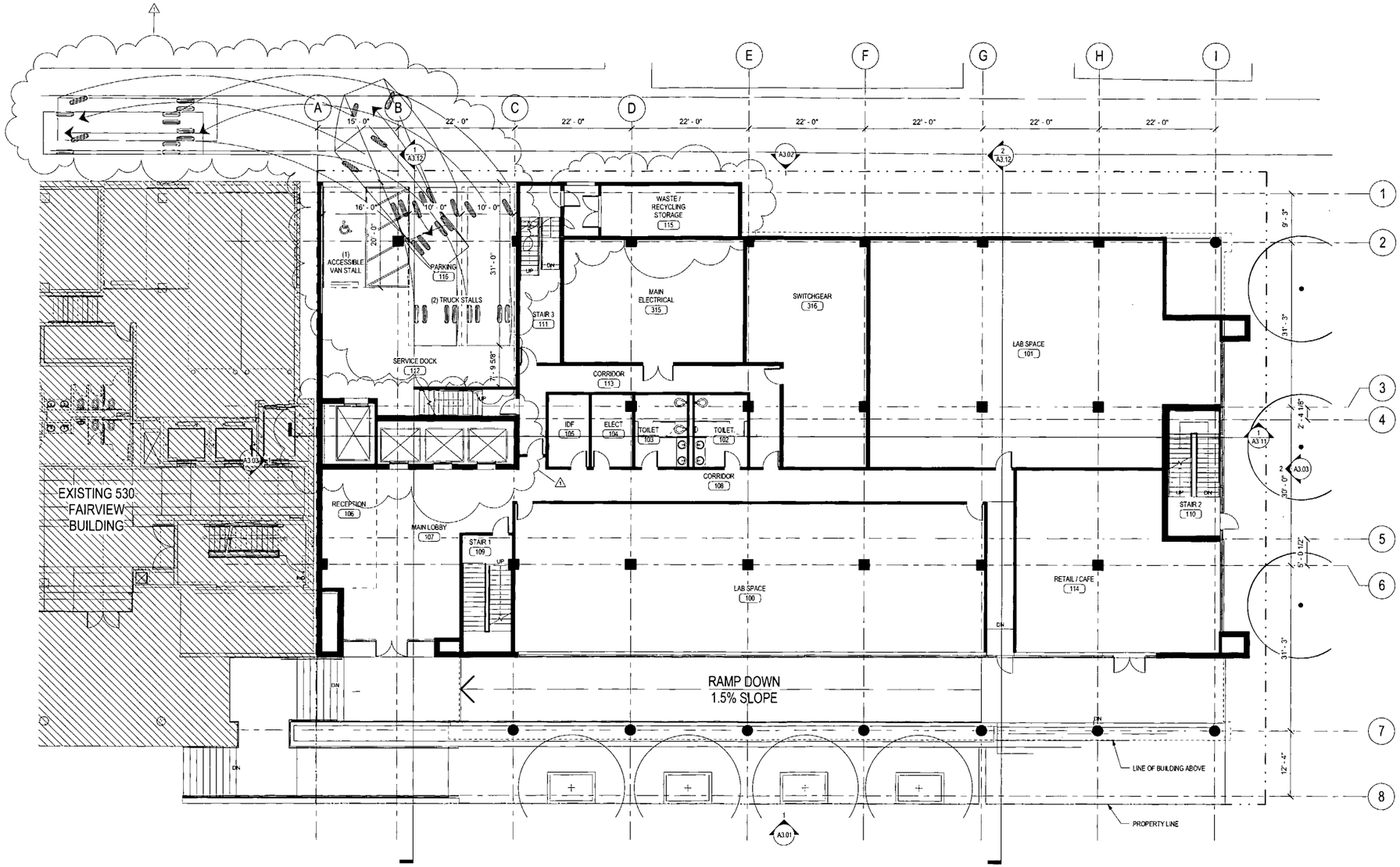

1 LEVEL 1 PLAN
1/8" = 1'-0"

NOT FOR CONSTRUCTION

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Architects + Designers + Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

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LEVEL 1 FLOOR PLAN

0932400

JANUARY 12, 2011

A2.04

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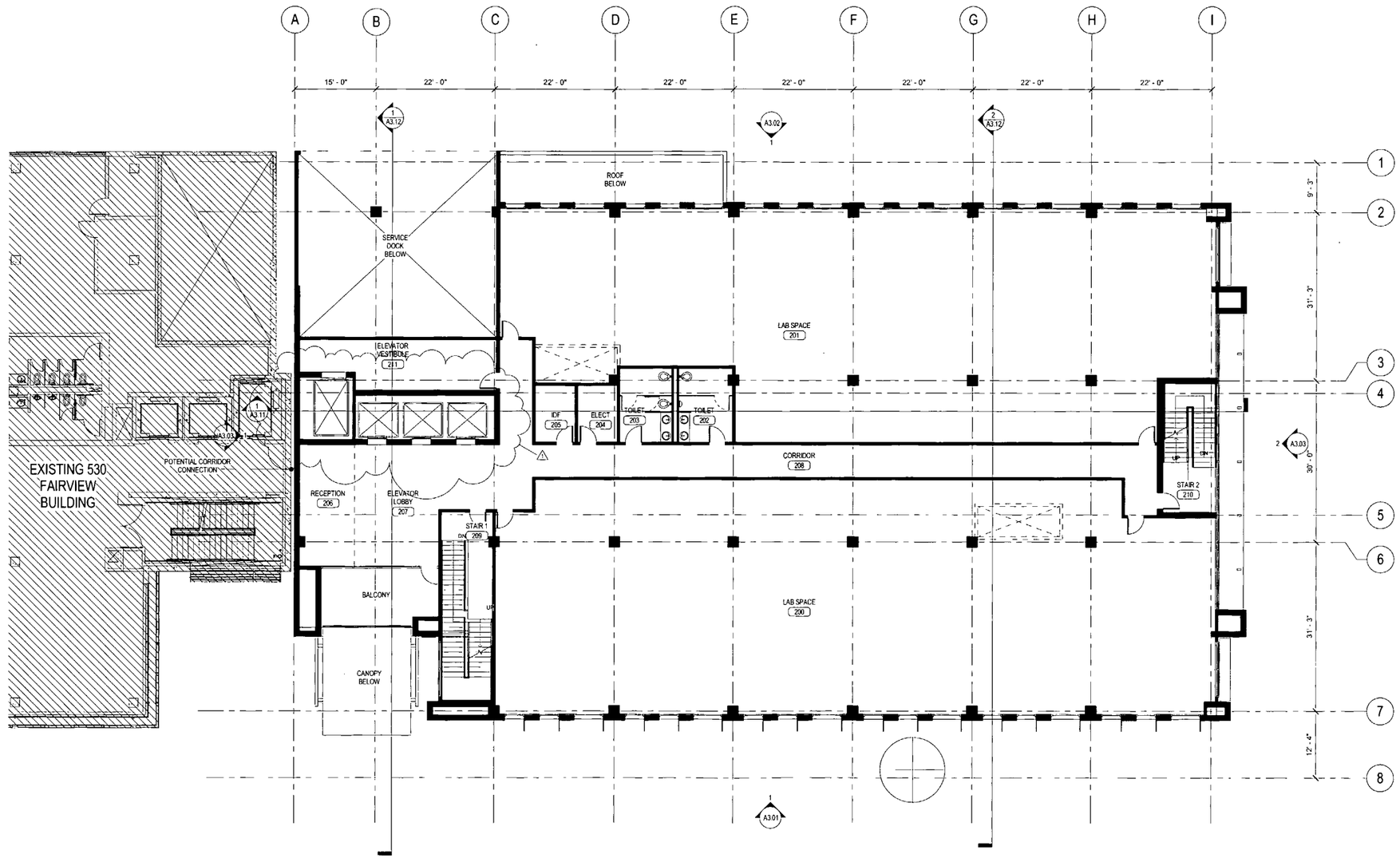

1 LEVEL 2 PLAN
1/8" = 1'-0"

0' 4' 8' 16' 32'

NOT FOR CONSTRUCTION

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Architects+Designers+Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

No	Date	Revision
1	07-15-11	Plan Ck Corr.

DR
DR
TN
TN

REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

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LEVEL 2 FLOOR PLAN

0932400

JANUARY 12, 2011

A2.05

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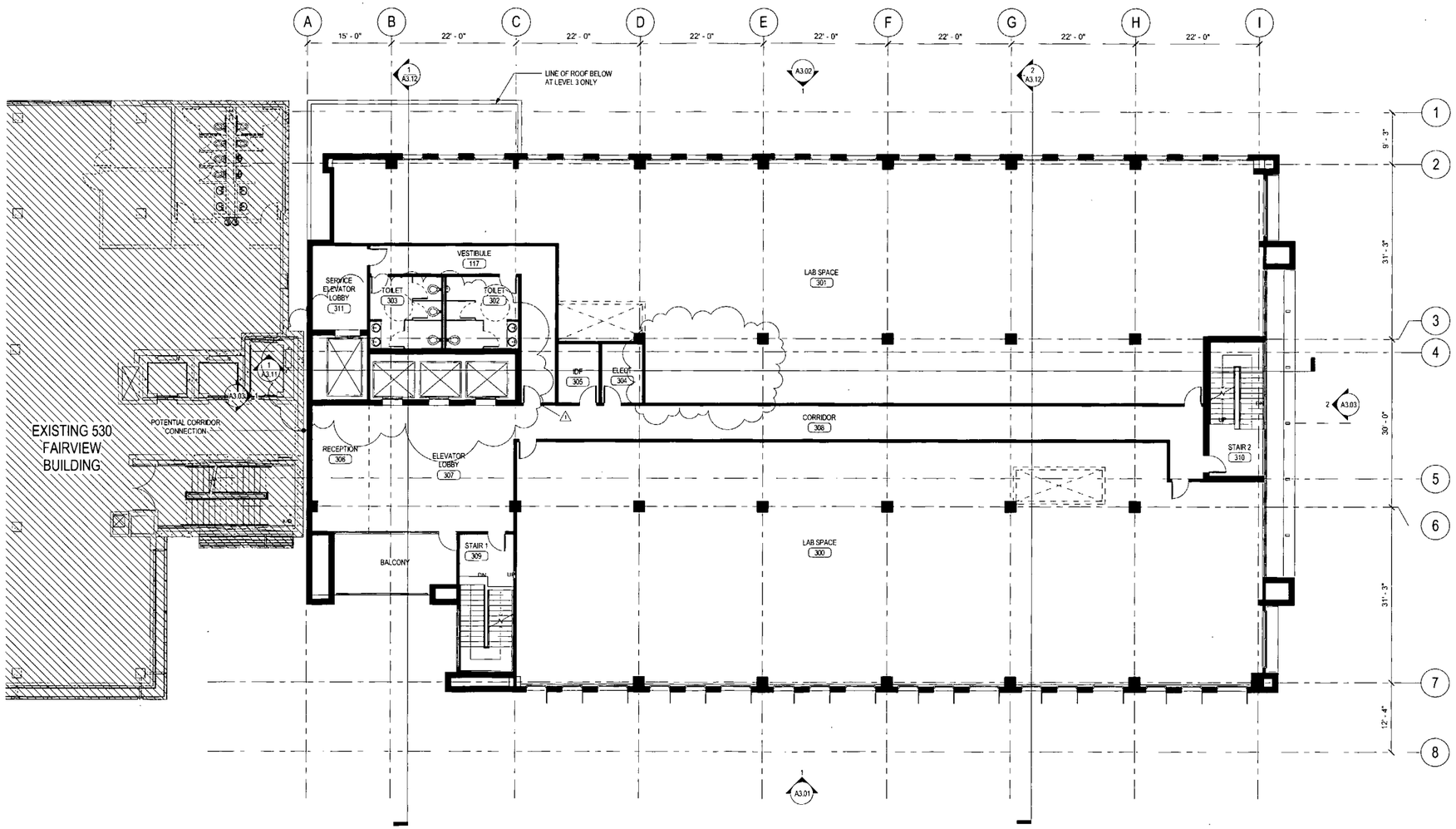

1 LEVEL 3 - 7 PLAN
1/8" = 1'-0"

0' 4' 8' 16' 32'

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Architects+Designers+Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

NO	DATE	REVISION
1	07-15-11	Plan Ck Corr.

PREPARED BY: DR
REVIEWED BY: DR
PROJECT DESIGNER: TN
PROJECT MANAGER: TN
CHECK: =

REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

TITLE:
LEVEL 3-7 FLOOR PLAN

PROJECT NO: 0932400
DATE: JANUARY 12, 2011
PROJECT REFERENCE NO:

SHEET NUMBER:
A2.06
MUP SUBMITTAL

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DIRIGNAL SHEET SIZE 30" x 42"

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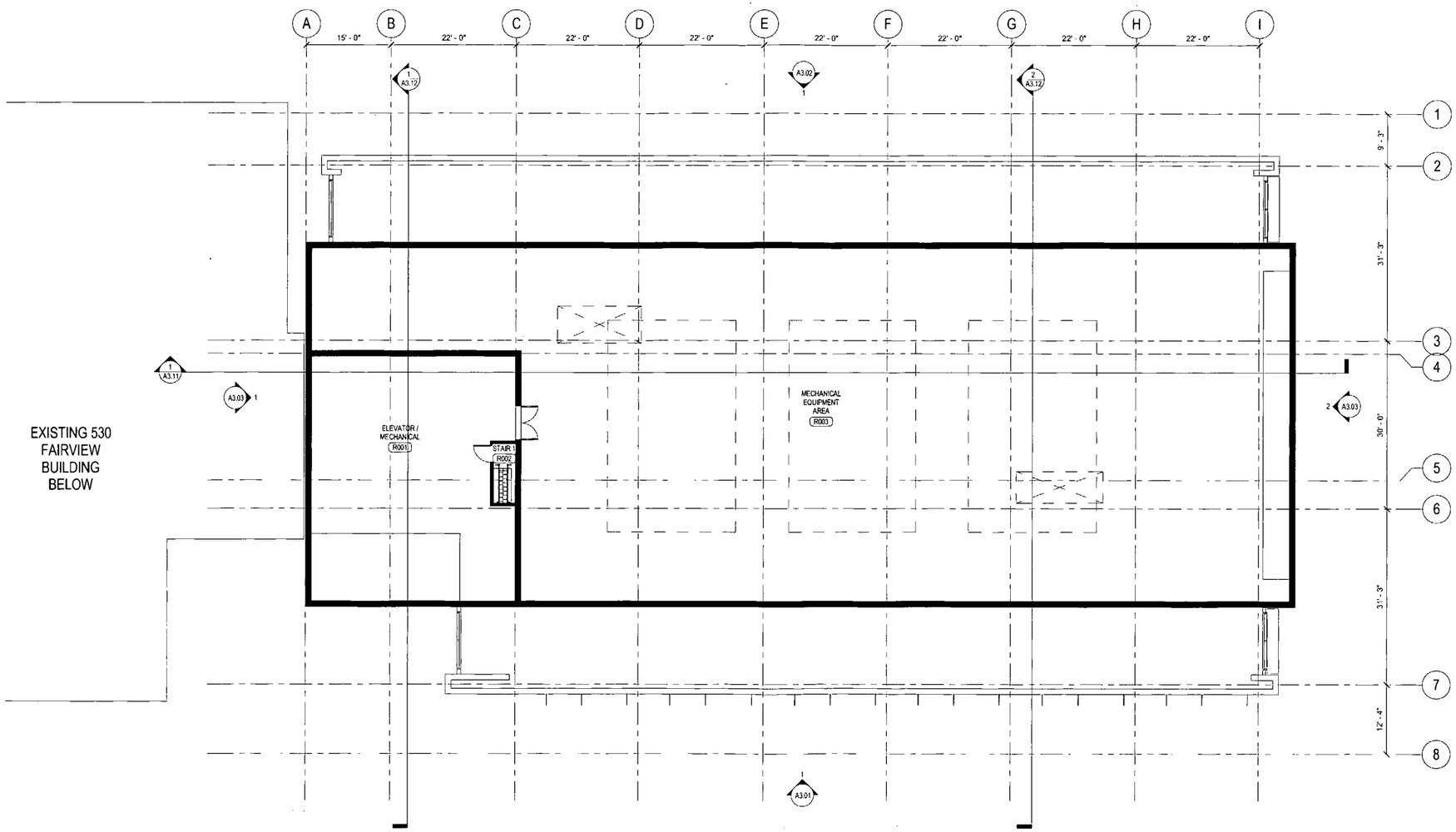

1 ROOF PLAN
1/8" = 1'-0"

0' 4' 8' 16' 32'

MITHŪN
Architects+Designers+Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

DR
DR
TN
TN

REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

ROOF LEVEL FLOOR PLAN

0932400

JANUARY 12, 2011

A2.07

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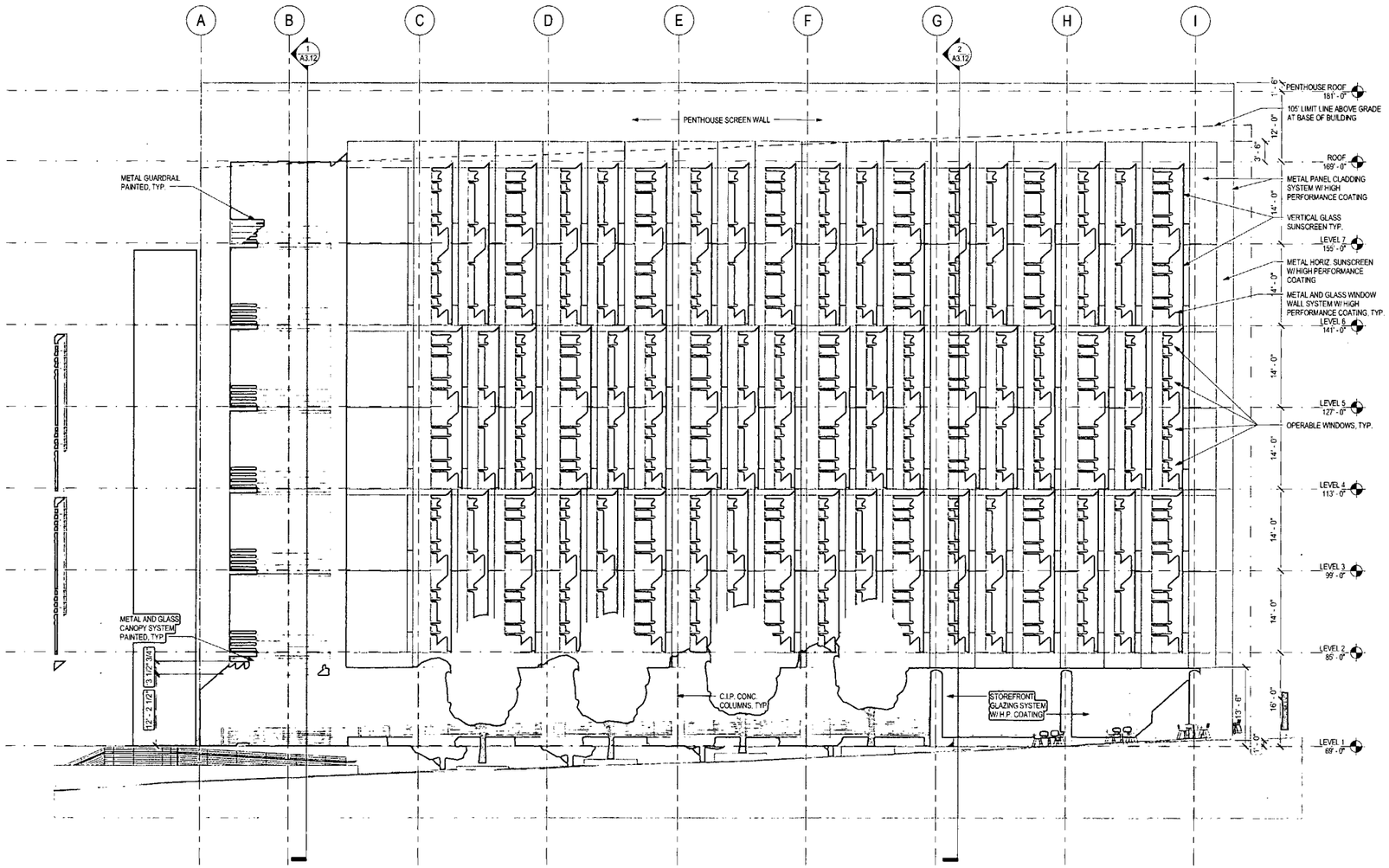

1 WEST BUILDING ELEVATION
1/8" = 1'-0"

0' 4' 8' 16' 32'

MITHŪN
Architects+Designers+Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview
Avenue LLC

DR
DR
TN
TN

REGISTERED ARCHITECT
R. PHILIP L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

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WEST BUILDING ELEVATION

0932400

JANUARY 12, 2011

A3.01

MUP SUBMITTAL

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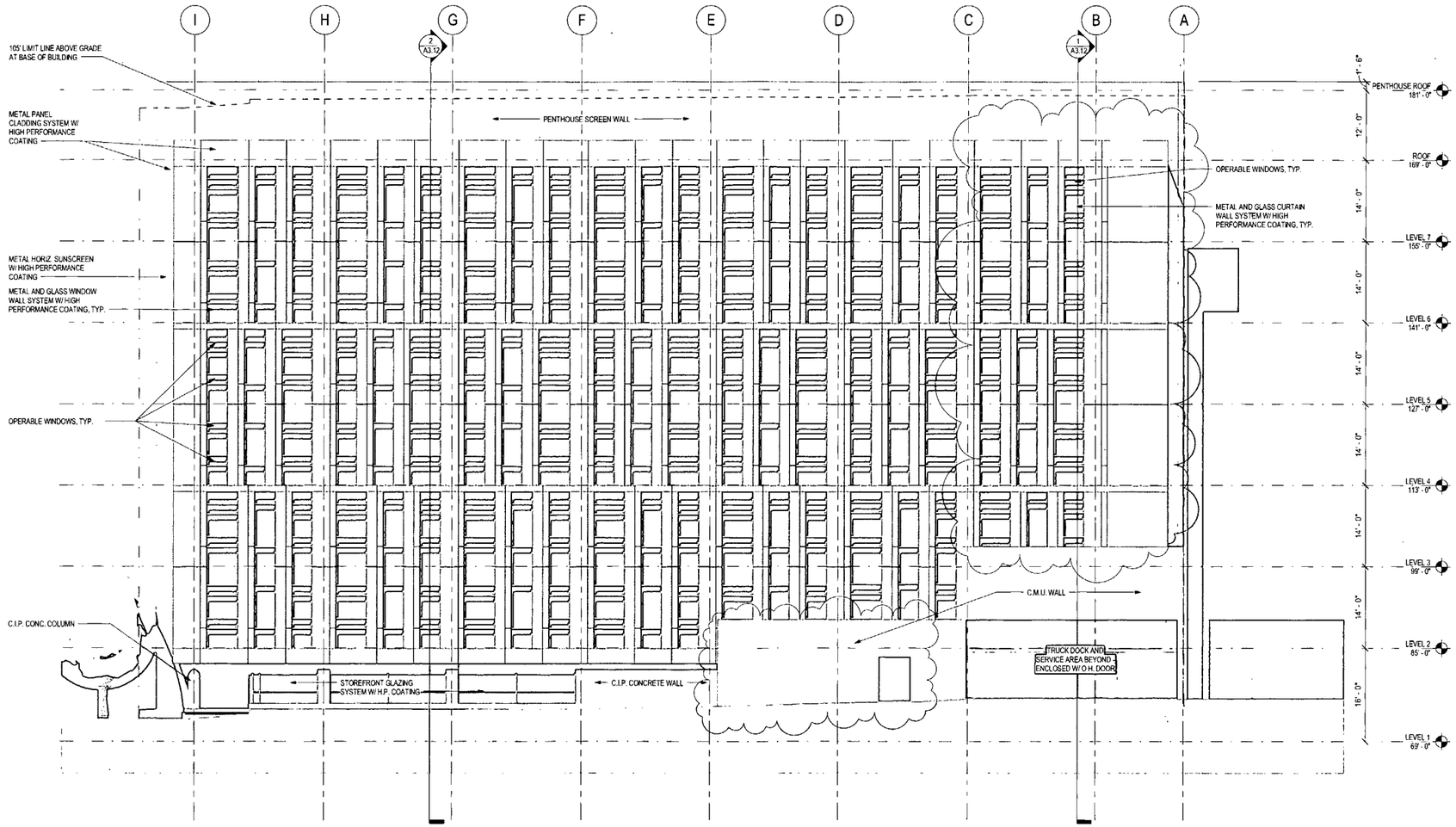
ORIGINAL SHEET SIZE 30" x 42"

NOT FOR CONSTRUCTION



1 EAST BUILDING ELEVATION
1/8" = 1'-0"

MITHŪN
Architects+Designers+Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206 623.3344
FAX 206 623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

NO.	DATE	REVISION
1	07-15-11	Plan Ck Corr.

PROJECT DIRECTOR
DR
PROJECT MANAGER
DR
PROJECT ARCHITECT
TN
PROJECT TEAM MEMBERS
TN
SHEET
16

ARCHITECT SEAL
3689
REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

FOR PERMIT ONLY

THIS DOCUMENT HAS BEEN PREPARED FOR PERMIT APPLICATION AND IS SUBJECT TO REVIEW AND MODIFICATION BY GOVERNMENTAL AGENCIES

TITLE
EAST BUILDING ELEVATION

PROJECT NO.
0932400

DATE
JANUARY 12, 2011

PROJECT MANAGER
DR

SHEET NUMBER
A3.02
MUP SUBMITTAL

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ORIGINAL SHEET SIZE 30" x 42"

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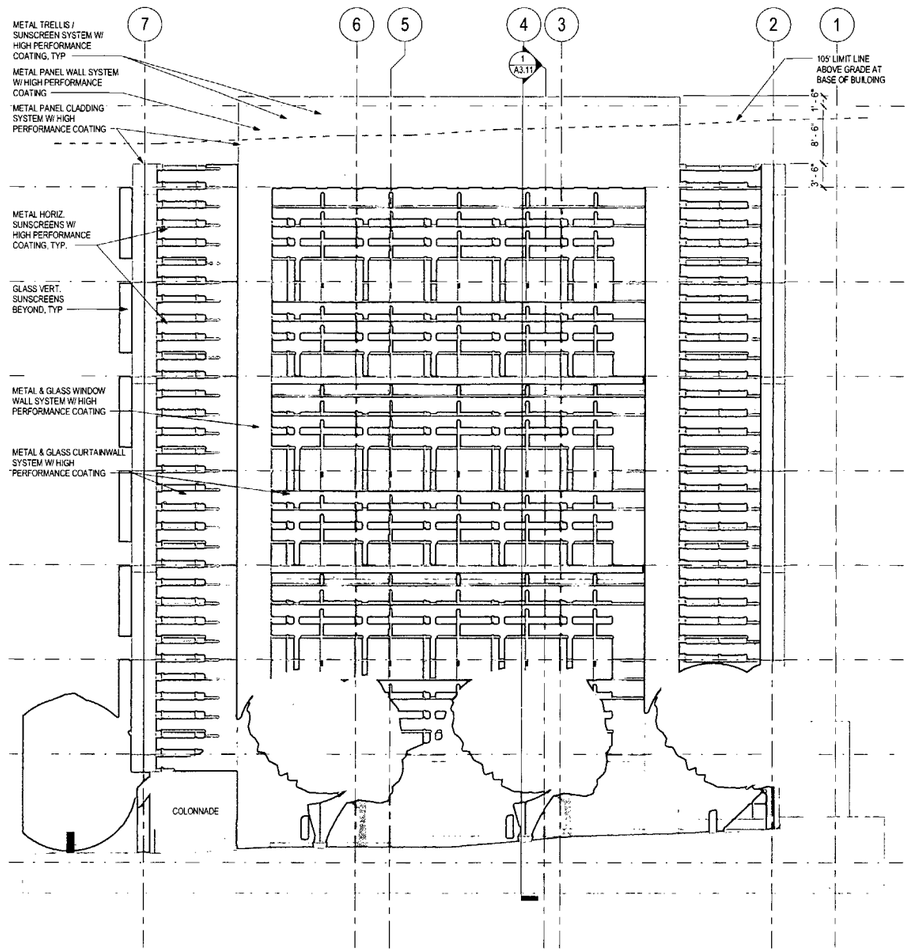
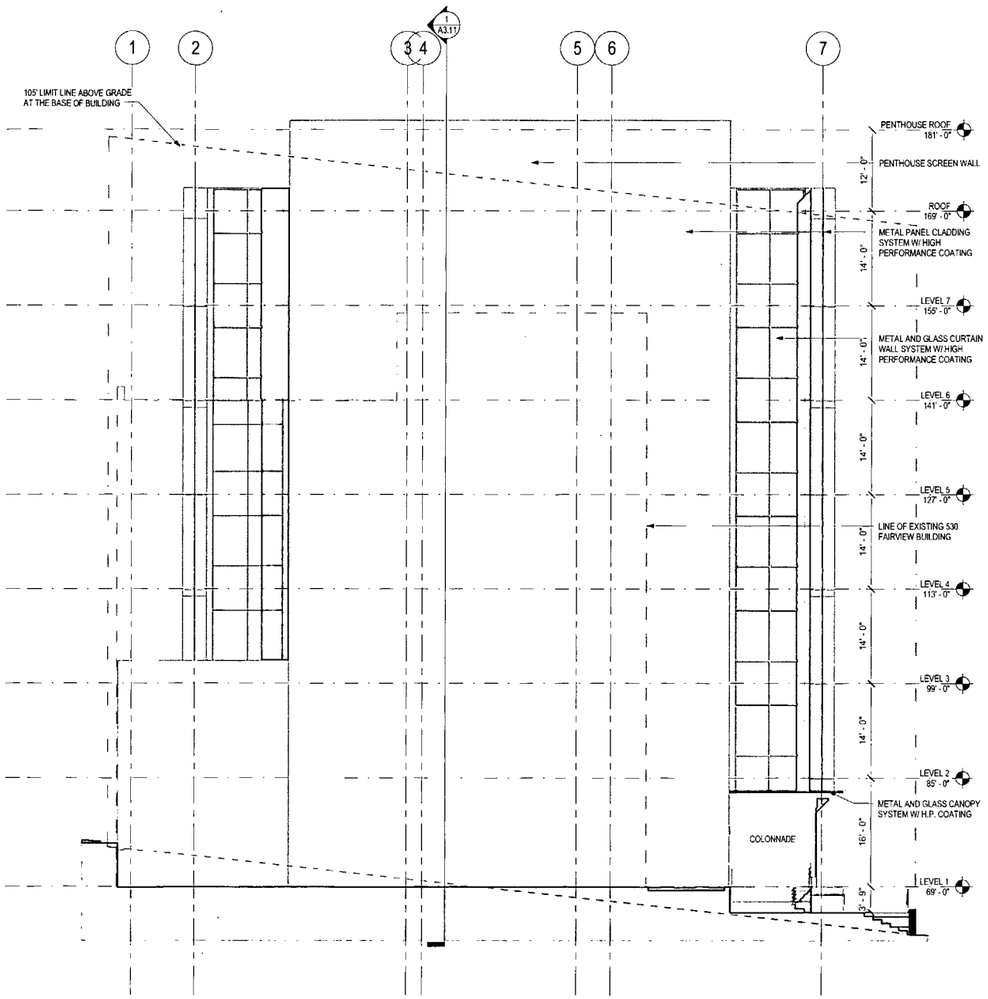


2 SOUTH BUILDING ELEVATION
1/8" = 1'-0"

0' 4' 8' 16' 32'



1 NORTH BUILDING ELEVATION
1/8" = 1'-0"

0' 4' 8' 16' 32'

MITHŪN
Architects + Designers + Planners

Pier 56
1201 Alaskan Way
Suite 200
Seattle, WA 98101
TEL 206.623.3344
FAX 206.623.7005

PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

DR
DR
TN
TN

3699 REGISTERED ARCHITECT BRUCE E. WILLIAMS STATE OF WASHINGTON

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NORTH & SOUTH BUILDING ELEVATIONS

0932400

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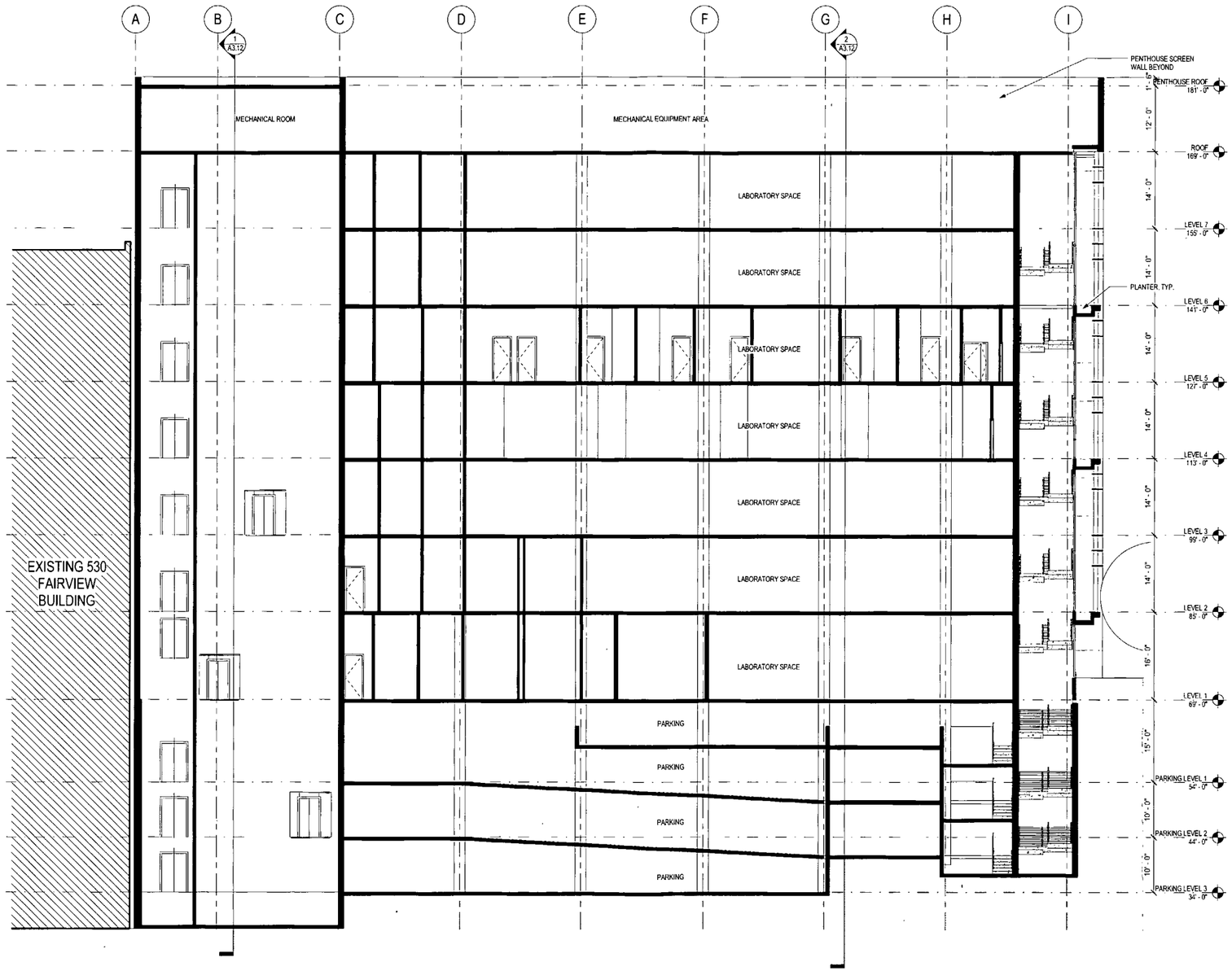

1 LONGITUDINAL BUILDING SECTION
1/8" = 1'-0"

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REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

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LONGITUDINAL BUILDING SECTION

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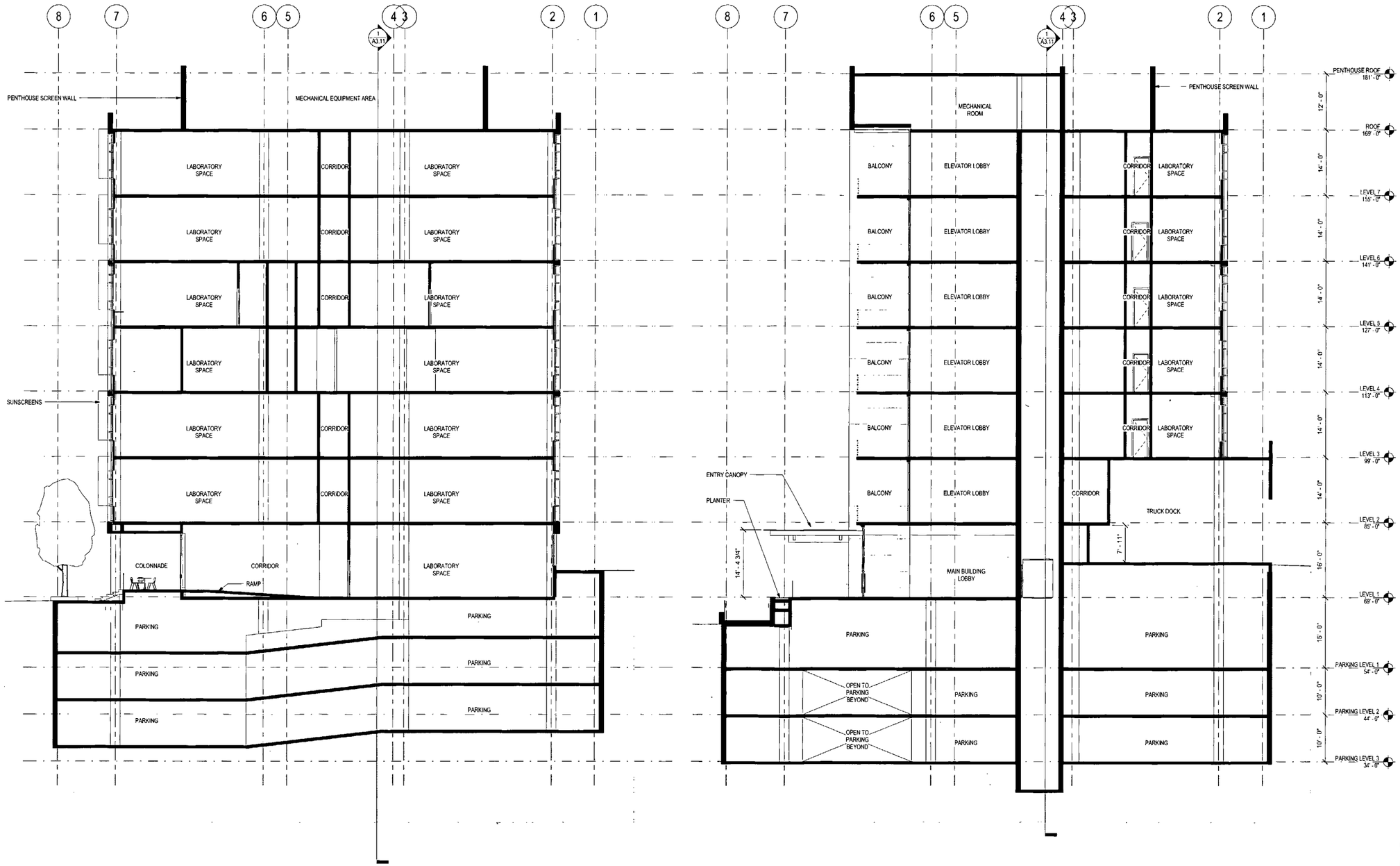

2 TRANSVERSE BUILDING SECTION B
1/8" = 1'-0"

1 TRANSVERSE BUILDING SECTION A
1/8" = 1'-0"

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PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

DR
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TN

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REGISTERED ARCHITECT
BRUCE L. WILLIAMS
STATE OF WASHINGTON

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TRANSVERSE BUILDING SECTIONS

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A3.12

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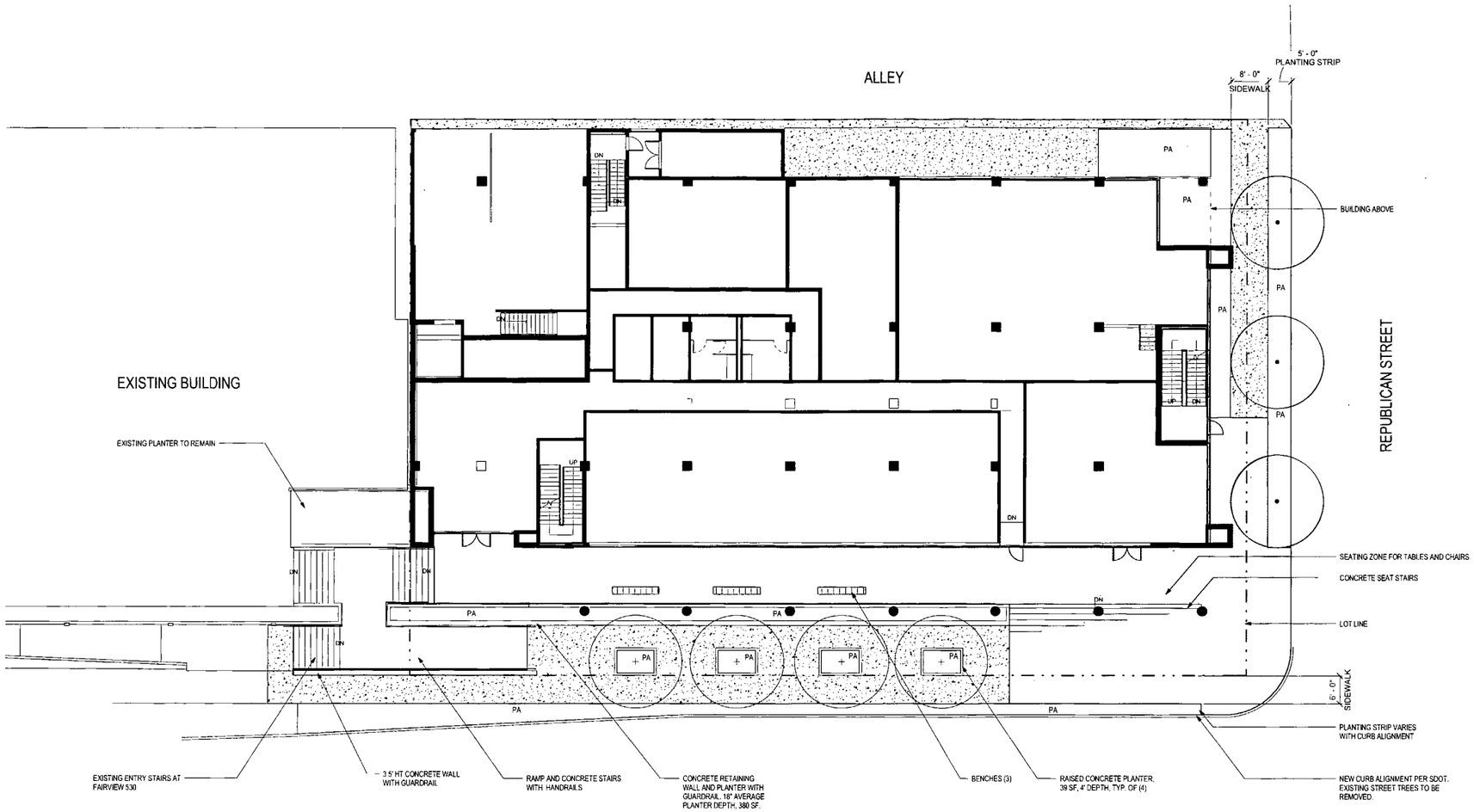

16 MATERIALS PLAN
1" = 10'-0"

MATERIALS LEGEND

- CONCRETE PAVING: LIGHT SANDBLAST FINISH 2 X 2 SAWCUT SCORING
- CONCRETE ACCENT PAVING: INTEGRAL COLOR HEAVY SANDBLAST FINISH SAWCUT SCORING
- PA — PLANTING AREA
- BENCH

NOTE:

1. SEE EXISTING CONDITIONS SURVEY FOR PROPERTY BOUNDARY INFORMATION.

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PROJECT:
500 FAIRVIEW

LOCATION:
500 FAIRVIEW AVE
SEATTLE, WA

PREPARED FOR:
BMR-500 Fairview Avenue LLC

NO	DATE	REVISION

PROJECT DIRECTOR
DR
PROJECT MANAGER
DR
PROJECT ARCHITECT
TN
PROJECT TEAM MEMBERS
TN
DATE
=

ARCHITECT SEAL

STATE OF WASHINGTON
DEBRA GUENTHER
LANDSCAPE ARCHITECT

DEBRA GUENTHER
CERTIFICATE NO. 1022

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SHEET

MATERIALS PLAN

PROJECT NO.
0932400

DATE
JANUARY 12, 2011

PROJECT ARCHIVE NO.

SHEET NUMBER
L1.01

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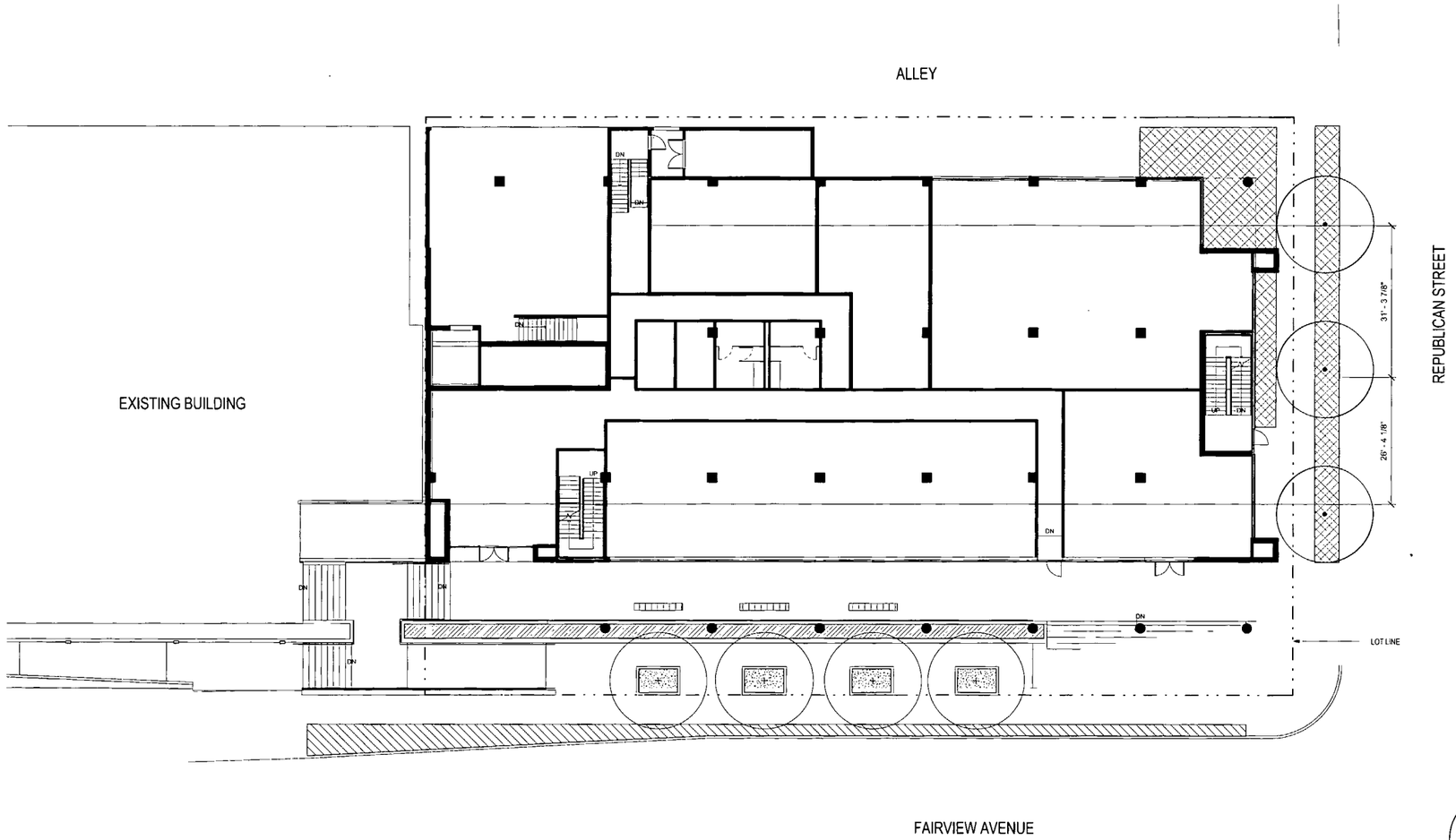

16 PLANTING PLAN
1" = 10'-0"

PLANTING LEGEND

1. REFER TO SHEET L4.02 FOR TREE AND PLANT SPECIES AND SIZES WITHIN EACH PLANTING CATEGORY
2. PLANTING CATEGORIES DEMONSTRATE CHARACTER OF PLANTINGS.
3. STREET TREE SPECIES TO BE CONFIRMED WITH SDOT, BILL AMES URBAN FORESTER.
4. SEE ARCH PLAN FOR PLANTER LOCATIONS ON SOUTH FACADE
5. GREEN FACTOR ZONE KEY LISTED WITH EACH PLANTING CATEGORY. SEE L4.02 FOR WORKSHEET AND SCORE CARD.

STREET TREE

TREE AT FAIRVIEW

ROW PLANTING - FAIRVIEW

630 SF TOTAL PLANTING AREA
A2: 24"+ SOIL DEPTH
B1: GROUNDCOVER COVERAGE: 20%
B2: 2'+HT SHRUB COVERAGE: 80% @ 30" O.C.

ROW PLANTING - REPUBLICAN

1110SF TOTAL PLANTING AREA
A2: 24"+ SOIL DEPTH
B1: GROUNDCOVER COVERAGE: 50%
B2: 2'+HT SHRUB COVERAGE: 50% @ 24" O.C.

PLANTER - ARCADE LEVEL

380 SF TOTAL PLANTING AREA
A1: UNDER 24" SOIL DEPTH
B1: GROUNDCOVER COVERAGE: 20%
B2: 2'+HT SHRUB COVERAGE: 80% @ 36" O.C.

PLANTER - STREET LEVEL

96 SF TOTAL PLANTING AREA
A2: 24"+ SOIL DEPTH
B1: GROUNDCOVER COVERAGE: 40%
B2: 2'+HT SHRUB COVERAGE: 60% @ 24" O.C.

PLANTER - SOUTH FACADE

840SF TOTAL PLANTING AREA
A2: 24"+ SOIL DEPTH
B1: GROUNDCOVER COVERAGE: 20%
B2: 2'+HT SHRUB COVERAGE: 80% @ 24" O.C.

ORIGINAL SHEET SIZE 30" x 42"

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NO	DATE	REVISION

PROJECT ARCHITECT
DR
PROJECT MANAGER
DR
PROJECT ARCHITECT
TN
PROJECT TEAM MEMBER
TN
SCALE
=

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

DEBRA GUENTHER
CERTIFICATE NO. 1022

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SHEET
PLANTING PLAN

PROJECT NO.
0932400
DATE
JANUARY 12, 2011
PROJECT DESCRIPTION

SHEET NUMBER
L4.01
MUP SUBMITTAL

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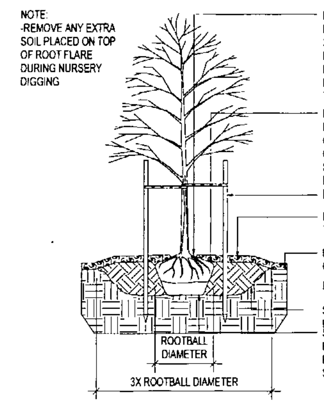
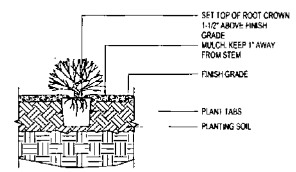
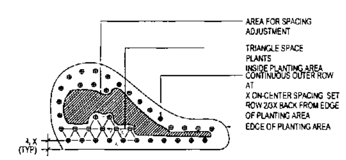


2 TREE PLANTING
3/8" = 1'-0"



7 SHRUB PLANTING
3/8" = 1'-0"



12 PLANT SPACING
3/8" = 1'-0"

PLANTING SCHEDULE						
BOTANICAL NAME	COMMON NAME	SIZE	SPACING	CONDITION	COMMENTS	DROUGHT TOLERANT
STREET TREES (ONE SPECIES ONLY TO BE SELECTED)						
Gingko biloba	Gingko Biloba	3" CAL.	AS SHOWN	B + B	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
Fraxinus americana 'Autumn Applause'	Autumn Applause Ash	3" CAL	AS SHOWN	B + B	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
Zelkova serrata 'Village Green'	Village Green Zelkova	3" CAL	AS SHOWN	B + B	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
TREES AT FAIRVIEW (ONE SPECIES ONLY TO BE SELECTED)						
Carpinus betulus 'Cambridge'	Cambridge Hornbeam	3" CAL	AS SHOWN	CONT	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
Cladrastis kentukea	American Yellowood	3" CAL.	AS SHOWN	B + B	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
Pyrus calleyrana 'Glen's Form'	Glen's Form Pear	3" CAL	AS SHOWN	CONT	SPECIMEN QUALITY,MATCHED, FULL, EVEN BRANCHING	
ARCADE PLANTER						
Cornus sericea 'Flaviramea'	Yellow Twig Dogwood	3 GAL	36" O.C.	CONT	FULL AND BUSHY	
STREET LEVEL PLANTERS						
Fragaria chiloensis	Coastal Strawberry	4" POT	18" O.C.	CONT		X
Polystichum munitum	Sword Fern	2 GAL	24" O.C.	CONT	FULL AND BUSHY, MIN. 5 FRONDS	X
FAIRVIEW R.O.W						
Fragaria chiloensis	Coastal Strawberry	4" POT	18" O.C.	CONT		X
Mahonia repens	Creeping Mahonia	2 GAL	24" O.C.	CONT	FULL AND BUSHY	X
Viburnum davidii	David Viburnum	3 GAL	36" O.C	CONT		X
Salix purpurea	Purple Osier Willow	3 GAL	36" O.C	CONT		
REPUBLICAN R.O.W.						
Carex testacea	Orange Sedge	1 GAL	24" O.C.	CONT		X
Cornus sericea 'Kelseyi'	Kelsey Dogwood	2 GAL	30" O.C.	CONT	FULL AND BUSHY, 15-18" HT.	X
Mahonia repens	Creeping Mahonia	2 GAL	24" O.C.	CONT	FULL AND BUSHY	X
Sesleria autumnalis	Autumn Moor Grass	1 GAL	18" O.C.	CONT		
FACADE PLANTER						
Arctostaphylos uva-ursi	Kinnikinnick	2 GAL	24" O.C.	CONT		X
Mahonia repens	Creeping Mahonia	2 GAL	24" O.C.	CONT	FULL AND BUSHY	X

NOTES

1. PLANTS TO BE SELECTED FROM THE CATEGORIES LISTED ABOVE. CERTAIN SPECIES AND CULTIVARS TO BE SELECTED BASED ON APPLICATION AND AVAILABILITY.
2. FINAL SELECTION OF PLANTS WILL BE BASED ON DROUGHT TOLERANCE NATIVE AND NATIVE LIKE QUALITIES, AND LONG TERM MAINTENANCE CRITERIA. FINAL PLANT SELECTION AND SPECIFICATIONS WILL BE TAKEN FROM, BUT NOT LIMITED TO THOSE PLANT LISTED ON THIS SHEET.
3. A MINIMUM OF 25 % OF ALL PLANT MATERIAL WILL BE DROUGHT TOLERANT.
4. NURSERY TAGS SHALL REMAIN ON AT LEAST TWO TREES PER SPECIES UNTIL FINAL CERTIFICATE OF OCCUPANCY HAS BEEN ISSUED.
5. PLANTERS ON DECK AND AT GRADE TO RECEIVE PERMANENT IRRIGATION.
6. PLANTING SOIL WILL BE IMPORTED TOPSOIL FOR ALL PLANTING AREAS.
7. ALL PLANTING AREAS TO HAVE A MINIMUM OF 18" SOIL DEPTH.
8. SHRUBS PLANTED IN THE RIGHT-OF-WAY WILL MAINTAIN 24" MAXIMUM HEIGHT WITHIN 30 FEET OF THE INTERSECTION AND 30" MAXIMUM HEIGHT ELSEWHERE IN THE RIGHT-OF-WAY.

Revised 4/8/09

Green Factor Worksheet*

SEATTLE × green facto

		Planting Area					
		FAIRVIEW ROW	STREET LEVEL PLANTER	ARCADE PLANTER	REPUBLICAN ROW	FAÇADE PLANTER	TOTAL**
A1	square feet			380			380
A2	square feet	630	160		1110		1900
A3	square feet					840	840
B1	square feet	125	65	76	555	170	991
B2	# of plants	93	28	38	161	195	515
B3	# of trees						0
B4	# of trees		4				4
B5	# of trees				3		3
B6	# of trees						0
B7	# of trees						0
C1	square feet						0
C2	square feet						0
D	square feet						0
E	square feet						0
F1	square feet						0
F2	square feet						0
G	square feet						0
H1	square feet						0
H2	square feet						0
H3	square feet						0
H4	square feet						0

Revised 12/28/10

Green Factor Score Sheet

SEATTLE × green factor

Project title

Parcel size (enter this value first) * (enter sq ft of parcel): 19,895 — SCORE 0.252

Landscape Elements**		Totals from GF worksheet		Factor	Total
A	Landscaped areas (select one of the following for each area)				
1	Landscaped areas with a soil depth of less than 24"		380	0.1	38
2	Landscaped areas with a soil depth of 24" or greater		1900	0.6	1,140.0
3	Bioretention facilities		840	1.0	840.0
B	Plantings (credit for plants in landscaped areas from Section A)				
1	Mulch, ground covers, or other plants less than 2' tall at maturity		991	0.1	99
2	Shrubs or perennials 2'+ at maturity - calculated at 12 sq ft per plant (typically planted no closer than 18" on center)	515	6180	0.3	1,854
3	Tree canopy for "small trees" or equivalent (canopy spread 8' to 15') - calculated at 75 sq ft per tree		0	0.3	-
4	Tree canopy for "small/medium trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree	4	600	0.3	180.0
5	Tree canopy for "medium/large trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree	3	750	0.4	300.0
6	Tree canopy for "large trees" or equivalent (canopy spread of 26' to 30') - calculated at 350 sq ft per tree		0	0.4	-
7	Tree canopy for preservation of large existing trees with trunks 6"+ in diameter - calculated at 20 sq ft per inch diameter		0	0.8	-
C	Green roofs				
1	Over at least 2" and less than 4" of growth medium		0	0.4	-
2	Over at least 4" of growth medium		0	0.7	-
D	Vegetated walls		0	0.7	-
E	Approved water features		0	0.7	-
F	Permeable paving				
1	Permeable paving over at least 6" and less than 24" of soil or gravel		0	0.2	-
2	Permeable paving over at least 24" of soil or gravel		0	0.5	-
G	Structural soil systems		0	0.2	-
	sub-total of sq ft =		11,641		
H	Bonuses				
1	Drought tolerant or native plant species		2500	0.1	250.0
2	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater		0	0.2	-
3	Landscaping visible to passersby from adjacent public right of way or public open spaces		3,120	0.1	312
4	Landscaping in food cultivation		0	0.1	
				Green Factor numerator =	5,013

* Do not count public rights-of-way in parcel size calculation

** You may count landscape improvements in rights-of-way contiguous with the parcel. All landscaping on private and public property must comply with the Landscape Standards Director's Rule (DR 6-2009)

18 GREEN FACTOR WORKSHEET AND SCORE CARD

CURRENT GREEN FACTOR SCORE OF .252 CAN BE RAISED TO BE MEET THE TARGET GREEN FACTOR SCORE OF .3 THROUGH A COMBINATION OF ADDITIONAL STRATEGIES. POSSIBLITIES INCLUDE: PERMEABLE PAVING IN THE RIGHT OF WAY, GREEN ROOF, BIORETENTION IN THE RIGHT OF WAY. CIVIL ENGINEER WILL BE CONSULTED FOR THE BEST STRATEGY FOR THE SITE AND CLIENT.

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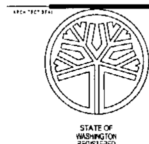

DEBRA GUENTHER
CERTIFICATE NO. 1022

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PLANTING SCHEDULE + DETAILS

0932400

JANUARY 12, 2011

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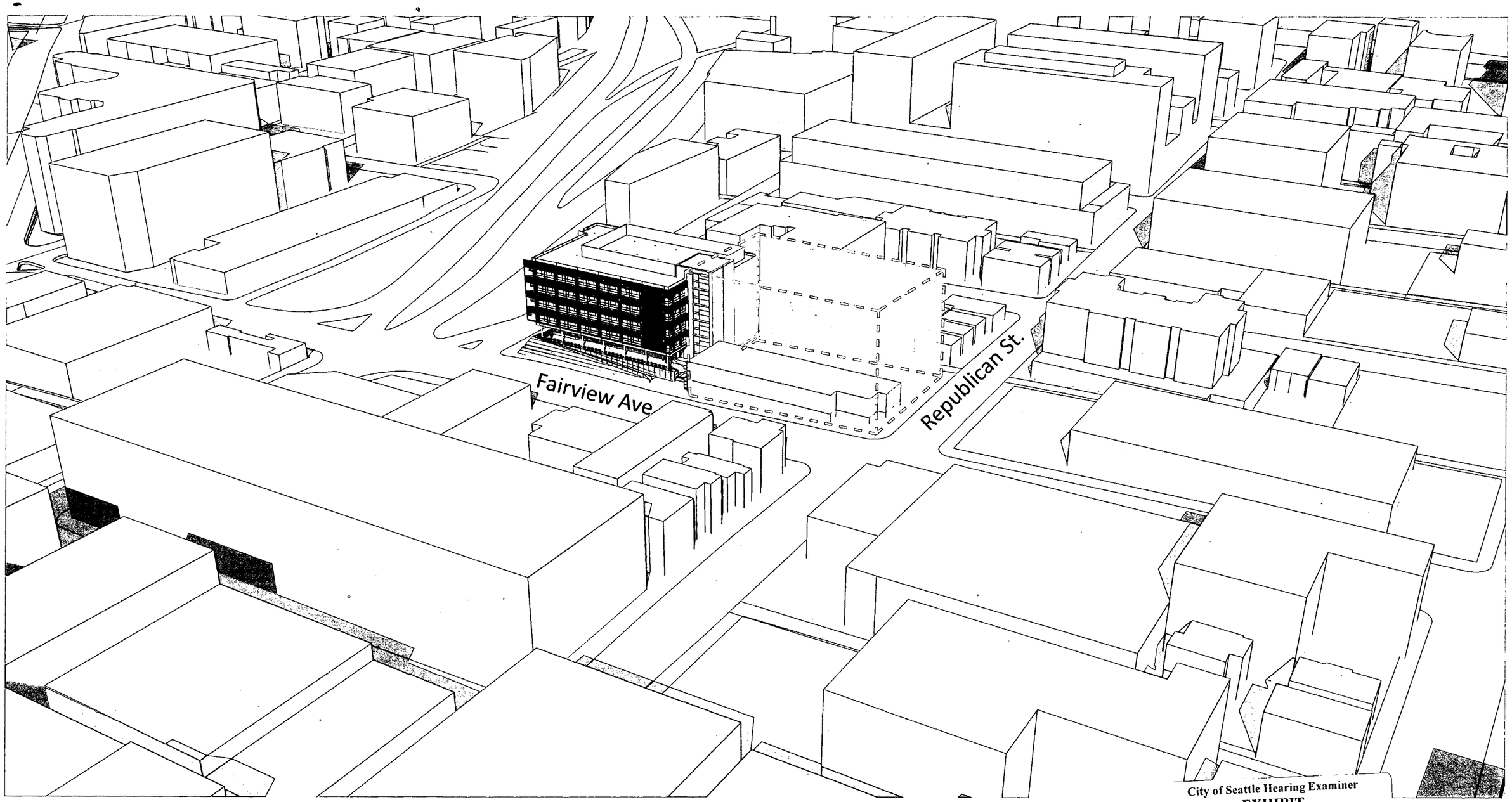


City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ✓ ADMITTED ___
Department ✓ DENIED ___
10
FILE: CF #311061, Proj. # 3011479

Recommendation Meeting
500 FAIRVIEW

06.15.11

BIOMED REALTY TRUST, INC.
Real Estate for the Life Science Industry®

MITHŪN

500 Fairview Development Objectives

The proposal is for a 7 story 108,500 gross square foot speculative laboratory building. This will be developed adjacent to the 530 Fairview project which was developed by the same owner. The owner would like these two properties to operate as a campus of laboratory buildings. A pedestrian colonnade will link both buildings from an at grade entry at the corner of Republican Street and Fairview Avenue.

The site is currently occupied by an office building that sits on about half of the site and borders Fairview Avenue. The remainder of the site is used for vehicle parking.

The current zoning of the site is IC 65. There is a rezoning process underway for the entire South Lake Union District. The IC zoning for this site is no longer considered to be the appropriate zoning for this part of South Lake Union. The owner intends to apply to the City of Seattle DPD for a contract rezone to SM85. In addition they intend to take advantage of the 20 feet of additional height allowance under the bio-tech amendment of the Seattle Zoning Code which would increase the allowable building height on the site to 105 feet.

The proposed building will be 7 levels above grade with a 3 level secure sub-grade parking structure, which will accommodate approximately 143 cars. Access to the underground parking will be made through the garage entry of the adjacent building (530 Fairview) minimizing the curb cuts on the block to 1 at the northern end of the 530 Fairview site. The owner intends to implement a reciprocal access easement to allow access through the 530 Fairview site. The first floor height will be 16 feet and levels 2 through 7 will be 14 feet high, for a total height of 100 feet (excluding penthouse screening).
Each floor of the laboratory building will be approximately 15,500 gross square feet. The building will be constructed of cast in place concrete and have a metal composite panel and glass curtain wall skin.

The design approach will keep the building floors as narrow as possible while still allowing efficient functional laboratory space with the intent of maximizing daylight access and the opportunity for natural ventilation of the space. Narrowing the building footprint has several benefits beyond those just discussed. The owner is also interested in developing a retail or cafe space at street level fronting the colonnade and Republican Street that would serve the public as well as occupants of the building.

Design Response to Second Early Design Guidance Meeting

On December 1st 2010 the second EDG meeting was conducted. In response to comments made at this meeting specific changes have been made to the design. This package reflects the current design with the following changes:

1. Study corner crossing at Fairview / Republican. Discuss the widening of Fairview, loss of existing street trees.

- The current design reflects the widening of Fairview avenue. The design team discussed modifying the corner crossing at Fairview & Republican with SDOT. SDOT's response was that modifications to the standard crossing arrangements are not permitted. We feel that the work required to widen Fairview will provide a new crossing at that location that will be more functional and aligned with the streets.

- Widening of Fairview results in the loss of existing street trees. Our design adds 4 trees with seat level planting areas on our project site. We studied replacing the street trees, but the distance from curb to the edge of our development is too narrow to allow an allee of trees.

2. Lab layouts, relationship of views to apartments across the alley.

- This package includes two proposed layouts of Laboratory spaces. Due to the speculative nature of this development, these plans are shown for functional use and are not necessarily the layouts that the tenants will design for their spaces.

- The narrow width of the area in the northeast corner of the plan will restrict the types of uses in that area.

- The lab layouts show a single tenant and a multi tenant floor. In both plans, the northeast corner of the plan directly across from the Pete Gross House project is shown used for conferencing functions. In addition, we have redesigned the facade of the building in that location to reduce the amount of vision glass. Adjustable blinds will be provided in those spaces.

3. Development of facades, materials, exterior lighting.

- The package reflects the current design of the facades and exterior materials. It also shows exterior lighting intent, street furniture, and planting materials.

We feel that these changes greatly enhance the design and address the concerns and comments made by the Design Review Board at the Early Design Guidance meetings.

A-1 Responding to Site Characteristics
The entry plaza and colonnade proposed in the design extends the outdoor space created in the 530 Fairview project onto the Republican Street edge and connects to the existing 530 Fairview pedestrian connection which terminates in an overlook of Lake Union at the northern end of the site. The narrow floorplate proposed in the design maximizes daylight penetration and allows the opportunity for natural ventilation.

A-2 Streetscape Compatibility
Access to the entry plaza from the corner of Fairview and Republican offers pedestrians a choice of paths to the main entry and potential access to retail/cafe space and outdoor seating overlooking Republican Street. The new trees and seating along Fairview give a shaded and secure passage along the western edge of the site. The ground floor perimeter will be glazed allowing views into the activities inside. The entrance will be recessed. A direct on-grade pedestrian connection to 530 Fairview is at the northern end of the site.

A-3 Entrances Visible from the Street
Entrance to the Cafe / Retail space is clearly visible from Fairview and Republican Street. Moving the building toward Fairview Avenue makes the main entry more visible. Balconies above the entry provide a visual marker that highlights the entry.

A-4 Human Activity
As previously stated in A-2 above, an on-grade connection to the entry plaza is made at the south end of the site and a mid block stair connection is made to access the building entry at the north end of the site. This stair access is shared with the 530 Fairview property to encourage interaction between the occupants of the buildings. This stair has been modified to include a ramp from the south. This will further reduce the apparent height of the site wall along the western edge of the plan. The colonnade and plaza areas will be well lit and landscaped to provide a feeling of enclosure and appropriate relationships to the street, as well as views to downtown and Lake Union

A-5 Respect for Adjacent Sites
The proposed design moves the major massing of the building to the center of the site allowing more distance along the alley side of the project for light and air access to the adjacent sites.

A-8 Parking and Vehicle Access
The proposed design removes all existing curb cuts from Fairview Avenue and Republican Street. It relies on the existing parking entry to 530 Fairview for its access to parking. Access to service vehicles will be from the alley on the east side of the site. There is an opportunity for parking for service and delivery vehicles along the alley.

B-1 Height, Bulk, and Scale Compatibility
As stated in the development objectives section, the project is applying for a Contract Rezone for the site. Changing it from IC-65 to SM-85. The height bulk and scale is compatible with the requirements of that zoning. The building design and location on the site complies with the setback provisions of the zoning code. We believe that the narrow floors proposed provide opportunities for a better indoor and urban environment by allowing more daylight access to the interior and more space for the colonnade, entry plaza and seating for the retail/cafe uses. The building facades are highly articulated and will be constructed of metal panels, glass and metal curtain wall, glass and metal sunshades. On the south facade a series of planters at levels 2, 4, and 6 are designed to act as part of the storm water mitigation system.

C-2 Architectural Concept and Consistency
The roof-line and fenestration elements of the building are distinctive and well proportioned and configured based on orientation to communicate an obvious response to the environmental conditions. Window shading is designed to be effective against unwanted summer sunlight while allowing in beneficial winter sun. The proportion, rhythm, and materiality of the facades reference the existing 530 Fairview project to the north without replecating it to strengthen the campus image of buildings for a single owner.

C-3 Human Scale
The proportion of glazing, height of sills, location of street furnishings, and landscaped areas are intended to enhance the pedestrian experience and relationship to human scale around the building.

C-4 Exterior Materials
The building facades are highly articulated and will be constructed of metal panels, glass and metal curtain wall, glass and metal sunshades. The base of the building will have cast in place concrete walls under the window sills to continue the aesthetic that was established at 530 Fairview.

D-1 Pedestrian Open Spaces and Entrances
Access to building entries will be well lit and secure. There will be no blank walls facing the street. Retaining walls along Fairview Avenue will be minimized to the greatest extent possible, and those that must remain will be designed to incorporate landscape elements and seating. All parking for the project is located below grade. Access to dumpsters and the service dock is made from the alley to the east and will be appropriately screened.

D-2 Blank Walls
There are no blank walls facing the street.

D-3 Retaining Walls
A retaining wall at the mid-block entry has been treated to reduce its apparent height. The entry stair has been configured to incorporate a ramp from the south so the wall is visibly reduced in height.

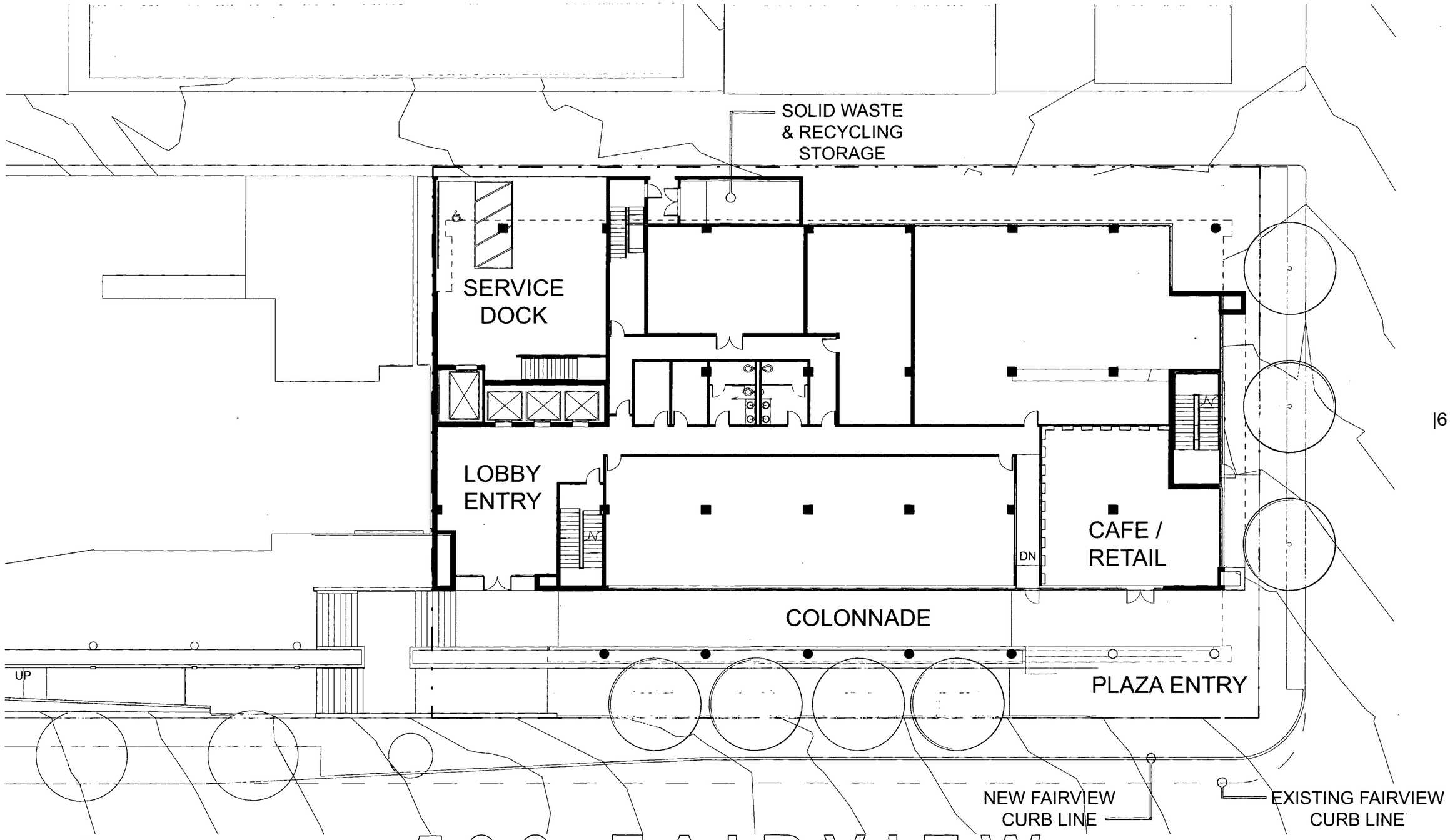
D-6 Screening of Dumpsters, Utilities, and Service Areas
All dumpsters are located within a designated waste/recycling room near the Service Dock Area which has alley access. The emergency generator will be located in an acoustically shielded area inside the building and its exhaust will be muffled and screened from view. The service dock will be secure and have an exterior overhead door.

D-7 Treatment of Alleys
The alley on the eastern edge of the property has been widened by the movement of the building to the west. Landscape zones on the south edge of the building extend to the entry to the alley.

E-2 Landscaping to Enhance the Building and/or Site
Plant selection in the landscape design will be based upon native species and species that are draught tolerant to minimize irrigation. Elevated planters are designed on the southern facade of the building at levels 2, 4, and 6.

E-3 Landscape Design to Address Special Site Conditions
To enhance the view corridor down Fairview Avenue, the building massing is set back from the street allowing for significant landscaping and entry plaza area on the south western corner of the site. The downward slope of Fairview Avenue presents particular challenges. The design proposes to access the plaza at the northern end of the site via a stair that leads to the entry to both 500 and 530 Fairview properties. This minimizes the height differential between the sidewalk and the building entry. On-grade accessible access can be made at the southern end of the site at the corner of Fairview and Republican and proceeds through a colonnade to the main building entry. The building has been set back from Republican and the landscape / hardscape of the entry plaza has been extended to include the area along the southern face of the building allowing outdoor seating next to the Cafe / Retail space. This set back also enhances the views down Republican Street to the west. Views of Lake Union and the downtown skyline will be visible from these public spaces.

Site Plan

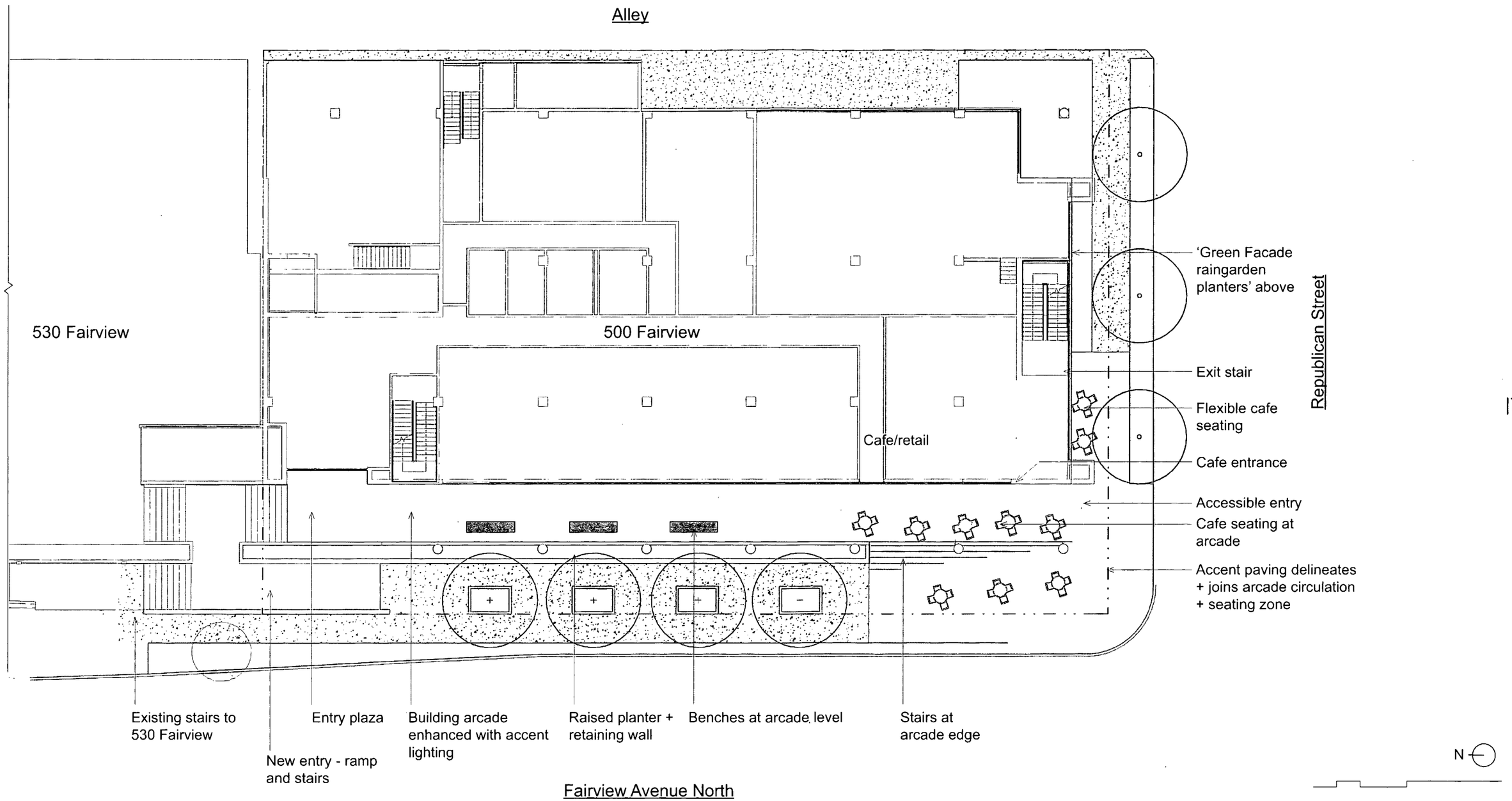


BioMed Realty Trust, Inc.
Real Estate for the Life Science Industry®

500 FAIRVIEW

MITHŪN

Landscape Plan



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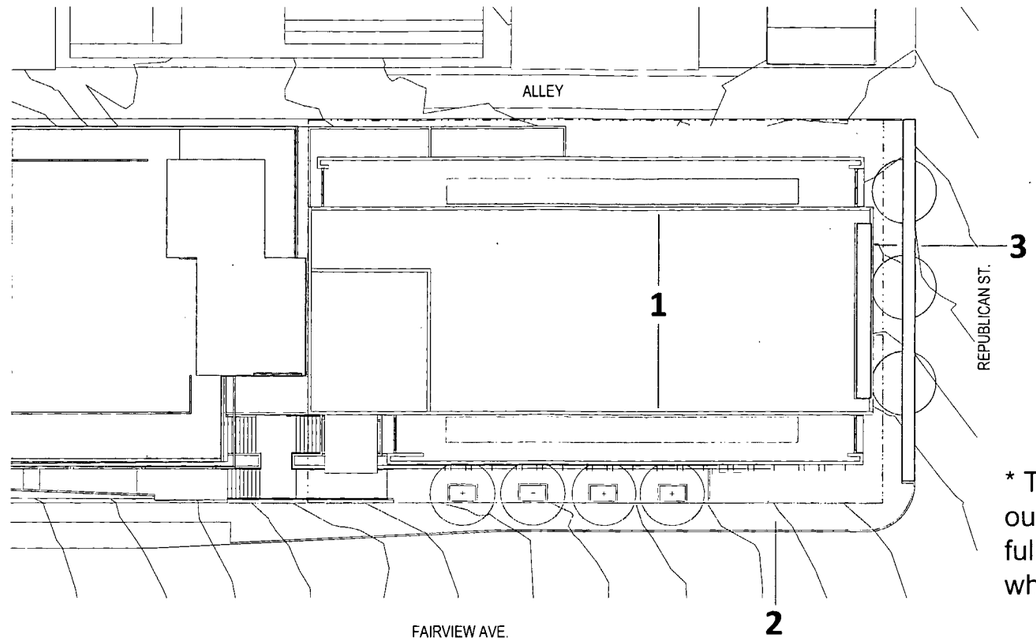
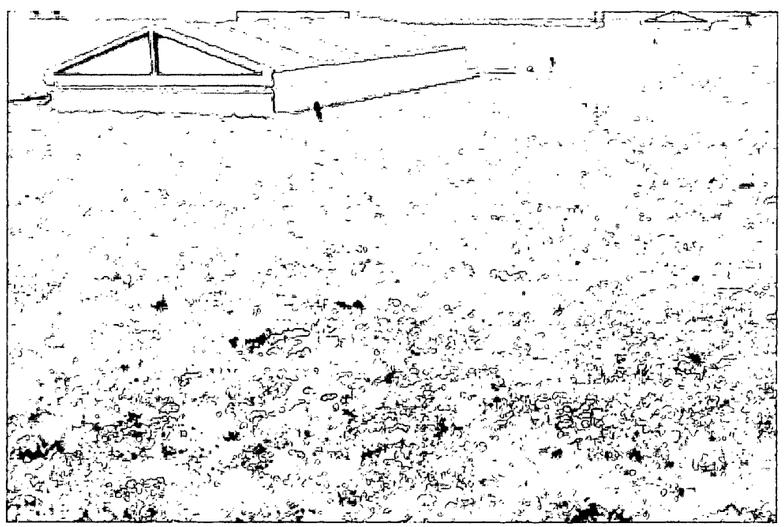
500 FAIRVIEW

MITHŪN

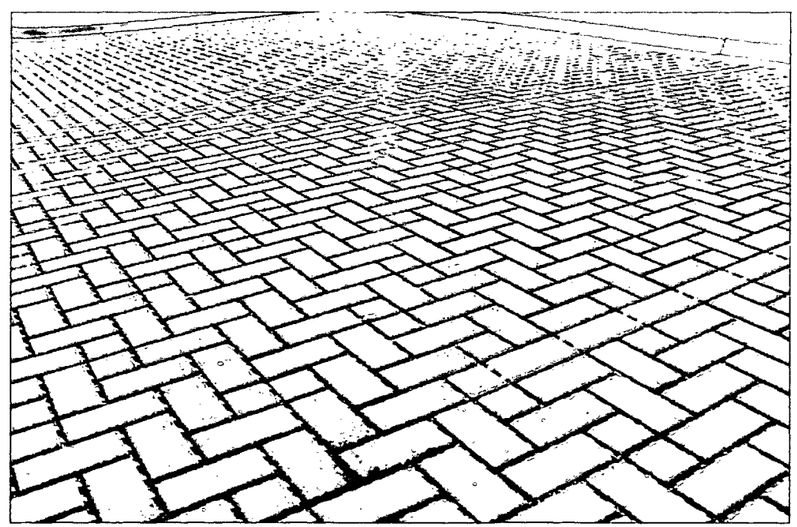


* The project will implement a combination of the outlined strategies - not necessarily all three. The full design team will evaluate the site in terms of which strategies will best support site function.

Opportunities for on site stormwater management include:



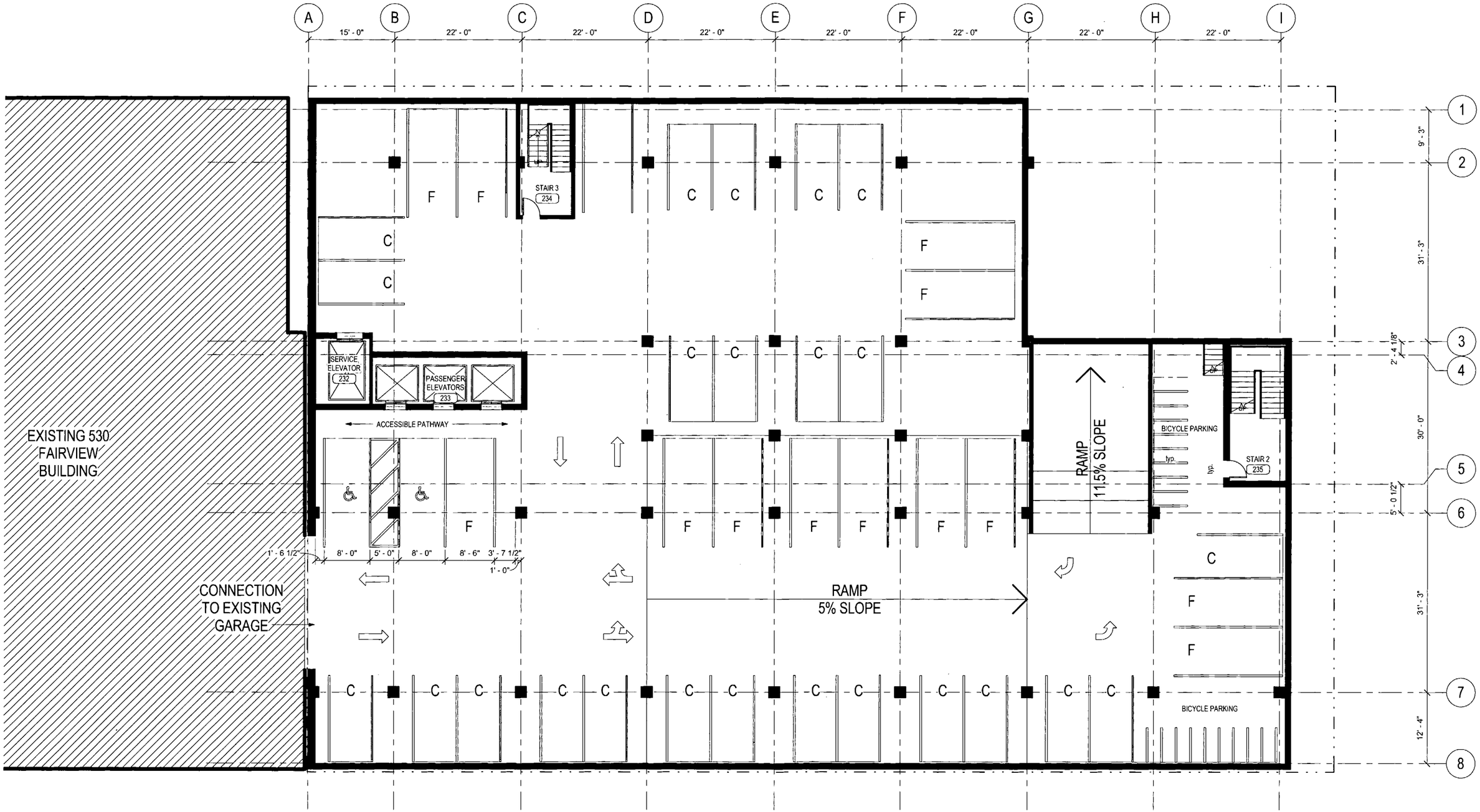
1. Intensive greenroof



2. Permeable paving in the Right of Way

3. Bioretention in the Right of Way and facade planters.

Level P3 Plan



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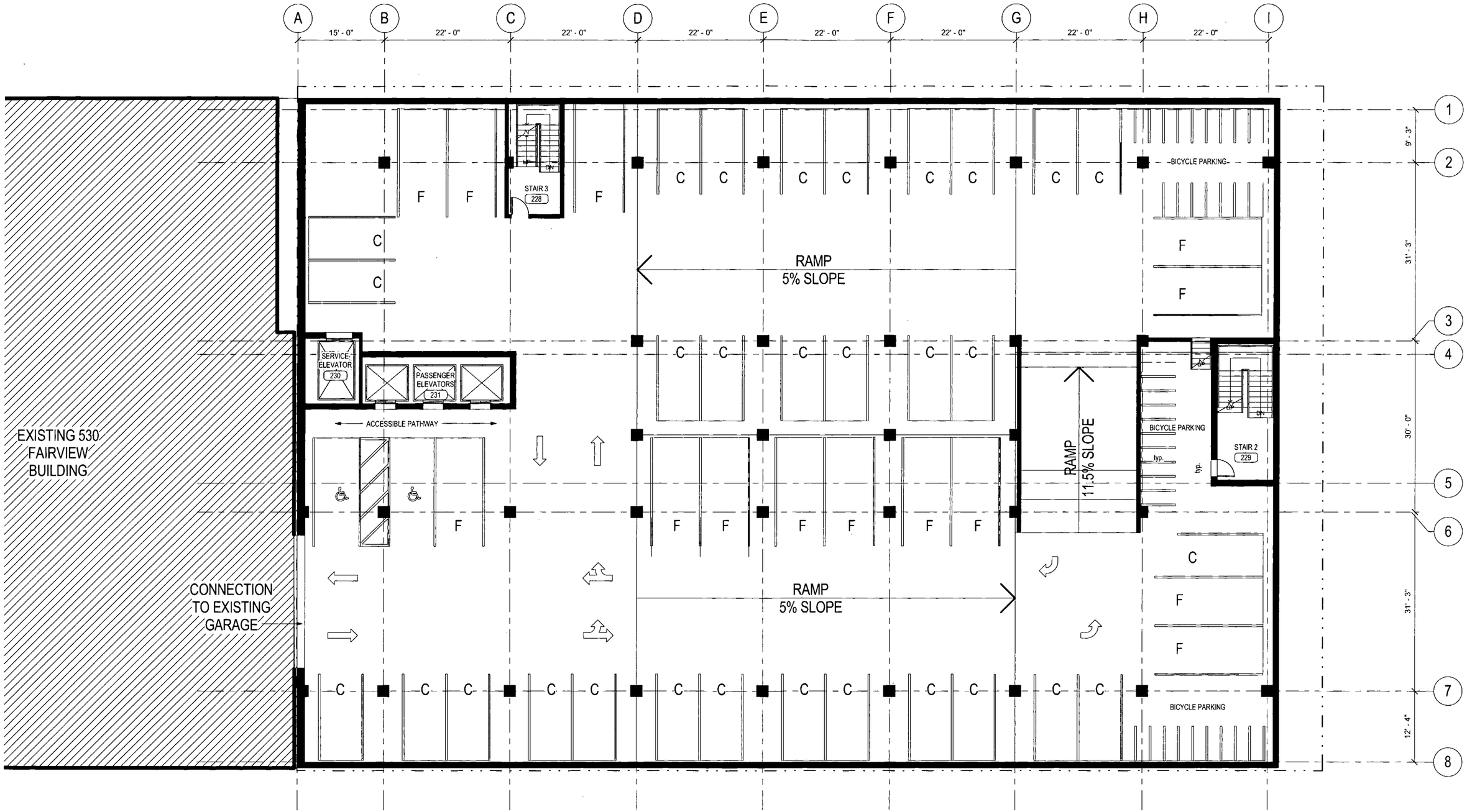
Level P2 Plan



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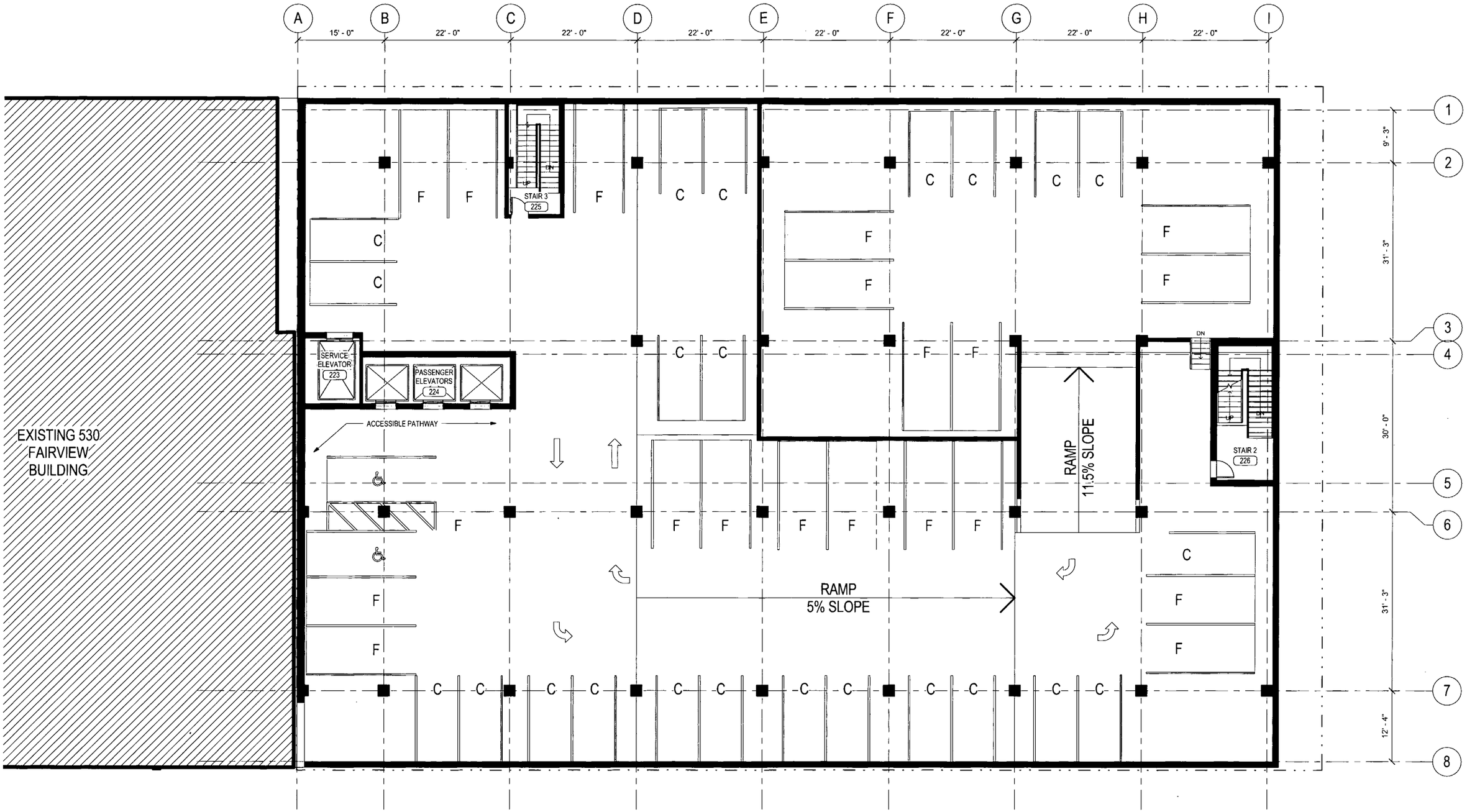
Level P1 Plan



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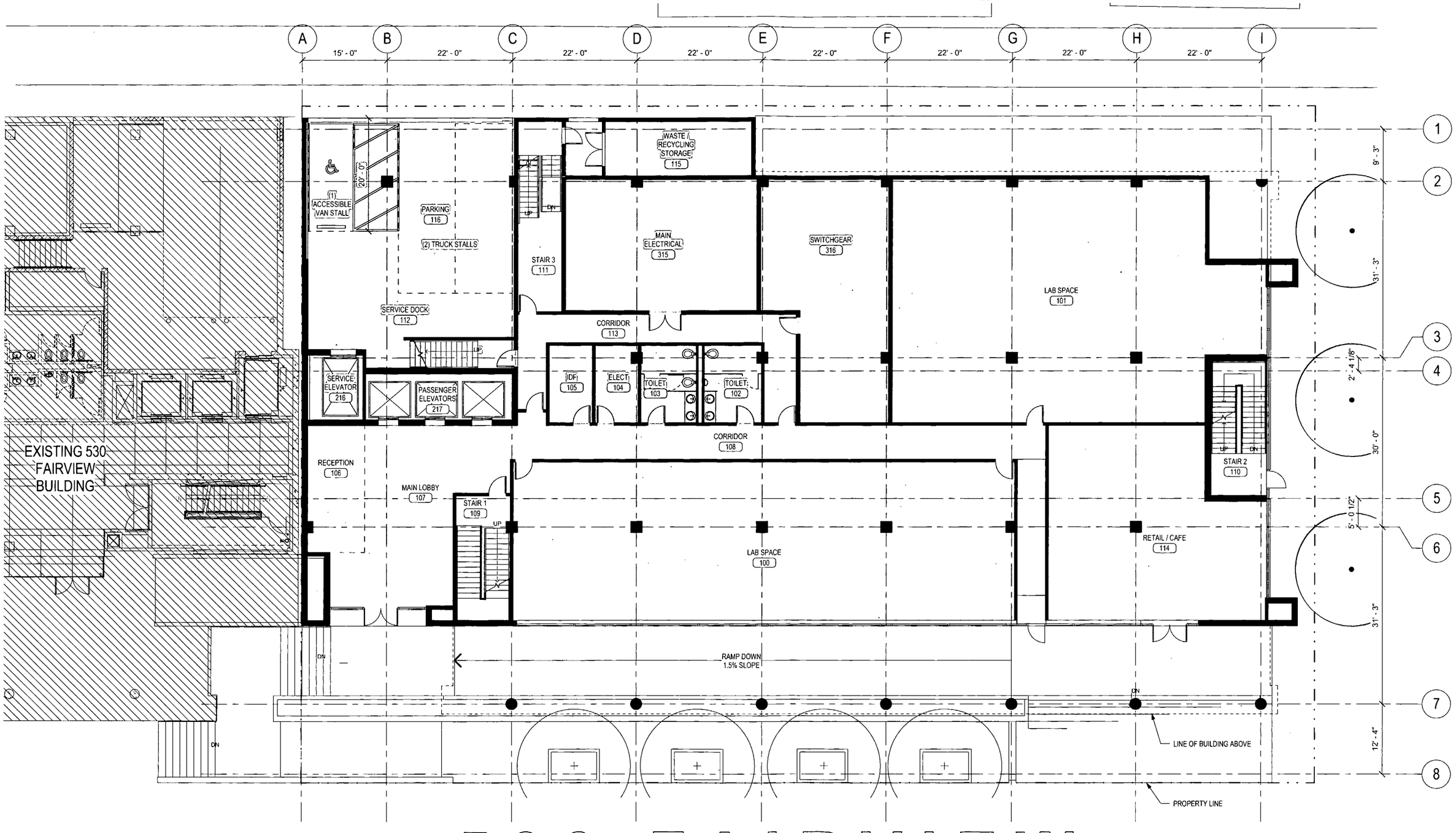
Level 1 Plan



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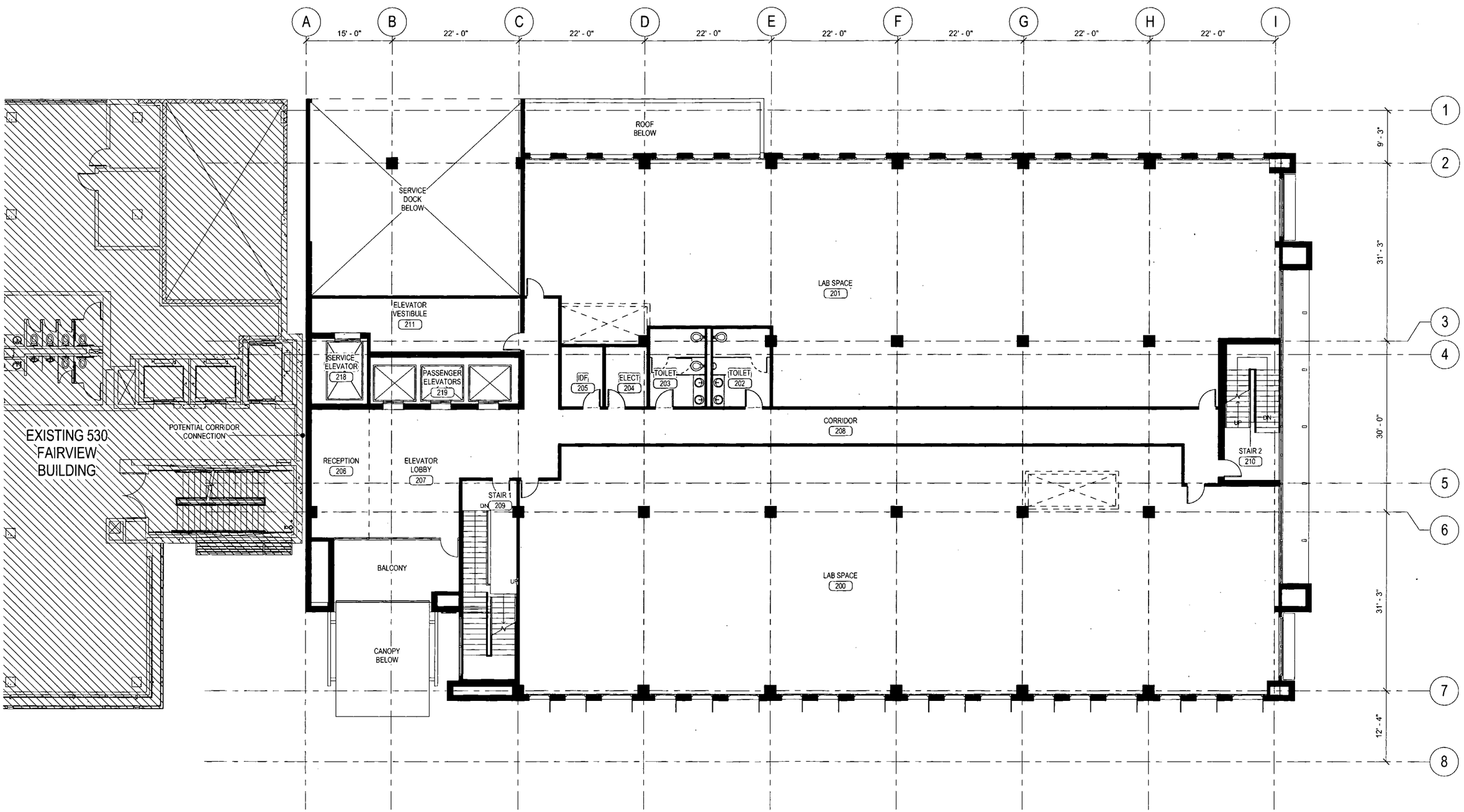
Level 2 Plan



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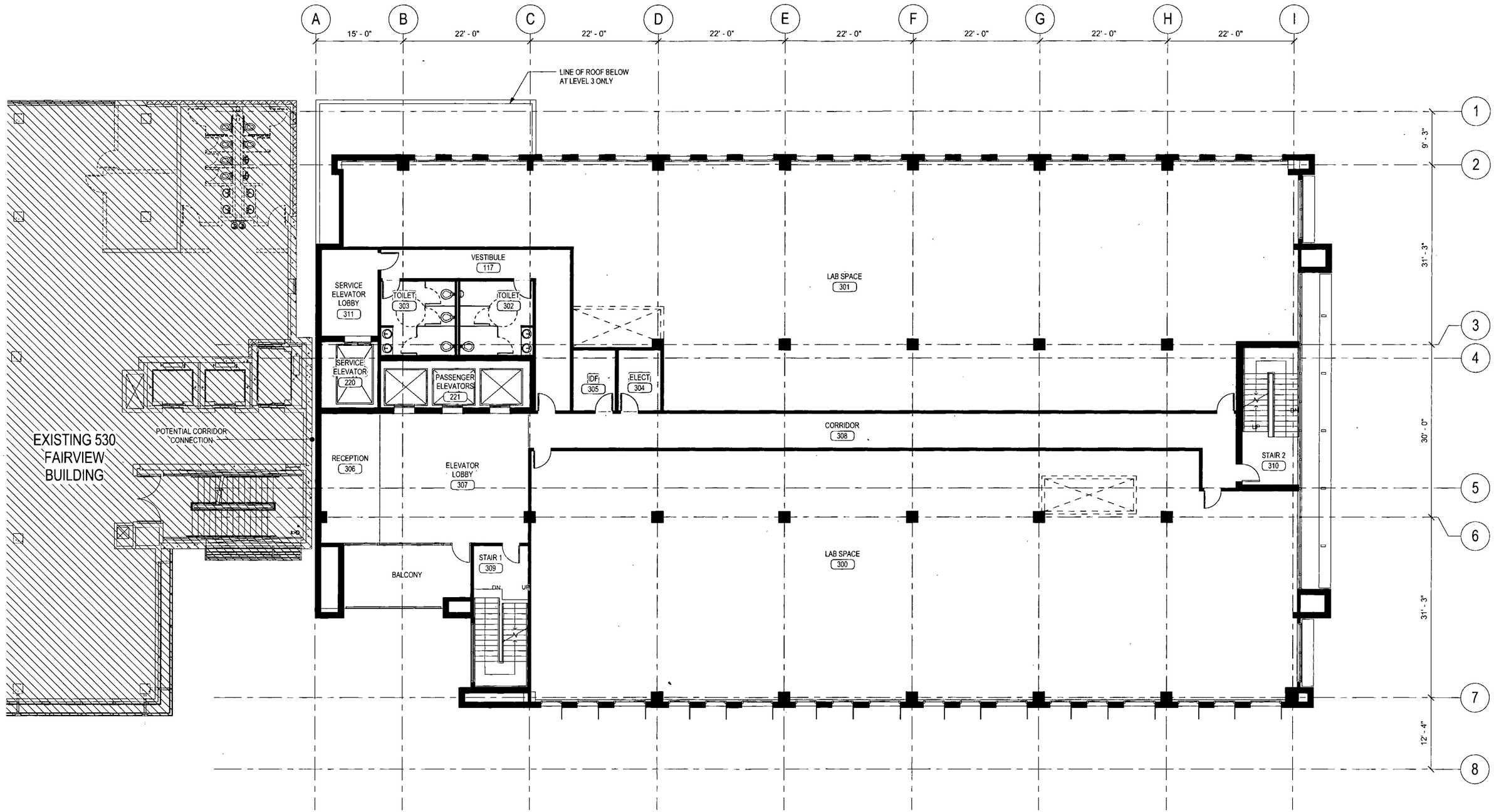
Level 3-7 Plan



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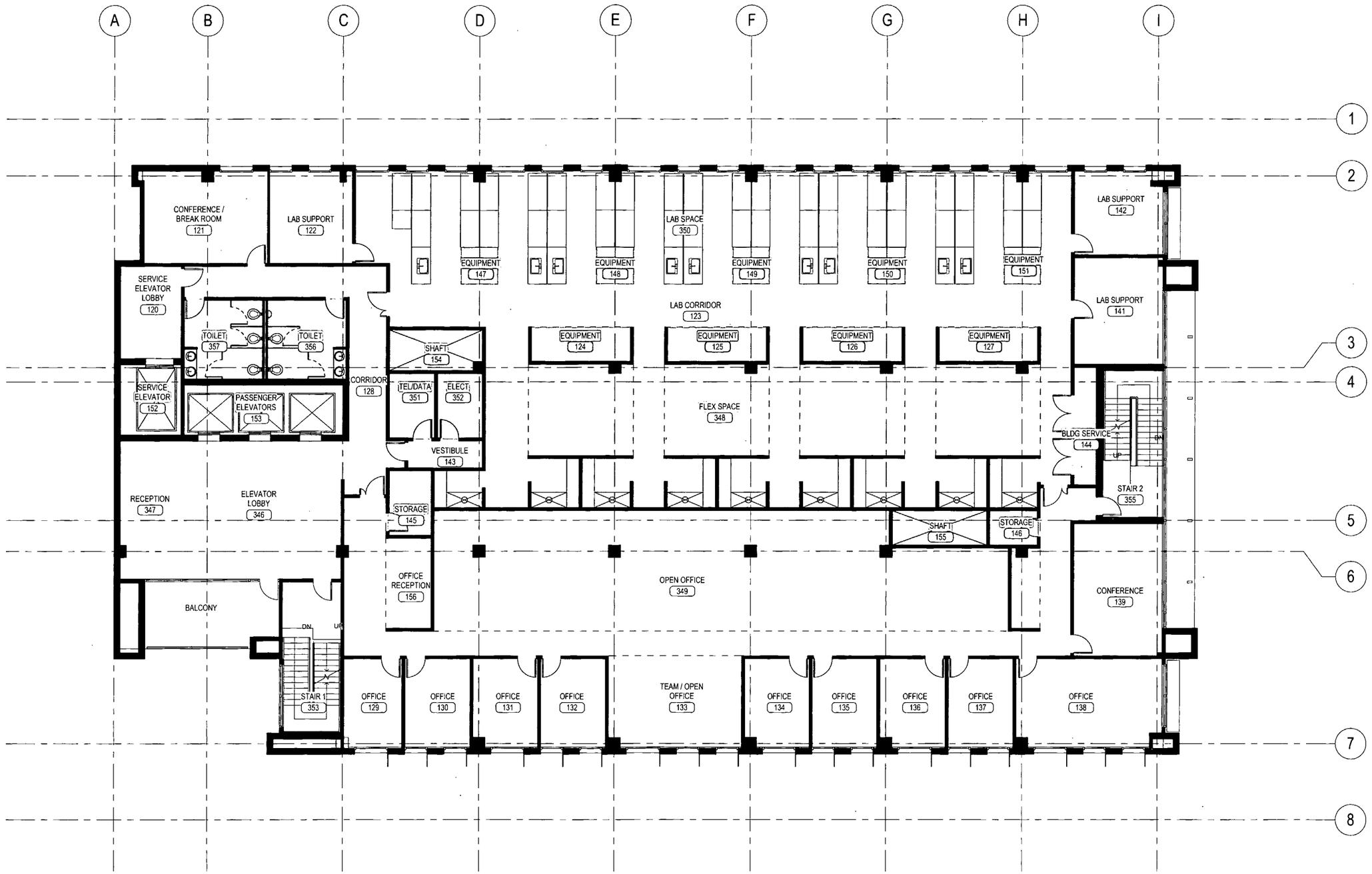
Typical Single Tenant Plan



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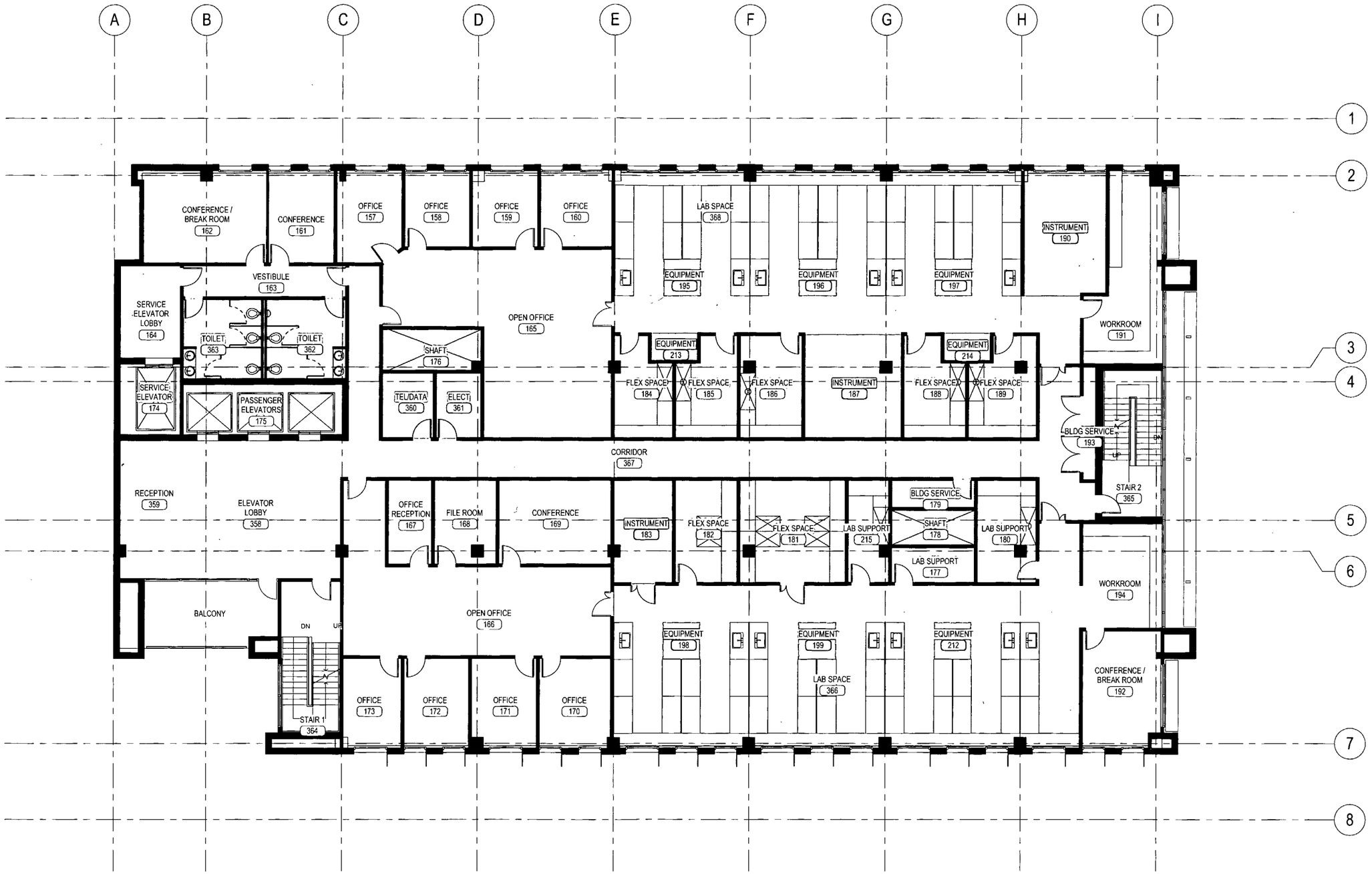
Typical Multi - Tenant Plan



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West Building Elevation

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East Building Elevation

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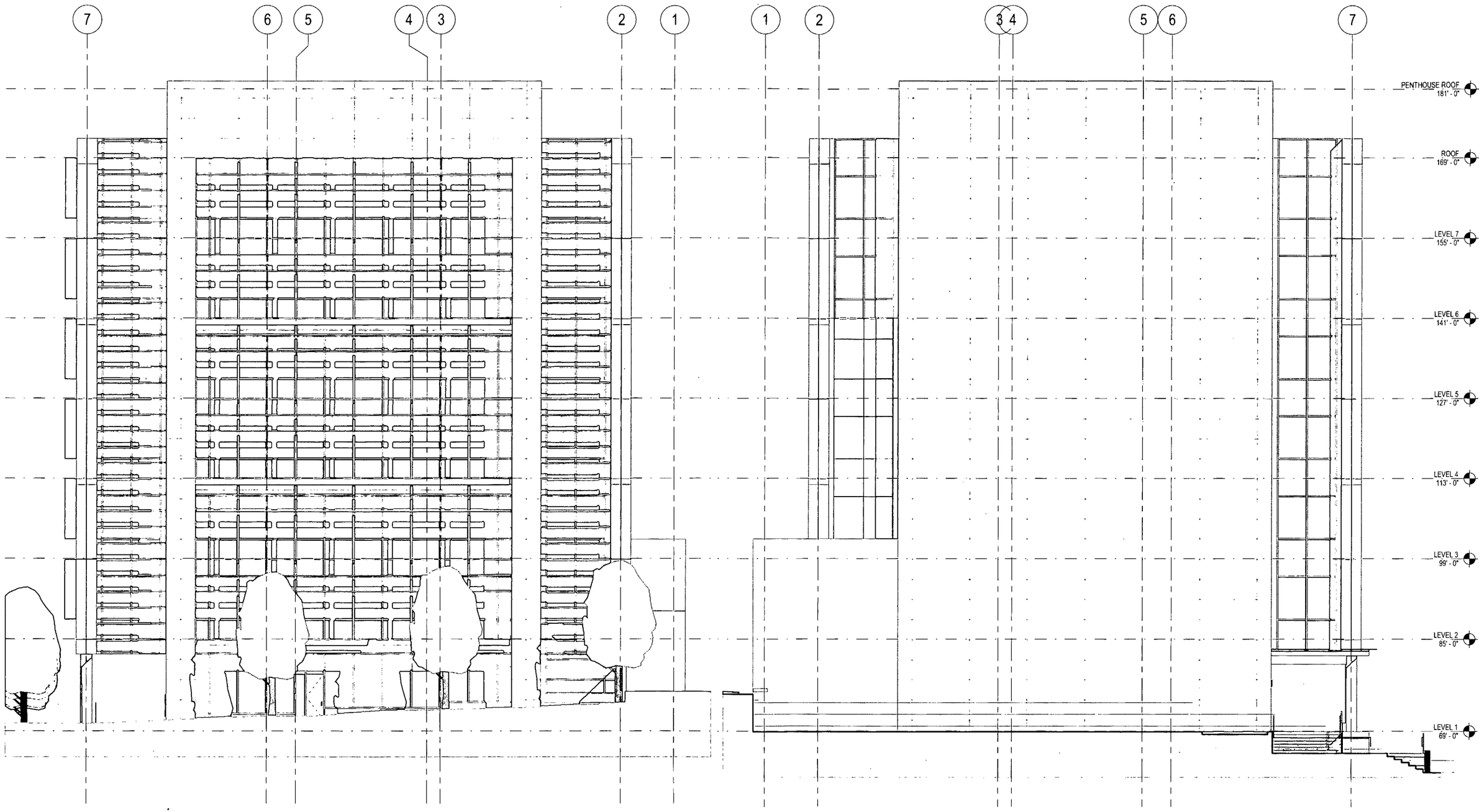
MITHŪN

North & South Building Elevations



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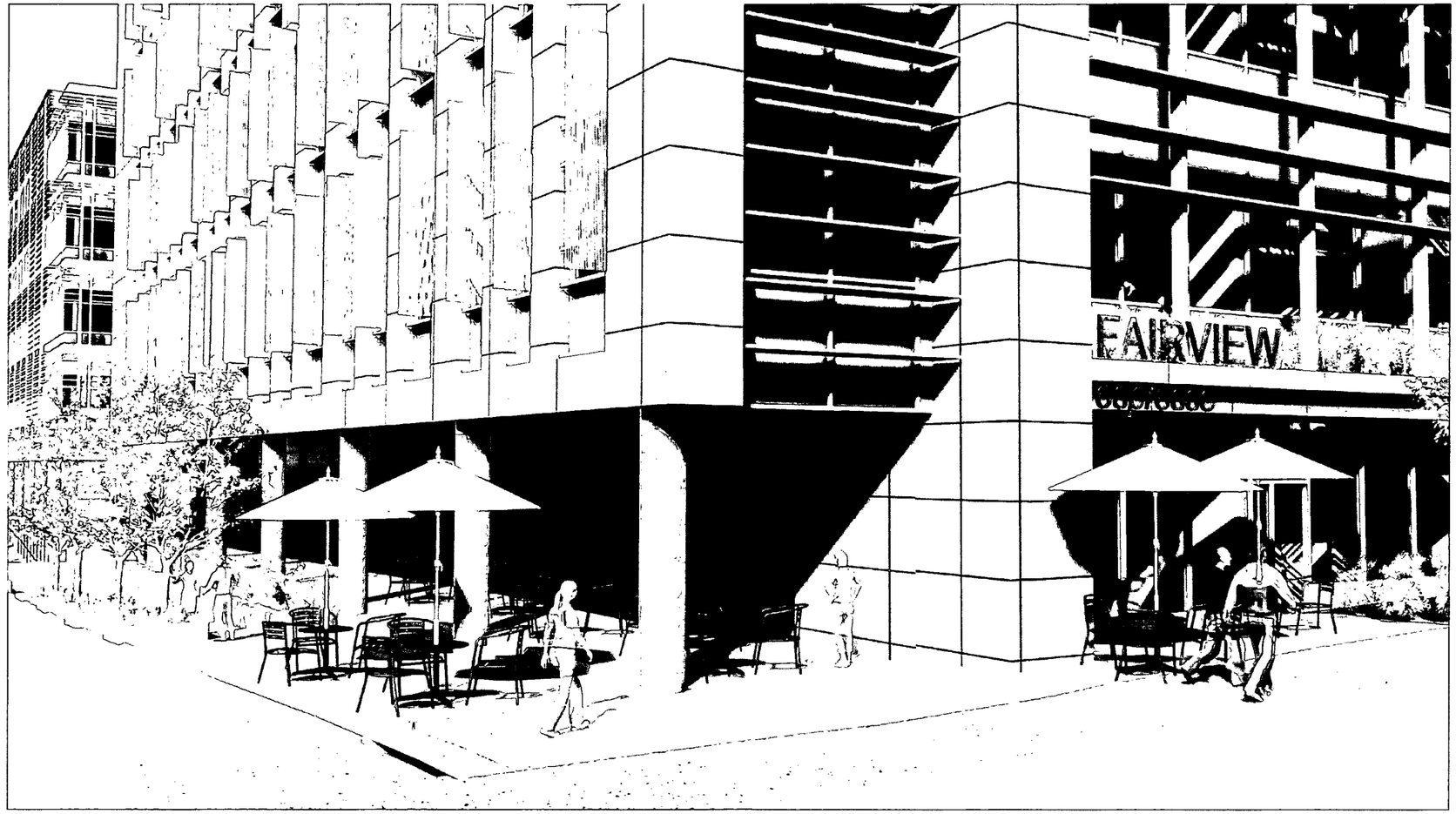
View to North at Cafe Entry



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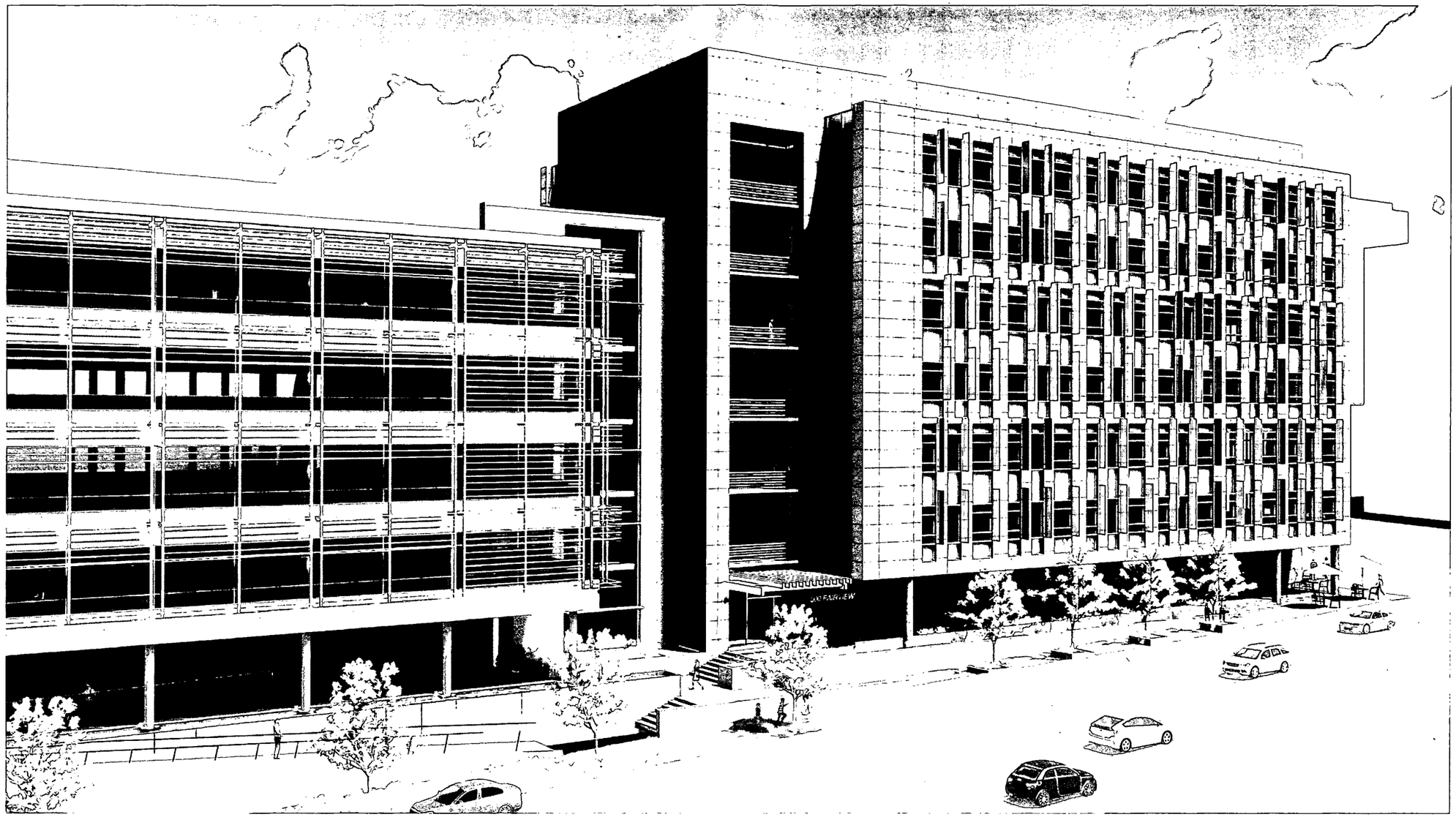
MITHŪN

View to Southeast along Fairview



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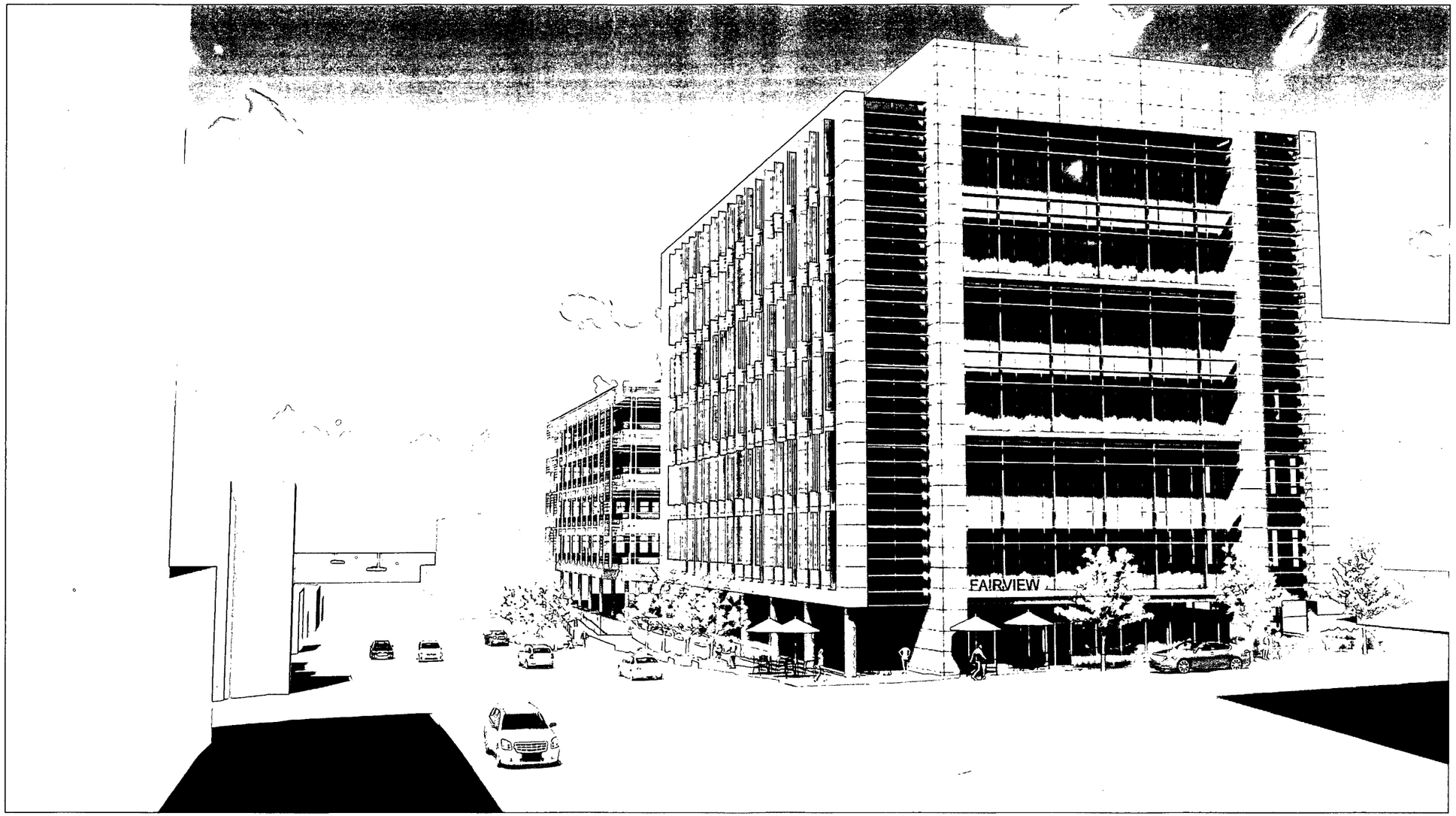
View to Northeast along Fairview



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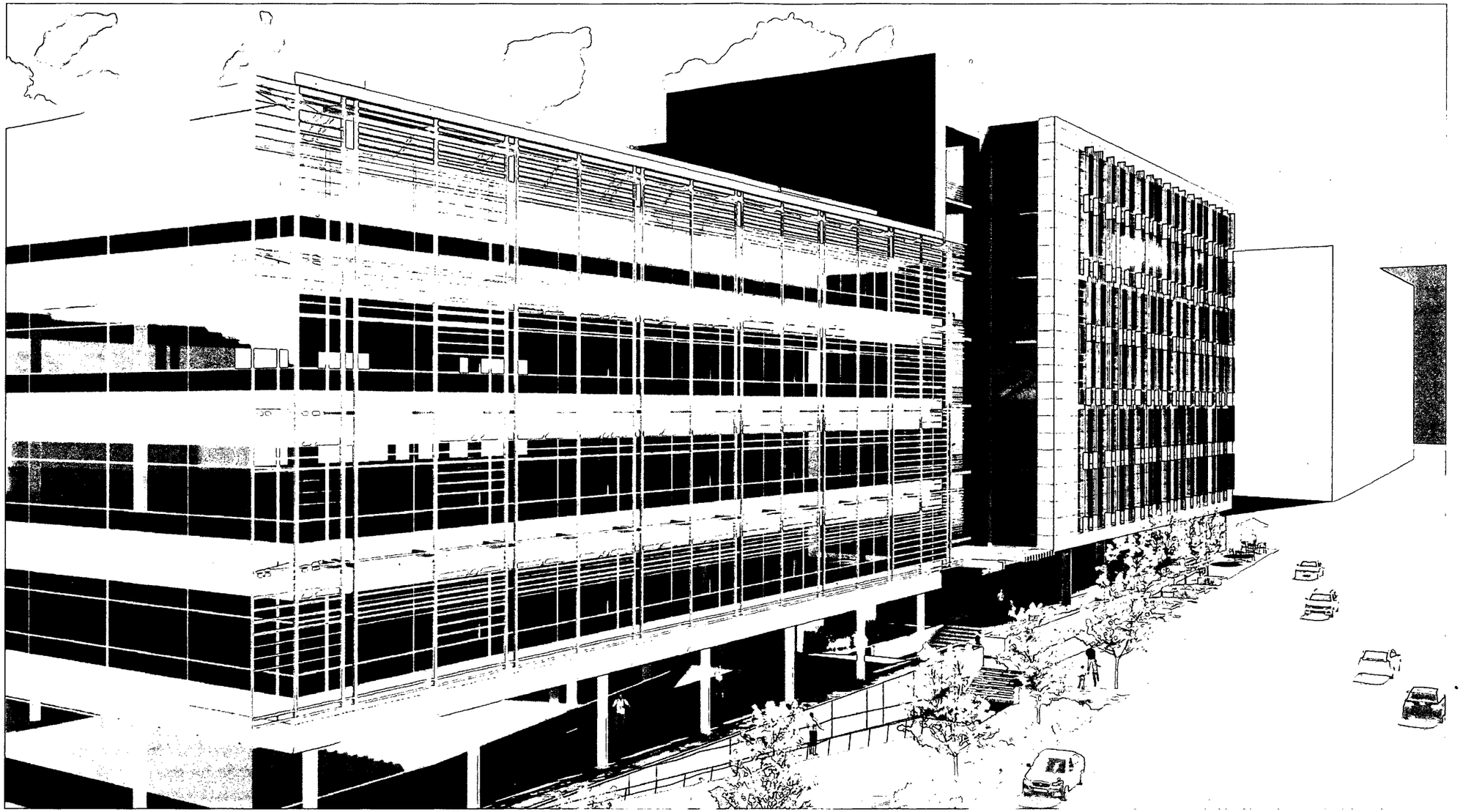
MITHŪN

View South along Fairview



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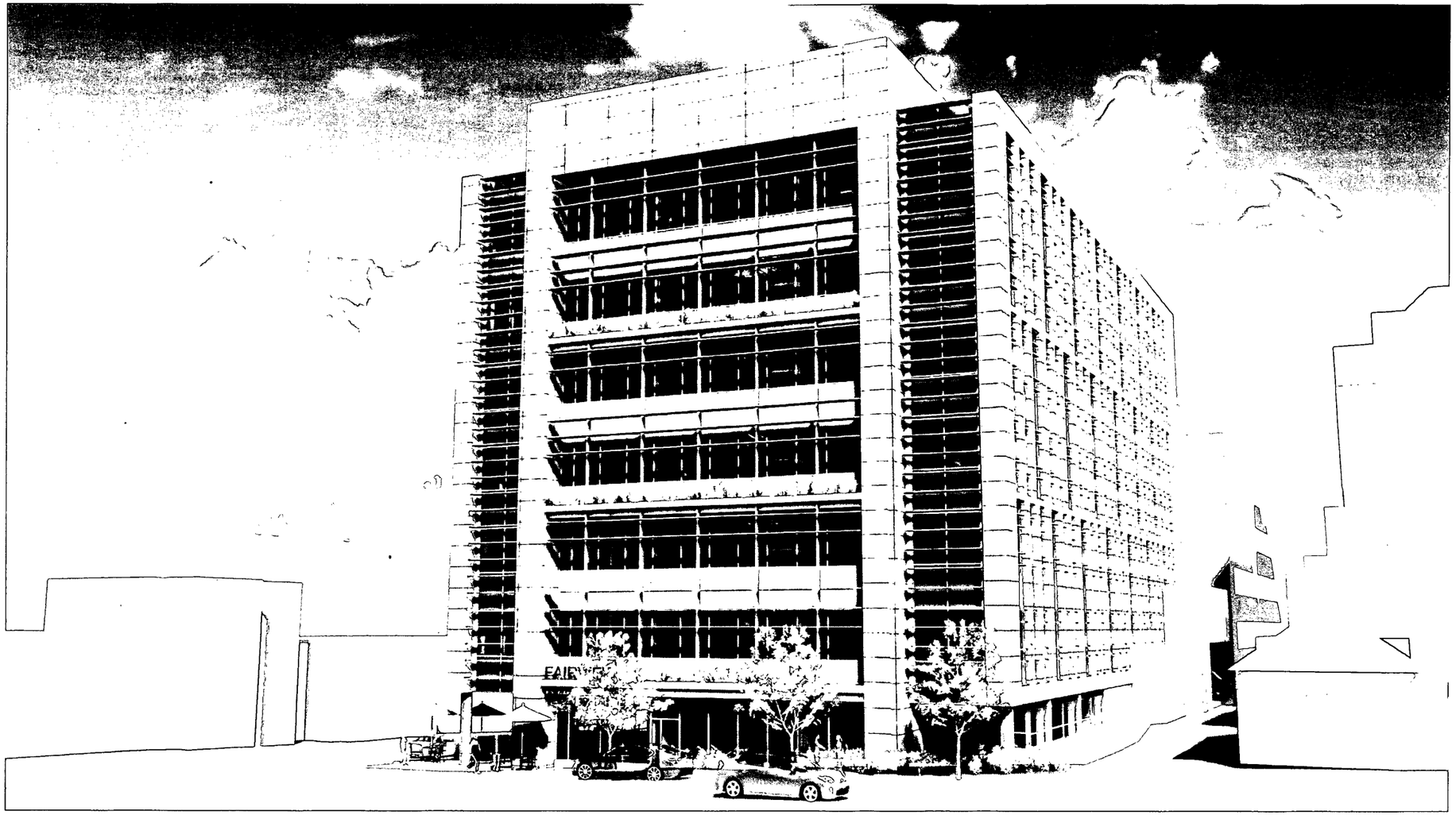
MITHŪN

View to North along Alley



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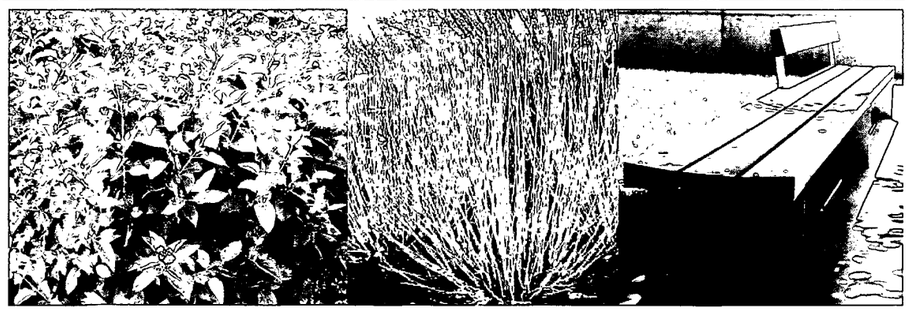
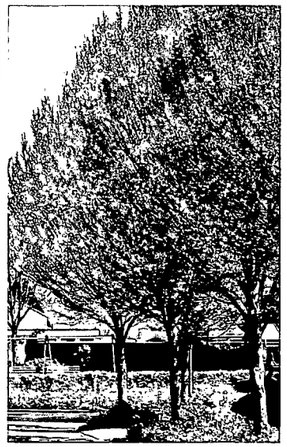
View South at Main Entry





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MITHŪN

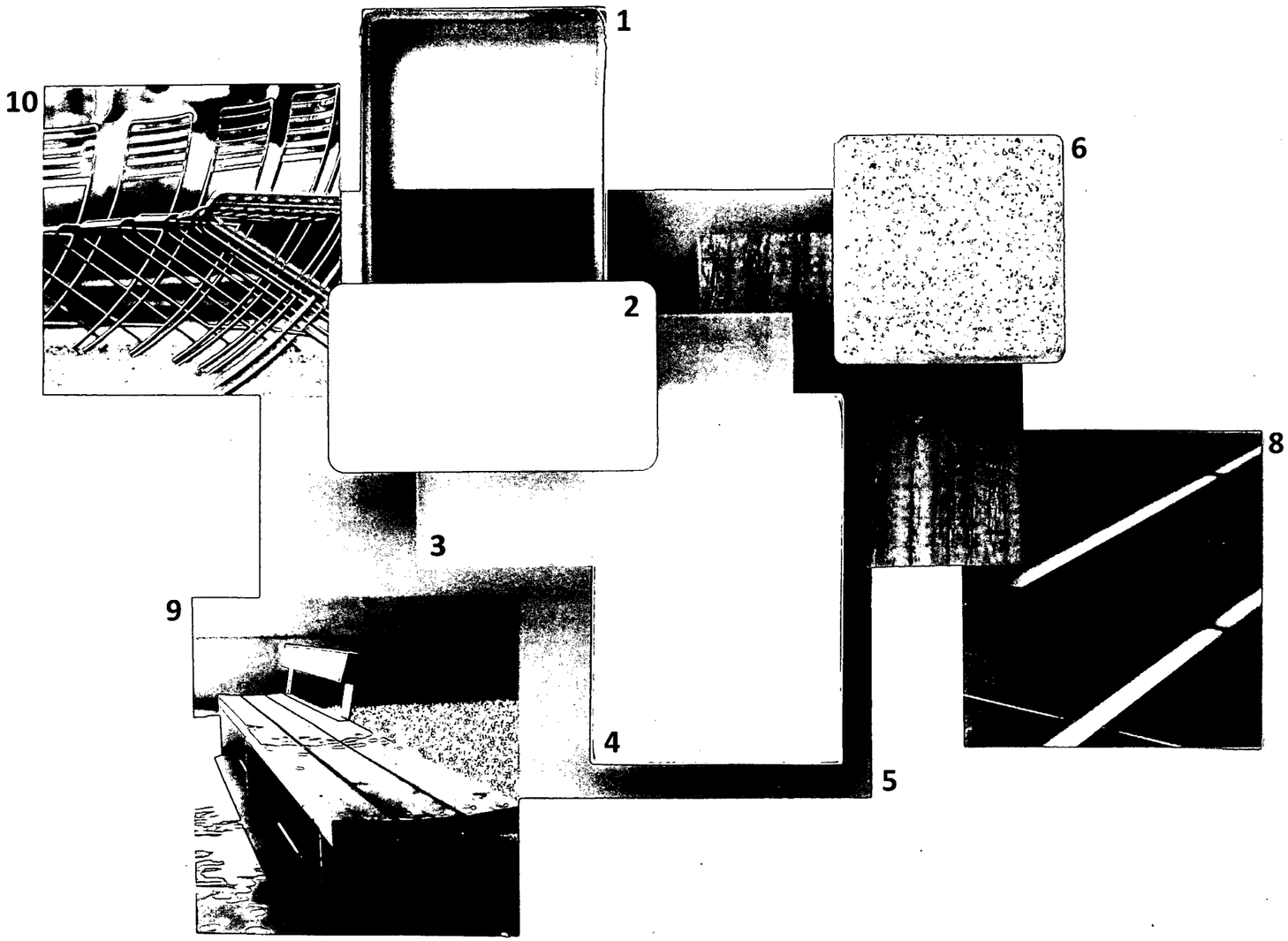


IMAGE KEY:

1. Vision Glass
2. Metal Panels - Bone White
3. Spandrel Glass - Obscure
4. Spandrel Glass - Opaque
5. Metal Panels - Light Bronze
6. Cast in Place Concrete - Natural Grey
7. Wood - Ipe
8. Recessed Lighting - Colonnade
9. Wood Benches - Colonnade
10. Cafe Seating

REQUESTED DEPARTURES

SMC 23.48.014 General facade requirements.

A. A primary building entrance shall be required from the street or street-oriented courtyards and shall be no more than three (3) feet above or
below the sidewalk grade.

Due to a significant amount of sloping grade along the Fairview Avenue side of the site the elevation of the proposed plaza is aproximately 5 feet above grade at the location of the entry to the building. We propose to have a "mid-block" entry by means of a stair at that location. The entry to the existing accessible ramp for 530 Fairview is located there as well. At grade access to the plaza can be made at the corner of Republican and Fairview.

Tanner, Sue

From: Tanner, Sue
Sent: Monday, October 03, 2011 10:36 AM
To: Kemp, Scott; 'Melody McCutcheon'
Subject: CF 311061 rezone

Is there a page 12 for the Traffic Study, Exhibit 6? The copy I have goes from page 11 to page 13.

Sue A. Tanner
Hearing Examiner
City of Seattle
P O Box 94729
Seattle, WA 98124-4729
(206) 684-0521 (telephone)
(206) 684-0536 (fax)

Tanner, Sue

From: Melody McCutcheon [mbm@hcmp.com]
Sent: Monday, October 03, 2011 11:34 AM
To: Tanner, Sue
Cc: Kemp, Scott
Subject: P. 12 of Traffic Study - 500 Fairview
Attachments: SDOC7556.pdf

Ms. Tanner,

I'm not sure why p. 12 was omitted from the copy submitted at the hearing. Here is the p. 12 from the original traffic study provided to DPD.

Melody

Melody B. McCutcheon
Hillis Clark Martin & Peterson P.S.
1221 Second Avenue | Suite 500 | Seattle, WA 98101
d: 206.470.7633 | 206.623.1745 | f: 206.623.7789 mbm@hcmp.com | www.hcmp.com | vCard

Tanner, Sue

From: Tanner, Sue
Sent: Monday, October 03, 2011 3:19 PM
To: 'Melody McCutcheon'
Cc: Kemp, Scott
Subject: RE: Date on plans - 500 Fairview

Thank you.

Sue A. Tanner
Hearing Examiner
City of Seattle
P O Box 94729
Seattle, WA 98124-4729
(206) 684-0521 (telephone)
(206) 684-0536 (fax)

-----Original Message-----
From: Melody McCutcheon [mailto:mbm@hcmp.com]
Sent: Monday, October 03, 2011 3:20 PM
To: Tanner, Sue
Cc: Kemp, Scott
Subject: Date on plans - 500 Fairview

Ms. Tanner,
Although the January 12, 2011 date is in the right hand corner, about three inches above that date is the date of plan revisions, i.e. "07-15-11 Plan Ck. Corr." That means the sheet was revised on 7/15/11 in response to corrections. You'll see that "07-15-11 Plan Ck. Corr."
is noted on many of the sheets; those without that notation did not need any revisions in responses to corrections. The Exhibit 9 plans are the set of final approved MUP plans referred to as the July 15, 2011 plans in the DPD report and recommendation.

This hopefully helps clarify things.

Melody

Melody B. McCutcheon
Hillis Clark Martin & Peterson P.S.
1221 Second Avenue | Suite 500 | Seattle, WA 98101
d: 206.470.7633 | 206.623.1745 | f: 206.623.7789 mbm@hcmp.com | www.hcmp.com | vCard

-----Original Message-----
From: Tanner, Sue [mailto:Sue.Tanner@seattle.gov]
Sent: Monday, October 03, 2011 12:10 PM
To: Melody McCutcheon
Cc: Kemp, Scott
Subject: RE: P. 12 of Traffic Study - 500 Fairview

Thank you.

I have one final question. The plans in the reco[illegible]xhibit 9, are the MUP submittal plans, with m[illegible]f the sheets dated January 12, 2011. I don't have a copy of what the Director's report and recommendation refers to as "the approved plans dated July 15, 2011." Are the July 15,
2011 plans different from Exhibit 9? If so, I'll need to reopen the record to receive them since they are the plans referenced in the Director's condition of rezone approval.

Sue A. Tanner
Hearing Examiner
City of Seattle
P O Box 94729
Seattle, WA 98124-4729
(206) 684-0521 (telephone)
(206) 684-0536 (fax)

-----Original Message-----
From: Melody McCutcheon [mailto:mbm@hcmp.com]
Sent: Monday, October 03, 2011 11:34 AM
To: Tanner, Sue
Cc: Kemp, Scott
Subject: P. 12 of Traffic Study - 500 Fairview

Ms. Tanner,

I'm not sure why p. 12 was omitted from the copy submitted at the hearing. Here is the p. 12 from the original traffic study provided to DPD.

Melody

Melody B. McCutcheon
Hillis Clark Martin & Peterson P.S.
1221 Second Avenue | Suite 500 | Seattle, WA 98101
d: 206.470.7633 | 206.623.1745 | f: 206.623.7789 mbm@hcmp.com | www.hcmp.com | vCard

Williams, Alvia

From: Tanner, Sue
Sent: Monday, August 22, 2011 5:08 PM
To: Williams, Alvia
Subject: FW: Hearing Date

Sue A. Tanner
Hearing Examiner
City of Seattle
P O Box 94729
Seattle, WA 98124-4729
(206) 684-0521 (telephone)
(206) 684-0536 (fax)

From: Kemp, Scott
Sent: Monday, August 22, 2011 5:08 PM
To: Tanner, Sue
Subject: RE: Hearing Date

Thank you.

The primary contact is

Dick Robinson
Mithun Architects
1201 Alaskan Way #200
Seattle WA 98024
dickr@mithun.com
206 971-5615
FAX 206 623-7005

City of Seattle

Scott Kemp, Senior Land Use Planner
Department of Planning and Development
scott.kemp@seattle.gov
206 233-3866

From: Tanner, Sue
Sent: Monday, August 22, 2011 4:00 PM
To: Kemp, Scott
Cc: Williams, Alvia
Subject: RE: Hearing Date

Mr. Kemp,

September 28 at 9 a.m. is open, so let's schedule it for that date and time. Thanks for the information on the property and application. Could you also supply the applicant's name and address?

Thank you.

Sue Tanner

Sue A. Tanner
Hearing Examiner
City of Seattle
P O Box 94729
Seattle, WA 98124-4729
(206) 684-0521 (telephone)
(206) 684-0536 (fax)

From: Kemp, Scott
Sent: Monday, August 22, 2011 3:41 PM
To: Tanner, Sue
Subject: Hearing Date

Ms. Tanner,

I expect DOD to publish a Rezone Recommendation and SEPA Determination on Monday, August 29th and I need a Hearing Date for the public notice.

Will you please schedule a date for this hearing and let me know of the date and time? It has not been controversial and I would expect it to take only a couple hours.

Pertinent facts are:
500 Fairview Ave. N.
CF: 311061
MUP: 3011479

Thank you.

Scott Kemp

City of Seattle

Scott Kemp, Senior Land Use Planner
Department of Planning and Development
scott.kemp@seattle.gov
206 233-3866

CERTIFICATE OF MAILING

I certify under penalty of perjury under the laws of the State of Washington that on **November 17**, 2011, I sent the following documents: **Notice of Committee on the Built Environment Hearing on rezone petition 311061**to the following listed persons by first class mail, postage prepaid, at the addresses listed below, those addresses being the last known post office address of each.

Signed this**17th** day of **November** at Seattle, Washington.

(Signature)

Ketil Freeman
(Printed Name)

City of Seattle
Legislative Department

Date: November 17, 2011

To: To Whom It May Concern

From: Ketil Freeman, Legislative Analyst, Council Central Staff

Subject: Notice of a Committee on the Built Environment Hearing on Clerk's File 311061 – Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

NOTICE IS GIVEN that during a meeting on ***December 8, 2011 beginning at 9:00 a.m.*** the Council's Committee on the Built Environment (Committee) will take up the above rezone petition . A Council decision on the rezone petition is a quasi-judicial action of the City Council and is subject to the Council's Quasi-judicial Rules. The Quasi-judicial Rules are available at www.seattle.gov/council/legdb.htm. Pursuant to the Quasi-judicial rules, no oral or written testimony will be permitted. Committee review is based solely on the record forwarded by the Hearing Examiner. The Committee will consider the merits of the proposed action and may vote on a recommendation to full Council.

The Committee meets in the Council Chamber, 2nd Floor, City Hall, 600 4th Avenue in downtown Seattle. The Committee agenda will be available a few days prior to the meeting at www.seattle.gov/council/com_assign.htm. The entrances to City Hall are located on the west side of Fifth Avenue, and the east side of Fourth Avenue, between James and Cherry Streets.

Questions concerning the meeting or the Council's Quasi-judicial Rules may be directed to Ketil Freeman by calling (206) 684-8178 or via e-mail at ketil.freeman@seattle.gov. Following Committee review the Council will issue written Findings and Conclusions related to the rezone and appeal. Print and communications access for Council meetings is provided on prior request. Please contact LaTonya Brown at (206) 684-5329 as soon as possible to request accommodations for a disability.

Melody McCutcheon
Hillis, Clark, Martin & Peterson
1221 2nd Avenue, Suite 500
Seattle, WA 98121

Salil Payappilly
BioMed Realty Trust, Inc
7677 Gateway Bldg., Suite 100
Newark, CA 94560

Dick Robison
Mithun Architects
1201 Alaska Way #200
Seattle, WA 98024

Brian Ramey
2226 Eastlake Avenue E., #143
Seattle, WA 98102

Claudia Clair
1167 Republican St., #205
Seattle, WA 98109-5556

John Pehrson
116 Fairview Avenue N., #304
Seattle, WA 98109

Scott Kemp
DPD
SMT-18-00

SEATTLE CITY COUNCIL
COMMITTEE ON THE BUILT ENVIRONMENT*
Thursday, December 8, 2011
9:30 a.m.

REVISED

SPECIAL MEETING

PLEASE NOTE DATE and TIME

Members: Sally J. Clark, Chair
Tim Burgess, Vice Chair
Sally Bagshaw, Member
Tom Rasmussen, Alternate

E-mail: sally.clark@seattle.gov

Committee Chair Telephone: 206-684-8802
Council Meeting Listen Line: 206-684-8566

Staff: David Yeaworth, Legislative Assistant
LaTonya Brown, Legislative Assistant
Dan Nolte, Legislative Assistant

Location: Council Chamber, City Hall
600 Fourth Avenue
Seattle, WA, 98104

Homepage: http://www.seattle.gov/council/clark

*This meeting also constitutes a meeting of the Full Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

PLEASE NOTE: ALL TIMES LISTED ARE ESTIMATED

Call to Order

1. **Chair's Report**
(5 minutes)

2. **Public Comment**
(10 minutes)

3. C.F. 311838 Appointment of Mary Fialko as member, Seattle Design Commission, for a term of confirmation to September 1, 2012
BRIEFING, DISCUSSION AND POSSIBLE VOTE

4. C.F. 311915 Appointment of Shannon Loew as member, Seattle Design Commission, for a term of confirmation to March 1, 2013.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (15 minutes)

Presenter: Valarie Kinast, Seattle Design Commission

Video Archive: http://www.seattlechannel.org/videos/watchVideos.asp?program=be

The Council's Chambers and offices are physically accessible; translation services provided on request. Call 206-684-8888 (TDD: 206-233-0025) for further information.

5. C.F. 311911 Appointment of Karen L. Yoshitomi as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2012.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

6. C.F. 311912 Reappointment of Josephine Tamayo Murray as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2013.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

7. C.F. 311913 Reappointment of Michael Omura as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2013.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

8. C.F. 311914 Appointment of Jennifer Phang as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

9. C.F. 311811 Reappointment of Michael Wu as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2012.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

10. C.F. 311848 Appointment of David C. Chang as member, Seattle Chinatown International District Preservation and Development Authority Council, for a term of confirmation to December 31, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (20 minutes)

Presenters: Maiko Winkler-Chin, Seattle Chinatown International District Preservation and Development Authority Council; Kenny Pittman, Office of Intergovernmental Relations

11. C.F. 311885 Appointment of Boting Zhang as member, Seattle Design Review Board, for a term of confirmation to September 1, 2012.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

12. C.F. 311687 Appointment of Jacob Connell as member, Seattle Design Review Board, for a term of confirmation to April 4, 2012.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (15 minutes)

Presenters: Shelley Bolser, Department of Planning and Development; Jaline Quinto, Mayor's Office

13. C.F. 311700 Appointment of Cassie Hibbert as member, Landmarks Preservation Board, for a term of confirmation to September 1, 2012.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (5 minutes)

Presenter: Beth Chave, Department of Neighborhoods

14. C.F. 311701 Reappointment of Kathleen H. Durham as member, Ballard Avenue Landmark District Board for a term of confirmation to June 30, 2013
BRIEFING, DISCUSSION AND POSSIBLE VOTE (5 minutes)

Presenter: Heather McAuliffe, Department of Neighborhoods

15. C.F. 311774 Appointment of Katheryn H. Krafft as member, Historic Seattle Preservation and Development Authority Council, for a term of confirmation to November 30, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (10 minutes)

Presenter: Kathleen Brooker, Historic Seattle

16. C.F. 311641 Reappointment of Erin Doherty as member, Pioneer Square Preservation Board, for a term of confirmation to March 1, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE

17. C.F. 311642 Reappointment of Ann Brown as member, Pioneer Square Preservation Board, for a term of confirmation to March 1, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (5 minutes)

Presenter: Genna Nashem, Department of Neighborhoods

18. C.F. 311886 Reappointment of Bill Sherman as member, Seattle Ethics and Election Commission, for a term of confirmation to December 31, 2014.
BRIEFING, DISCUSSION AND POSSIBLE VOTE (5 minutes)

Presenter: Wayne Barnett, Seattle Ethics and Elections Commission

19. C.F. 311061 **500 Fairview Avenue North Contract Rezone**—Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC-65) to Seattle Mixed with an 85 foot height limit (SM-85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).
BRIEFING, DISCUSSION AND POSSIBLE VOTE (15 minutes)

Presenter: Ketil Freeman, Council Central Staff

Supporting Documents:

- *Selected Exhibits*
- *Property Use and Development Agreement - Draft*
- *Rezone Council Bill – Draft*
- *Proposed Contract Rezone Hearing*
- *Hearing Examiner Findings and Recommendation*
- *Proposed Council Findings and Decision*
- *Central Staff Memo*

Adjournment

Freeman, Ketil

From: Melody McCutcheon [mbm@hcmp.com]
Sent: Tuesday, November 29, 2011 4:48 PM
To: Freeman, Ketil
Subject: Comments on Draft PUDA, 500 Fairview Rezone

Hello Ketil,
Thank you for providing the draft PUDA. Here are my comments:
a. Recital B: the Hansen screens show MUP application submittal date of 1/21/11, rather than the 2/10/11 indicated. I'm not sure where the 2/10/11 would have come from. For future reference, it could be helpful if date in PUDA synched up with date on DPD screens.

b. Sec. 3 on Termination states the rezone expires in two years or as provided in 23.76.032. Section 23.76.060 states that contract rezones expire in 2 years unless there is a MUP filed within the 2 years and subsequently issued. In a contract rezone where the MUP has already been filed (and will be issued shortly after Council action on rezone), the exception is sure to apply instead of the 2-year limit. Also, since 23.76.032 provides that a MUP is valid for three years, and the language defers to that section in any event, I would prefer that Section 3 refer to 3 years rather than 2 years.

c. Legal description: Exhibit A refers to a Parcel A and a Parcel B, using the identical description. I think this comes about as an abbreviation of what is on the survey in the MUP plans. The survey sheet refers to Parcel A as "all buildings and improvements located on [lots 4-6]" and Parcel B as [Lots 4-6]. In other words, for whatever reason, the surveyor called out the buildings on the land as Parcel A and then provided the legal description of the land, and then the land itself is also described as Parcel B. However, that convention is not used on any other documents. The correct legal description for the PUDA is: Lots 4, 5, and 6 Block 5, Sorenson's Addition to the City of Seattle according to the plat thereof recorded in Volume 1 of Plats, Page(s) 218, in King County, Washington.

d. Signature and notary blocks: it turns out that Mr. Bonanno may be out of town when this needs to be signed, so could you instead just insert blanks for the name and title of the signer? So it could just be:
By _____
Its _____

Please let me know if you have questions.
Thanks, Melody

Melody B. McCutcheon
Hillis Clark Martin & Peterson P.S.
1221 Second Avenue | Suite 500 | Seattle, WA 98101
d: **206.470.7633** | 206.623.1745 | f: 206.623.7789
mbm@hcmp.com | www.hcmp.com | vCard

From: Freeman, Ketil [mailto:Ketil.Freeman@seattle.gov]
Sent: Wednesday, November 23, 2011 10:39 AM
To: Melody McCutcheon
Subject: RE: Signature block for PUDA, 500 Fairview Rezone

Hello Melody:

A draft PUDA for the 500 Fairview contract rezone is attached. Please look it over and verify the legal description. Let me know if you have any questions, comments, or proposed edits.

Thanks,

Ketil Freeman, AICP
Legislative Analyst
Seattle City Council Central Staff
600 4th Avenue, Floor 2
PO Box 34025
Seattle, WA 98124-4025

ketil.freeman@seattle.gov
Tel. 206.684.8178

From: Melody McCutcheon [mailto:mbm@hcmp.com]
Sent: Thursday, November 17, 2011 2:31 PM
To: Freeman, Ketil
Subject: Signature block for PUDA, 500 Fairview Rezone

Ketil,
In case it is helpful, I checked with the client on what the signature block should be for the PUDA. The property owner is BMR-500 Fairview Avenue LLC and the signature block would be:

BMR-500 Fairview Avenue LLC
a Delaware Limited Liability Company
By
John Bonanno
Its
Senior Vice President, Leasing & Development

Thanks,
Melody

Melody B. McCutcheon
Hillis Clark Martin & Peterson P.S.
1221 Second Avenue | Suite 500 | Seattle, WA 98101
d: **206.470.7633** | 206.623.1745 | f: 206.623.7789
mbm@hcmp.com | www.hcmp.com | vCard

When Recorded, Return to:

THE SEATTLE CITY CLERK
600 Fourth Avenue, Floor 3
PO Box 94728
Seattle, Washington 98124-4728

PROPERTY USE AND DEVELOPMENT AGREEMENT

Grantors: 1) **BMR-500 Fairview Avenue, LLC** 2) _____ ☐ Additional on page ____	
Grantee: 1) **The City of Seattle** 2) _____ ☐ Additional on page ____	
Legal Description (abbreviated): **Lot 4, 5, and 6 Block 5, Sorenson's Addition to the City of Seattle** ☐ Additional on : **EXHIBIT A**	
Assessor's Tax Parcel ID #: **786350-0040-02**	
Reference Nos. of Documents Released or Assigned: _____	

THIS PROPERTY USE AND DEVELOPMENT AGREEMENT (the "Agreement") is executed this _____ day of _____, 2011, in favor of the CITY OF SEATTLE, a Washington municipal corporation (the "City"), and BMR-500 Fairview Avenue, LLC, a Delaware limited liability company (the "Owner").

RECITALS

A. The Owner is the owner of that certain real property (the "Property") in the City of Seattle zoned Industrial Commercial with a 65 foot height limit (IC 65) legally described in Exhibit A attached hereto and incorporated herein by this reference.

B. On February 10, 2011, the Owner submitted to the City an application for a Master Use Permit (MUP), MUP Application 3011479, to rezone the Property from IC 65 to Seattle Mixed with an 85 foot height limit (SM 85), as shown in Exhibit B. The purpose of the application is to allow the Property to be developed for research and development laboratory use.

C. Seattle Municipal Code (SMC) Section 23.34.004 allows the City to approve a contract rezone subject to "self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone."

NOW, THEREFORE, in consideration of the mutual agreements contained herein, the parties agree as follows:

AGREEMENT

Section 1. Agreement. Pursuant to 23.34.004, the Owner hereby covenants, bargains and agrees, on behalf of itself and its successors and assigns, that it will comply with the following limitations and conditions in consideration of the rezone of the Property from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85):

> **Future development of the Property is restricted to a project developed in substantial accordance with the final approved Master Use Permit drawings for MUP Application 3011479 dated July 15, 2011, and included as Exhibit 9 in Clerk's File 311061.**

Section 2. Agreement Runs With the Land. This Agreement shall be recorded in the records of King County by the City Clerk. The covenants hereof shall be deemed to attach to and run with the Property and shall be binding upon the Owner, its heirs, successors and assigns, and shall apply to after-acquired title of the Owner of the Property.

subsequently receives

Section 3. Termination. The covenants herein and the rezone shall expire two years from the issuance of a Master Use Permit or as provided in Seattle Municipal Code Section 23.76.032. If the Master Use permit is issued and the Owner ~~has received~~ a certificate of occupancy for the permitted structure prior to expiration of the Master Use Permit (as may be renewed), the rezone remains in effect unless revoked pursuant to Section 23.34.004.

Section 4. Amendment. This Agreement may be amended or modified by written agreement between the Owner and the City; provided, such amendment shall be approved by the legislative authority of the City by ordinance.

Section 5. Exercise of Police Power. Nothing in this Agreement prevents the City Council from making such further amendments to the Seattle Municipal Code or Land Use Code as it may deem necessary in the public interest.

Section 6. No Precedent. The conditions contained in this Agreement are based on the unique circumstances applicable to this Property and this Agreement is not intended to establish precedent for other rezones in the surrounding area.

Section 7. Benefited. This Agreement is made for the benefit of the City and for the benefit of the owners of property within 300 feet of the Property and either the City or any such property owners may institute and prosecute any proceeding at law or in equity to enforce this Agreement.

Section 8. Repeal as Additional Remedy. Owner acknowledges that compliance with the conditions of this Agreement is a condition of the rezone and that if Owner or its successor avails itself of the benefits of this rezone but then fails to comply with the

conditions of this Agreement with the City, in addition to pursuing any other remedy, the City may revoke the rezone by ordinance and require the use of the Property to conform to the requirements of the IC 65 zone.

DRAFT

SIGNED this _____ day of _____, 2011.

BMR-500 Fairview Avenue LLC
a Delaware Limited Liability Company
By
John Bonanno
Its
Senior Vice President, Leasing & Development

STATE OF WASHINGTON)
: ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that John Bonanno is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Senior Vice President of BMR-500 Fairview Avenue LLC, a Delaware limited liability company, the limited liability company that executed the within and foregoing instrument, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated this ____ day of _____, 2011.

_____
[Signature of Notary]

_____
[Print Name of Notary]

Notary Public in and for the State of
Washington, residing at _____.

My commission expires: _____.

EXHIBIT A
Legal Description

Real property in the City of Seattle, County of King, State of Washington, described as follows:

PARCEL A:

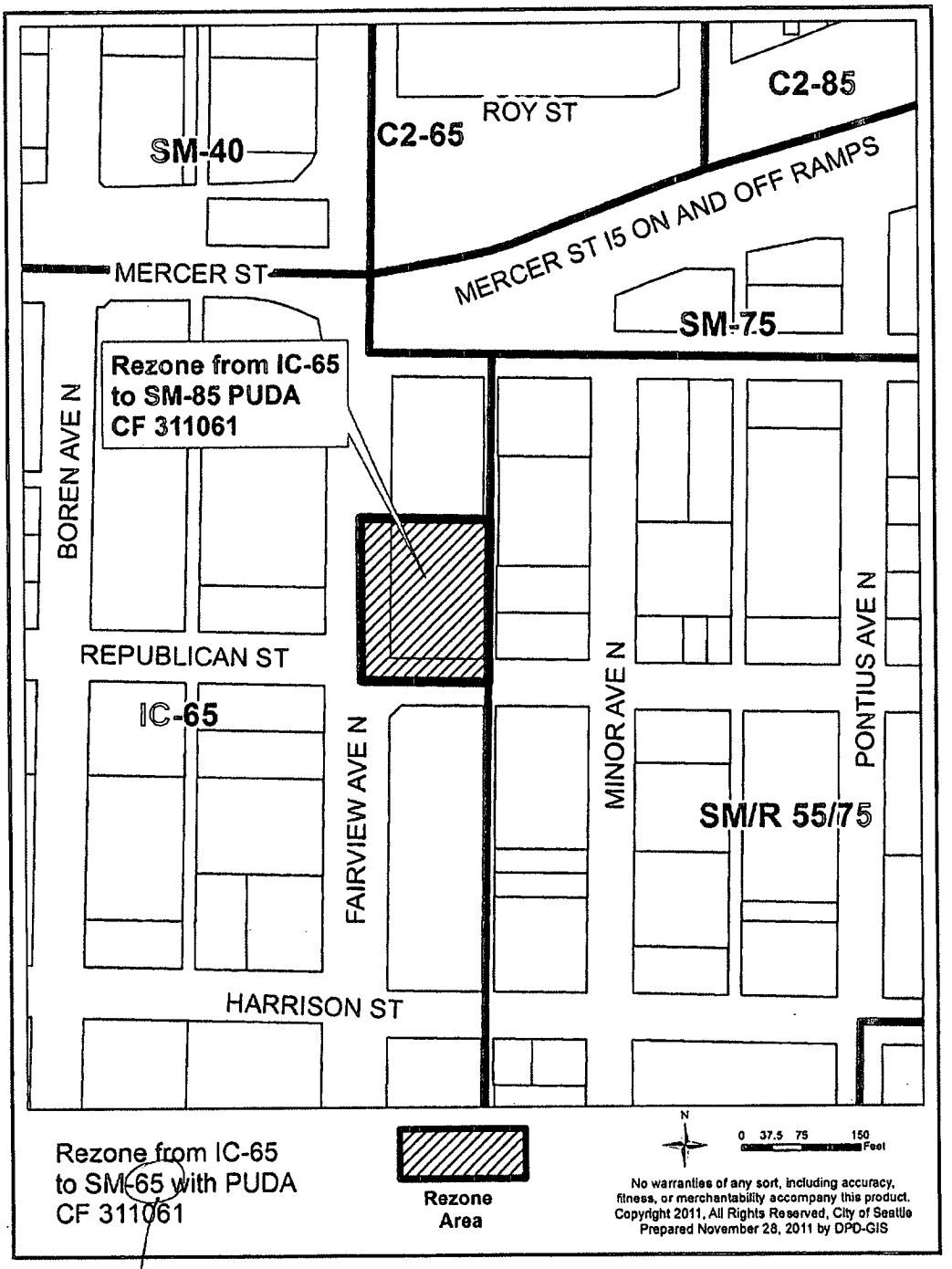
LOTS 4, 5, AND 6 BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON.

PARCEL B:

LOTS 4, 5, AND 6 BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON.

DRAFT

EXHIBIT B
Rezone Map



85

HCMP Law Offices | Hillis Clark Martin & Peterson P.S.

December 13, 2011

Via Hand Delivery

Ketil Freeman
Seattle City Council Central Staff
600 4th Avenue, Floor 2
Seattle, WA 98104

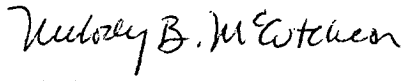
Re: Executed Property Use and Development Agreement, 500 Fairview Avenue East, C.F. 311061, Project No. 3011479

Dear Ketil:

Attached is the fully executed Property Use and Development Agreement for the above-referenced contract rezone.

Please let me know if you need anything further for the City Council decision on the rezone.

Very truly yours,



Melody B. McCutcheon

MBM:dlc
E-Mail: mbm@hcmp.com
Enclosure
cc: John Moshy (*with enclosure*)

ND: 20347.002 4828-8323-5342v1

Legislative Department
Seattle City Council
Memorandum

Date: December 6, 2011

To: Sally Clark, Chair
Tim Burgess, Vice Chair
Sally Bagshaw, Member
Committee on the Built Environment (COBE)

From: Ketil Freeman, Central Staff

Subject: C.F. 311061 - Application of Richard B. Robison for approval of a contract rezone of land at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85) for future construction of a 7-story research facility with 2.25 floors of parking (Project No. 3011479, Type IV).

Overview

BMR-500 Fairview Avenue LLC (Applicant) has applied for a contract rezone of an approximately 22,000 square foot site located at the northeast corner of Fairview Avenue North and Republican Street. The Applicant requests a rezone of the site from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85). The Applicant plans to redevelop the site with a seven story research and development laboratory. With height allowances for research and development laboratories, the height of the proposed structure would be approximately 105 feet.

The Applicant filed a rezone petition in January 2011. On September 1, 2011 the Department of Planning and Development (DPD) issued an affirmative rezone recommendation, State Environmental Policy Act decision and design review decision. The Hearing Examiner held an open record hearing on the rezone recommendation on September 28, 2011. On October 7, 2011 the Hearing Examiner issued her recommendation to Council to approve the requested rezone with a Property Use and Development Agreement (PUDA).

Type of Action and Materials

This rezone petition is a quasi-judicial action under the Seattle Municipal Code. Quasi-judicial rezones are subject to the Appearance of Fairness Doctrine prohibiting ex-parte communication. Council decisions must be made on the record established by the City Hearing Examiner.[1]

The Hearing Examiner establishes the record at an open-record hearing. After the hearing, the record may be supplemented through timely request to Council. The record contains the substance of the testimony provided at the Hearing Examiner's open record hearing and the exhibits entered into the record at that hearing. Excerpts from the record are attached to this memo. The entire record, including audio recordings of the Hearing Examiner's open record hearing, are available for review in my office.

Attachments to this memo include:

- Proposed Council Findings, Conclusions and Decision (Blue Paper)

[1] Seattle Municipal Code (S.M.C.) § 23.76.054.E.

- A draft council bill with attached PUDA (Yellow Paper)
- The Hearing Examiner's recommendation to approve the rezone (Tab A);
- A map showing existing zone designations for the site and vicinity (Tab B);[2] and
- A packet of 11 X 17 drawings showing a massing study, floor plans, elevations, landscape treatments, and views of the proposed building from different perspectives (Tab C).[3]

Recommendations from DPD and the Hearing Examiner

Both DPD and the Hearing Examiner recommend approval of the proposed rezone. The following summarizes key conclusions from the *Findings and Recommendation of the Hearing Examiner*:

- SM Rezone Criteria: The site of the proposed rezone meets function and locational criteria for the SM zone. The existing industrial zone classification is no longer appropriate and development in the area has transitioned from industrial uses to residential, office and biotechnology research and development laboratories uses for which the SM zone is a better fit.[4]
- South Lake Union Urban Center Plan: The proposed rezone is consistent with goals and policies in the South Lake Union Urban Center Plan, which encourages cultivation of the biotechnology cluster and calls for preservation of views of Lake Union.[5]
- Transition to Adjacent Zones: The proposed structure is designed to minimize impacts to properties to the east of the site and includes groundlevel setbacks to maintain solar access.[6]

Draft Council Findings, Conclusion and Decision

Council staff has drafted necessary documents to complete the rezone including proposed Council Findings, Conclusions and Decision for the Clerk's File. The Clerk's File contains the content of the record established by the Hearing Examiner and the proposed Council Findings, Conclusions and Decision.

The proposed Council Findings, Conclusions and Decision:

1. Adopts the Hearing Examiner's findings and conclusions and
2. Approves the proposed rezone subject to a condition that the owner execute a PUDA limiting development to the project shown on final approved plans.

Next Steps

If COBE recommends approval of the proposed Findings, Conclusion and Decision, staff will finalize a Council Bill for referral to Full Council. Additionally, staff will finalize a PUDA for execution by the Applicant. These documents should be ready for a Full Council vote by December 19, 2011.

---

[2] Exhibit 5.
[3] Exhibits 10 and 12.
[4] *Findings and Recommendation of the Hearing Examiner*, Conclusions 5-9.
[5] *Findings and Recommendation of the Hearing Examiner*, Conclusion 11.
[6] *Findings and Recommendation of the Hearing Examiner*, Conclusion 13-14.

FINDINGS, CONCLUSIONS AND DECISION
OF THE CITY COUNCIL OF THE CITY OF SEATTLE

In the matter of the Petition of BMR-500 Fairview Avenue LLC For approval of a contract rezone of land at 500 Fairview Avenue from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85).	))))))))))	C.F. 311061 DPD Project 3011479 FINDINGS, CONCLUSIONS AND DECISION

Introduction

This matter involves the petition of BMR-500 Fairview Avenue LLC (the Applicant) to rezone a site located at 500 Fairview Avenue (the Property) from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85). The Applicant proposes to develop the Property with a seven story research and development laboratory.

On January 21, 2011, the Director of the Department of Planning and Development (DPD) recommended approval of the proposed rezone subject to conditions. DPD also issued a State Environmental Policy Act (SEPA) decision and design review decision.

The Hearing Examiner held an open record hearing on the rezone recommendation on September 28, 2011. On October 7, 2011, the Hearing Examiner recommended that the Council approve the contract rezone with a Property Use and Development Agreement. On December 8, 2011, the Committee on the Built Environment reviewed the record and the recommendations by DPD and the Hearing Examiner and recommended approval of the contract rezone to the Full Council.

Findings of Fact

The Council hereby adopts the Hearing Examiner's Findings of Fact as stated in the Findings and Recommendation of the Hearing Examiner dated October 7, 2011.

Conclusions

The Council hereby adopts the Hearing Examiner's Conclusions as stated in the Findings and Recommendation of the Hearing Examiner dated October 7, 2011.

Decision

The Council hereby **GRANTS** a rezone of the Property from IC 65 to SM 85, as shown in Attachment A. The rezone is subject to the execution of a Property Use and Development Agreement requiring the owner to comply with the conditions found in the Hearing Examiner's recommendation adopted by the Council. The rezone shall expire three years from the date a Master Use Permit (MUP) is issued for the project. If the MUP is issued and the Applicant subsequently receives a certificate of occupancy for the permitted structure prior to the MUP expiring, including any renewals; the rezone remains in effect unless revoked according to Section 23.34.004. In addition to the SEPA and design review conditions from DPD's recommendation, the rezone is subject to the following condition:

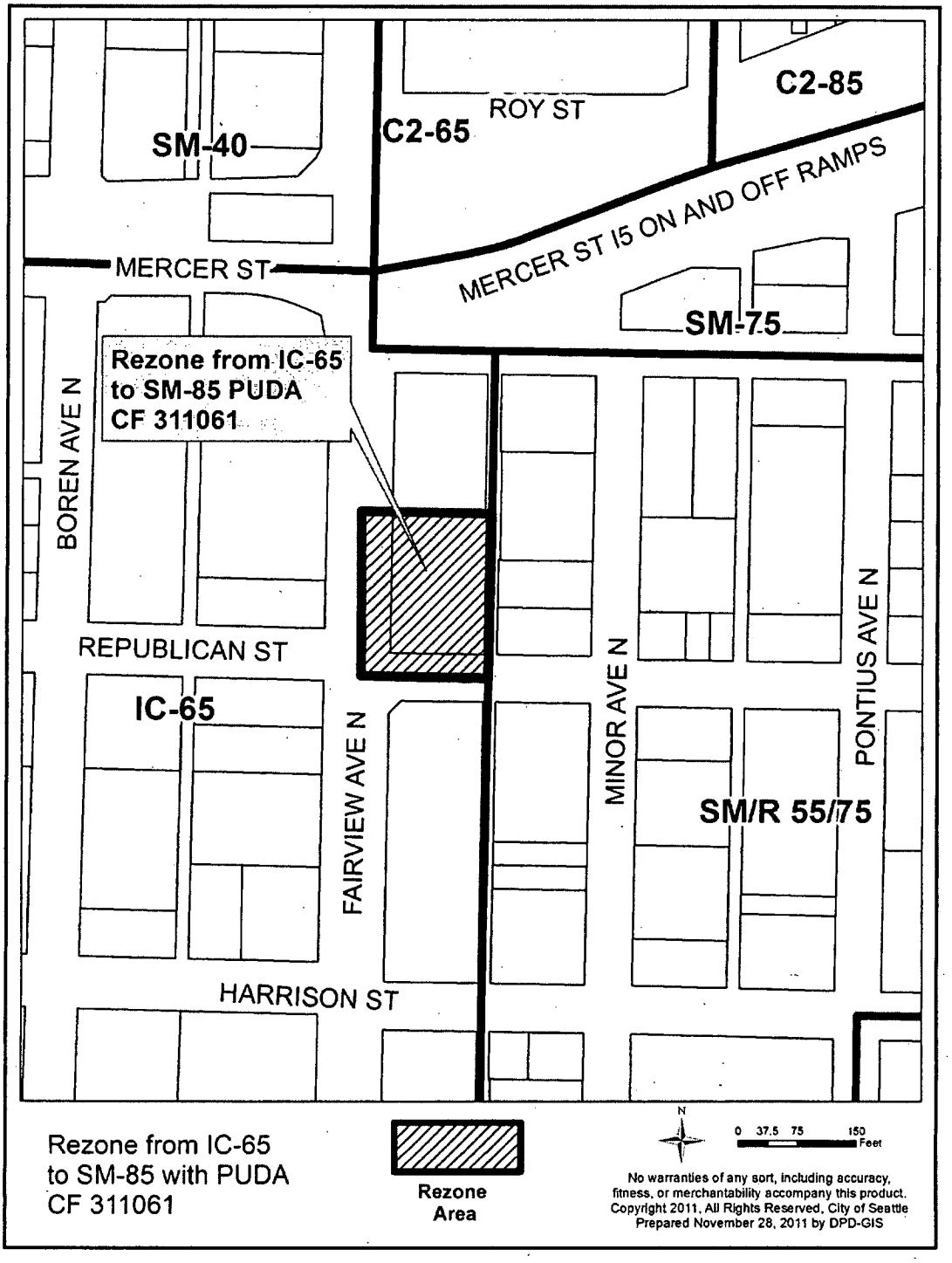
> Future development of the Property is restricted to a project developed in substantial accordance with the final approved Master Use Permit drawings for MUP Application 3011479 dated July 15, 2011, and included as Exhibit 9 in Clerk's File 311061.

Dated this _____ day of _____, 2011.

_____

City Council President

Attachment A



ORDINANCE _____

AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at page 102 of the Official Land Use Map to rezone property located at 500 Fairview Avenue North from Industrial Commercial with a 65 foot height limit to Seattle Mixed with an 85 foot height limit; and accepting a Property Use and Development Agreement in connection therewith. (Petition by BMR-500 Fairview Avenue LLC, C.F. 311061, DPD Project 3011479)

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. This Ordinance affects the following legally described property (the "Property"):

LOTS 4, 5, AND 6 BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON.

Section 2. The Official Land Use Map zone classification for the Property, established on page 102 of the Official Land Use Map, as adopted by Ordinance 110381, is amended to rezone the Property currently zoned Industrial Commercial with a 65 foot height limit to Seattle Mixed with an 85 foot height limit, all as shown in Exhibit A to this Ordinance. The Official Land Use Map zone classification is conditioned upon performing and complying with the conditions of the Property Use and Development Agreement (Agreement) referenced in Section 3 of this ordinance.

Section 3. The Property Use and Development Agreement, attached to this Ordinance as Exhibit B, is approved and accepted.

Section 4. The rezone shall expire three years from the date Master Use Permit number 3011479 is issued by the Department of Planning and Development. If the Master Use Permit is issued and the owner subsequently receives a certificate of occupancy for the permitted structure

DRAFT

prior to the Master Use Permit expiring, including any renewals; the rezone remains in effect unless revoked according to Section 23.34.004.

Section 5. The City Clerk is authorized and directed to file the Agreement, attached to this ordinance as Exhibit B, at the King County Records and Elections Division; to file upon return of the recorded Agreement from the King County Records and Elections Division, the original Agreement with this Ordinance at the City Clerk's Office; and to deliver copies of the recorded Agreement to the Director of the Department of Planning and Development and to the King County Assessor's Office.

Section 6. This Ordinance, effectuating a quasi-judicial decision of the City Council; is not subject to mayoral approval or disapproval; and shall take effect and be in force 30 days from and after its passage and approval by the City Council.

Passed by the City Council the ____ day of _____, 2011, and signed by me in open session in authentication of its passage this

_____ day of _____, 2011.

_____
President _____of the City Council

Filed by me this ____ day of _____, 2011.

_____
City Clerk

(Seal)

DRAFT

Exhibit A: Rezone Map

Exhibit B: Property Use and Development Agreement

DRAFT

Exhibit A: Rezone Map

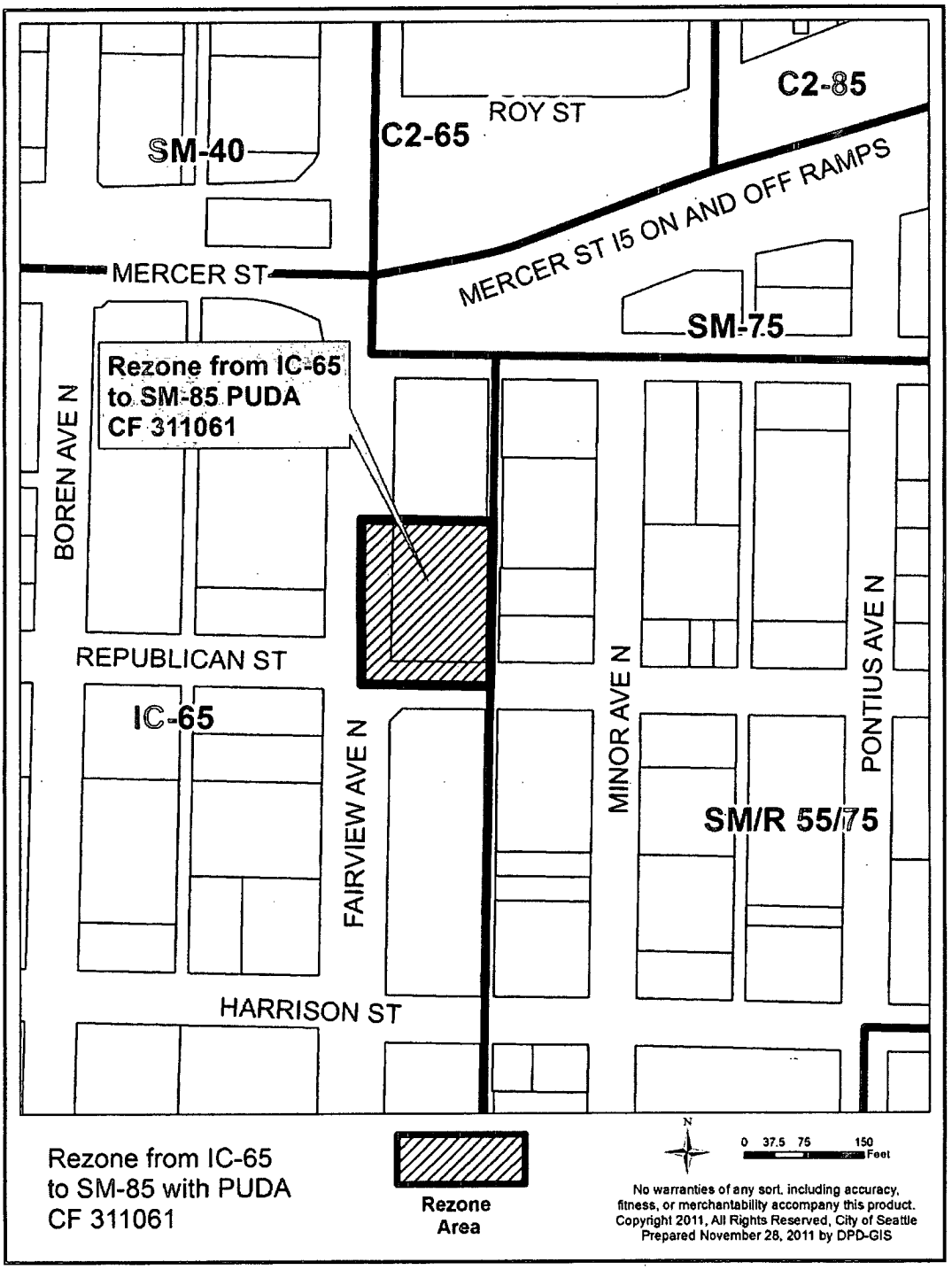


Exhibit B: Property Use and Development Agreement

DRAFT

When Recorded, Return to:

THE SEATTLE CITY CLERK
600 Fourth Avenue, Floor 3
PO Box 94728
Seattle, Washington 98124-4728

PROPERTY USE AND DEVELOPMENT AGREEMENT

Grantors: 1) **BMR-500 Fairview Avenue LLC** 2) _____
☐ Additional on page ____

Grantee: 1) **The City of Seattle** 2) _____
☐ Additional on page ____

Legal Description (abbreviated): **Lot 4, 5, and 6 Block 5, Sorenson's Addition to the City of Seattle**
☐ Additional on : **EXHIBIT A**

Assessor's Tax Parcel ID #: **786350-0040-02**

Reference Nos. of Documents Released or Assigned: _____

DRAFT

THIS PROPERTY USE AND DEVELOPMENT AGREEMENT (the "Agreement") is executed this _____ day of _____, 2011, in favor of the CITY OF SEATTLE, a Washington municipal corporation (the "City"), and BMR-500 Fairview Avenue LLC, a Delaware limited liability company (the "Owner").

RECITALS

A. The Owner owns real property (the "Property") in the City of Seattle that is zoned Industrial Commercial with a 65 foot height limit (IC 65), and legally described in Exhibit A attached to and incorporated into this Agreement.

B. On January 21, 2011, the Owner submitted to the City a Master Use Permit (MUP) application, project number 3011479, to rezone the Property from IC 65 to Seattle Mixed with an 85 foot height limit (SM 85), as shown in Exhibit B. The purpose of the application is to allow the Property to be developed for research and development laboratory use.

C. Seattle Municipal Code (SMC) Section 23.34.004 allows the City to approve a contract rezone subject to "self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone."

NOW, THEREFORE, in consideration of this Agreement's terms the parties agree as follows:

AGREEMENT

Section 1. Agreement. Under Section 23.34.004, the Owner covenants, bargains, and agrees on behalf of itself and its successors and assigns that it will comply with the following limitations and conditions in consideration of the rezone of the Property from Industrial Commercial with a 65 foot height limit (IC 65) to Seattle Mixed with an 85 foot height limit (SM 85):

> **Future development of the Property is restricted to a project developed in substantial accordance with the final approved Master Use Permit drawings for MUP Application 3011479 dated July 15, 2011, and included as Exhibit 9 in Clerk's File 311061.**

Section 2. Agreement Runs With the Land. This Agreement shall be recorded in the records of King County by the City Clerk. The Agreement shall be considered covenants that attach to and run with the Property and are binding on the Owner, its heirs, successors and assigns; and shall apply to any after-acquired title to the Property by the Owner.

Section 3. Termination. The covenants and the rezone shall expire three years from the date a Master Use Permit is issued for the project. If the Master Use Permit is issued and the Owner subsequently receives a certificate of occupancy for the permitted structure prior to the Master Use Permit expiring, including any renewals; the rezone remains in effect unless revoked according to Section 23.34.004.

Section 4. Amendment. This Agreement may be amended or modified by written agreement between the parties, provided any amendment shall be approved by ordinance.

Section 5. Exercise of Police Power. Nothing in this Agreement prevents the City Council from making further amendments to the Seattle Municipal Code or Land Use Code that apply to the Property as it may deem necessary in the public interest.

Section 6. No Precedent. The conditions contained in this Agreement are based on the unique circumstances applicable to this Property, and this Agreement is not intended to establish precedent for other rezones in the surrounding area.

Section 7. Enforcing the Agreement. This Agreement benefits the City and owners of property within 300 feet of the Property, and either the City or any benefitted property owner may institute and prosecute a proceeding at law or in equity to enforce this Agreement.

Section 8. Repeal as Additional Remedy. The Owner acknowledges that compliance with the conditions of this Agreement is a condition of the rezone and that if Owner or its successor avails itself of the benefits of this rezone but then fails to comply with the conditions of this Agreement; in addition to pursuing any other remedy, the City may revoke

DRAFT

the rezone by ordinance and require the use of the Property to conform to the requirements of the IC 65 zone.

SIGNED this _____ day of _____, 2011.

BMR-500 Fairview Avenue LLC
a Delaware Limited Liability Company
By

_____
[Name]

Its

_____
[Title]

DRAFT

STATE OF WASHINGTON)
: ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of BMR-500 Fairview Avenue LLC, a Delaware limited liability company, the limited liability company that executed the within and foregoing instrument, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated this ____ day of _____, 2011.

DRAFT

_____ [Signature of Notary]

_____ [Print Name of Notary]

Notary Public in and for the State of Washington, residing at _____.

My commission expires: _____.

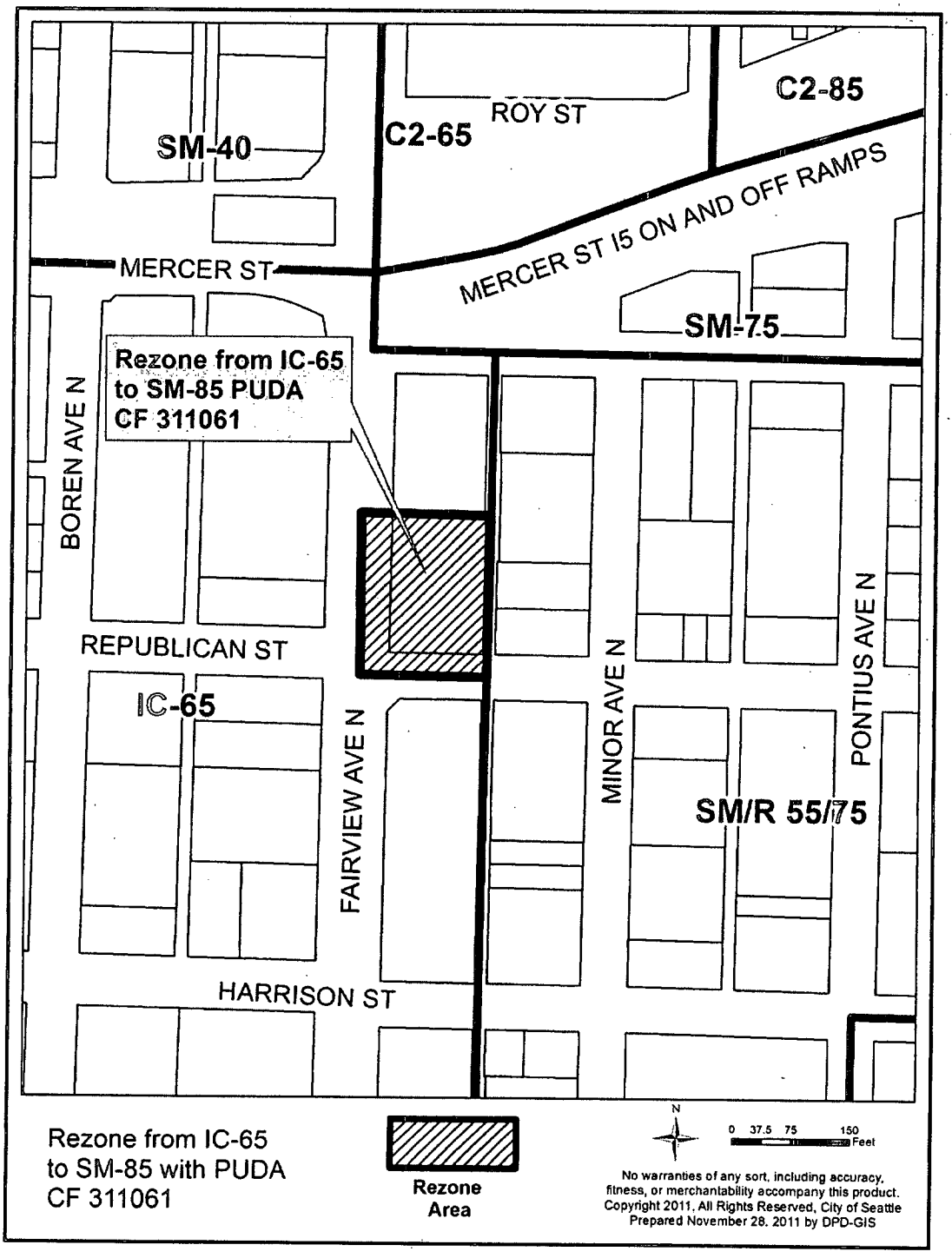
EXHIBIT A
Legal Description

Real property in the City of Seattle, County of King, State of Washington, described as follows:

LOTS 4, 5, AND 6 BLOCK 5, SORENSON'S ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 218, IN KING COUNTY, WASHINGTON.

DRAFT

EXHIBIT B
Rezone Map



FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

FILED
CITY OF SEATTLE
2011 OCT -7 AM 11: 51
CITY CLERK

In the Matter of the Application of

RICHARD B. ROBISON

for approval of a contract rezone for property located at 500 Fairview Avenue North

CF 311061

DPD Reference:
3011479

Introduction

Richard B. Robison applied for a rezone of property located at 500 Fairview Avenue North from Industrial Commercial zoning with a 65 foot height limit (IC-65) to Seattle Mixed zoning with an 85 foot height limit (SM-85). The Director of the Department of Planning and Development (Director or Department) submitted a report recommending that the rezone be approved. The Director's report included a SEPA Determination of Non-significance (DNS) and design review approval, neither of which was appealed.

A public hearing on the rezone application was held before the Hearing Examiner on September 28, 2011. The Applicant was represented by Melody B. McCutcheon, attorney-at-law, and the Director was represented by Scott Kemp, Senior Land Use Planner. The record was held open for the Examiner's site visit.

For purposes of this recommendation, all section numbers refer to the Seattle Municipal Code (SMC or Code) unless otherwise indicated. Having considered the evidence in the record and visited the site, the Examiner enters the following findings of fact, conclusions and recommendation on the application.

Findings of Fact

Site and Vicinity

1. The site is addressed as 500 Fairview Avenue North, and it is located at the intersection of Fairview Avenue North and Republican Street, within the South Lake Union Urban Center.

2. The site is approximately 22,000 square feet in size and occupies approximately one-half of the east side of the block between Republican Street and the Mercer Street on- and off-ramps to Interstate 5. It borders a 16-foot-wide alley to the east.

3. The site is designated as a Steep Slope Environmentally Critical Area, but the steep slopes were originally created through street grading, and the site was subsequently altered when the existing building and parking lot were created. It presently slopes down

to the north along Fairview Avenue North toward Lake Union, and down slightly to the west along Republican Street. The site is not included within an overlay district.

4. As noted, the site is zoned IC-65, and IC zoning in the area extends in a swath one and one-half blocks wide from Mercer Street to John Street, but is surrounded on all sides by Seattle Mixed zoning at heights from 40 to 125 feet. *See* Exhibit 5. Development on the site consists of an office building approximately 21,600 square feet in size and an accessory parking lot.

5. To the north of the site is one-half block of IC-65-zoned property developed with a recently constructed five-story research and development laboratory building. To the south, across Republican Street, is IC-65-zoned property developed with one-story structures, including an office building, warehouse and loading facilities. To the west, across Fairview Avenue North, is IC-65-zoned property developed with one- and two-story commercial buildings. To the east, across the alley, is SM/R-55/75-zoned property developed at the north end with the six-story residential Pete Gross House, owned and operated by the Fred Hutchinson Cancer Research Center, and at the south, with one- and two-story structures housing a café, an office and a residence.

6. Development within the surrounding area includes some older commercial and multifamily buildings along with new, larger commercial and multifamily buildings, including the multi-block Amazon campus, University of Washington Medicine research facilities, Group Health offices, Seattle Biomedical Research Institute facilities, and multifamily structures with ground floor retail.

7. Fairview Avenue North is a fully improved, 66-foot-wide principal arterial with two travel lanes in each direction and left-turn lanes at signalized intersections. Republican Street is a 60-foot-wide minor arterial with one travel lane in each direction and curb gutter and sidewalks, as well as parking, on both sides. The area is also served by Mercer Street, currently a four-lane, one-way eastbound street classified as a principal arterial west of Fairview Avenue and a minor arterial east of Fairview Avenue, and Minor Avenue North, which is a two-way access street.

8. The area is well served by public transit but has no heavy rail or water access. Five Metro transit routes have scheduled stops approximately one block from the subject site, and stops for other routes are available nearby. Several stops for the South Lake Union Streetcar are located within approximately 1/2 mile of the site.

Zoning History and Potential Zoning Changes

9. The Director reports that in 1996, a new, Seattle Cascade Mixed zone was applied to parts of South Lake Union. The zone was changed in 2005 to Seattle Mixed, and in 2010, regulations for the zone were amended to allow for an additional 20 feet of height for biotechnology, research and development labs and associated office uses in South Lake Union. Recent, significant growth in the area has proceeded in accordance with

these regulations and other Code provisions that apply to specific parts of the area, such as the multi-block Amazon headquarters area.

10. The Director also reports that a rezone from IC-85 to SM-85 is proposed for a nearby block to the south that it is bounded by Thomas and John Streets and Fairview and Boren Avenues North. In addition, the City and South Lake Union neighborhood are involved in the process of evaluating strategies to implement new goals and policies included in the South Lake Union Neighborhood Plan by a 2006 amendment to the Comprehensive Plan. A South Lake Union Urban Design Framework was developed and issued by the Department in 2010, followed by a draft environmental impact statement in February of 2011 that evaluated alternatives for increasing height and density in the area through an area-wide rezone. Work on the final environmental impact statement is underway, with all action alternatives proposing a rezone of the IC area of South Lake Union, including the subject property, to Seattle Mixed. The subject property is within the area labeled the "Fairview Corridor" in the study, with proposed commercial heights of 85 feet to 160 feet, and proposed residential heights of 160 feet to 240 feet. The record does not include information on when the proposed zoning changes might be brought to the City Council.

Neighborhood Plan

11. The site is included within the planning area of the adopted South Lake Union Neighborhood Plan, but is not expressly referenced in the Neighborhood Plan. Nor does the Neighborhood Plan include policies for guiding future rezones or recommendations on heights.

12. The Neighborhood Plan includes several goals and policies relevant to this rezone application. SLU-G1 envisions a "vital and eclectic neighborhood where people both live and work, or use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting streetlife and amenities to support and attract residents, employees and visitors. SLU-P9 encourages "support for the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building". SLU-G10 envisions parks and open spaces accessible to the neighborhood. SLU-P45 encourages "building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level," and SLU-P46 seeks to increase tree coverage.

Proposal

13. The Applicant asks to have the property rezoned from IC-65 to SM-85 with a property use and development agreement (PUDA) limiting development to the proposal approved through design review, as reflected in the approved plans dated July 15, 2011 (Exhibit 9). That proposal would include demolition of the existing office building and surface parking lot, and construction of a seven-story laboratory and office building with three levels of below grade parking for 143 vehicles, with access through the parking garage in the building to the north, which also owned by the applicant. The proposed

building would include 63,842 square feet of laboratory space, 42,561 square feet of office space and 1,178 square feet of café/retail space at the corner of Fairview Avenue and Republican Street, for a total building square footage of 107,580 square feet. The Applicant anticipates that 250 to 400 people will occupy the lab and office portions of the building.

14. The floor area ratio (FAR) in the IC zone is generally 3.0, although a 2½ block area one block to the west of the subject site has a FAR of 7.0, achieved under SMC 23.50.051. The usual 3.0 FAR for IC would allow for 64,116 square feet of chargeable space on the subject site. The FAR for the site if rezoned to SM-85 would be 4.5, but the Applicant proposes to use a FAR of 4.2. This would allow for 90,133 square feet of chargeable space, or an increase in chargeable space of 26,017 square feet over what could be achieved under the existing IC-65 zone.

15. The proposed building would be aligned on the west side with the building to the north to retain the view corridor to Lake Union. It would include a variety of sustainable strategies to improve use of natural daylighting, such as narrowing the building, and to mitigate stormwater runoff, such as including a "green wall" of planters on the south side of the building that will also shade much of that façade. Street trees and additional landscaping would also be added along both adjacent streets. Unlike the building to the north, directly across the alley from the Pete Gross House, the proposed building would be set back 12 feet from the property line to maintain access to daylight for the structures on the east side of the alley *See* Exhibit 10.

16. The Applicant secured a Water Availability Certificate for the proposal from Seattle Public Utilities. Exhibit 8. Testimony at hearing established that there is sufficient utility infrastructure capacity for the project.

17. The Applicant provided a Geotechnical Report and a Traffic Impact Study for the proposal. The Traffic Impact Study showed that the LOS at affected intersections would be expected to remain the same with, or without the proposal. Exhibit 6 at 11-13. However, to mitigate the proposal's impacts on the already congested area intersections, the Applicant would be required to pay a pro rata share of the South Lake Union capital improvement project. Exhibit 6 at 24. The proposal would meet concurrency requirements, as the volume to capacity ratio for the applicable screenline would remain below the adopted threshold of 1.20 even with the addition of the proposal's anticipated traffic. Exhibit 6 at 22-23.

18. The Traffic Impact Study estimated peak parking demand at 117 stalls. Exhibit 6 at 24. Although no parking is required within the urban center, below-grade parking for 143 vehicles is proposed in a garage accessed from a curb cut on Mercer Street and through the garage beneath the building to the north.

19. The proposal was reviewed by the Queen Anne/Magnolia Design Review Board (Board) over the course of three meetings. The Applicant prepared materials on the height bulk and scale context of the project vicinity as part of its presentations to the

Board. Exhibit 12. The Board found that the proposed project conformed to applicable Citywide Design Review Guidelines for Multifamily and Commercial Buildings as well as the South Lake Union supplemental guidance. The Board recommended that the proposal be approved along with a development standard departure to allow the primary entry to be more than three feet above sidewalk grade. The Board's deliberations are summarized in the Director's report and recommendation, Exhibit 2, at 20-22.

Public Comment

20. Most public comments were received during the design review process for the proposal. They are summarized in the Director's report at 2-3. In addition, the applicant held three community meetings on the proposal, which produced suggestions on building siting and retention of the view corridor toward Lake Union, incorporating strategies to mitigate the building's carbon footprint and stormwater runoff, and activating the streetfront at the southwest corner of the building through inclusion of a coffee shop and/or other retail area. The Applicant also consulted with the manager of the Pete Gross House to discuss concerns with maintaining daylight to that structure.

21. The Director received one comment on the rezone proposal, requesting that the "green wall," and the proposed setbacks on Fairview Avenue and the alley be required, and that the building be limited to biotechnology uses so that the additional 20 feet of allowed height would not be used for other commercial uses. Exhibit 1. The Hearing Examiner received one comment letter, expressing concerns about existing traffic volumes, congestion and speeds and the lack of signs warning drivers of pedestrians in the area. Exhibit 1.

Director's Review

22. The Director responded to the public comment on the rezone. Exhibit 1. The Director also reviewed and approved the applicant's Traffic Impact Study and considered it in her review of the proposal under SEPA. Exhibit 2 at 28-29. The Director considered the proposal's height bulk and scale impacts and impacts on public view protection. Exhibit 2 at 27-28. After reviewing the Master Use Permit plans and Geotechnical Report, the Director determined that the proposal would have no adverse effects on the steep slope. Exhibit 2 at 13.

23. The Director issued a DNS with conditions for the proposal. Exhibit 2 at 29-30. The Director also issued design review approval for the proposal, incorporating the Board's recommendations. Exhibit 2 at 23. Neither the design review approval nor the DNS was appealed. The Director recommended approval of the rezone with a PUDA. Exhibit 2 at 20.

Applicable Law

24. SMC 23.34.008.A requires that the zoned capacity for urban villages be no less than 125% of the growth targets adopted in the Comprehensive Plan for the village. For

residential urban villages taken as a whole, the zoned capacity must be within the density ranges established in the Land Use Element of the Comprehensive Plan.

25. SMC 23.34.090 addresses the designation of industrial zones and states that "industrial zones are intended to support existing industrial activity and related businesses and provide for new industrial development" and employment, and that such areas are "generally well served by rail, truck and water transportation facilities and do not require direct vehicular access to residential zones." SMC 23.34.090.A and .090.B. "Rezoning industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown: 1. The area does not meet the locational criteria for the industrial zone. 2. The rezone will not decrease industrial development and employment potential, especially manufacturing employment. 3. The rezone would not result in existing industrial uses becoming nonconforming. 4. The area clearly functions as a residential or commercial zone, has little or no potential for industrial development, and would not lead to further encroachment of residential, office, or retail uses into industrially zoned land located adjacent to or near the proposed rezone. 5. The rezone shall be consistent with the Seattle Shoreline Master Program. 6. The area is not part of an adopted Manufacturing/Industrial Center." SMC 23.34.090.G. A gradual change in height limits, or an area of transition, is to be provided when an industrial area lacks physical edges, and rezones are to achieve a better separation between residential and industrial zones in order to reduce or eliminate land use conflicts. SMC 23.34.090.H. Finally, the following questions are to be considered: "whether the area is primarily industrial, commercial, residential, or a mix, and whether the area is fully developed and in need of room for expansion, or minimally developed with vacant parcels and structures." SMC 23.34.090.I.

26. The IC zone "is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities." SMC 23.34.096. The locational criteria for the IC zone include areas "with amenities such as shoreline views, proximity to downtown, or access to public open spaces that could provide an attraction for new businesses, particularly new technology-oriented and research and development activities which might otherwise be likely to seek locations outside the City;" areas "in close proximity to major institutions capable of providing support for new technology-oriented and research and development businesses;" former industrial areas "undergoing a transition to predominantly commercial or mixed commercial and industrial activity but where transportation and/or other infrastructure capacities are constrained," areas "where there is an existing concentration of technology-oriented and research and development uses which may be subject to displacement by commercial development;" and underutilized areas that, "through substantial redevelopment, could provide the type of campus-like environment attractive for new technology-oriented industrial and commercial development." SMC 23.34.096.A through .096.E.

27. SMC 23.34.126 addresses designation of the SM zone, stating that it is applied to achieve "a diverse, mixed-use community with a strong pedestrian orientation" and

"permits a wide range of uses and promotes density to encourage a mixed-use neighborhood." The designation "balances the need for flexibility and a variety of activities with the need to provide adequate direction to ensure ... housing and commercial activities critical to the success of an urban neighborhood."

28. SMC 23.34.128.A states that the SM zone functions as stated in SMC 23.34.126 and "as an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate".

29. The relevant locational criteria for the SM zone are included in SMC 23.34.128.B and 128.C. These include an "area that is well-served by transit and vehicular systems" and adequate utility infrastructure, "and where such systems and infrastructure can be readily expanded to accommodate growth;" and an area "that provides a transition from a densely developed or zoned neighborhood or from industrial activity." Height limits within the SM zone are addressed in SMC 23.34.128.E and range from 40 feet to 125 feet. A 65 foot, 75 foot or 85 foot height "shall apply where it is appropriate to provide for a uniform and pedestrian scale." A 125 foot height "may be designated to serve as transition from areas where greater heights are permitted."

30. SMC 23.34.009 prescribes additional criteria when a rezone includes consideration of height limits in commercial or industrial zones. The Seattle Mixed zone is not an industrial or commercial zone, *see* SMC 23.47A.002 and SMC 23.48.002, and the Applicant is not seeking a change in the height limit of the site's existing IC-65 zoning. Therefore, the proposed rezone presents no height issue to be considered under SMC 23.34.009.

31. Compliance with the requirements of Chapter 23.34 SMC constitutes consistency with the Comprehensive Plan for purposes of reviewing proposed rezones. SMC 23.34.007.C. Thus, Plan goals and policies are not separately reviewed.

32. SMC 23.34.004 addresses contract rezones. Subsection A provides that the Council may approve a rezone subject to an agreement by the property owner "to self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts which could occur from unrestricted use and development permitted in the zone." Such a rezone is to be conditioned on compliance with the terms and conditions of the agreement.

Conclusions

1. The Hearing Examiner has jurisdiction over this matter pursuant to SMC 23.76.052.

2. SMC 23.34.007 provides that the applicable sections of Chapter 23.34 SMC on rezones are to be weighed and balanced together to determine the most appropriate zone and height designation. In addition, the zone function statements are to be used "to assess the likelihood that the area proposed to be rezoned would function as intended." SMC 23.34.007.A. "No single criterion ... shall be applied as an absolute requirement or test of

the appropriateness of a zone designation ... unless a provision indicates the intent to constitute a requirement". SMC 23.34.007.B. The general rezone criteria, including "zoning principles" and "impact evaluation," are set forth in SMC 23.34.008.

3. The proposal complies with SMC 23.34.008.A. The rezone would increase the zoned capacity within the Urban Center, and the proposed project could help achieve the Urban Center's adopted growth target of 16,000 jobs. The zoned capacity with the rezone would not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

4. The most appropriate zone designation is the one "for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation." SMC 23.34.008.B.

5. Recent development within the area, other proposed rezones nearby and the proposed area-wide rezone to SM zoning all indicate that the provisions for designation of industrial zones in SMC 23.34.090 no longer match the characteristics of the area, including the subject site. As noted, the area is not served by rail or water transportation facilities, although it does have truck access, and direct vehicular access need not travel through residential zones. There is no existing industrial activity on the site, and industrial activity within the surrounding area is insignificant. In light of recent biotechnology and office development, new industrial development is not anticipated, nor would it necessarily be compatible with the growing residential community in the area, including the residential uses across the alley from the site.

6. All of the factors listed in SMC 23.34.090.G as indicators that industrial land may be rezoned to a less-intensive use are present. The area does not meet the locational criteria for the industrial zone; it clearly functions as a commercial and residential zone and has little or no potential for industrial development. The proposed rezone would not result in existing industrial uses becoming nonconforming, and there is no evidence of encroachment into industrially zoned land near, or adjacent to the proposed rezone site. Further, the site is not within the shoreline area or a Manufacturing/Industrial Center. The provisions of SMC 23.34.090.H, concerning transitions between industrial and residential zones, do not apply to the proposed rezone because the SM zone would allow fewer uses that potentially conflict with residential uses than are allowed under the existing IC zone. The site and surrounding vicinity are not industrial in nature. The pattern of recent and projected development is biotechnology, life sciences research, and office and residential use.

7. The locational criteria for the IC zone focus on attracting and retaining a mix of commercial and industrial activities, including manufacturing uses, but the subject site and vicinity has moved away from industrial and manufacturing uses. As reflected by the area-wide rezone under review, more recent development includes a mix of technology-oriented and research and development uses that do not require IC-zoned property because they are permitted and encouraged in the SM zone. The area's views of Lake

Union and proximity to Lake Union Park and downtown serve to attract these businesses. Although not proximate to major institutions, the area includes satellite facilities of such institutions. The area is congested, but transportation and other infrastructure capacities are not constrained. There is no evidence that commercial development may displace existing technology-oriented and research and development uses within the area, and it is in the process of being substantially redeveloped. It is not underutilized, and its continued redevelopment does not depend upon retaining the IC zone.

8. The rezone and proposed project are both consistent with the intent and function of the SM zone. The area has transitioned from traditional manufacturing uses to a mix of biotechnology, commercial and residential uses.

9. The rezone area also meets the locational criteria for the SM zone. As noted, it is well served by transit and includes substantial pedestrian and transit improvements. The record shows that utility infrastructure is adequate to accommodate growth. The area also provides a transition between downtown zoning south of Denny Way and more residential uses along Eastlake and Westlake Avenues. The proposed 85 foot height limit with the 20 foot incentive for biotechnology uses is consistent with the height requirement of SMC 23.34.128.E. The proposed building has been set back from Fairview Avenue and Republican Street to maintain views to the north and west, and views of Lake Union and the downtown skyline would be available from the public area planned for the southwest corner of the site. This massing of the proposed narrow building on the center of the site would contribute to an appropriate pedestrian scale. The proposed height limit would also serve to reinforce the natural topography, since height limits would decrease to the north as the topography sloped down toward Lake Union. Finally, the proposed height would be compatible with actual and zoned heights within the surrounding area, which range from 40 feet to 125 feet and include the Amazon campus approximately one block to the west of the rezone site.

10. In light of the area-wide rezone being considered for the IC-zoned properties within the South Lake Union neighborhood, it is unlikely that the proposed rezone would provide a precedent for subsequent rezones.

11. The proposed rezone and project, which will provide biotechnology-related jobs, and retail and public open space at the southwest corner, is consistent with the adopted Neighborhood Plan goal of "a vital and eclectic neighborhood where people both live and work" that includes "housing choices, diverse businesses [and] ... amenities to support and attract residents, employees and visitors". SLU-G1. It is also consistent with SLU-P9 that expressly encourages the growth of innovative industries in the area, including biotechnology. The proposed building setbacks from Fairview Avenue North, Republican Street and the alley are consistent with SLU-P45, which encourages building designs that preserve public view corridors to Lake Union and natural light at street level. The proposal's public space on Republican Street is consistent with SLU-G10 that envisions open spaces accessible to the neighborhood. And the proposed landscaping and street trees on both Fairview and Republican are consistent with SLU-P46, which encourages increased tree coverage,

12. The zoning principles listed in SMC 23.34.008.E are generally aimed at minimizing the impact of more intensive zones on less intensive zones, if possible, and the proposed rezone would be consistent with them. There are no physical buffers in the area to separate different uses and intensities of development. The proposed rezone would follow existing platted lot lines, and the boundary between the subject site and the SM/R-zoned property to the east would continue to be the alley that presently separates them. The proposed biotechnology building would face away from the SM/R-zoned property and would be separated from IC-65-zoned property to the west by Fairview Avenue North. The rezone site is located in an urban village where heights above 40 feet are anticipated.

13. The potential rezone impacts requiring most attention are those on the SM/R zone across the alley from the subject site. The rezone would allow a potential building height of 105 feet and seven stories for biotechnology and research and development uses on the site, whereas the existing IC-65 zone would allow a total height of 85 feet and six-stories for such uses. The SM/R zone across the alley allows a maximum height of 75 feet for residential buildings and 55 feet for commercial buildings. The alley would provide some separation between the site and the SM/R zone. However, changes to the proposal during the design review process, such as reducing building square footage by approximately 13,000 square feet as a result of setting the building back from the alley and from Republican Street, provided more effective mitigation for height bulk and scale impacts. The Board concluded that no additional changes were required to provide an appropriate transition between the proposed building and the uses and zones across the alley.

14. Although the increased building height resulting from the rezone would cause a slight increase in shadows, the 12 foot setback from the alley would help to mitigate this impact. The proposal would increase the demand for public services, including transit, but the increase would be minimal, and the record shows that service capacities are adequate to absorb it. The Director also evaluated impacts on public services and service capacities, as well as historic preservation, transportation and other impacts pursuant to SEPA, and has identified conditions to mitigate impacts that are not otherwise adequately addressed through existing regulations.

15. Pedestrian safety would be maintained by use of the existing vehicular building access on Mercer Street, and would be enhanced by the landscaping and exterior lighting along Fairview Avenue North and Republican Street. The proposal would increase employment space within the area and is expected to be occupied by 250 to 400 people.

16. Changed circumstances are not required for a rezone, but may be considered. Uses in the South Lake Union area, including the IC zone, have changed. Industrial uses, including general manufacturing uses, have given way to biotechnology, life sciences, office, mixed-use and related development. Industrial/manufacturing uses. which "typically have the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution," SMC 23.804A.025, would no longer be consistent

with the function and character of existing and planned development in the area. Further, the height and density changes currently under consideration for the IC zones in the South Lake Union area strongly suggest that the IC zone in this location is no longer necessary or appropriate and should be replaced with the SM zone.

17. Weighing and balancing the applicable sections of Chapter 23.34 SMC together, the most appropriate zone designation for the site is SM-85 with a PUDA.

Recommendation

The Hearing Examiner recommends that the City Council **APPROVE** the requested rezone conditioned upon execution of a PUDA that requires development of the project in accordance with the final approved Master Use Permit drawings dated July 15, 2011 (Exhibit 9).

Entered this 7th day of October, 2011.

Sue A. Tanner
Hearing Examiner

CONCERNING FURTHER REVIEW

NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner's recommendation to consult appropriate Code sections to determine applicable rights and responsibilities.

Pursuant to SMC 23.76.054, any person substantially affected by a recommendation of the Hearing Examiner may submit an appeal of the recommendation in writing to the City Council. The appeal must be submitted within fourteen (14) calendar days following the date of the issuance of the recommendation of the Hearing Examiner, and be addressed to:

Seattle City Council
Built Environment Committee
c/o Seattle City Clerk
600 Fourth Avenue, Floor 3 (physical address)
P.O. 94728 (mailing address)
Seattle, WA 98124-4728

The appeal shall clearly identify specific objections to the Hearing Examiner's recommendation and specify the relief sought. Consult the City Council committee named above for further information on the Council review process.

South Lake Union Area Zoning

0 95 190 380 Feet

Lake Union
LAKE UNION PARK
DENNY PARK
HIGHLAND DR
DEXTER AVE N
8TH AVE N
WESTLAKE EAST RDWY AVE N
ALOHA ST
VALLEY ST
9TH AVE N
ROY ST
BROAD ST
BROAD ST EB OFF RP
MERCER ST
TERRY AVE N
FAIRVIEW NR AVE N
FAIRVIEW AVE N
CAMPUS DR
LAKEVIEW BLVD E
BOREN AVE N
REPUBLICAN ST
YALE AVE N
HARRISON ST
MINOR AVE N
THOMAS ST
WESTLAKE AVE N
JOHN ST
JOHN ST
PONTIUS AVE N
STEWART ST
DENNY WAY
DEXTER AVE
7TH AVE
BELL ST
8TH AVE
BLANCHARD ST
9TH AVE
TERRY AVE
VIRGINIA ST
MINOR AVE
BOREN AVE
YALE AVE
COURT PL
HOWELL ST

C2-40
C2-65
C2-85
SM-65
SM-40
SM/R 55/75
IC-65
SM-75
SM-85
IC-85
SM-125

Legend

- Subject Parcel
- Zoning outlines
- Pavement outlines 1999
- Block outlines
- Buildings 2009

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ___
Department ✓ DENIED ___
5
FILE: CF #311061, Proj. # 3011479

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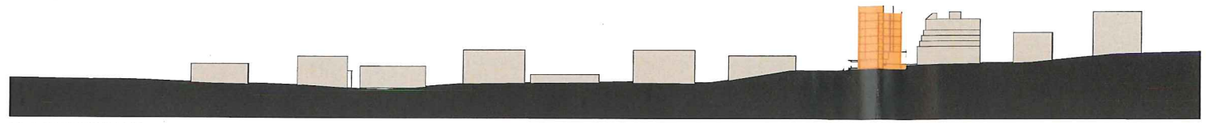
Prepared September 28, 2011 by DPD-GIS

CF 311061



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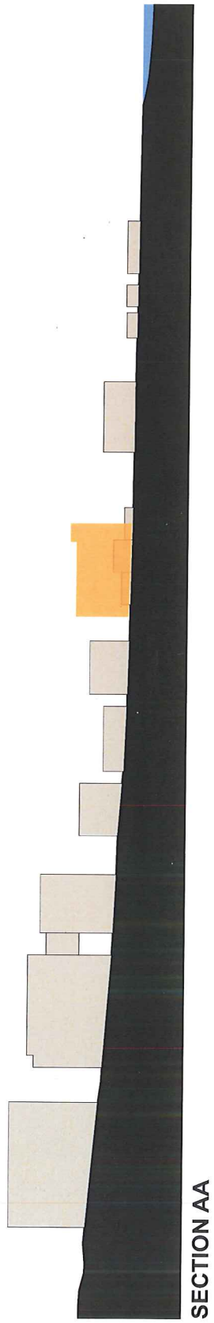
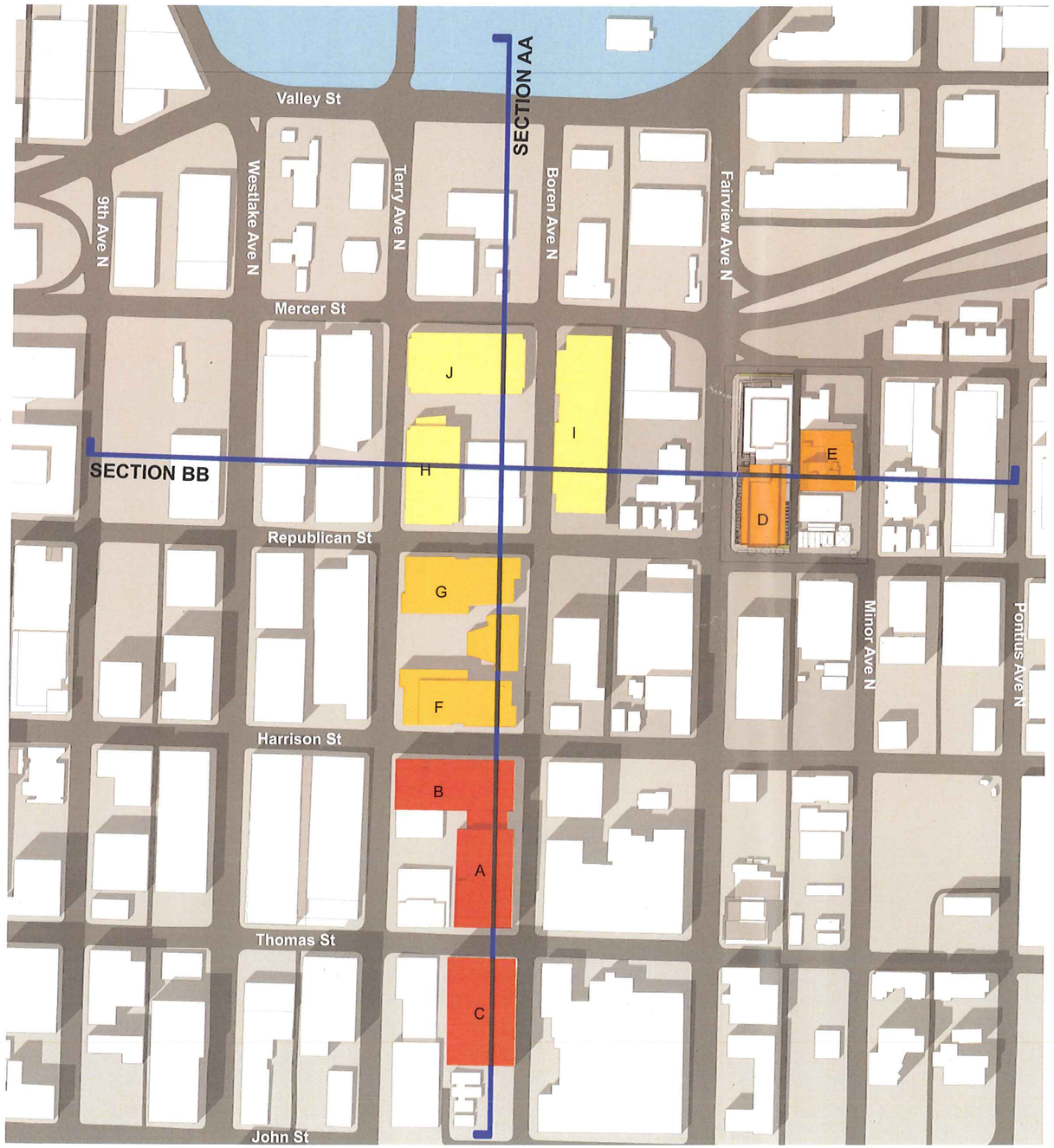


SECTION AA



HEIGHT, BULK AND SCALE CONTEXT

12 STORIES
7 STORIES
6 STORIES
5 STORIES

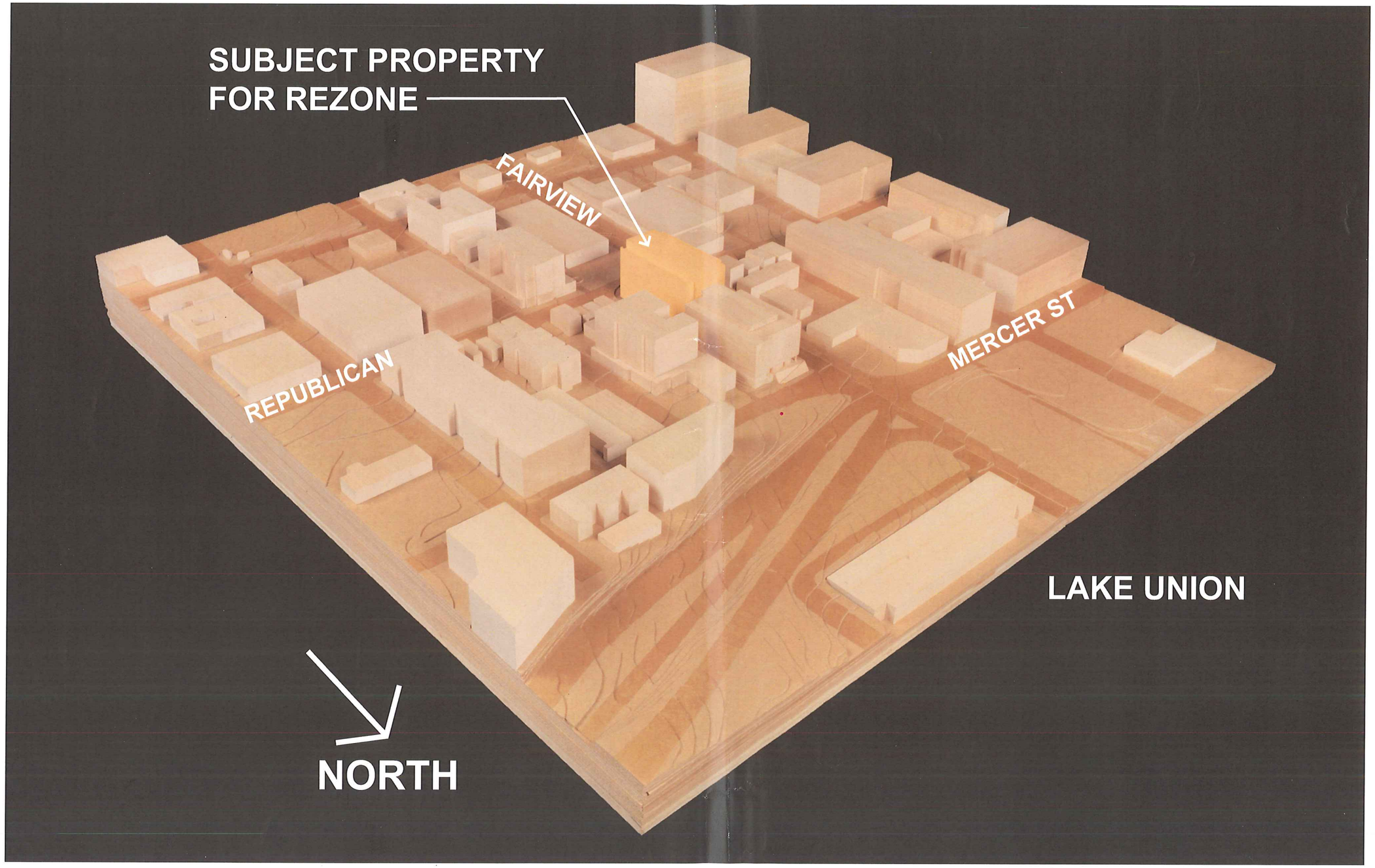
0' 100' 200' 400'

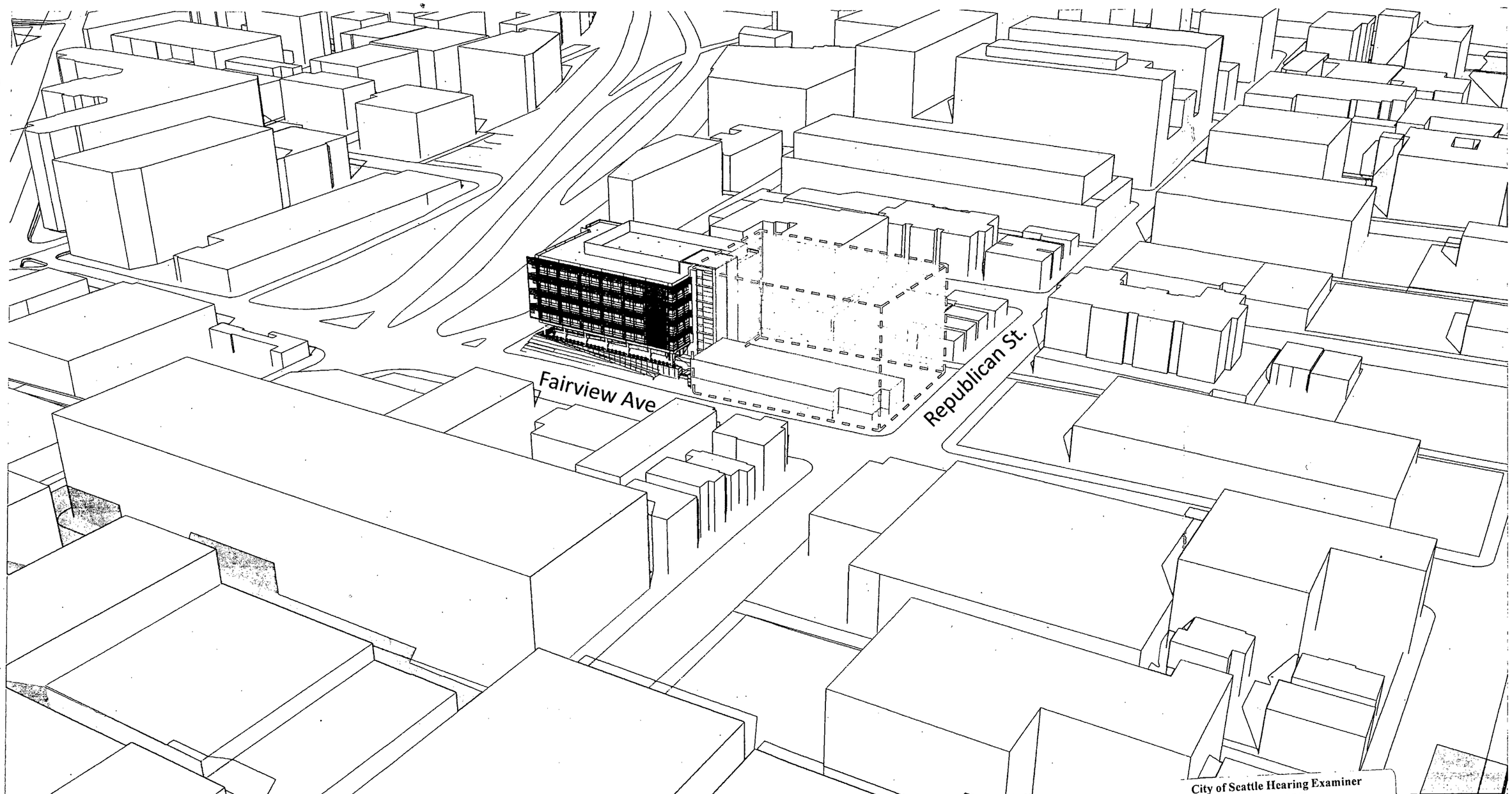
	BLDG ADDRESS	STORIES	AREA (SF)
A	333 Boren Ave N	12	282,162
B	345 Boren Ave N	12	(included above)
C	201 Boren Ave N	12	360,229
D	**500 Fairview Ave N**	**7**	**108,466**
E	525 Minor Ave N	7	
F	410 Terry Ave N	6	
G	440 Terry Ave N	6	165,000 (estimate)
H	550 Terry Ave N	5	115,484
I	500 Boren Ave N	5	172,371
J	551 Boren Ave N	5	189,863

500 Fairview Ave N
#3011479

MITHŪN

City of Seattle Hearing Examiner
EXHIBIT
Appellant ___ ADMITTED ✓
Respondent ___ DENIED ___
Department 1
12
FILE: CF #311061, Proj. # 3011479


SUBJECT PROPERTY
FOR REZONE
FAIRVIEW
REPUBLICAN
MERCER ST
LAKE UNION
NORTH



City of Seattle Hearing Examiner
EXHIBIT
Appellant ___
Respondent ___ ADMITTED ___
Department ✓ DENIED ___
10
FILE: CF #311061, Proj. # 3011479

Recommendation Meeting
500 FAIRVIEW

06.15.11

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500 Fairview Development Objectives

The proposal is for a 7 story 108,500 gross square foot speculative laboratory building. This will be developed adjacent to the 530 Fairview project which was developed by the same owner. The owner would like these two properties to operate as a campus of laboratory buildings. A pedestrian colonnade will link both buildings from an at grade entry at the corner of Republican Street and Fairview Avenue.

The site is currently occupied by an office building that sits on about half of the site and borders Fairview Avenue. The remainder of the site is used for vehicle parking.

The current zoning of the site is IC 65. There is a rezoning process underway for the entire South Lake Union District. The IC zoning for this site is no longer considered to be the appropriate zoning for this part of South Lake Union. The owner intends to apply to the City of Seattle DPD for a contract rezone to SM85. In addition they intend to take advantage of the 20 feet of additional height allowance under the bio-tech amendment of the Seattle Zoning Code which would increase the allowable building height on the site to 105 feet.

The proposed building will be 7 levels above grade with a 3 level secure sub-grade parking structure, which will accommodate approximately 143 cars. Access to the underground parking will be made through the garage entry of the adjacent building (530 Fairview) minimizing the curb cuts on the block to 1 at the northern end of the 530 Fairview site. The owner intends to implement a reciprocal access easement to allow access through the 530 Fairview site. The first floor height will be 16 feet and levels 2 through 7 will be 14 feet high, for a total height of 100 feet (excluding penthouse screening).
Each floor of the laboratory building will be approximately 15,500 gross square feet. The building will be constructed of cast in place concrete and have a metal composite panel and glass curtain wall skin.

The design approach will keep the building floors as narrow as possible while still allowing efficient functional laboratory space with the intent of maximizing daylight access and the opportunity for natural ventilation of the space. Narrowing the building footprint has several benefits beyond those just discussed. The owner is also interested in developing a retail or cafe space at street level fronting the colonnade and Republican Street that would serve the public as well as occupants of the building.

Design Response to Second Early Design Guidance Meeting

On December 1st 2010 the second EDG meeting was conducted. In response to comments made at this meeting specific changes have been made to the design. This package reflects the current design with the following changes:

1. Study corner crossing at Fairview / Republican. Discuss the widening of Fairview, loss of existing street trees.

- The current design reflects the widening of Fairview avenue. The design team discussed modifying the corner crossing at Fairview & Republican with SDOT. SDOT's response was that modifications to the standard crossing arrangements are not permitted. We feel that the work required to widen Fairview will provide a new crossing at that location that will be more functional and aligned with the streets.

- Widening of Fairview results in the loss of existing street trees. Our design adds 4 trees with seat level planting areas on our project site. We studied replacing the street trees, but the distance from curb to the edge of our development is too narrow to allow an allee of trees.

2. Lab layouts, relationship of views to apartments across the alley.

- This package includes two proposed layouts of Laboratory spaces. Due to the speculative nature of this development, these plans are shown for functional use and are not necessarily the layouts that the tenants will design for their spaces.

- The narrow width of the area in the northeast corner of the plan will restrict the types of uses in that area.

- The lab layouts show a single tenant and a multi tenant floor. In both plans, the northeast corner of the plan directly across from the Pete Gross House project is shown used for conferencing functions. In addition, we have redesigned the facade of the building in that location to reduce the amount of vision glass. Adjustable blinds will be provided in those spaces.

3. Development of facades, materials, exterior lighting.

- The package reflects the current design of the facades and exterior materials. It also shows exterior lighting intent, street furniture, and planting materials.

We feel that these changes greatly enhance the design and address the concerns and comments made by the Design Review Board at the Early Design Guidance meetings.

A-1 Responding to Site Characteristics
The entry plaza and colonnade proposed in the design extends the outdoor space created in the 530 Fairview project onto the Republican Street edge and connects to the existing 530 Fairview pedestrian connection which terminates in an overlook of Lake Union at the northern end of the site. The narrow floorplate proposed in the design maximizes daylight penetration and allows the opportunity for natural ventilation.

A-2 Streetscape Compatibility
Access to the entry plaza from the corner of Fairview and Republican offers pedestrians a choice of paths to the main entry and potential access to retail/cafe space and outdoor seating overlooking Republican Street. The new trees and seating along Fairview give a shaded and secure passage along the western edge of the site. The ground floor perimeter will be glazed allowing views into the activities inside. The entrance will be recessed. A direct on-grade pedestrian connection to 530 Fairview is at the northern end of the site.

A-3 Entrances Visible from the Street
Entrance to the Cafe / Retail space is clearly visible from Fairview and Republican Street. Moving the building toward Fairview Avenue makes the main entry more visible. Balconies above the entry provide a visual marker that highlights the entry.

A-4 Human Activity
As previously stated in A-2 above, an on-grade connection to the entry plaza is made at the south end of the site and a mid block stair connection is made to access the building entry at the north end of the site. This stair access is shared with the 530 Fairview property to encourage interaction between the occupants of the buildings. This stair has been modified to include a ramp from the south. This will further reduce the apparent height of the site wall along the western edge of the plan. The colonnade and plaza areas will be well lit and landscaped to provide a feeling of enclosure and appropriate relationships to the street, as well as views to downtown and Lake Union

A-5 Respect for Adjacent Sites
The proposed design moves the major massing of the building to the center of the site allowing more distance along the alley side of the project for light and air access to the adjacent sites.

A-8 Parking and Vehicle Access
The proposed design removes all existing curb cuts from Fairview Avenue and Republican Street. It relies on the existing parking entry to 530 Fairview for its access to parking. Access to service vehicles will be from the alley on the east side of the site. There is an opportunity for parking for service and delivery vehicles along the alley.

B-1 Height, Bulk, and Scale Compatibility
As stated in the development objectives section, the project is applying for a Contract Rezone for the site. Changing it from IC-65 to SM-85. The height bulk and scale is compatible with the requirements of that zoning. The building design and location on the site complies with the setback provisions of the zoning code. We believe that the narrow floors proposed provide opportunities for a better indoor and urban environment by allowing more daylight access to the interior and more space for the colonnade, entry plaza and seating for the retail/ cafe uses. The building facades are highly articulated and will be constructed of metal panels, glass and metal curtain wall, glass and metal sunshades. On the south facade a series of planters at levels 2, 4, and 6 are designed to act as part of the storm water mitigation system.

C-2 Architectural Concept and Consistency
The roof-line and fenestration elements of the building are distinctive and well proportioned and configured based on orientation to communicate an obvious response to the environmental conditions. Window shading is designed to be effective against unwanted summer sunlight while allowing in beneficial winter sun. The proportion, rhythm, and materiality of the facades reference the existing 530 Fairview project to the north without replecating it to strengthen the campus image of buildings for a single owner.

C-3 Human Scale
The proportion of glazing, height of sills, location of street furnishings, and landscaped areas are intended to enhance the pedestrian experience and relationship to human scale around the building.

C-4 Exterior Materials
The building facades are highly articulated and will be constructed of metal panels, glass and metal curtain wall, glass and metal sunshades. The base of the building will have cast in place concrete walls under the window sills to continue the aesthetic that was established at 530 Fairview.

D-1 Pedestrian Open Spaces and Entrances
Access to building entries will be well lit and secure. There will be no blank walls facing the street. Retaining walls along Fairview Avenue will be minimized to the greatest extent possible, and those that must remain will be designed to incorporate landscape elements and seating. All parking for the project is located below grade. Access to dumpsters and the service dock is made from the alley to the east and will be appropriately screened.

D-2 Blank Walls
There are no blank walls facing the street.

D-3 Retaining Walls
A retaining wall at the mid-block entry has been treated to reduce its apparent height. The entry stair has been configured to incorporate a ramp from the south so the wall is visibly reduced in height.

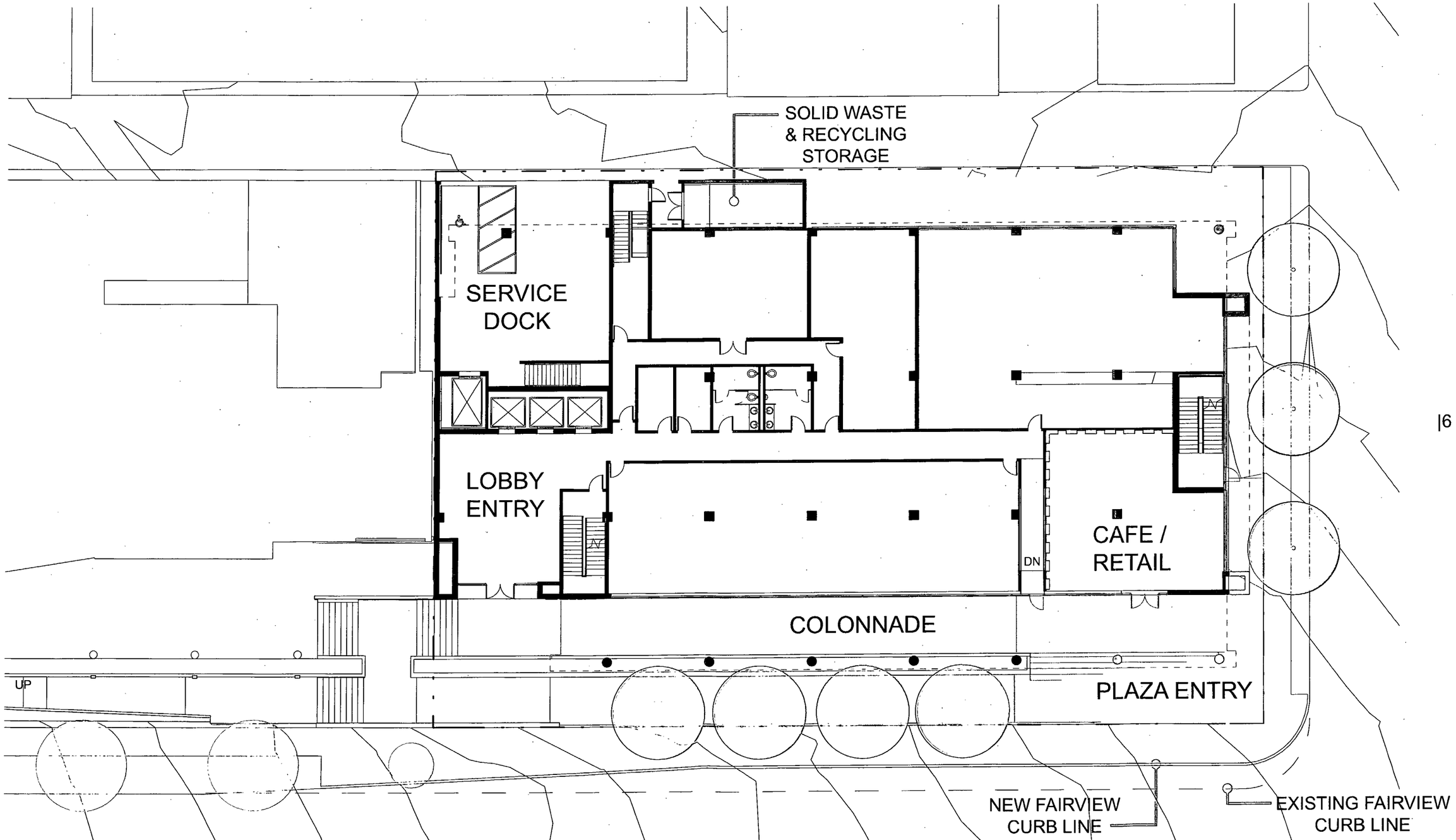
D-6 Screening of Dumpsters, Utilities, and Service Areas
All dumpsters are located within a designated waste/recycling room near the Service Dock Area which has alley access. The emergency generator will be located in an acoustically shielded area inside the building and its exhaust will be muffled and screened from view. The service dock will be secure and have an exterior overhead door.

D-7 Treatment of Alleys
The alley on the eastern edge of the property has been widened by the movement of the building to the west. Landscape zones on the south edge of the building extend to the entry to the alley.

E-2 Landscaping to Enhance the Building and/or Site
Plant selection in the landscape design will be based upon native species and species that are draught tolerant to minimize irrigation. Elevated planters are designed on the southern facade of the building at levels 2, 4, and 6.

E-3 Landscape Design to Address Special Site Conditions
To enhance the view corridor down Fairview Avenue, the building massing is set back from the street allowing for significant landscaping and entry plaza area on the south western corner of the site. The downward slope of Fairview Avenue presents particular challenges. The design proposes to access the plaza at the northern end of the site via a stair that leads to the entry to both 500 and 530 Fairview properties. This minimizes the height differential between the sidewalk and the building entry. On-grade accessible access can be made at the southern end of the site at the corner of Fairview and Republican and proceeds through a colonnade to the main building entry. The building has been set back from Republican and the landscape / hardscape of the entry plaza has been extended to include the area along the southern face of the building allowing outdoor seating next to the Cafe / Retail space. This set back also enhances the views down Republican Street to the west. Views of Lake Union and the downtown skyline will be visible from these public spaces.

Site Plan



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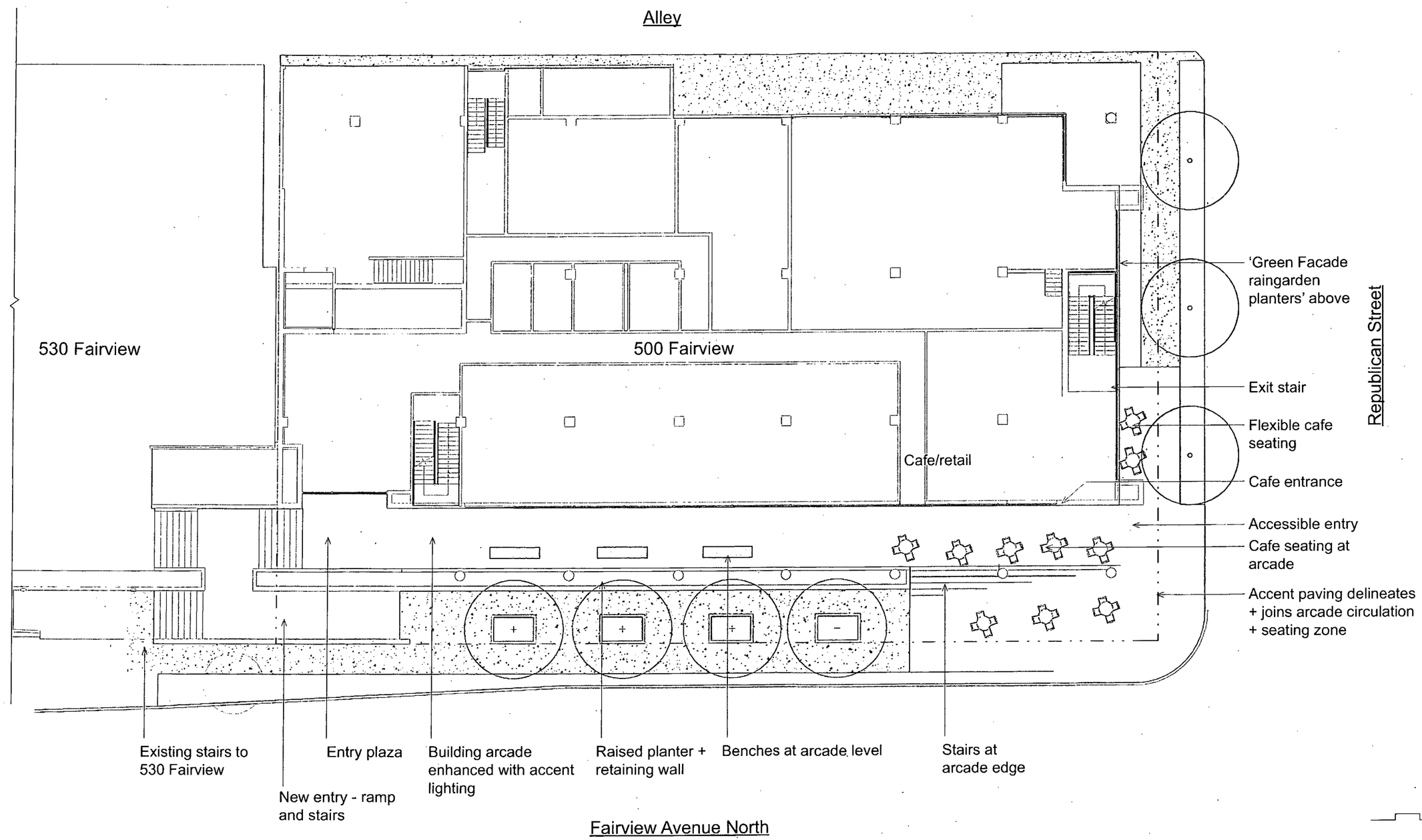

N

5' 10' 20' 40'

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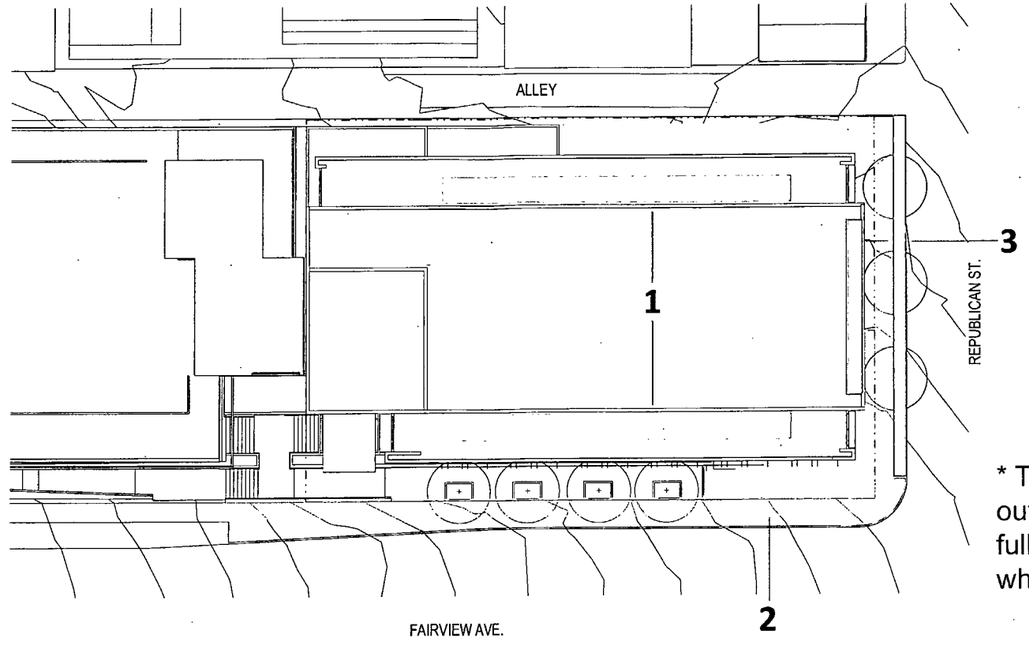
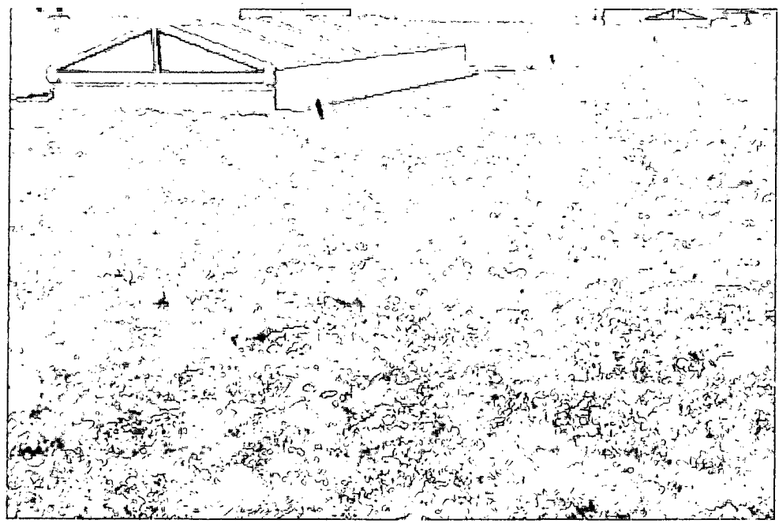
Natural Drainage Strategies

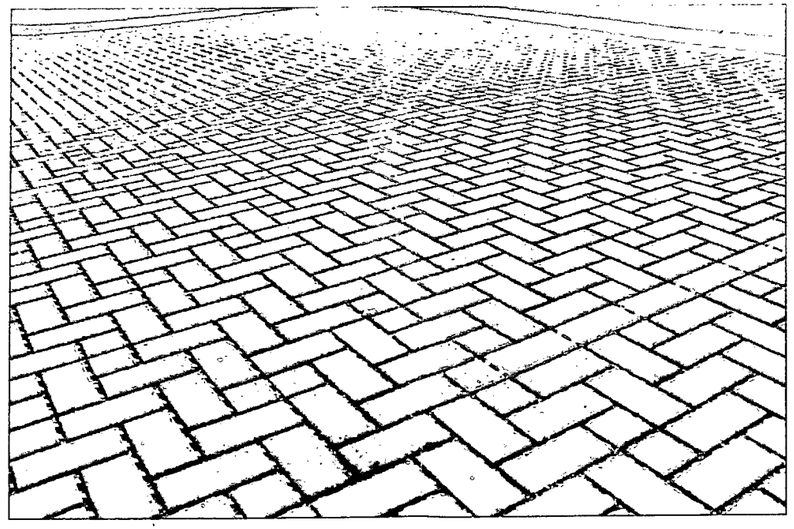


* The project will implement a combination of the outlined strategies - not necessarily all three. The full design team will evaluate the site in terms of which strategies will best support site function.

Opportunities for on site stormwater management include:



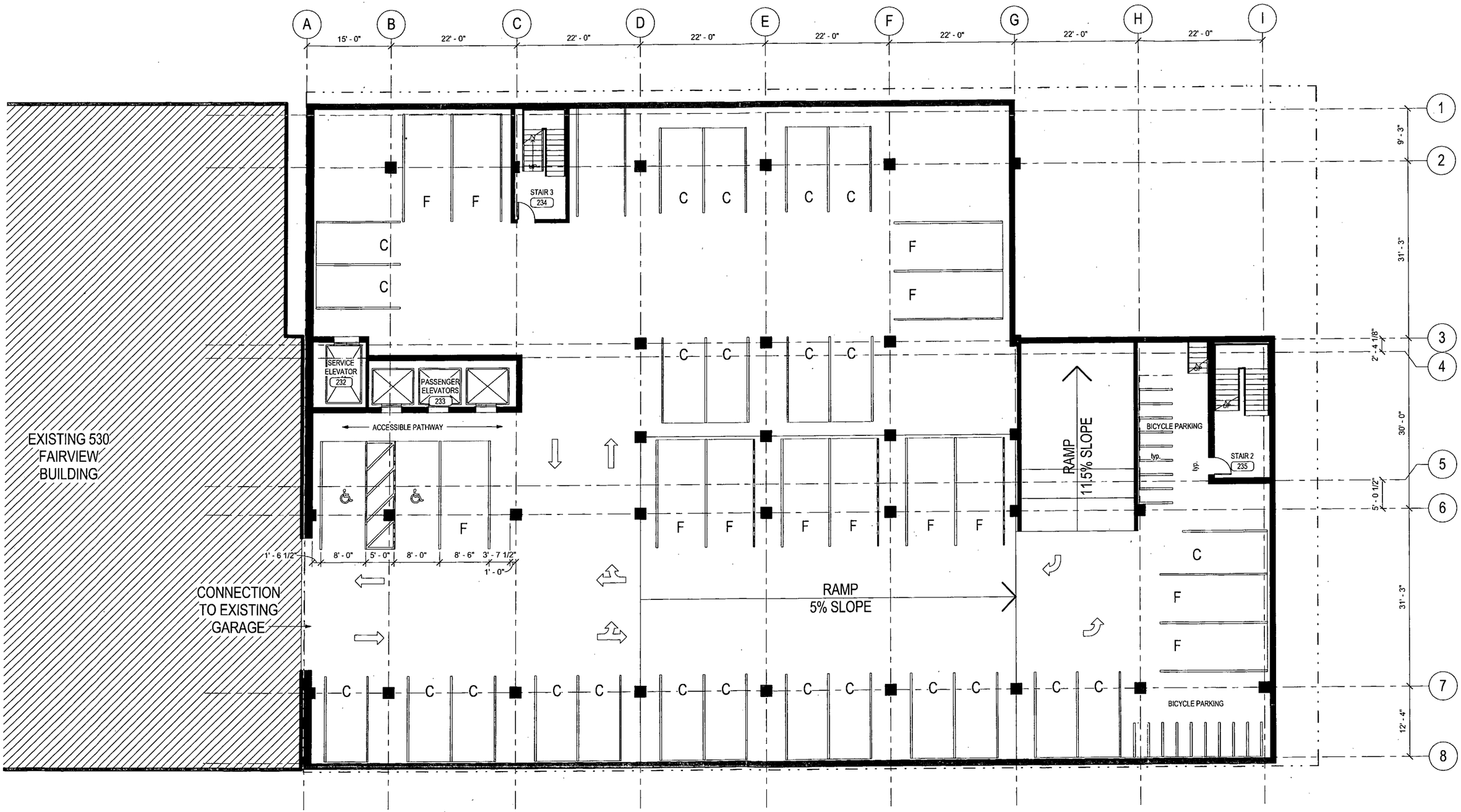
1. Intensive greenroof



2. Permeable paving in the Right of Way

3. Bioretention in the Right of Way and facade planters.

Level P3 Plan



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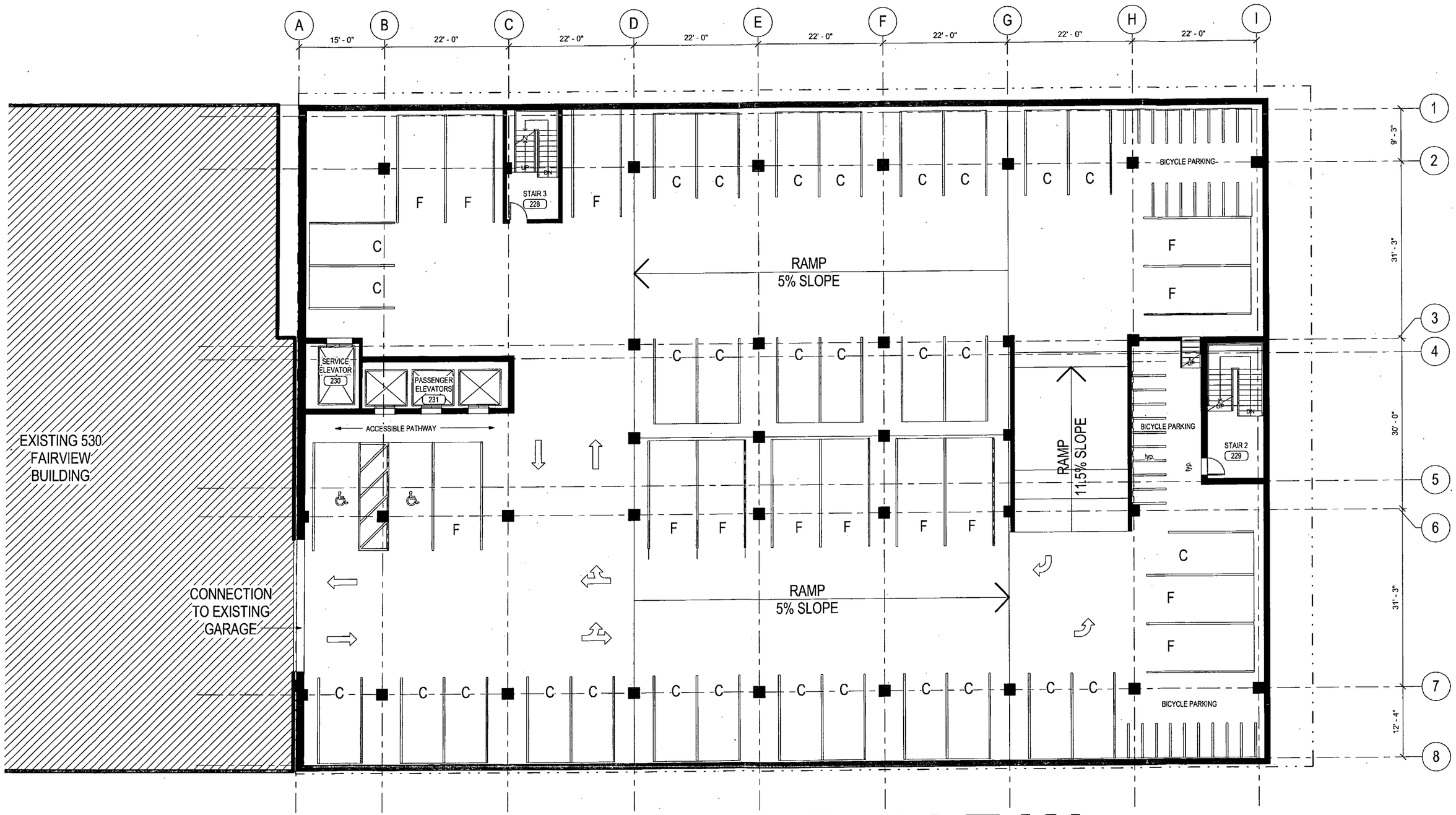
Level P2 Plan



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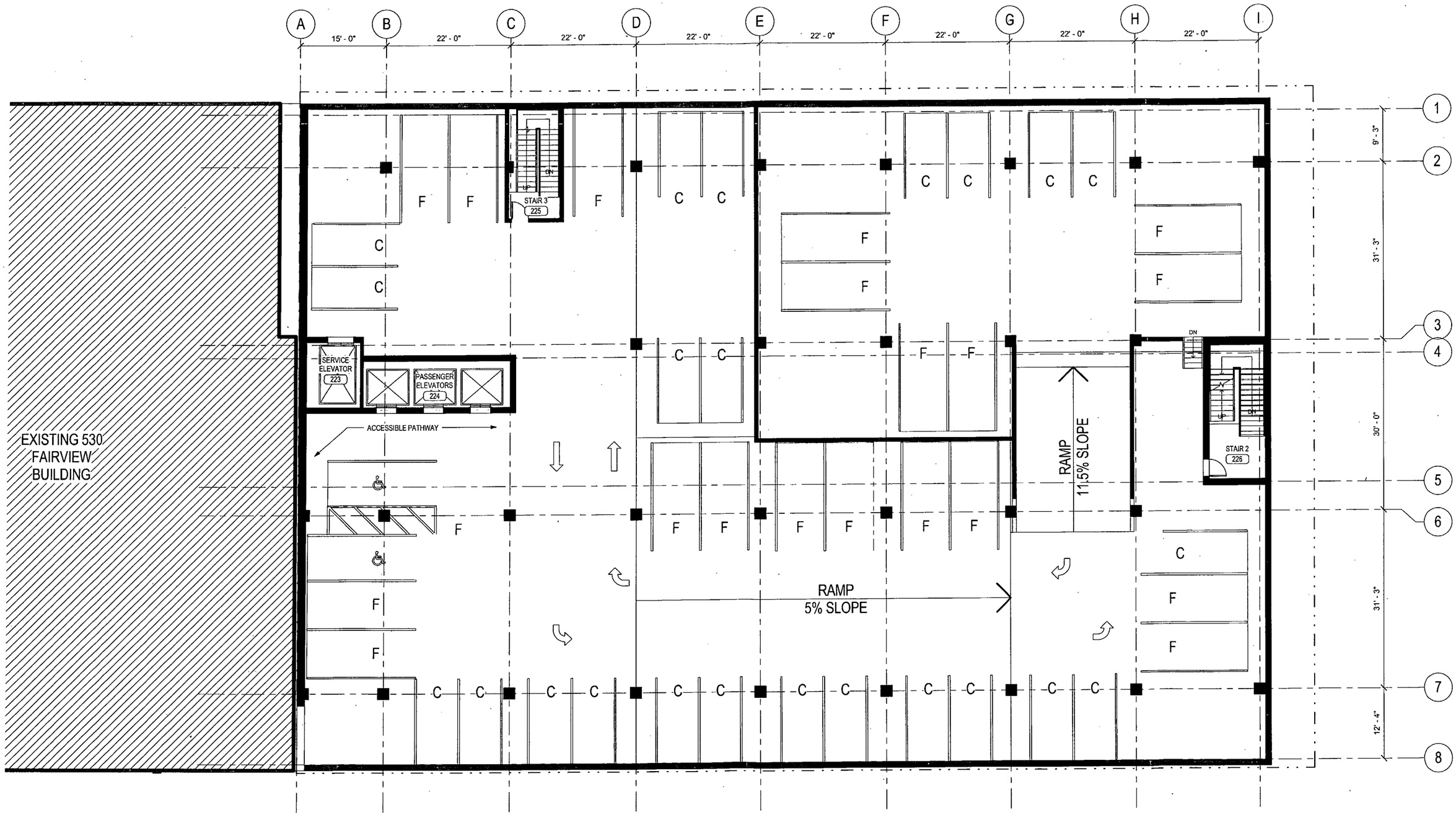
Level P1 Plan



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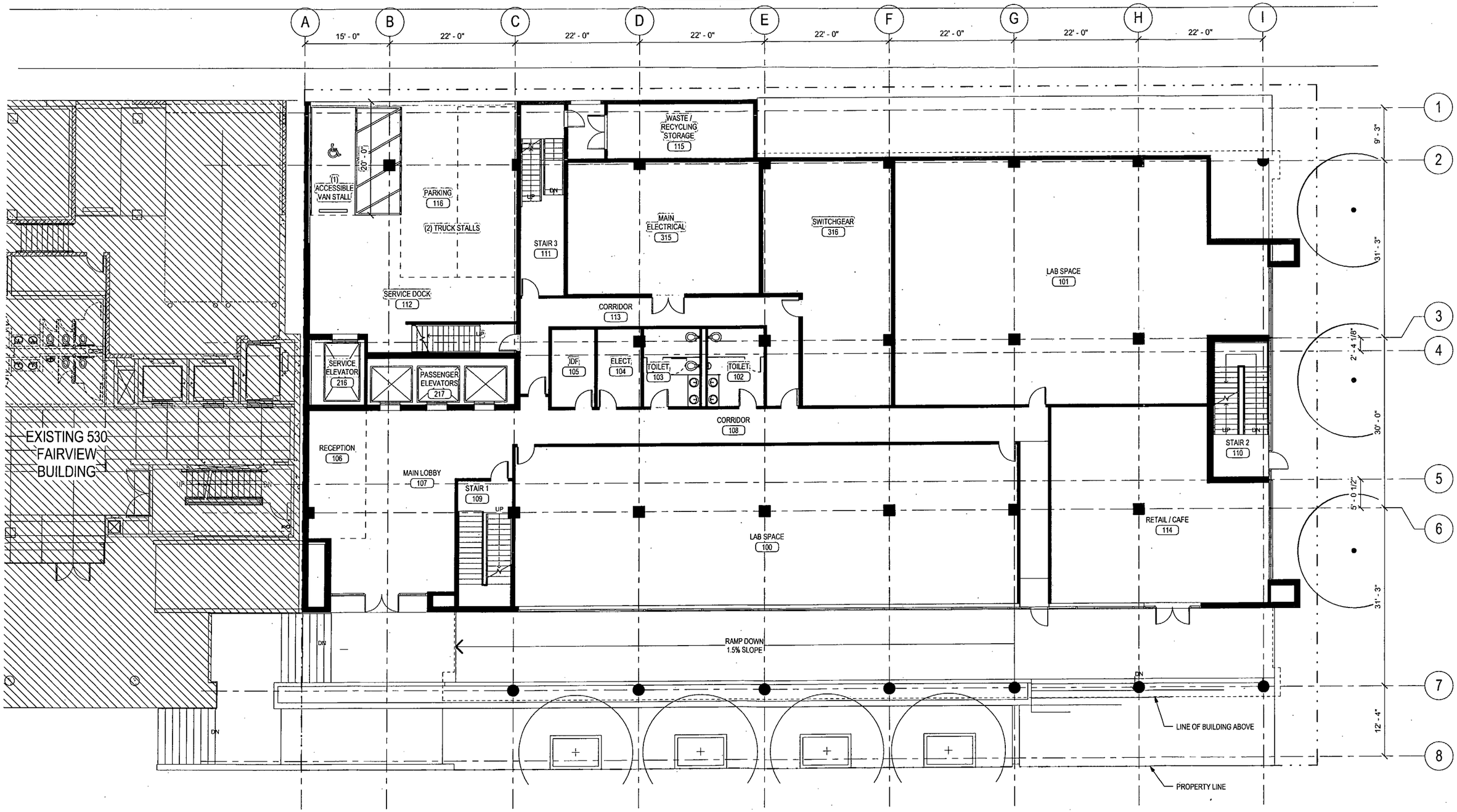
Level 1 Plan



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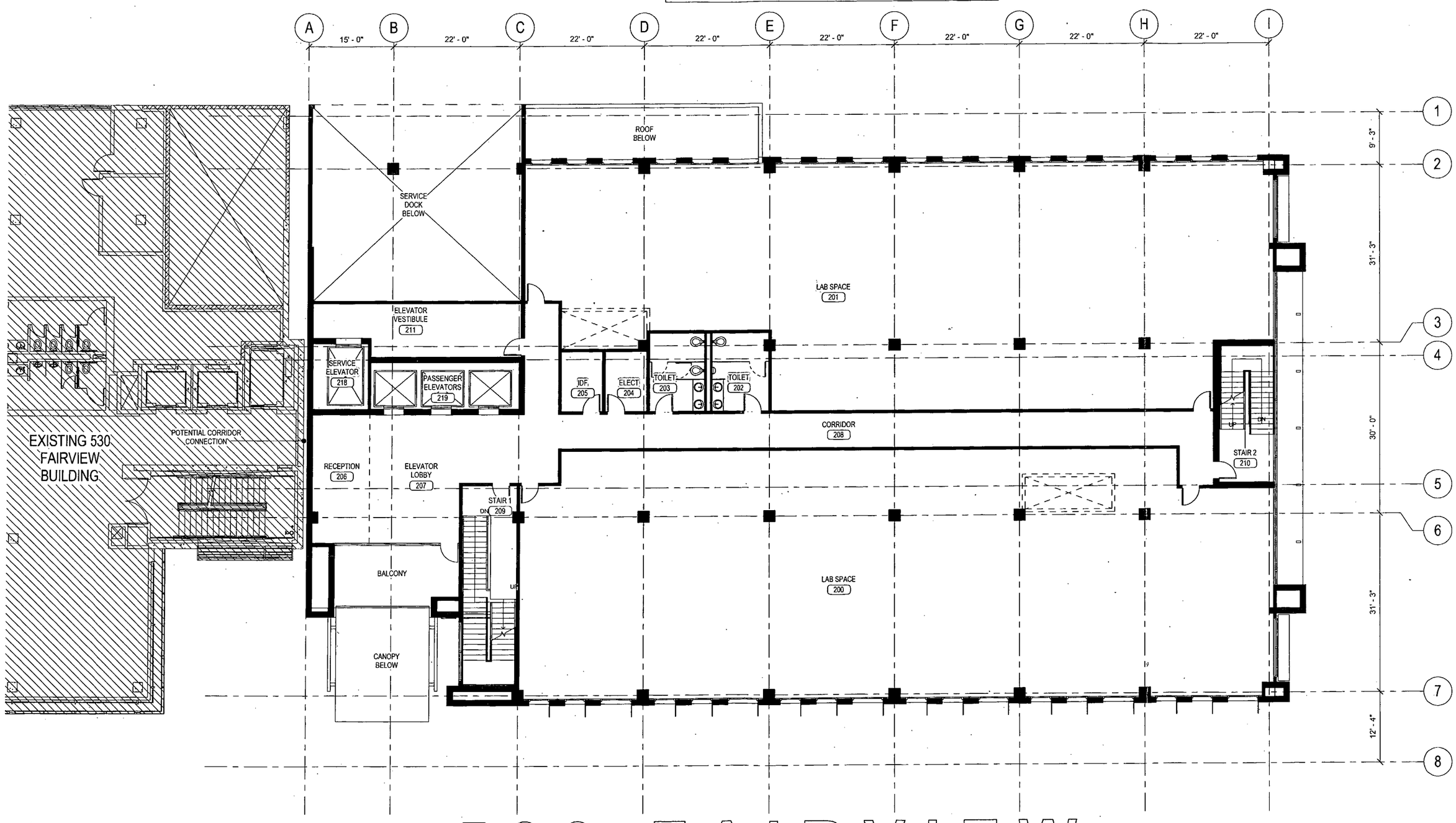
Level 2 Plan



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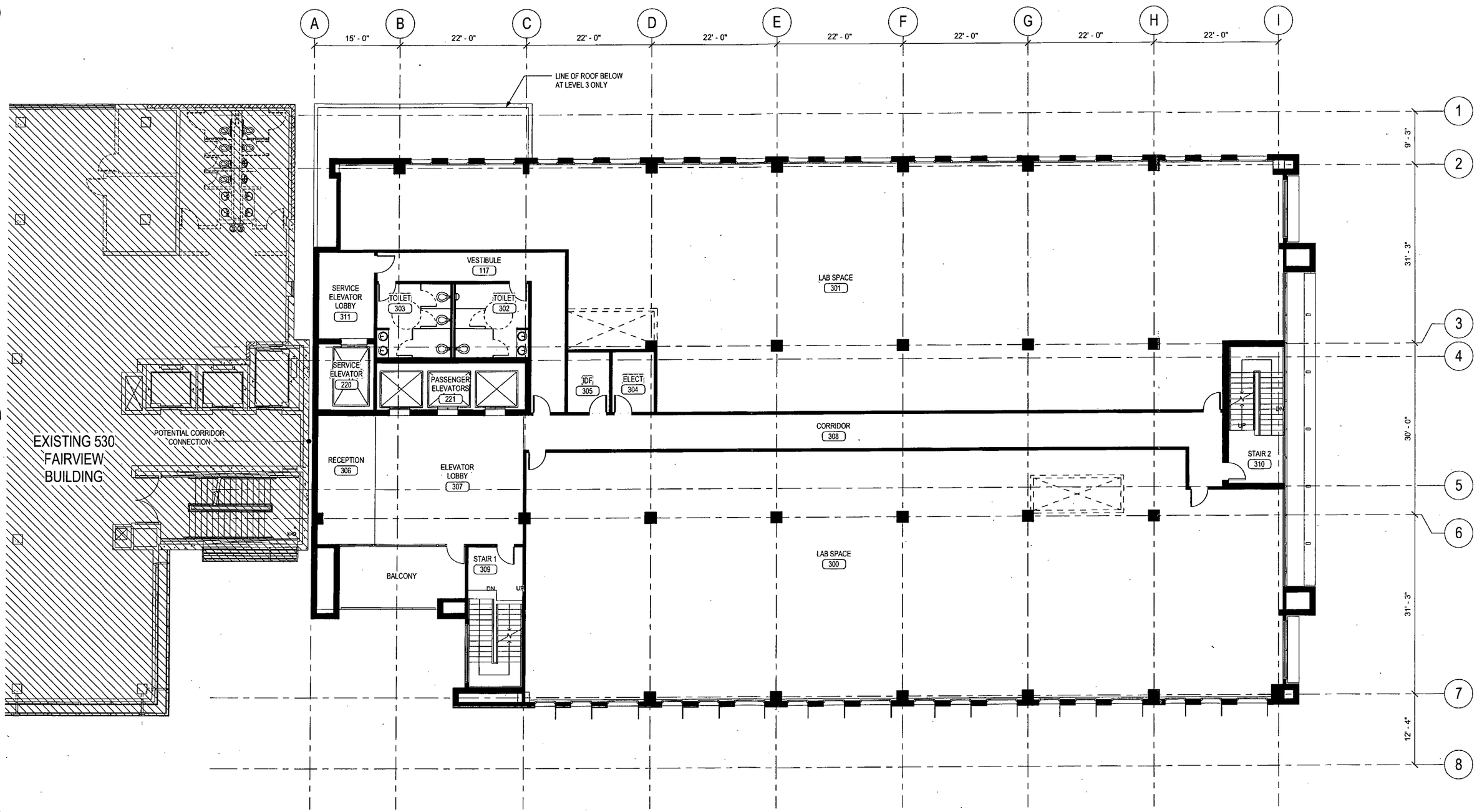
Level 3-7 Plan



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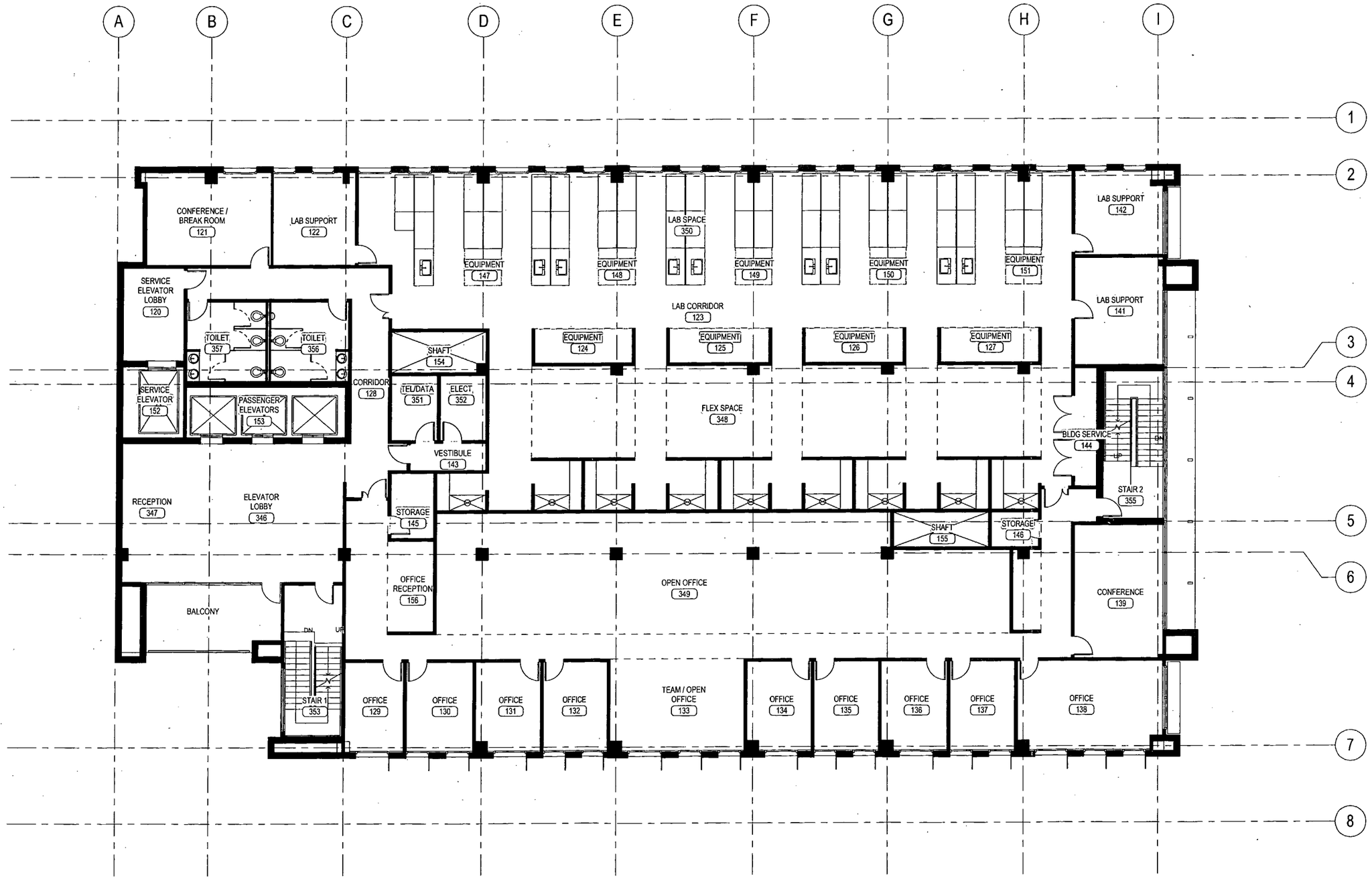
Typical Single Tenant Plan



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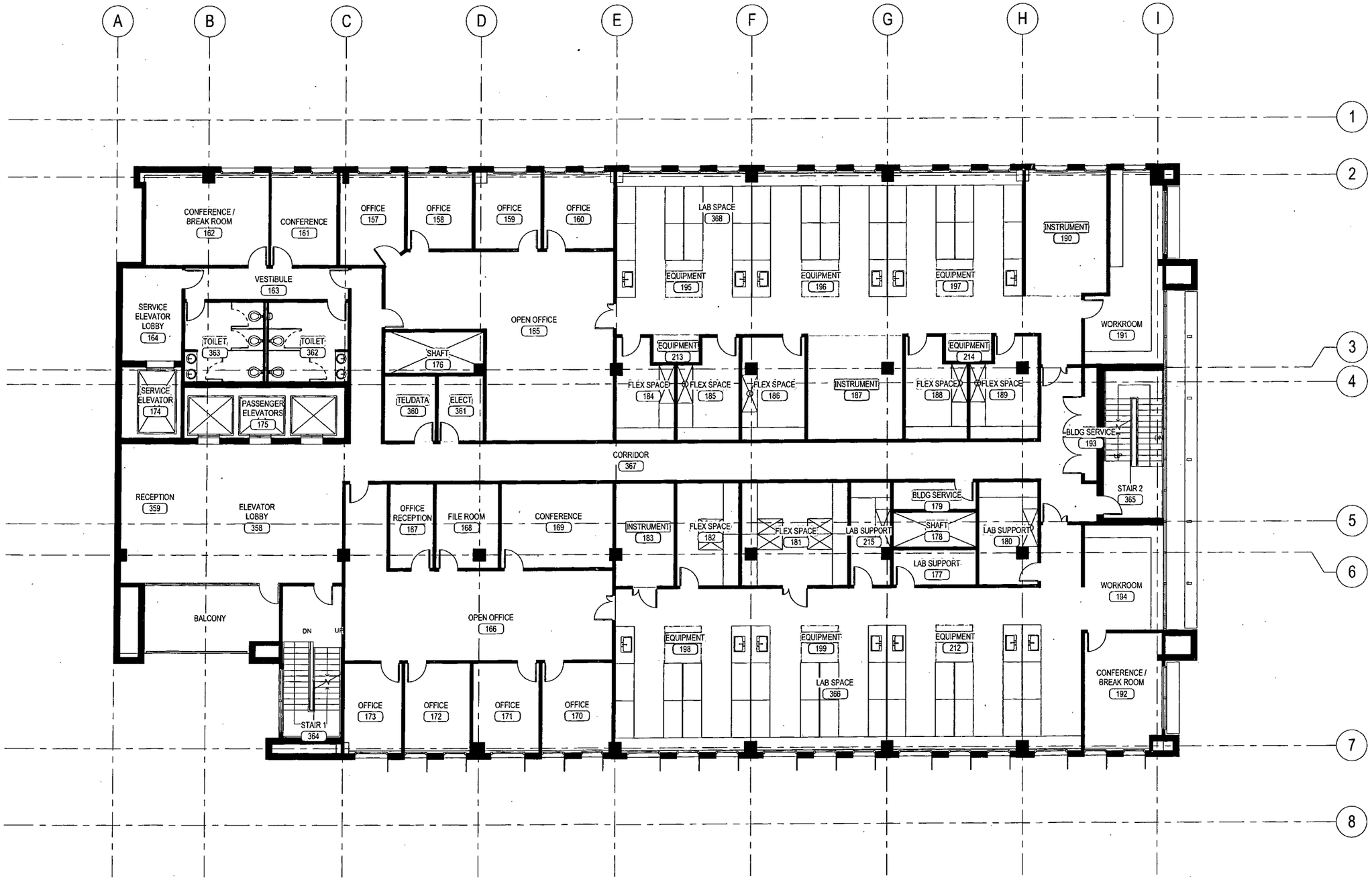
Typical Multi - Tenant Plan



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West Building Elevation

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East Building Elevation

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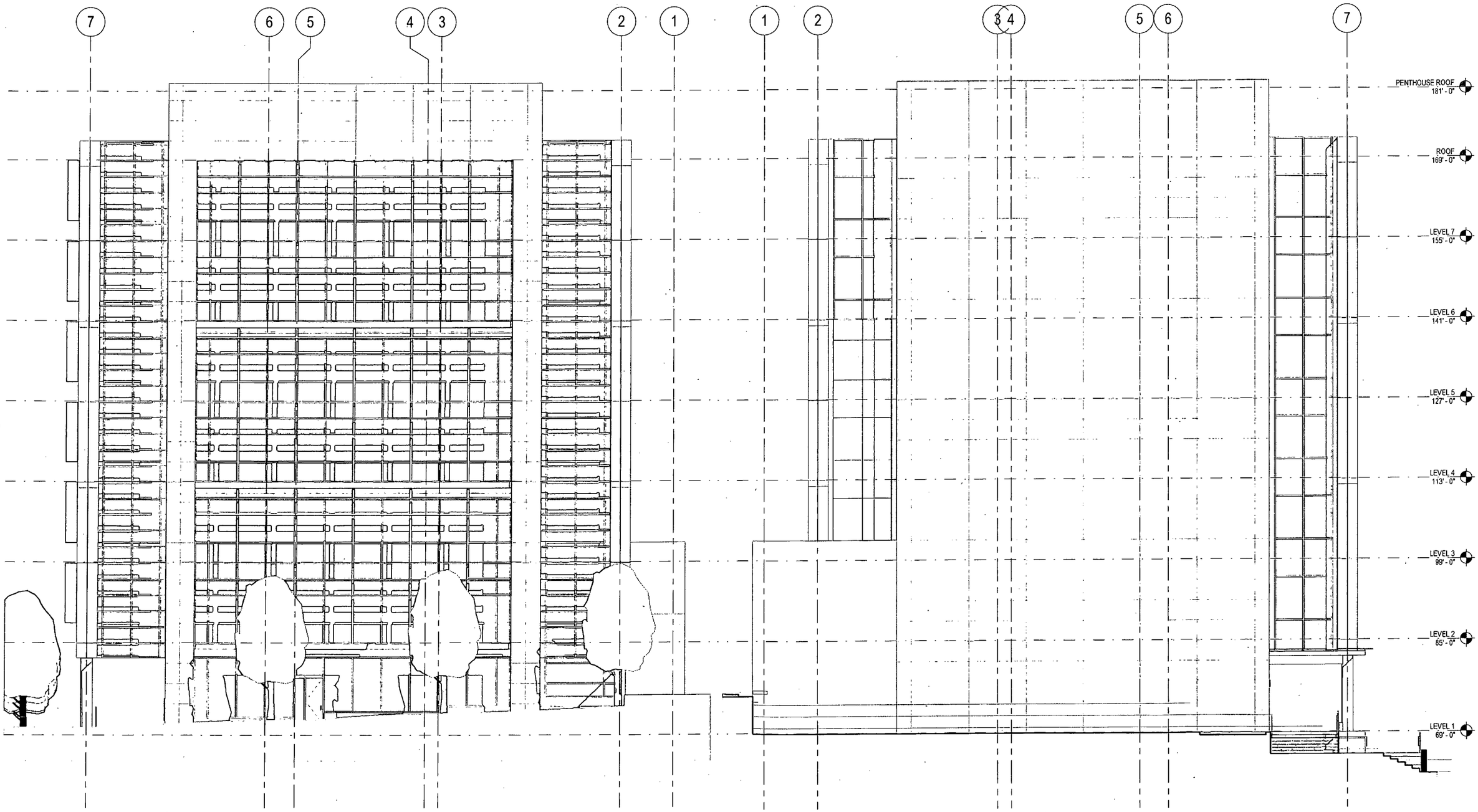
North & South Building Elevations



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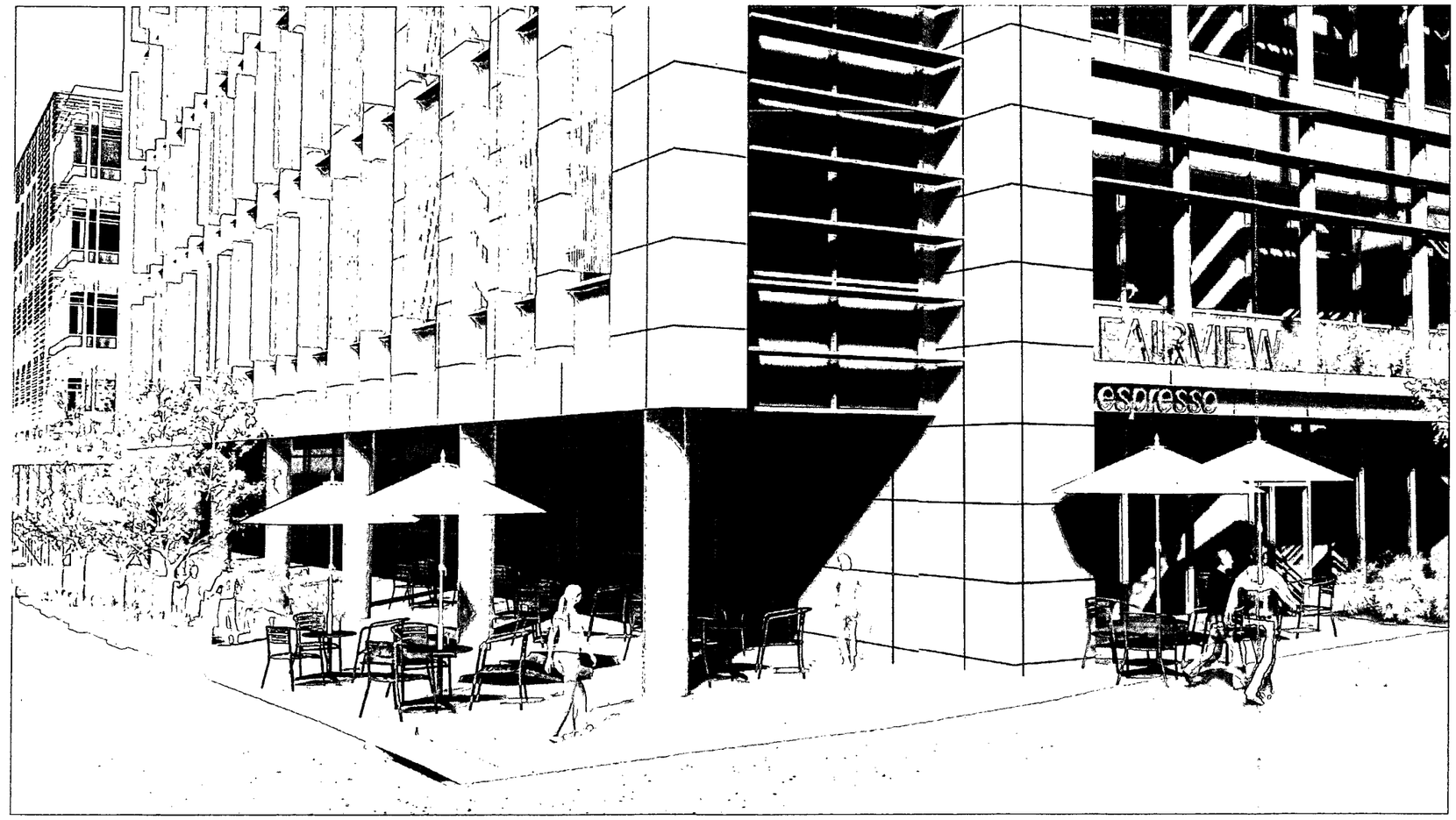
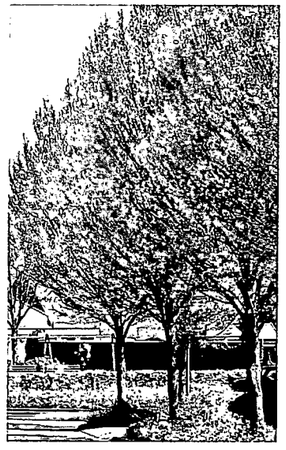
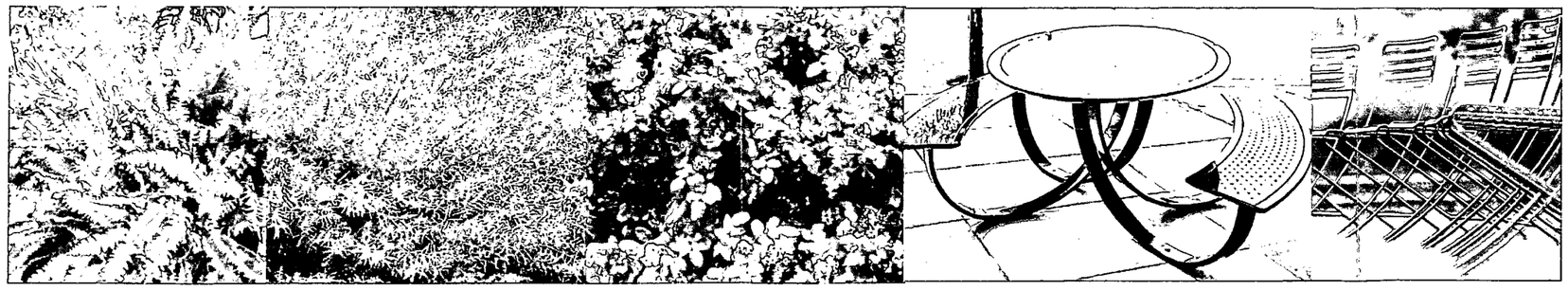
View to North at Cafe Entry







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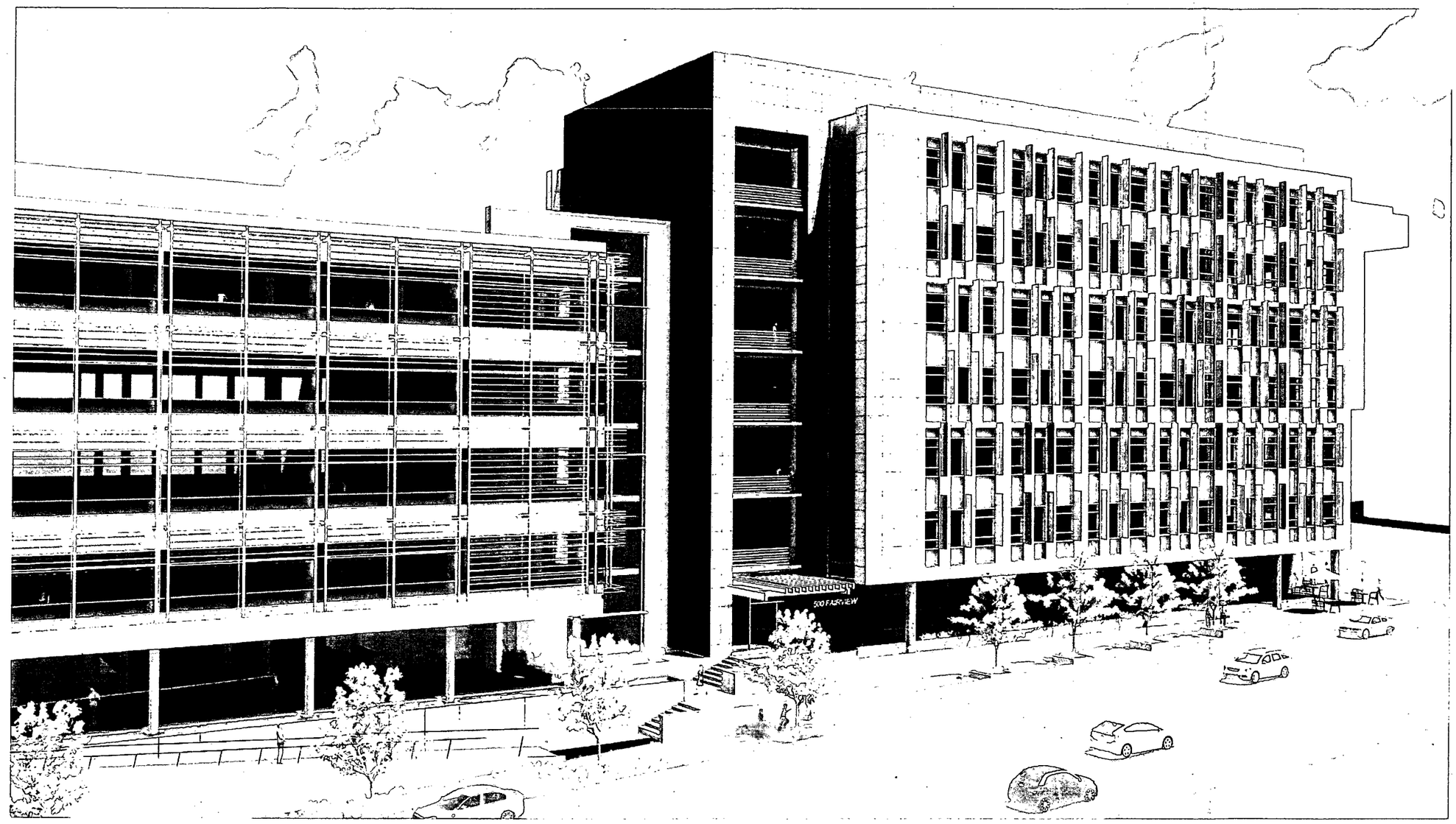
View to Southeast along Fairview



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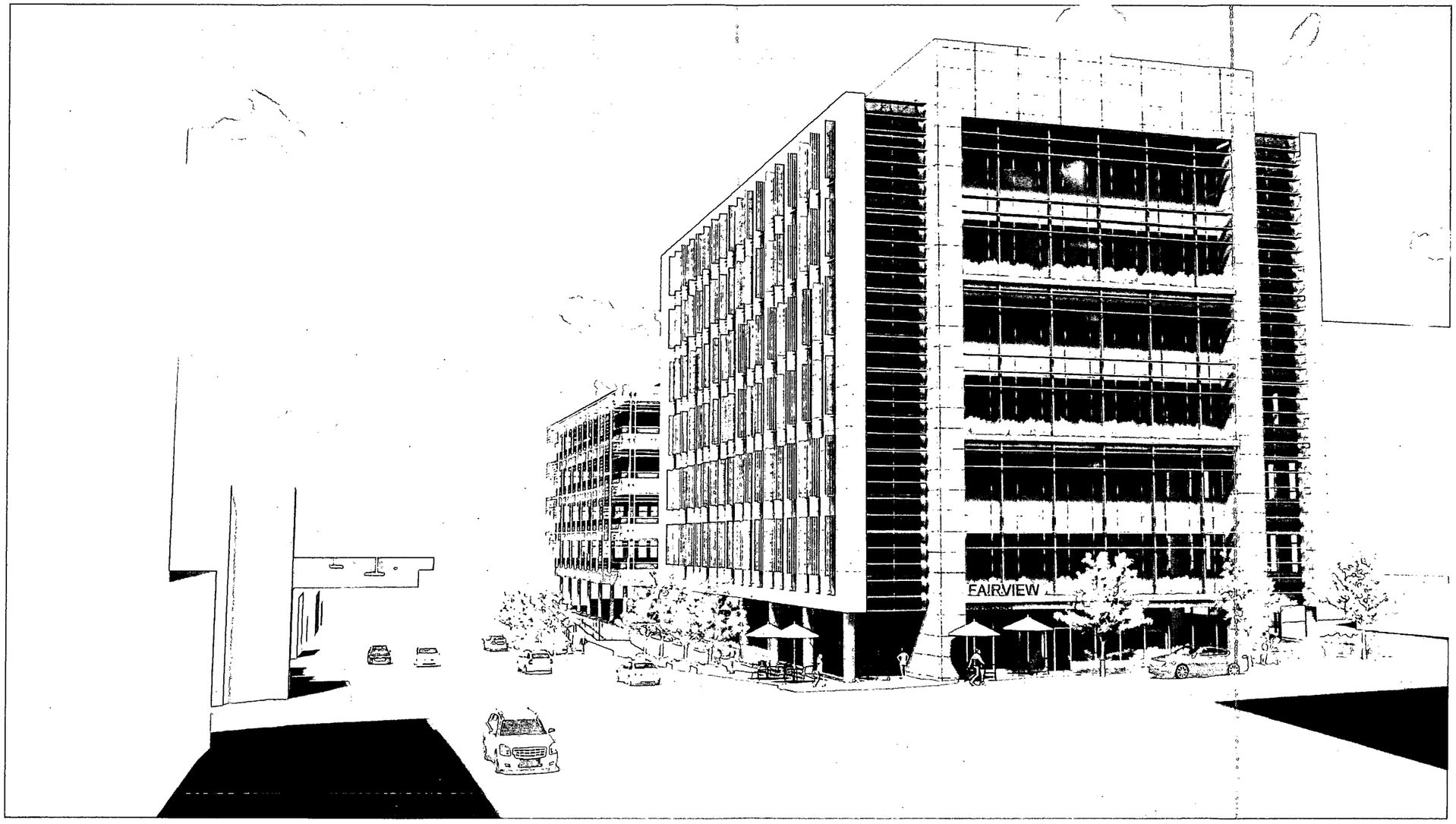
View to Northeast along Fairview



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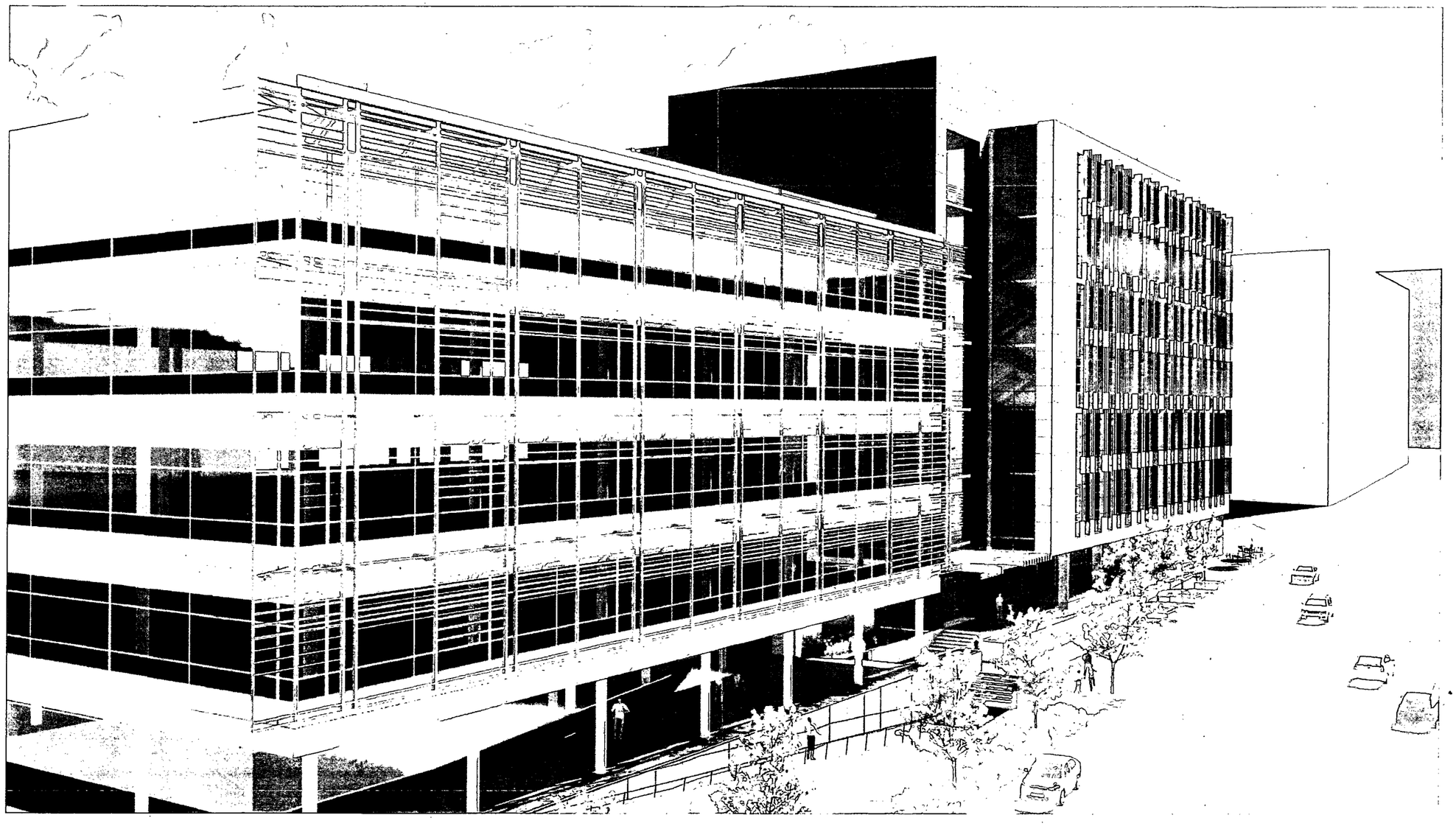
View South along Fairview



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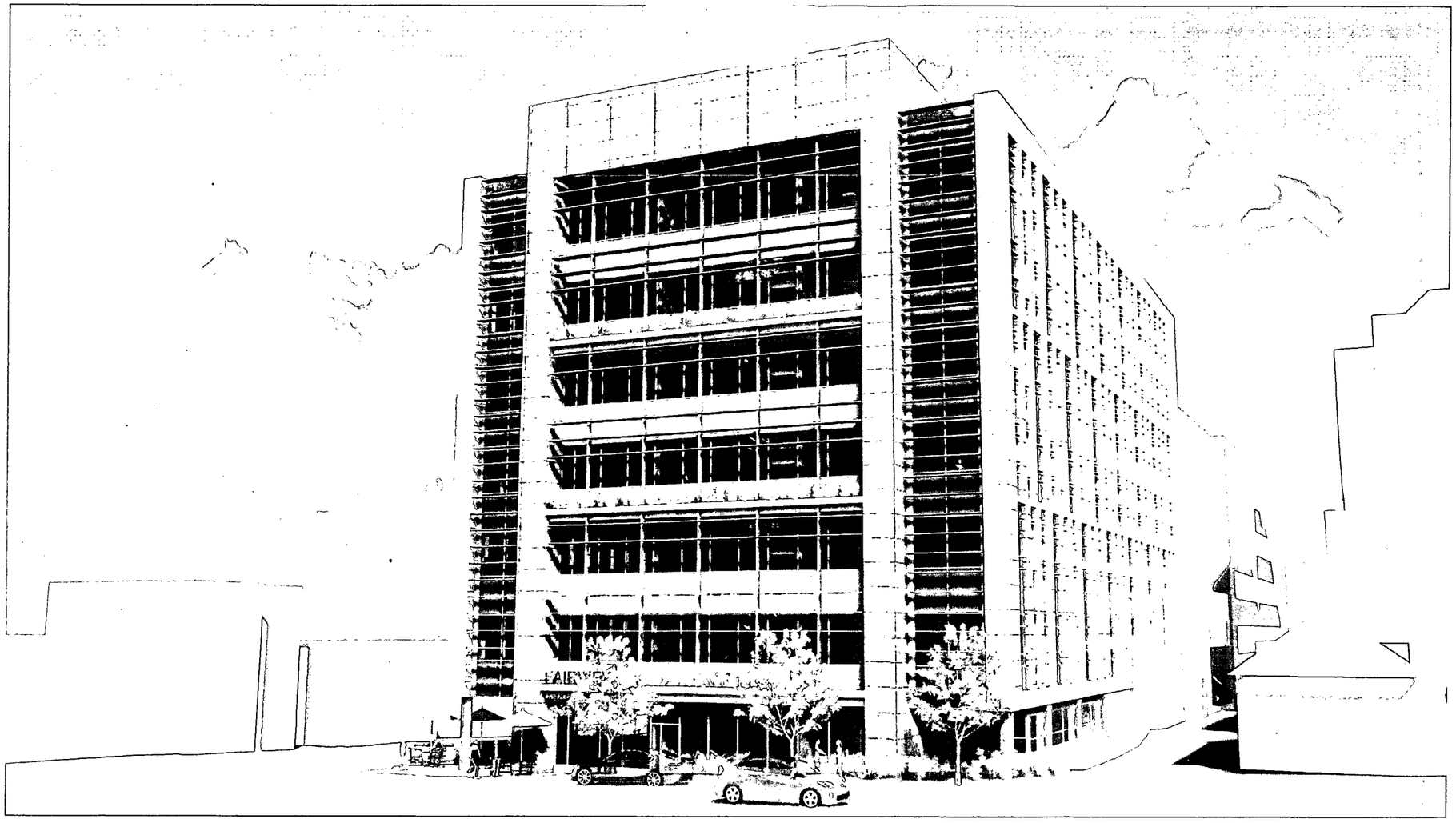
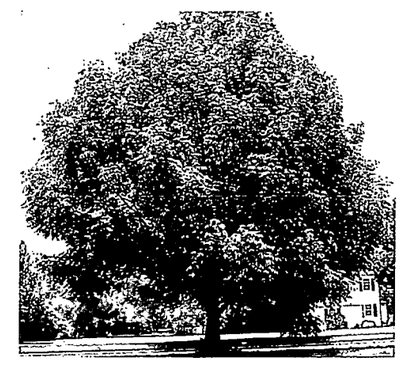
View to North along Alley





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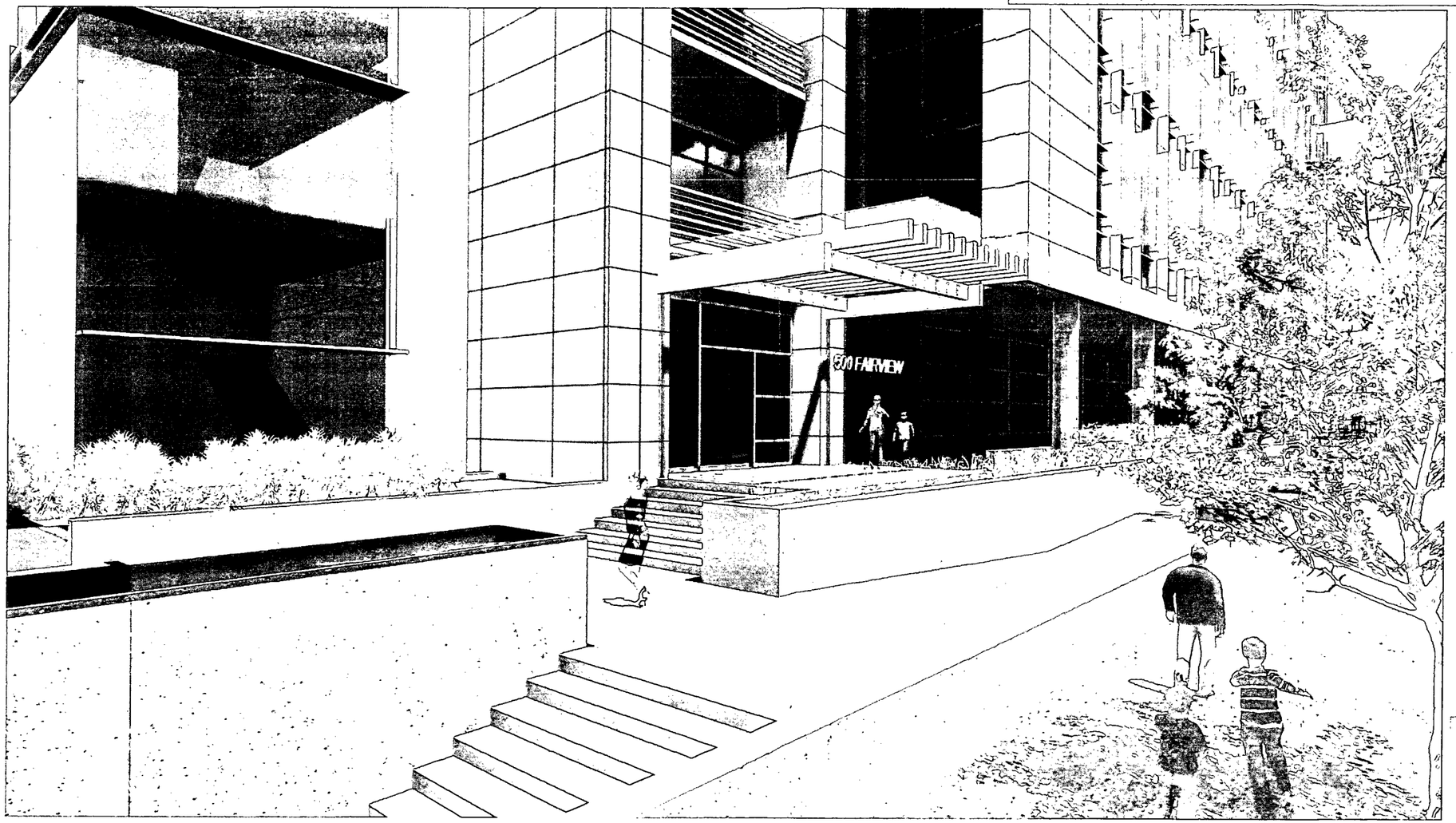
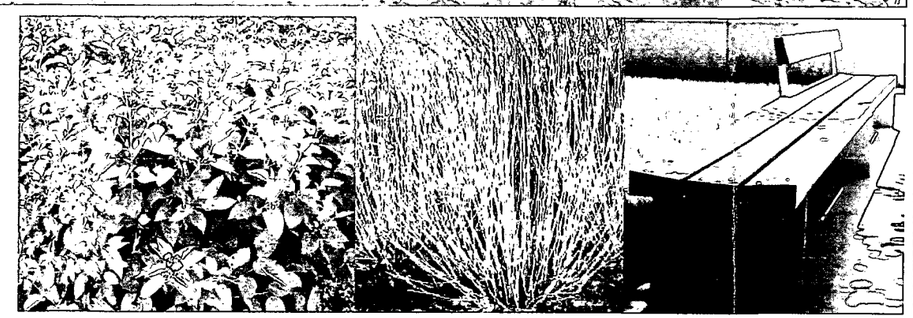
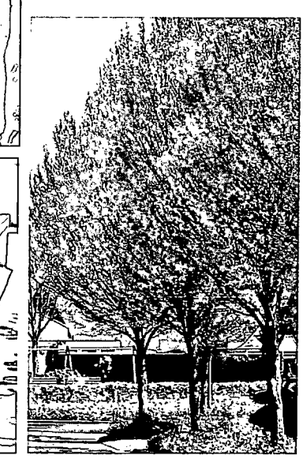
View South at Main Entry







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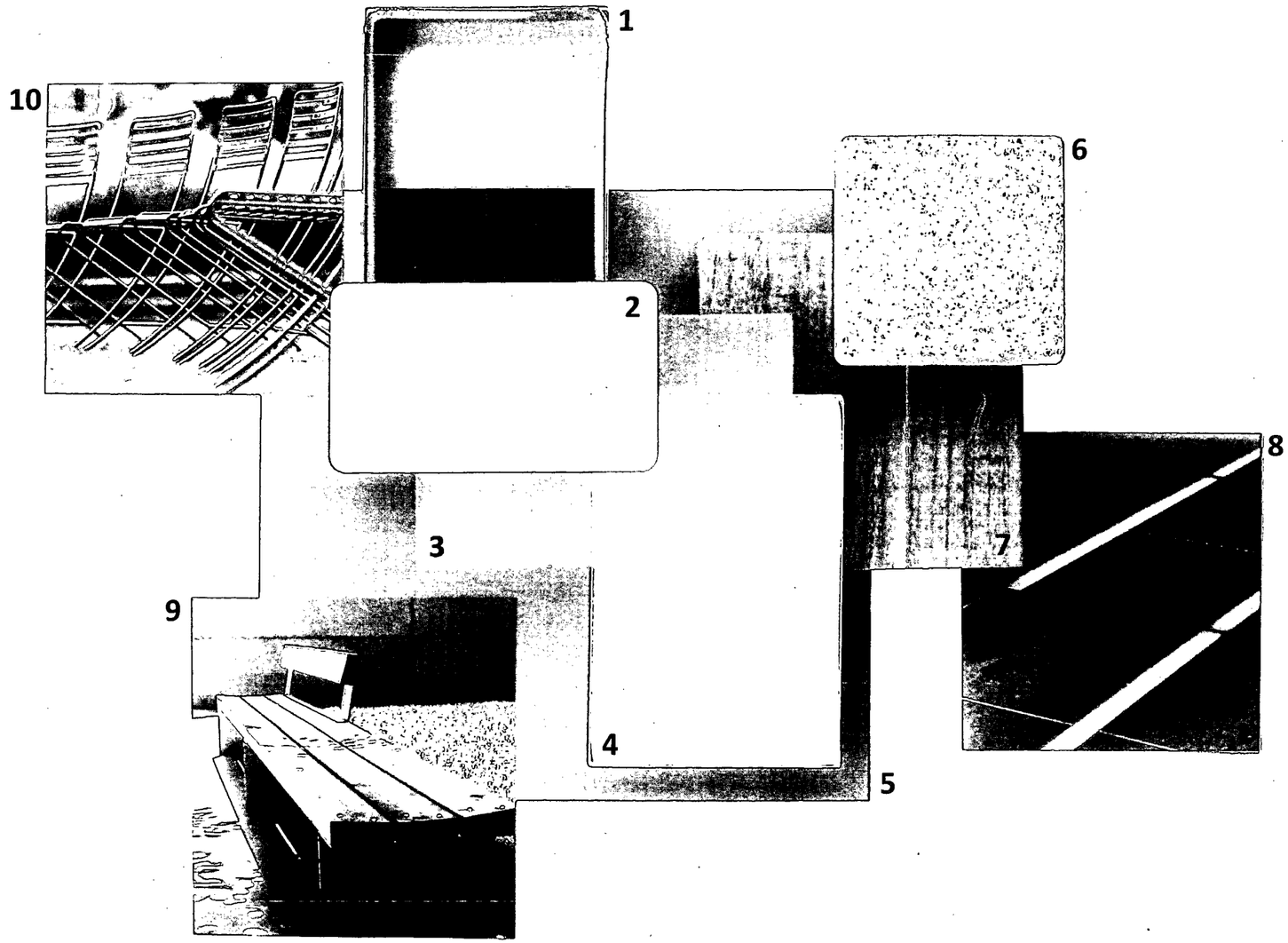

IMAGE KEY:

1. Vision Glass
2. Metal Panels - Bone White
3. Spandrel Glass - Obscure
4. Spandrel Glass - Opaque
5. Metal Panels - Light Bronze
6. Cast in Place Concrete - Natural Grey
7. Wood - Ipe
8. Recessed Lighting - Colonnade
9. Wood Benches - Colonnade
10. Cafe Seating

REQUESTED DEPARTURES

SMC 23.48.014 General facade requirements.

A. A primary building entrance shall be required from the street or street-oriented courtyards and shall be no more than three (3) feet above or
below the sidewalk grade.

Due to a significant amount of sloping grade along the Fairview Avenue side of the site the elevation of the proposed plaza is aproximately 5 feet above grade at the location of the entry to the building. We propose to have a "mid-block" entry by means of a stair at that location. The entry to the existing accessible ramp for 530 Fairview is located there as well. At grade access to the plaza can be made at the corner of Republican and Fairview.