City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

FILED
CITY OF SEATTLE
2015 JUL 30 PM 1:47
CITY CLERK

MEMORANDUM

DATE: July 30, 2015

TO: Monica Martinez Simmons, City Clerk

FROM: Moira Gray, Seattle Department of Transportation, Street Vacations

SUBJECT: Vacation Petition for a Portion of the Alley in Block 6, A.A. Denny's Second Addition to the City of Seattle

The Seattle Department of Transportation has received a vacation petition from the Samis Foundation for a portion of the alley in Block 6, A.A. Denny's Second Addition to the City of Seattle. Our office has verified that the petition meets the filing requirements for the alley vacation as generally described:

The portion of the alley adjacent to Lots 5 through 8, and adjacent to the south 40 feet of Lots 3 and 4 in Block 6, A.A. Denny's Second Addition to the City of Seattle, recorded in Volume 1 of Plats, page 30, Records of King County, Washington, being the block bounded by University Street, 1st Avenue, Seneca Street and 2nd Avenue.

A detailed legal description is contained in the vacation petition.

Please forward the petition to the City Council for introduction and referral on August 10 to the Transportation Committee. I can be reached at 684-8272. Thank you for your assistance.

Attachments

Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Washington Relay Service (7-1-1)
www.seattle.gov/transportation

2&U

1201 2nd Avenue - #3019177

Alley Vacation Petition / 07.28.2015

SKANSKA / PICKARD CHILTON / SWIFT COMPANY LLC / GRAHAM BABA ARCHITECTS

Check for $450.00 filing fee payable to City of Seattle Department of Finance.

A check for $450.00 has been submitted to the City of Seattle with the Alley Vacation Petition.

Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers . The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.

See following pages for documentation.

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

> The public alley lying within Block 6, A.A. Denny's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of Plats, Page 30, in King County, Washington.

herein sought to be vacated, petition the City to vacate:

> That portion of the alley adjacent to Lots 5 through 8, and Adjacent to the South 40 feet of Lots 3 and 4, Block 6, A.A. Denny's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of Plats, Page 30, King County, Washington,

Said portion to be vacated contains 2,560 square feet or 0.0588 acres of land, more or less.

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

I hereby declare that I am an owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way and understand the discretionary nature of the City Council decision and the vacation review process and all fees and costs and time frame involved. I understand that the Project Proponent is responsible for completing the vacation review process and all fees and costs associated with the vacation. **For corporately held property, provide documentation of signatory authority.**

OWNER **PROPERTY:**
(Printed Name and Signature)

SAMIS FOUNDATION, a Washington nonprofit corporation

By: Eddie L Hasson
Its: Treasurer DATE: 7/8/15 197470-0175
Lots 2, 3, 6 and 7, Block 6

SAMIS FOUNDATION, a Washington nonprofit corporation

By: Eddie L Hasson
Its: Treasurer DATE: 7/8/15 197470-0190, 197470-0210
Lots 5 and 8, Part of Lot 4, Block 6

PROJECT PROPONENT:

SCD 2U LLC, a Delaware limited liability company

By:
Its: MANAGER DATE: 7-15-15

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

ACKNOWLEDGEMENT:

I/we the Petitioner and Project Proponent acknowledge that:

__ any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

__ the City Council decision is at the end of the review process;

__ the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies adopted by Resolution 310078 and other adopted policies; and

__ a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

___I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

__ I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.

Petitioner:	Project Proponent:
SAMIS FOUNDATION,	**SCD 2U LLC,**
a Washington nonprofit corporation	a Delaware limited liability company
By: Eddie Hasson	By:
Its: Treasurer	Its: MANAGER

CONTACT INFORMATION:

Petitioner:
Insert: Samis Foundation, a Washington non-profit corporation
Name: Adam Hasson, Director of Real Estate
Address: 208 James Street, Suite C, Seattle, WA 98104
Phone: (206) 957-8753
Email: adamh@samis.com

Project Proponent:
Jessica Clawson and Jack McCullough
McCullough Hill Leary, PS
701 5th Avenue, Suite 6600
Seattle, WA 98104
206-812-3388
jessie@mhseattle.com/ jack@mhseattle.com

The Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.

1 **Groundscape Worksession / January 2015**

An early worksession with local design leaders, cultural spotters, business owners and tech entrepreneurs to explore ways the built environment can strengthen and elevate our city.

Participants /
Local Designers, Tech Leaders, Retailers, Architects, and the 2&U Team.

2 **Open Community Workshop / April 2015**

An evening event where local residents, business owners and interested parties gathered and participated in a series of ideation activities to explore the design and the evolution of 2&U's urban village.

Participants /
60+ people including Downtown's local residents, business owners, local interested parties, and the 2&U Team.

3 **Engagement with Benaroya Hall & the Seattle Art Museum**

The 2&U team has met and will continue to meet with Benaroya Hall & the Seattle Art Museum to identify ways that the neighboring community in this downtown core can work together.

November 2014 /
First Meeting with Benaroya Hall
Participants /
Troy Skubitz and the 2&U Team.

November 2014 /
First Meeting with SAM
Participants /
Kimerly Rorschach, Bernel Goldberg, and the 2&U Team.

February 2015 /
Second Meeting with SAM
Participants /
Kimerly Rorschach, Bernel Goldberg, and the 2&U Team.

April 2015 /
Second Meeting with Benaroya Hall
Participants /
Simon Woods, Troy Skubitz, and the 2&U Team.

4 **Sustainable Values Workshops / Ongoing**

The 2&U team is committed to providing sustainable values that relate to personal principles of the project, the surrounding community and internal team. The team has held and will continue to hold multiple sessions to refine and reflect these principles throughout the building's design and construction.

Participants /
Downtown's local residents, business owners, local interested parties, and the 2&U Team.

5 **Engagement with The Downtown Seattle Association**

The 2&U team will remain involved with helping the Downtown Seattle Association's retail program goals for the downtown retail core.

February 2015 /
First Meeting with The Downtown Seattle Association
Participants /
Andi Pratt and the 2&U Team.

April 2015 /
Second Meeting with The Downtown Seattle Association
Participants /
Andi Pratt and the 2&U Team.

Downtown SEATTLE ASSOCIATION

6 **Engagement with Downtown Seattle Families / February 2015**

Multiple meetings and conversations to understand concerns and needs of the Downtown Seattle Families organization.

Participants /
Emily and Michael George, Steve Gillespie, and the 2&U Team.

7 **Vision of the Future - Youth Art Competition / February - April 2015**

We partnered with local Boys & Girls Clubs in an art competition - “What Will Seattle Look Like in 2035?”. Their one-of-a-kind art was displayed at the open community workshop and three winners were rewarded for their remarkable creativity.

Participants /

The Boys and Girls Clubs of Ballard and Wallingford and Skanska.

8 **Galland and Seneca Buildings Tenants / November - December 2014**

Individual meetings were held with all tenants in the Galland and Seneca Buildings.

Participants /

Tenants such as (but not limited to) Hillis Clark, SvR, Perkins + Will, and Bassetti Architects.

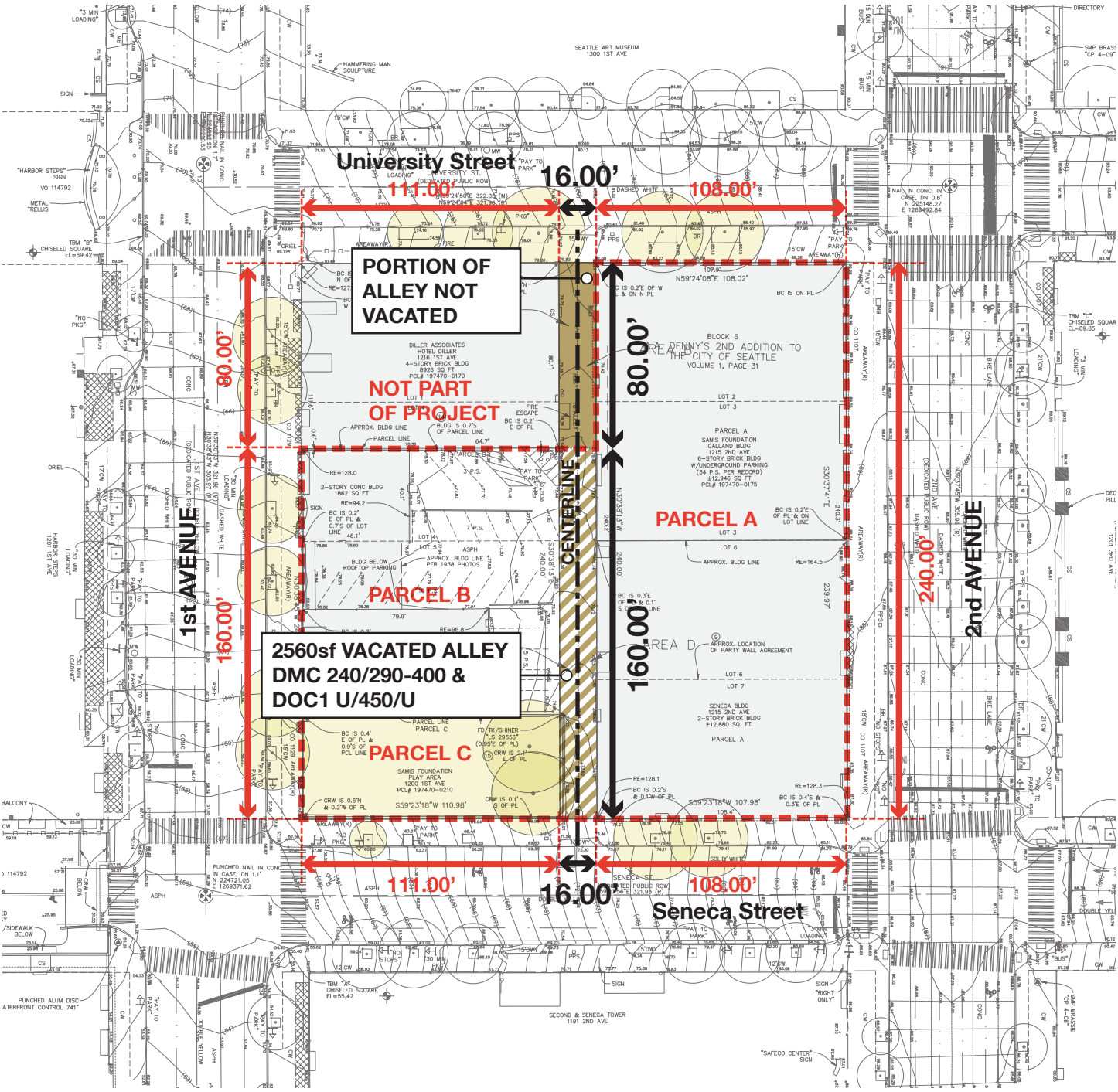
Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and email address.

Owner /	Samis Foundation	
Applicant Name /	Christian Gunter SCD 2U LLC 221 Yale Ave., Ste. 400 Seattle, WA 98109	
Design Architect /	Pickard Chilton 980 Chapel Street New Haven, CT 06510	Nancy Clayton 203.786.8600 nclayton@pickardchilton.com
Architect /	Kendall / Heaton Associates Inc. 3050 Post Oak Boulevard, Suite 1000 Houston, TX 77056	Tom Milholland 713.877.1192 Tmilholland@kendall-heaton.com
Landscape Architect /	Swift Company 3131 Western Avenue, Suite M423 Seattle, WA 98121	Barbara Swift 206.632.2038 Barbara@swiftcompany.com
Retail Architect /	Graham Baba Architects 1507 Belmont Avenue, Suite 200 Seattle, WA 98122	Jim Graham 206.323.9932 jim@grahambaba.com
Civil Engineer /	Coughlin Porter Lundeen, Inc. 801 Second Avenue, Suite 900 Seattle, WA 98104	Jeff Peterson 206.343.0460 JeffP@cplinc.com
Land Use Attorney /	McCullough Hill Leary, PS 701 Fifth Avenue, Suite 6600 Seattle, WA 98104	Jessica Clawson 206.812.3388 jessica@mhseattle.com
Transportation Consultant /	Heffron Transportation, Inc. 6544 61st Street Seattle, WA 98115	Marni Heffron 206.523.3939 marni@hefftrans.com

2&U development is led by Skanska Commercial Development, which is owned by Skanska AB, one of the world's leading construction and commercial development companies in the world with nearly 60,000 employees. Skanska has been listed on the OMX Nordic Exchange Stockholm since 1965. Skanska has a straightforward investment and development model. Skanska typically invests 100% of its own equity in land acquisitions and development projects, drawing on the cash flow generated by its three global business divisions: building, civil infrastructure, and commercial development.

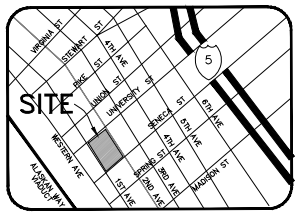
Skanska has actively developed commercial properties across the Nordics and Central Europe for more than 30 years. Skanska's US development began in 2008. Worldwide, Skanska has developed over 18 million SF in new ground-up speculative buildings in 9 countries over the last 5 years. Skanska CDUS has five US development offices at present: Boston, New York, Washington D.C., Houston and Seattle. The Seattle development office, launched in 2010, includes thirteen development professionals with diverse and extensive backgrounds in development, planning, transactions, entitlements, construction management, design, asset management, sustainability and leasing. Having successfully completed Stone34, the LEED Platinum Headquarters for the Brooks Sports, sold to Unico-Laird Norton 2014. Current Skanksa development projects that will deliver in 2015 include 400 Fairview and Alley111. 400 Fairview is located in the heart of South Lake Union, is expected to achieve LEED platinum includes 17,000 sf of ground floor, market hall style retail. Skanska will also deliver Alley111 a 260 unit mixed-use apartment building in downtown Bellevue. Including 2&U, Skanska's active local development projects represent more than 1.5 million sf.

Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.



Existing Alley to be Vacated

Existing Alley to Remain



VICINITY MAP

NO SCALE

LEGEND

	CHAIN LINK FENCE (CLF)	PPS	PARKING PAY STATION
CTV	CABLE TV		POST-INDICATOR VALVE
	COLUMN	PS/PSS	COMBINED/SANITARY SEWER
CD	CONDUIT DROP	PSD	PIPE STORM DRAIN
CS/WS	CONC./WOOD STAIRS		PRIVATE CATCH BASIN
	H/C PARKING SPACE		PEDESTRIAN SIGNAL/PEDESTAL
D	DECIDUOUS TREE		
CMP	CORRUGATED METAL PIPE	(R)	RECORD DATA
DWY	DRIVEWAY	(M)	MEASURED
ECd	ELECTRICAL CONDUIT (BURIED)	RE	ROOF ELEVATION
	CENTERLINE/MONUMENT LINE	SCL/CL	SEATTLE CITY LIGHT HANDHOLE
EHH	ELECTRICAL HANDHOLE	SD	SERVICE DRAIN (STORM)
EM	ELECTRICAL METER	CO	CLEANOUT
EMH	ELECTRICAL MANHOLE	STM/V	STEAM LINE/VAULT
EV/ET	ELECTRICAL VAULT/TRANSFORMER	SSS	SANITARY SIDE SEWER (RECORD)
	FOUND MONUMENT IN CASE		SIGN/STREET NAME SIGN
	FIRE HYDRANT	TC/SL	TRAFFIC CONTROL/ STREET LIGHTING HANDHOLE
	FIRE DEPT. CONNECTION (FDC)		
FO/V	FIBER OPTICS/VAULT		TRAFFIC CONTROL CABINET
G	GAS MAIN	TD	TRENCH DRAIN
GM	GAS METER		TEMPORARY BENCHMARK (TBM)
	GAS VALVE	TCd	TELEPHONE CONDUIT (BURIED)
GSV	GAS VAULT	TV	TELEPHONE VAULT
IF	IRON FENCE	TMH	TELEPHONE MANHOLE
IE	INVERT ELEVATION		TRAFFIC SIGNAL
	LIGHT POLE (METAL)	WV	WATER VAULT
	STRAIN POLE (METAL)	W	WATER MAIN
	STRAIN POLE W/LUMINAIRE	WM	WATER METER
	LIGHT POLE (ORNAMENTAL)	M	WATER VALVE
LSCAPE	LANDSCAPE PLANTER		WATER BLOWOFF VALVE
	MANHOLE		WATER GATE VALVE/ CHAMBER
MB	MAILBOX	VO/CO	VACATION/CONDEMNATION ORDINANCE
MW	MONITOR WELL		RUBBERIZED BIKE SURFACE
OHP/T	OVERHEAD POWER/TELEPHONE		STEAM VALVE
P.S.	PARKING SPACE	CD	CONDUIT DROP
PL	PROPERTY LINE		
(P)	PAINTED UTILITY LOCATION		

ABAN/RET	ABANDONED/RETIRED
	ASPHALT (ASPH)
	BUILDING LINE
BC	BUILDING CORNER
o	BOLLARD
BR	BIKE RACK
	CANOPY
	CATCH BASIN (CB)
	CONCRETE SURFACE (CONC)
CW/BW	CONCRETE/BRICK WALK
CRW/WRW	CONCRETE/WOOD RETAINING WALL
CC/XC	CONCRETE/EXTRUDED CURB
CP/IP	CONC./IRON PIPE

SE 1/4 SEC 31, T25N, R4E, W.M.

UTILITY PROVIDERS:
SANITARY SEWER AND STORM DRAINAGE:
SEATTLE PUBLIC UTILITIES
PROJECT MANAGEMENT AND ENGINEERING
700 5TH AVENUE
PO BOX 34018
SEATTLE, WA 98124-4018
(206) 233-7900

WATER:
SEATTLE PUBLIC UTILITIES
700 5TH AVENUE, SUITE 4900
PO BOX 34018
SEATTLE, WA 98124-4018
(206) 684-3000

POWER:
SEATTLE CITY LIGHT
NETWORK ENGINEERING
700 5TH AVENUE, SUITE 3200
SEATTLE, WA 98124-4023
(206) 684-3000

NATURAL GAS:
PUGET SOUND ENERGY
10885 NE 4TH STREET, SUITE 1200
PO BOX 97034
BELLEVUE, WA 98009-9734
(425) 454-6363
(888) 225-5773

TELEPHONE:
CENTURY LINK
1600 7TH AVENUE
SEATTLE, WA 98191
(800) 244-1111

HORIZONTAL DATUM: NAD 83/91
HORIZONTAL BENCHMARKS:

OWNER: CITY OF SEATTLE
DESCRIPTION: PUNCHED NAIL IN CONC CASE, DN 1.7
LOCATION: INTERSECTION OF 1ST AVE & UNIVERSITY ST
NORTHING: 224992.95
EASTING: 1269210.53

OWNER: CITY OF SEATTLE
DESCRIPTION: PUNCHED NAIL IN CONC CASE, DN 1.1
LOCATION: INTERSECTION OF 1ST AVE & SENECA ST
NORTHING: 224721.05
EASTING: 1269371.62

VERTICAL DATUM: NAVD88
VERTICAL BENCHMARKS:

OWNER: CITY OF SEATTLE
ID#: 3805-2501
DESCRIPTION: 2 BRASS DISC STAMPED "3805-250"
LOCATION: NW QUADRANT OF 1ST AVE & UNION ST AT BLDG LINE
ELEVATION: 93.97

OWNER: CITY OF SEATTLE
ID#: 3805-2502
DESCRIPTION: 2 BRASS DISC STAMPED "3805-2502"
LOCATION: NW QUADRANT OF 1ST AVE & SPRING ST AT BACK OF WALKS
ELEVATION: 45.75

SITE NOTES

SITE ADDRESS:
2ND AVE & UNIVERSITY ST
SEATTLE, WA

ZONING: DMC 240/290-400(W HALF OF BLOCK)
DOC-1 U/450/U(E HALF OF BLOCK)

TAX ACCOUNT NO'S.:
197470-0210
197470-0190
197470-0170
197470-0175

ZONING AGENCY:
CITY OF SEATTLE
DEPARTMENT OF PLANNING AND DEVELOPMENT
700 5TH AVENUE, SUITE 2000
SEATTLE, WA 98104
(206) 684-8600

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. 53033C0926F, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN.

AREA: SITE AS SHOWN CONTAINS 52,561 SQUARE FEET OR 1.2066 ACRES.

PARKING SPACE COUNT: A TOTAL OF 60 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:

LOT 1 AND THE NORTHWESTERLY 20 FEET OF LOT 4, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE, AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S 2ND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTHWESTERLY 9 FEET THEREOF, CONDEMNED FOR THE WIDENING OF 1ST AVENUE, AS PROVIDED IN ORDINANCE NO. 1129 OF THE CITY OF SEATTLE.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE COMPANY, COMMITMENT NO. 0012491-06, DATED APRIL 3, 2014. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

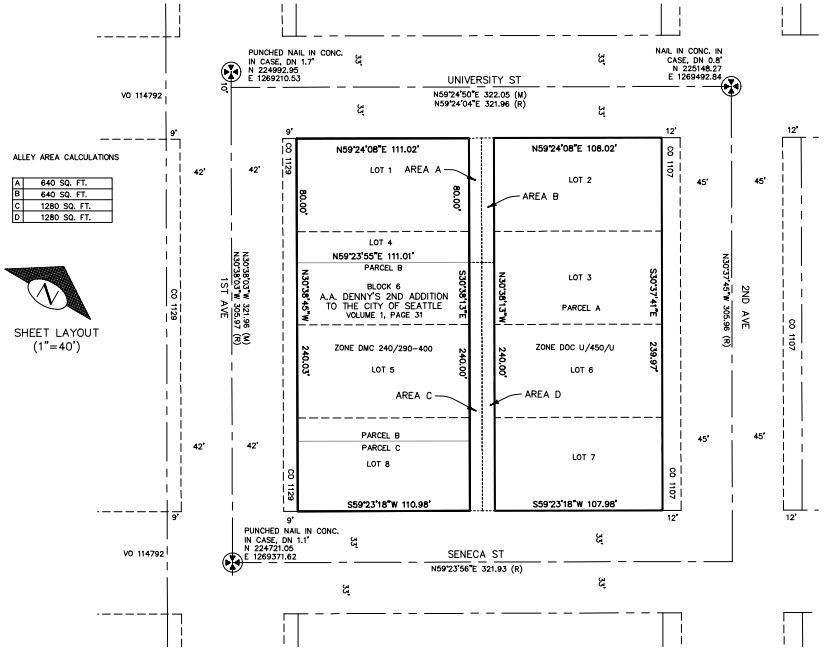
NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS: ITEMS CIRCLED ARE SHOWN ON MAP.

1. AGREEMENT (FOR JOINT USE OF THE WALL ON THE SOUTHERLY SIDE OF SAID PREMISES)
   BETWEEN: LEONARD DILLER AND MINNIE DILLER, HIS WIFE
   AND: ADDIS E. KNIGHT AND GRACE KNIGHT, HIS WIFE
   RECORDING DATE: DECEMBER 5, 1889
   RECORDING NO.: 43141
   SURVEYOR'S NOTE: DOCUMENT IS UNREADABLE
2. AN INSTRUMENT ENTITLED INDEMNITY AGREEMENT
   EXECUTED BY: WINIFRED DILLER, E.B.J. DILLER AND LENA DICKISON
   IN FAVOR OF: CITY OF SEATTLE
   RECORDING DATE: MAY 17, 1921
   RECORDING NO.: 1519395

   WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY SIDEWALK SPACE BY ERECTING AND MAINTAINING THEREIN VENTILATOR GRATINGS.

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
   SURVEYOR'S NOTE: REFERS TO SIDEWALKS ADJACENT TO LOT 1
3. CABLE TV RIGHT OF ENTRY AND OPERATING AGREEMENT
   BETWEEN: MANEX INC.
   AND: SUMMIT COMMUNICATIONS
   RECORDING DATE: AUGUST 26, 1993
   RECORDING NO.: 9308260334
   SURVEYOR'S NOTE: BLANKET IN NATURE



PARCEL AREAS

PARCEL A	25,919.0 SQ FT	PCL# 197470-0175
PARCEL B	12,765.80 SQ FT	PCL# 197470-0190
PARCEL C	4994.8 SQ FT	PCL# 197470-0210
DILLER BUILDING (LOT 1/N'LY 20' OF LOT 4)	8881.6 SQ FT	PCL# 197470-0170

DESCRIPTION:

PARCEL A:
LOTS 2, 3, 6 AND 7, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON;

EXCEPT THE NORTHEASTERLY 12 FEET THEREOF CONDEMNED IN DISTRICT COURT CAUSE NO. 7097 FOR SECOND AVENUE, AS PROVIDED BY ORDINANCE NO. 1107.

PARCEL B:

THE SOUTH 40 FEET OF LOT 4, ALL OF LOT 5 AND THE NORTHWESTERLY 15 FEET OF LOT 8, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTHWESTERLY 9 FEET THEREOF CONDEMNED FOR THE WIDENING OF FIRST AVENUE AS PROVIDED BY ORDINANCE NO. 1129 OF THE CITY OF SEATTLE.

PARCEL C:

THE SOUTHEASTERLY 45 FEET OF LOT 8, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTHWESTERLY 9 FEET THEREOF CONDEMNED FOR THE WIDENING OF FIRST AVENUE AS PROVIDED BY ORDINANCE NO. 1129 OF THE CITY OF SEATTLE.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE COMPANY, COMMITMENT NO. 0012487-06, DATED APRIL 22, 2014. 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. PARTY WALL AGREEMENT
   EXECUTED BY: J. AND LEAH RENGETORFF;
   AND MARGARET AND JACOB LEVY
   RECORDING DATE: AUGUST 17, 1889
   RECORDING NO.: 36592
   AFFECTS: PARCEL B
   SURVEYOR'S NOTE: DOCUMENT IS UNREADABLE
2. PARTY WALL AGREEMENT
   EXECUTED BY: MARGARET LEVY AND JACOB LEVY; AND GUY C. PHINNEY AND NELLIE WRIGHT PHINNEY
   RECORDING DATE: SEPTEMBER 16, 1889
   RECORDING NO.: 38108
   AFFECTS: PARCEL C
   SURVEYOR'S NOTE: DOCUMENT IS UNREADABLE
3. PARTY WALL AGREEMENT
   EXECUTED BY: LEONARD AND MINNIE DILLER; AND ADDIS E. AND GRACE KNIGHT
   RECORDING DATE: DECEMBER 5, 1889
   RECORDING NO.: 43141
   AFFECTS: PARCEL B
   SURVEYOR'S NOTE: DOCUMENT IS UNREADABLE
4. PARTY WALL AGREEMENT
   EXECUTED BY: MARGARET LEVY AND JACOB LEVY; AND GUY C. PHINNEY AND NELLIE WRIGHT PHINNEY
   RECORDING DATE: JANUARY 30, 1894
   RECORDING NO.: 124530
   AFFECTS: PARCEL C
   SURVEYOR'S NOTE: DOCUMENT IS UNREADABLE
5. AN INSTRUMENT ENTITLED INDEMNITY AGREEMENT
   EXECUTED BY: SEATTLE TITLE TRUST COMPANY, AS TRUSTEE UNDER THE LAST WIL AND TESTAMENT OF CAROLINE KLINE GALLAND, DECEASED
   IN FAVOR OF: CITY OF SEATTLE
   RECORDING DATE: AUGUST 28, 1920
   RECORDING NO.: 1446753

   WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY SPACE IN AND UNDER SIDEWALK BY ERECTING AND MAINTAINING THEREIN AN AREAWAY WITH NECESSARY AREA WALL AND SIDEWALK LIGHTS ON SECOND AVENUE SIDE, AREAWAY WITH NECESSARY AREA WALL AND SIDEWALK LIGHTS ON UNIVERSITY STREET SIDE.

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
   AFFECTS: PORTION OF PARCEL A
6. AN INSTRUMENT ENTITLED INDEMNITY AGREEMENT
   EXECUTED BY: PHINNEY REALTY AND INVESTMENT CO.
   IN FAVOR OF: CITY OF SEATTLE
   RECORDING DATE: JANUARY 3, 1921
   RECORDING NO.: 1480326

   WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY SPACE IN AND UNDER SIDEWALK BY ERECTING AND MAINTAINING THEREIN AN AREAWAY WITH NECESSARY BULKHEADS AND STAIRWAY ON SENECA STREET, LIGHT WELL WITH NECESSARY RAILING, STAIRS AND BASEMENT ENTRANCES IN FIRST ALLEY.

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
   AFFECTS: PARCEL C
7. AN INSTRUMENT ENTITLED INDEMNITY AGREEMENT
   EXECUTED BY: AMOS BROWN ESTATE, INC.
   IN FAVOR OF: CITY OF SEATTLE
   RECORDING DATE: MARCH 5, 1921
   RECORDING NO.: 1498863

   WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY SIDEWALK SPACE BY ERECTING AND MAINTAINING THEREIN AREAWAY WITH NECESSARY BULKHEADS AND SIDEWALK, GLASS SIDEWALK LIGHTS, LIGHT WELL AND BASEMENT WITH NECESSARY RAILINGS.

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
   AFFECTS: PORTION OF PARCEL A
8. AN INSTRUMENT ENTITLED INDEMNITY AGREEMENT
   EXECUTED BY: PHINNEY REALTY AND INVESTMENT COMPANY
   IN FAVOR OF: CITY OF SEATTLE
   RECORDING DATE: APRIL 8, 1921
   RECORDING NO.: 1508330

   WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY SPACE IN AND UNDER SIDEWALK BY ERECTING AND MAINTAINING THEREIN AN AREAWAY WITH NECESSARY BULKHEADS AND RE-ENFORCED CONCRETE WALK, AND STAIRWAY ON SENECA STREET, LIGHT WELL WITH NECESSARY RAILING, STAIRS AND BASEMENT ENTRANCES ON ALLEY.

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
   AFFECTS: PARCEL C
9. PARTY WALL AGREEMENT
   EXECUTED BY: MOSES PRAGER AND FANNIE F. PRAGER; AND L & G INVESTMENT COMPANY
   RECORDING DATE: OCTOBER 6, 1924
   RECORDING NO.: 1926193
   AFFECTS: PORTION OF PARCEL A
10. AN INSTRUMENT ENTITLED AREAWAY INDEMNITY AGREEMENT
    EXECUTED BY: BLOCK SIX LIMITED PARTNERSHIP, A WASHINGTON LIMITED PARTNERSHIP
    IN FAVOR OF: CITY OF SEATTLE
    RECORDING DATE: MARCH 3, 1986
    RECORDING NO.: 8603030504

    WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY DEDICATED STREET AREA BENEATH THE SIDEWALK BY ERECTING AND MAINTAINING THEREIN AN AREAWAY.

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
    AFFECTS: PORTION OF PARCEL A
11. AN INSTRUMENT ENTITLED PUBLIC PLACE INDEMNITY AGREEMENT
    EXECUTED BY: BLOCK SIX LIMITED PARTNERSHIP, A WASHINGTON LIMITED PARTNERSHIP
    IN FAVOR OF: CITY OF SEATTLE
    RECORDING DATE: APRIL 14, 1986
    RECORDING NO.: 8604140886

    WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY DEDICATED STREET AREA (SIDEWALK) BY ERECTING AND MAINTAINING THEREIN SIX CONCRETE TREE PLANTER BOXES.

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
    AFFECTS: PARCEL A
    SURVEYOR'S NOTE: PLANTER BOXES NO LONGER EXIST
12. AN INSTRUMENT ENTITLED AREAWAY INDEMNITY AGREEMENT
    EXECUTED BY: BLOCK SIX LIMITED PARTNERSHIP, A WASHINGTON LIMITED PARTNERSHIP
    IN FAVOR OF: CITY OF SEATTLE
    RECORDING DATE: APRIL 14, 1986
    RECORDING NO.: 8604140887

    WHICH AMONG OTHER THINGS PROVIDES: RELEASE OF THE CITY OF SEATTLE FROM ALL FUTURE CLAIMS FOR DAMAGES RESULTING FROM PERMISSION TO OCCUPY DEDICATED STREET AREA BENEATH THE SIDEWALK BY ERECTING AND MAINTAINING THEREIN AN AREAWAY.

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
    AFFECTS: PORTION OF PARCEL A
13. VIEW PRESERVATION COVENANT
    EXECUTED BY: SAMIS LAND CO., A WASHINGTON CORPORATION, AND SAMIS FOUNDATION, A WASHINGTON NON-PROFIT CORPORATION; AND HILLIS CLARK MARTIN & PETERSON, P.S., A WASHINGTON PROFESSIONAL SERVICE CORPORATION
    RECORDING DATE: MARCH 31, 2005
    RECORDING NO.: 20050331001310
    AFFECTS: PARCELS A AND B
    SURVEYOR'S NOTE: PROVIDES UNOBSTRUCTED VIEW FOR FLOORS 4-6 IN THE GALLAND BUILDING.
14. MATTER(S) DISCLOSED BY RECITAL(S) IN DEED RECORDED UNDER RECORDING NO. 9901252855, AS FOLLOWS:

    "AN ENCROACHMENT BY THE NORTHERLY ADJOINER OF A TWO FOOT PORTION OF THE BUILDING WHICH APPEARS TO BE RESTING ON THE ROOF OF THE PROPERTY HEREIN DESCRIBED."
    AFFECTS: PARCEL B
15. MATTER(S) DISCLOSED BY RECITAL(S) IN DEED RECORDED UNDER RECORDING NO. 20081231001040, AS FOLLOWS:

    "CONDITIONS DISCLOSED BY THE ALTA SURVEY DATED DECEMBER 17, 2008, PREPARED BY BUSH ROED & HITCHINGS, INC. (JOB NO. 2008199), INCLUDING WITHOUT LIMITATION THE ENCROACHMENT BY CHAIN LINK FENCE INTO ADJACENT ALLEY ALONG THE NORTHEASTERLY BOUNDARY LINE."
    AFFECTS: PARCEL C

CERTIFICATION:

SURVEY IDENTIFICATION NO.: 2014086.00
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 SKANSKA, SAMIS FOUNDATION, A WASHINGTON NON-PROFIT CORPORATION, DILLER ASSOCIATES, A WASHINGTON NON-PROFIT CORPORATION, TRUSTEE OF THE EARL B. DILLER TESTAMENTARY TRUST AND 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 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6A, 7A, 7B1, 7C, 8, 9, 11B, 13, 14, 20A, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 10, 2014.

DATE OF PLAT OR MAP: _____

_____
DARRELL C. NANCE, P.L.S. NO. 30448

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.

DARRELL C. NANCE — STATE OF WASHINGTON — 30448 — REGISTERED PROFESSIONAL LAND SURVEYOR

BUSH, ROED & HITCHINGS, INC. CORPORATE SEAL 1969 WASHINGTON

NO	REVISION	DATE

BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-935-5928
FAX# (206) 323-7135
WEBSITE: BRHINC.COM

ALTA/TOPOGRAPHIC SURVEY

SKANSKA USA COMMERCIAL DEVELOPMENT

SECOND & UNIVERSITY

SEATTLE, KING COUNTY, WASHINGTON

drawn by	JBK
checked by	DCN
scale	1"=40'
date	06/14
job no.	2014086
sheet	1 of 3

Legal Description:

That portion of the alley adjacent to Lots 5 through 8, and Adjacent to the South 40 feet of Lots 3 and 4, Block 6, A.A. Denny's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of Plats, Page 30, King County, Washington,

Said portion to be vacated contains 2,560 square feet or 0.0588 acres of land, more or less.

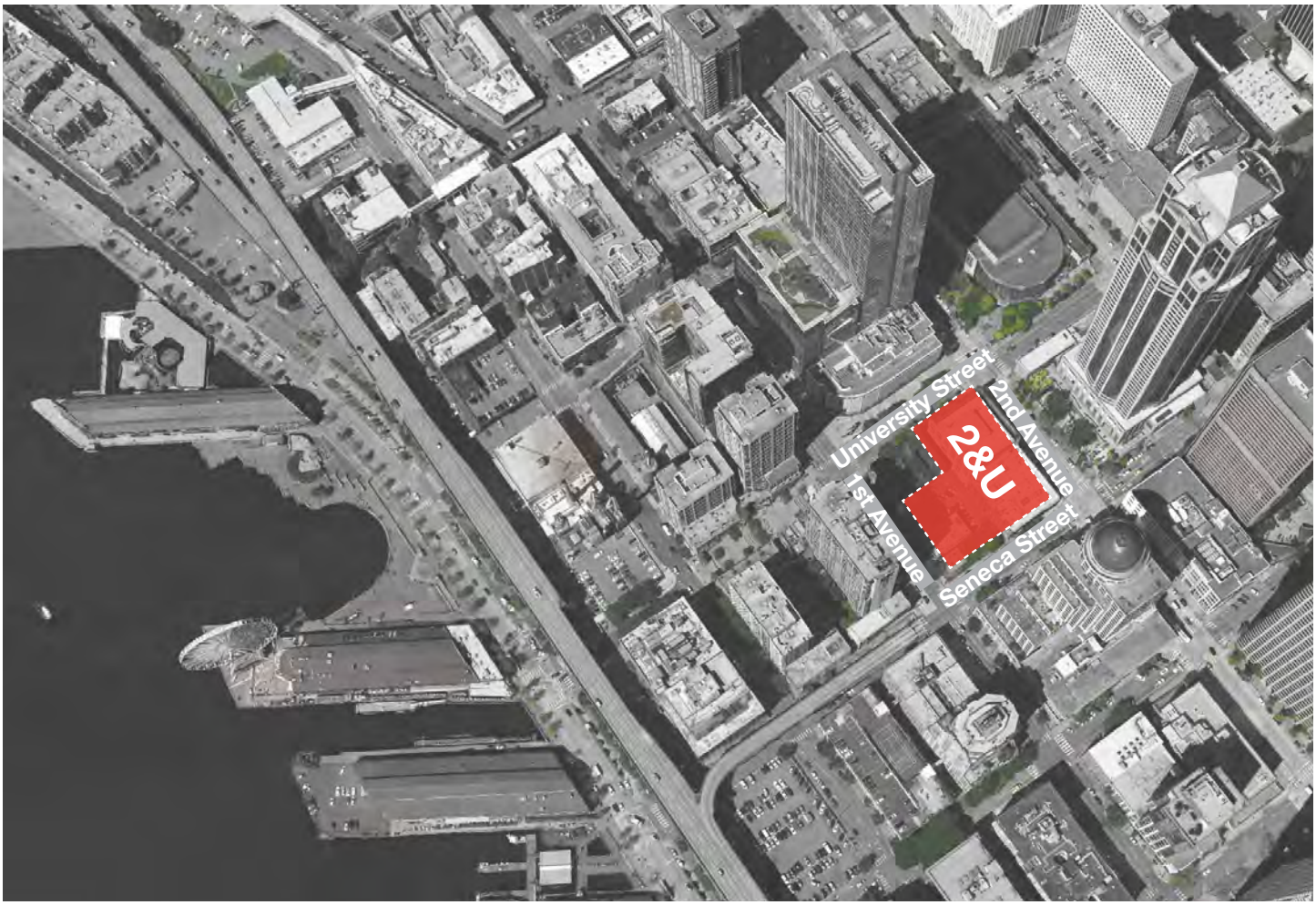
OR in the alternative, to vacate any portion of said right of way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right of way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights of way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

Aerial View of Site



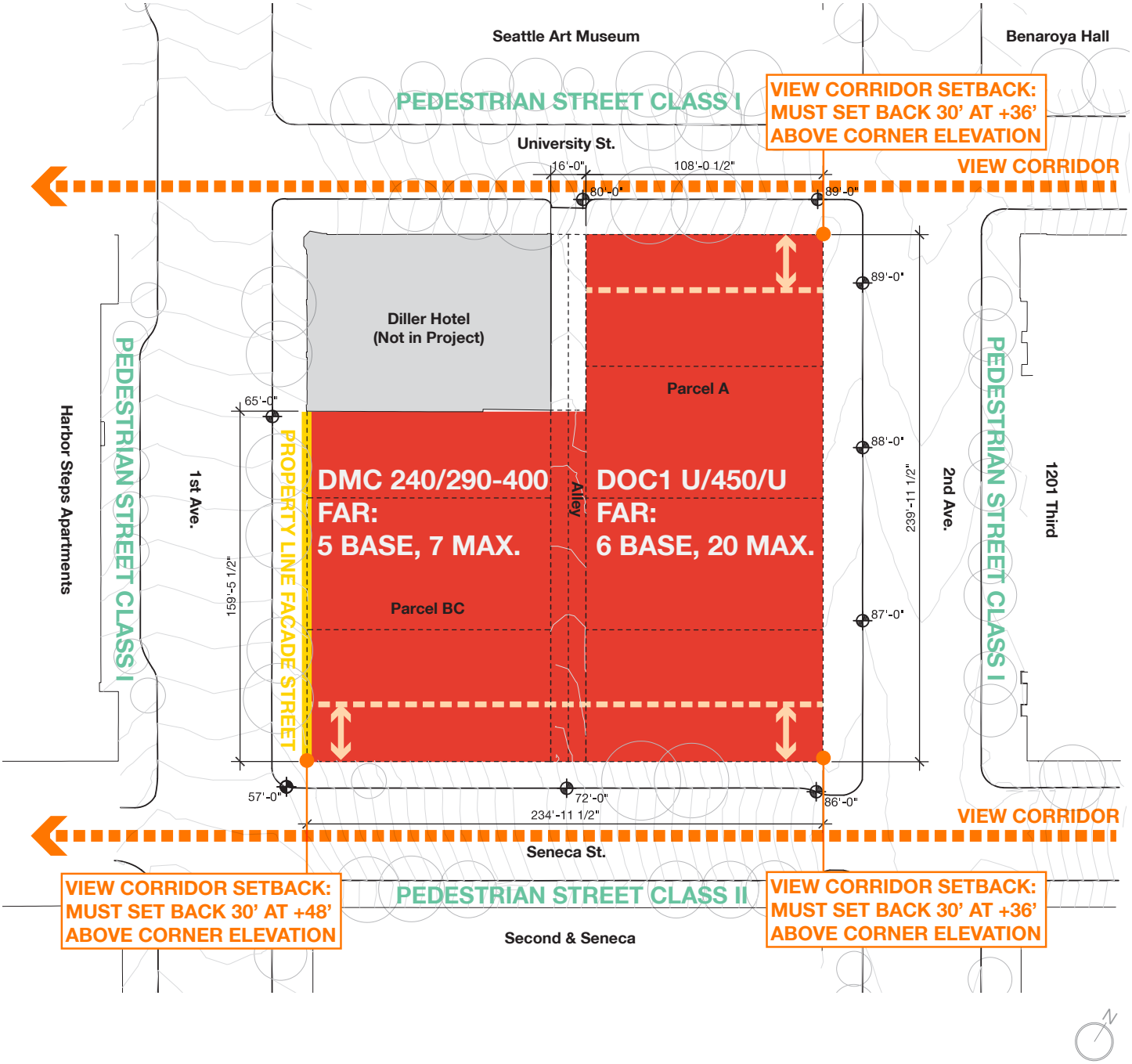
Project Address:
1201 2nd Avenue

Boundaries of the Block:
The site is bounded by 2nd Avenue on the East, 1st Avenue on the West, University Street on the North, and Seneca Street on the South.

Current Zoning:
The eastern portion of the site to the centerline of the alley is zoned DOC1 U/450/U. It is 25,920 sf, plus 1,280 sf of vacated alley, for a total eastern site area of 27,200 sf with a maximum FAR of 20, resulting in FAR 544,000 sf. The western portion of the site to the centerline of the alley is zoned DMC 240/290-400. It has a combined site area of 17,760 sf, plus 1,280 sf of vacated alley, for a total western site area of 19,040 sf with a maximum FAR of 7, resulting in FAR 133,280 sf.

Neighborhood Planning Area:
Downtown Urban Center

Site Plan Zoning



Maximum Tower Height & Width
Section 23.49.058.D.2

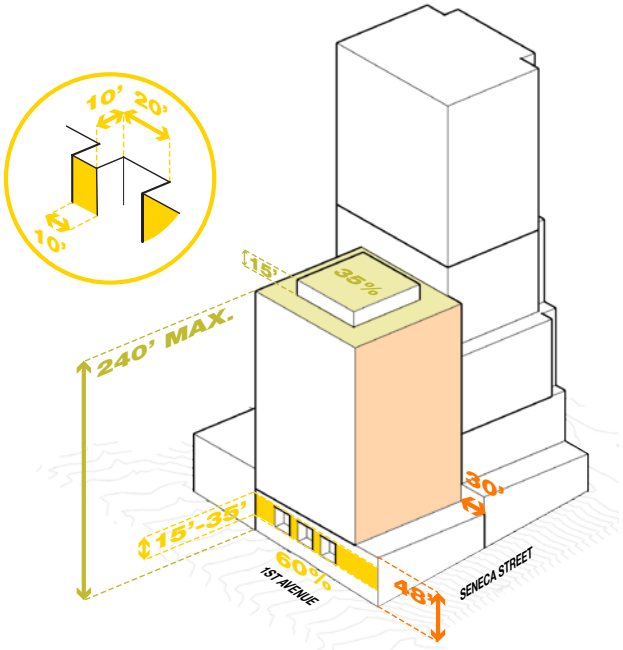
Facade Modulation
Table 23.49.058A

View Corridor Setbacks
Section 23.49.024

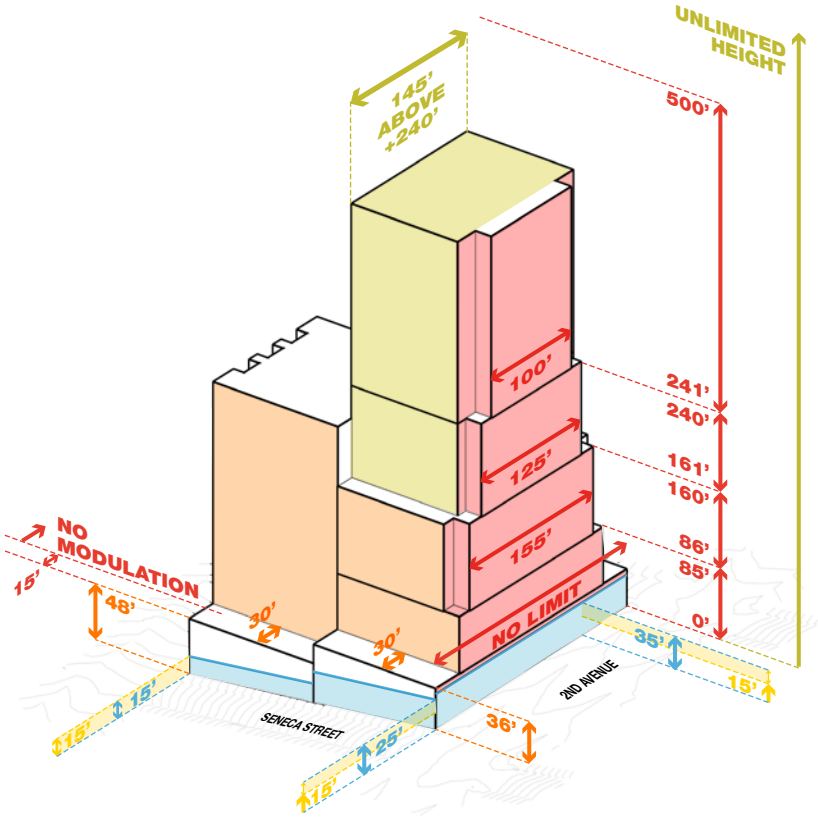
Minimum Facade Heights
Section 23.49.056 Table A

Setback Limits
Section 23.49.056.B.2

Zoning Envelope Diagram



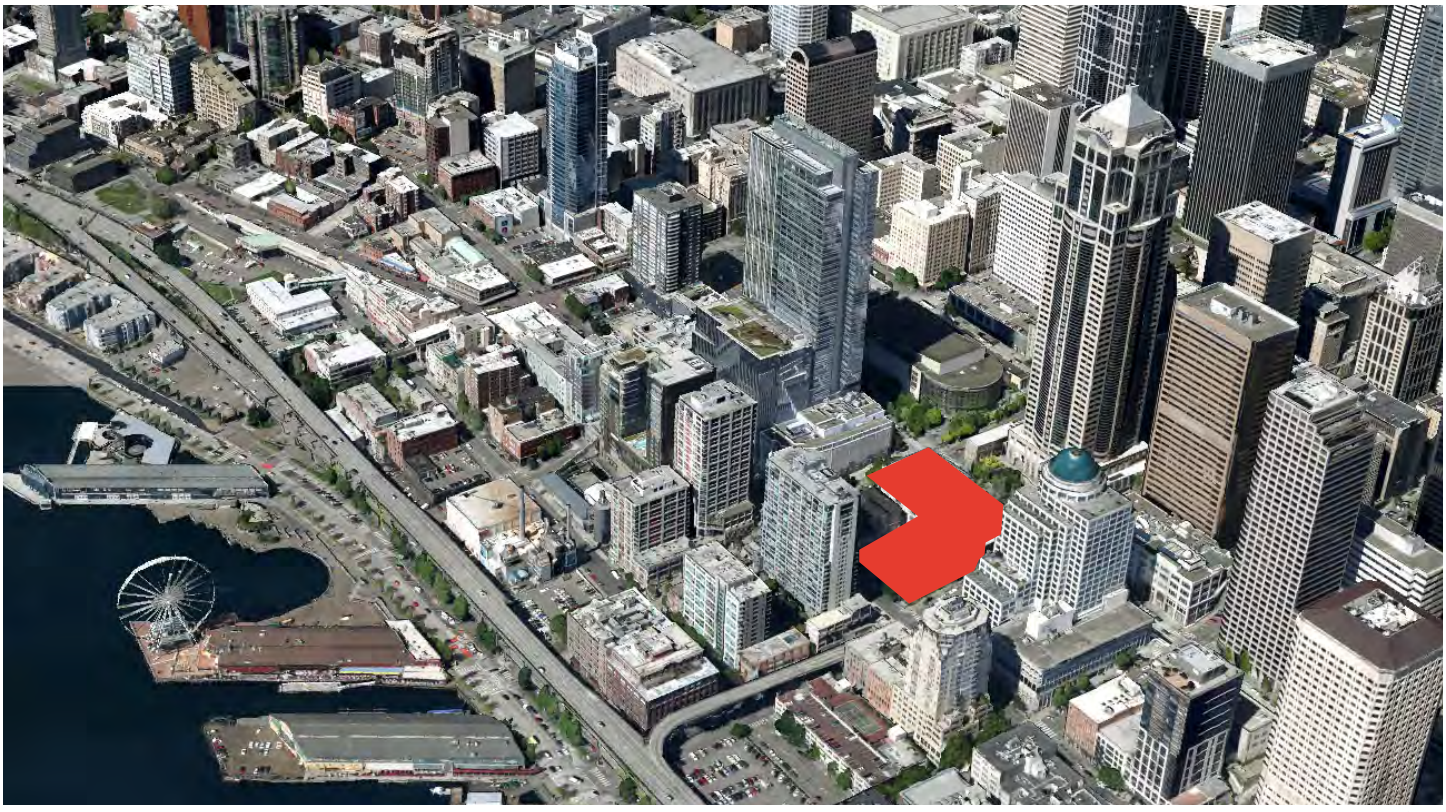
View towards Northeast



View towards Northwest

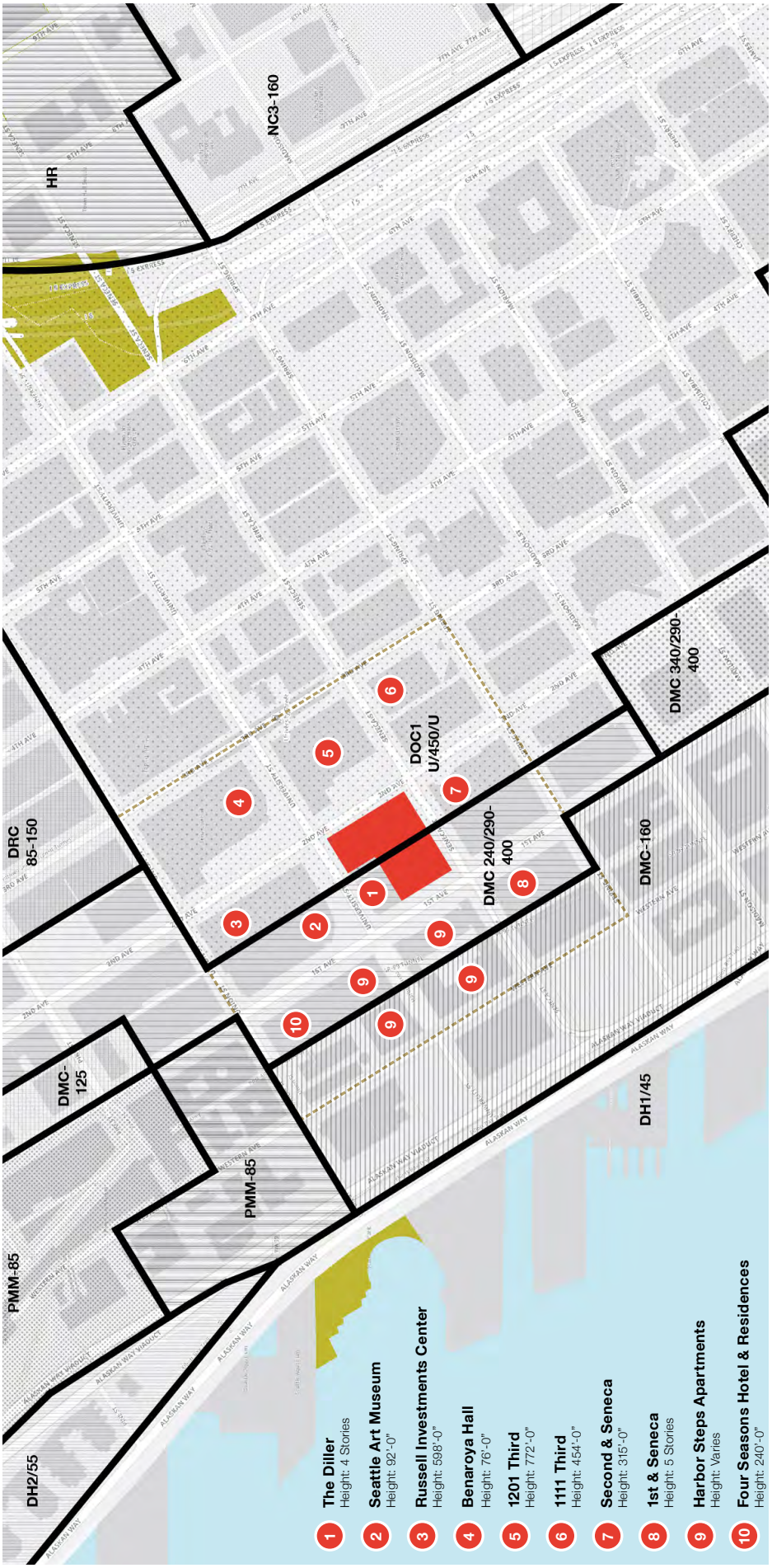
Site Context

Site Aerial



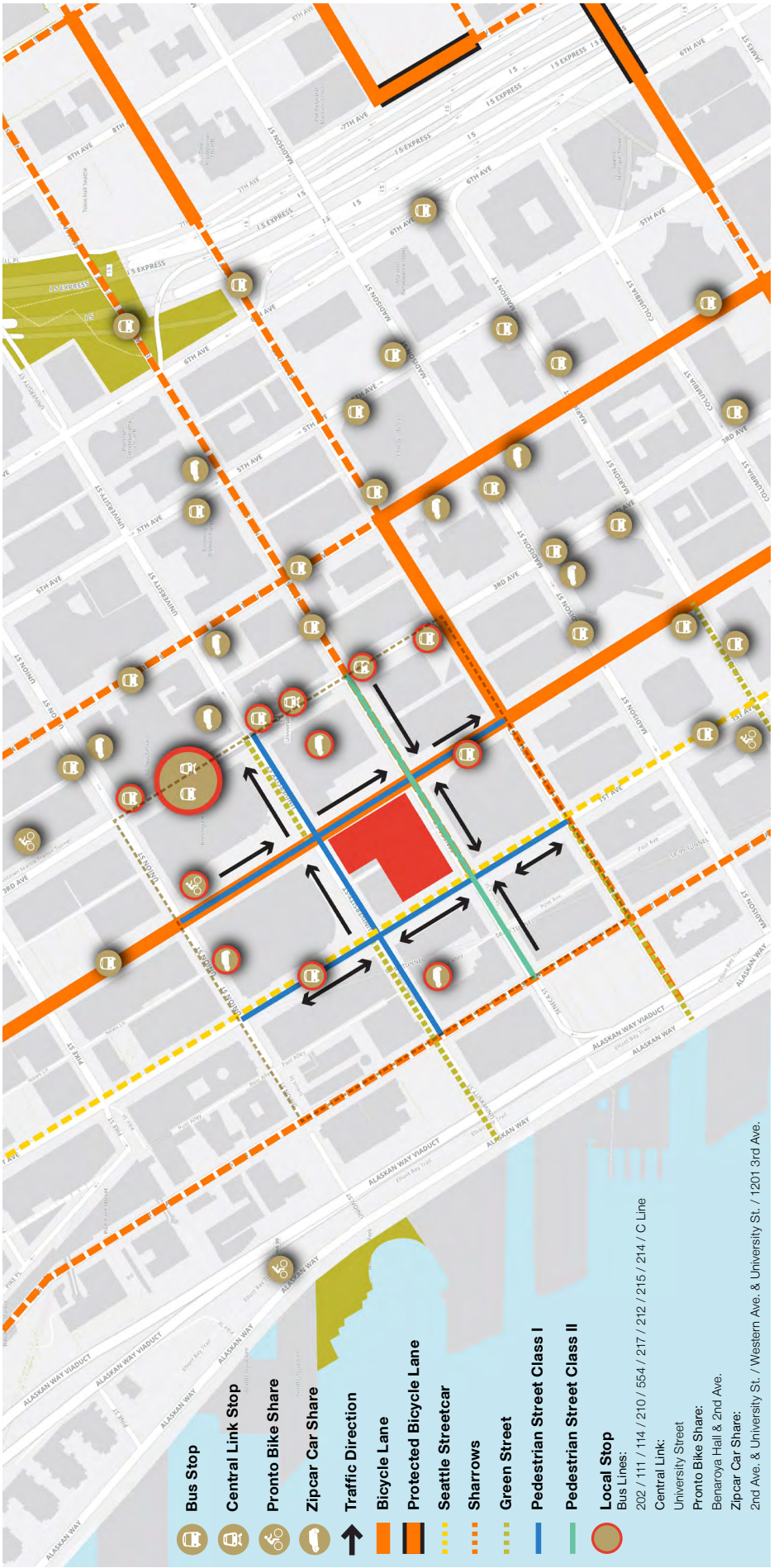
Nine Block Context Buildings

Nine Block Zone



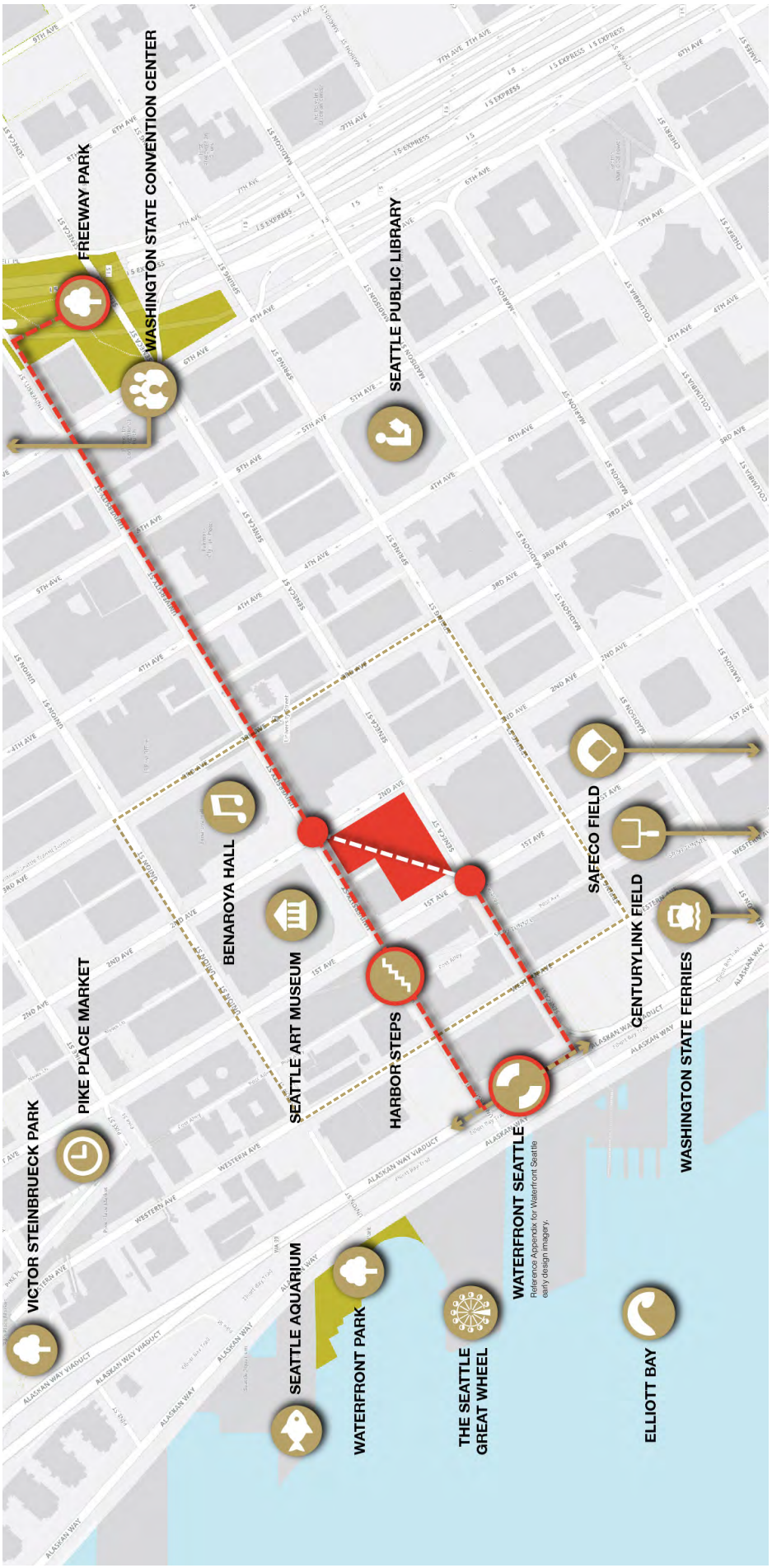
Nine Block Transportation Network

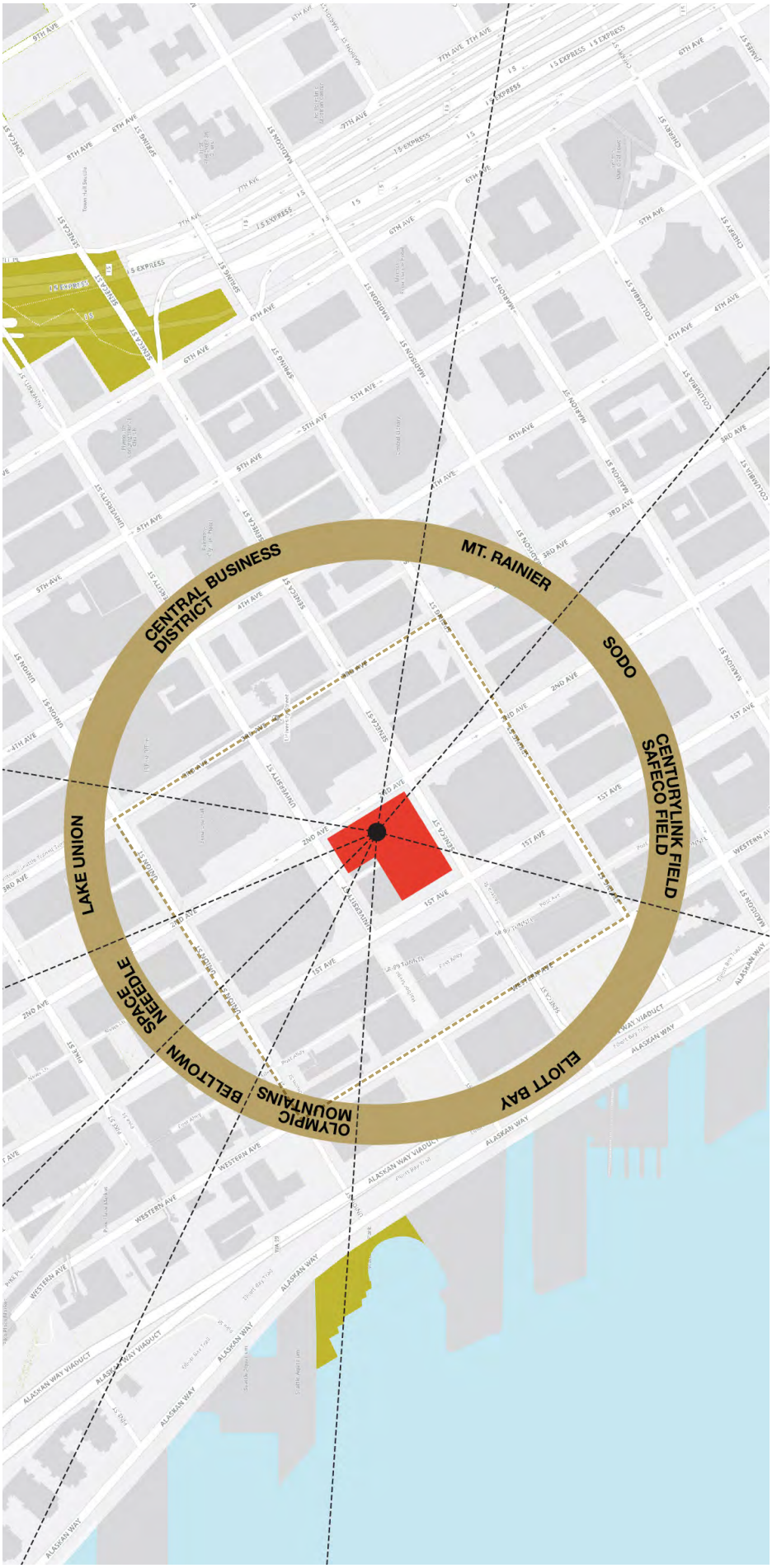
Nine Block Zone



Nine Block Amenity Network

Nine Block Zone





Nine Block View Corridor

Nine Block Zone

2nd Avenue Streetscape

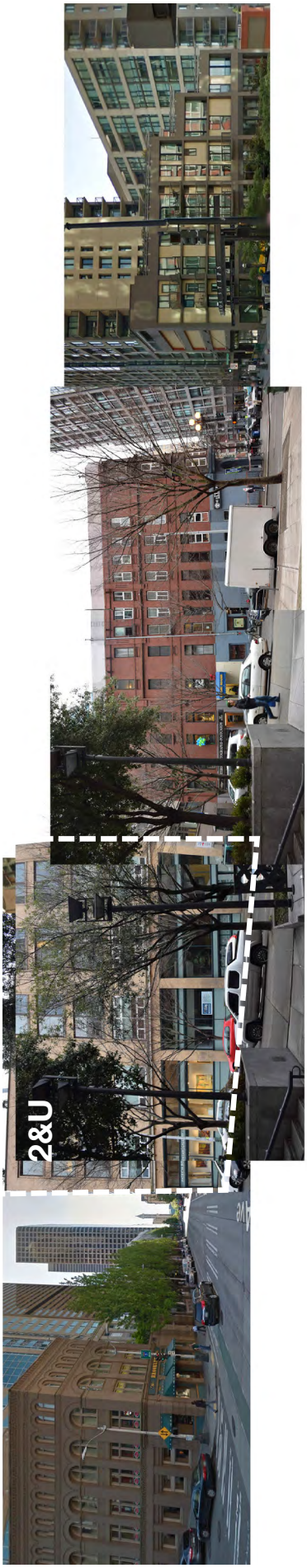
Site Extents

View to Site

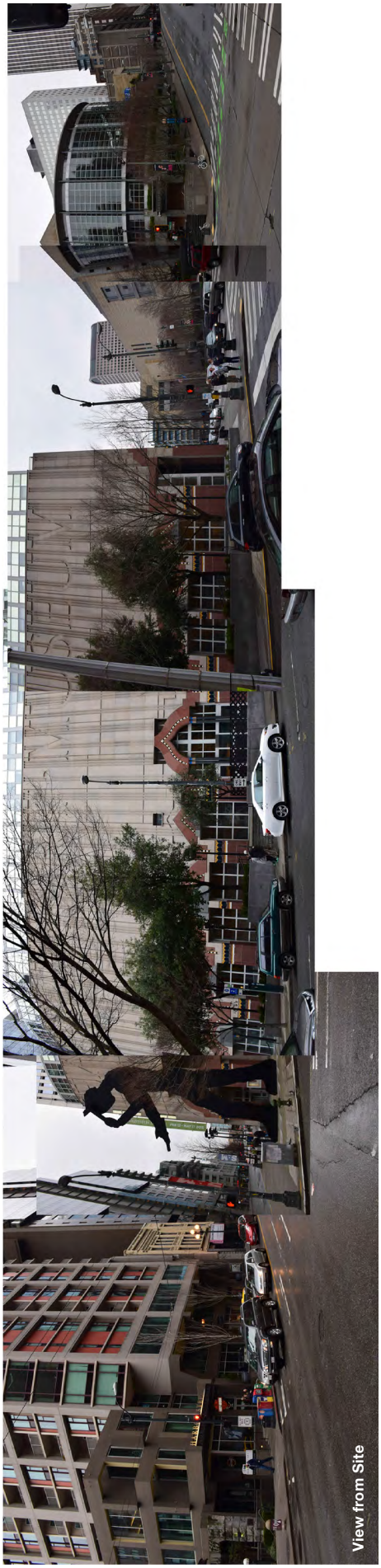
View from Site

University Street Streetscape

Site Extents



View to Site



View from Site

1st Avenue Streetscape

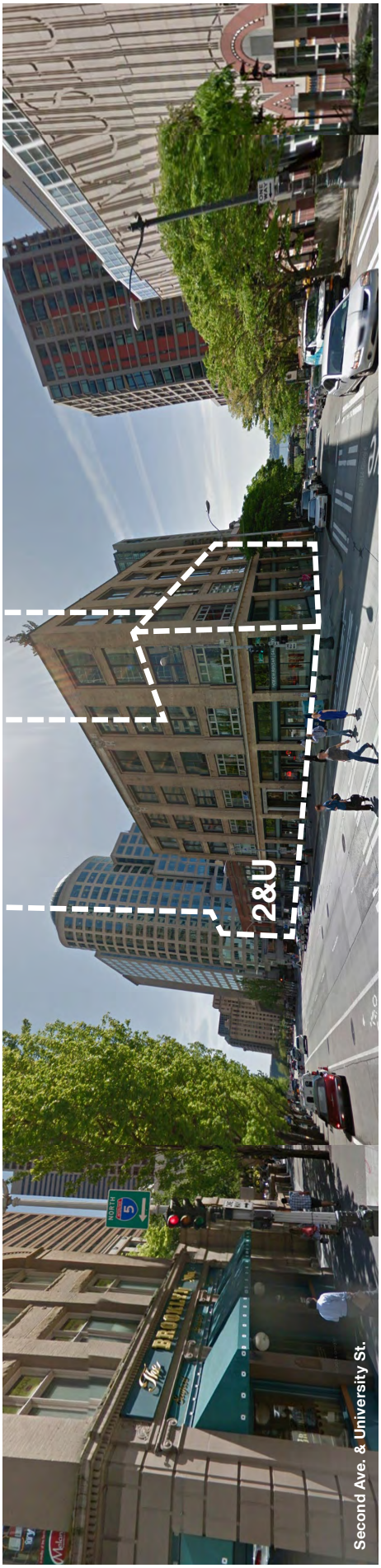
Site Extents

Seneca Street Streetscape

Site Extents

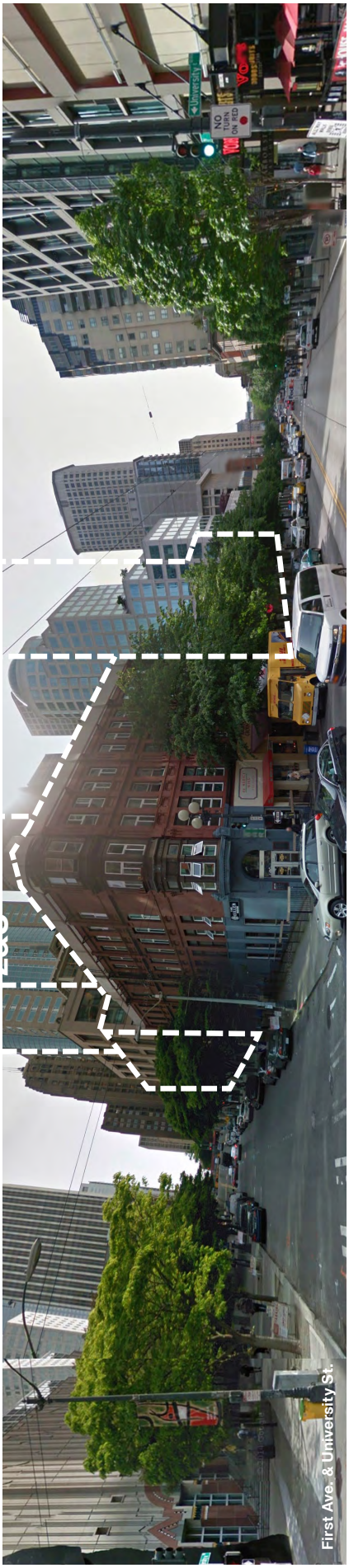
Major Intersections / 2nd Avenue

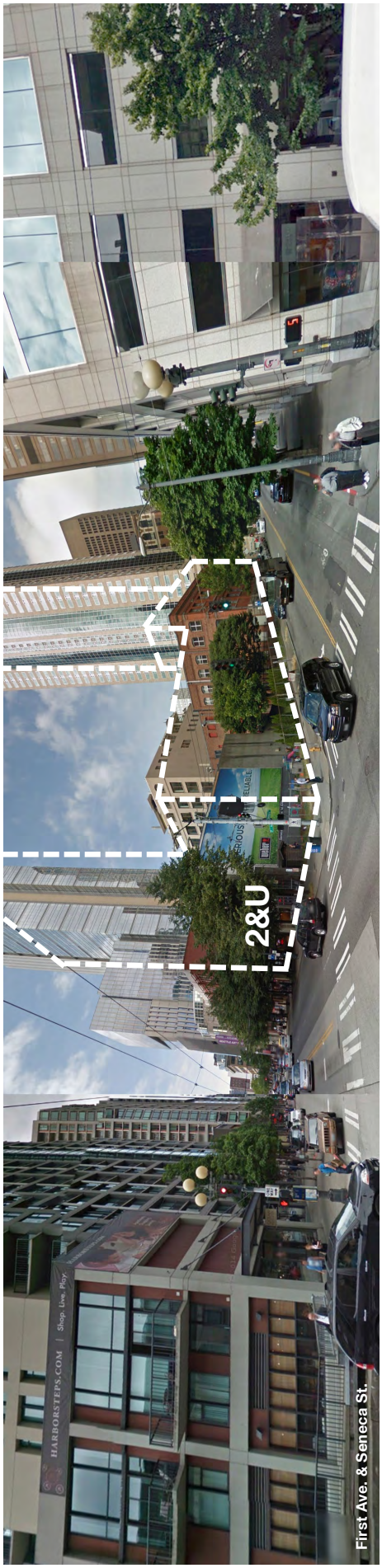
Zoning Envelope



Major Intersections / 1st Avenue

Zoning Envelope





Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a "no vacation" alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

The alley vacation enables the construction of an office building lifted approximately 65-85 feet above existing grades. This bold design concept requires a partial (3/4) alley vacation allowing for multiple 2&U project features that enhance the urban environment by adding a diversity in building types, while creating an urban village of successful local retailers. Primary reasons for the proposed alley vacation include:

• Enhanced Neighborhood Fabric: The alley vacation allows 2&U to be "lifted" creating light and air for the public and weather protected gathering space. The urban village create by the lift, expands retail and community and event uses during all four-seasons of the year. The lift creates neighborhood scale amongst a downtown environment that has been dominated traditional, monumental buildings.

• Greater Accessibility: The alley vacation provides the opportunity for safer, more active, accessible and inviting pedestrian spaces with human scale throughout the project. Creation of the urban village under the lifted tower replaces a less favorable, non-connected alley condition. The previously submitted MUP (#3019178) for the non-vacated alley option retains the working alley and allows for the development of two separate high-rise towers.

• Building Service Efficiency: The alley vacation consolidates building services (parking and loading) in one location, in lieu of duplicate services required with development on both sides of the alley under a non-vacation scenario.

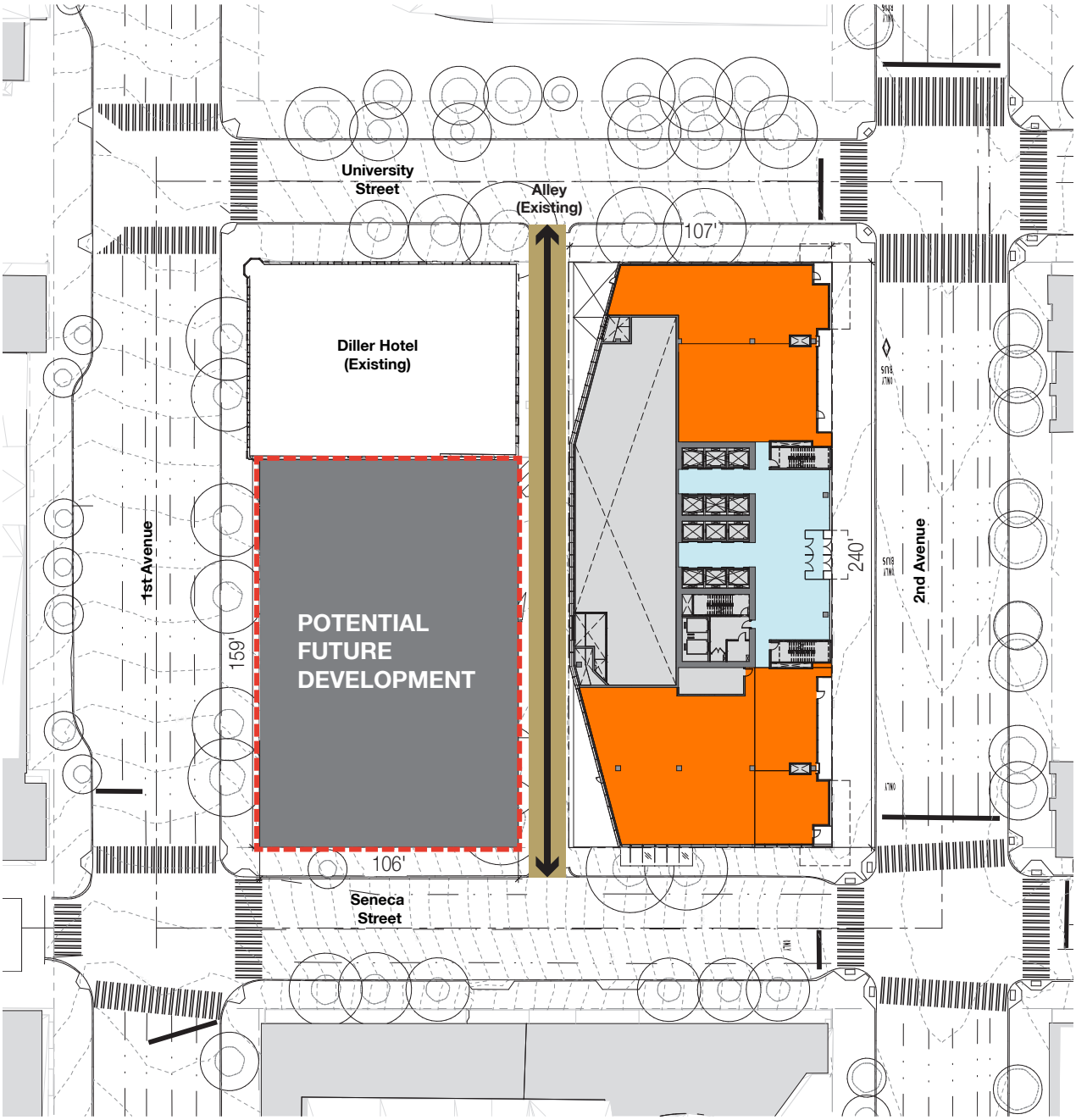
• Enhanced Development Pattern: Consolidation of the project block with the alley vacation, allows the site to be redeveloped to its highest and best use, increasing building density, strengthening the urban fabric and promoting additional transit connectivity. Alleys to the north and the south of 2&U were vacated to allow for similar consolidation.

• Improved Marketability: The alley vacation allows for the design of a building that offers flexibility to a wide variety of tenants desired in the market place, creating additional diversity in the CDB employment base. The lifted office tower design maximizes daylight and views, while creating a retail village populated with successful local / neighborhood retail that the CBD desperately needs.

• Added Capacity: The alley vacation of 2,560 sf provides 34,560 sf of additional development capacity improving the project design, retail and public space programming and ultimate market attractiveness.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL COMMERCIAL/RESIDENTIAL DEVELOPMENT



Site Plan

Existing Alley to Remain

Retail

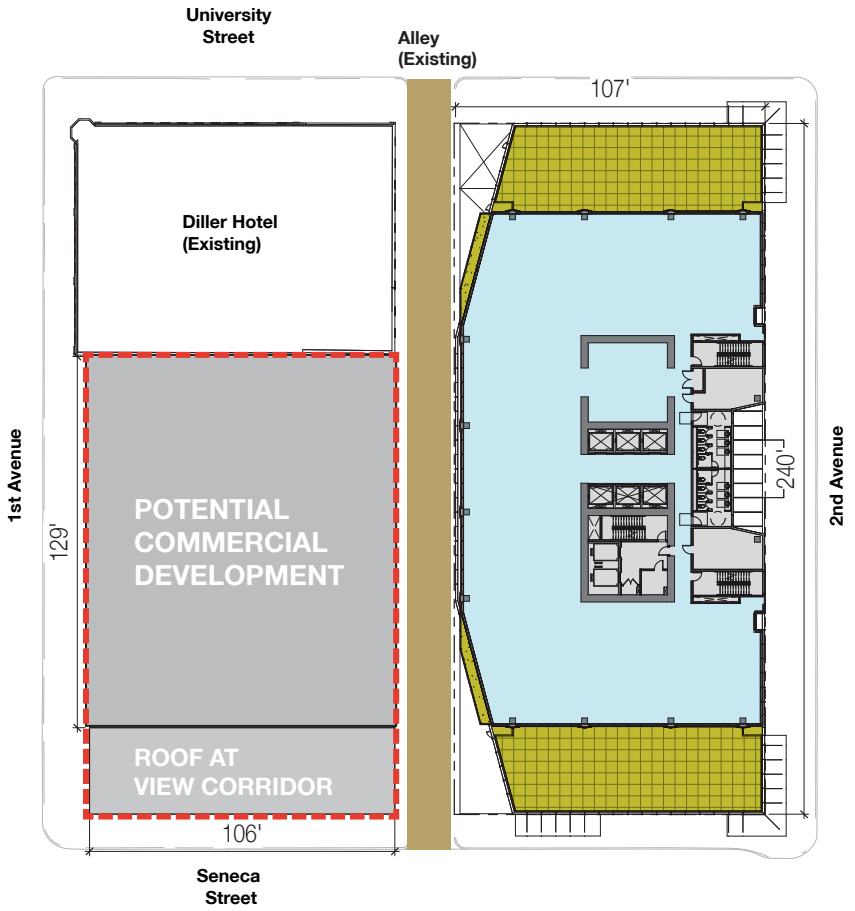
Office Lobby

Service / Back of House

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL COMMERCIAL DEVELOPMENT



Typical Tower Plan

Existing Alley to Remain

Roof Terrace

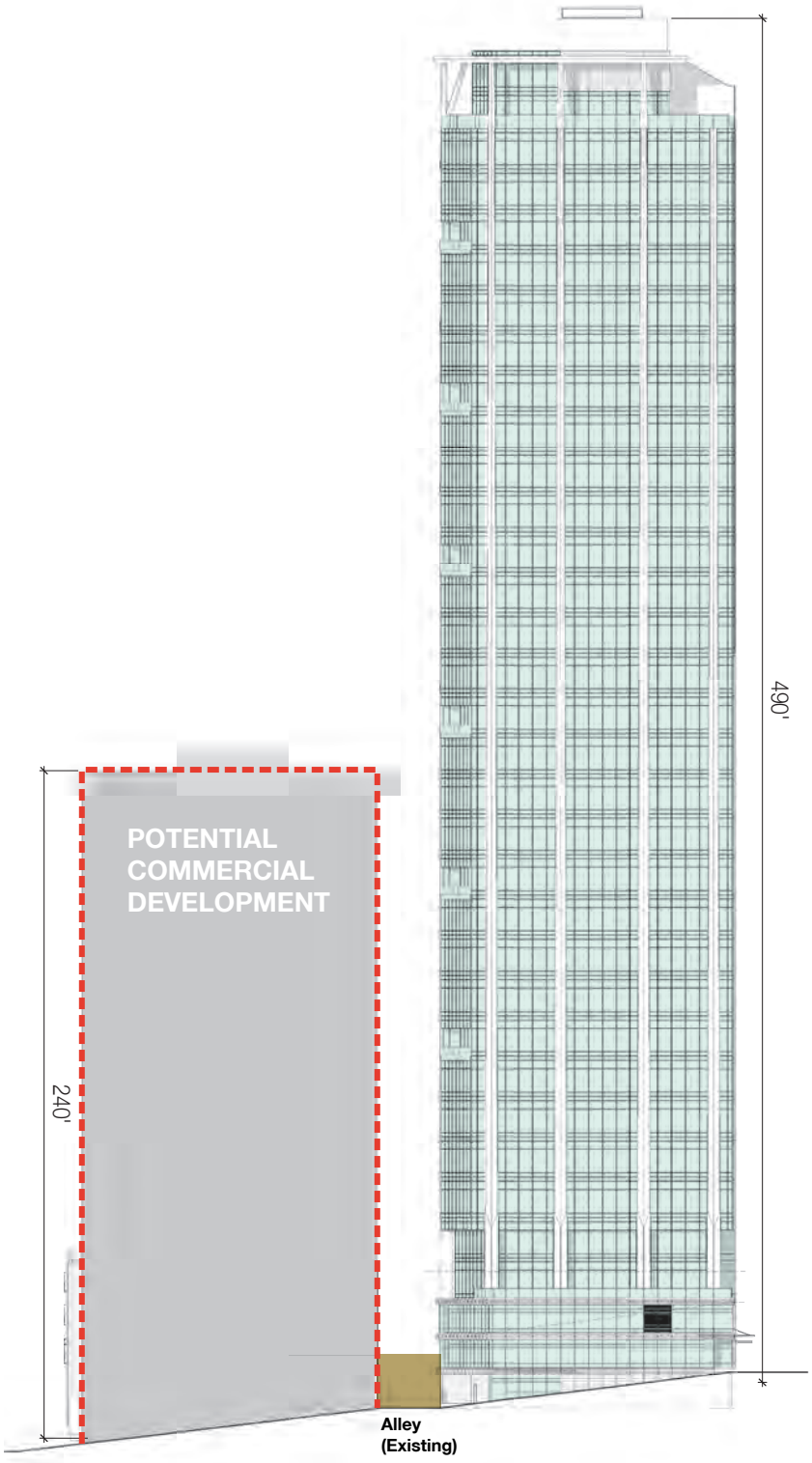
Office

Service / Back of House

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL COMMERCIAL DEVELOPMENT

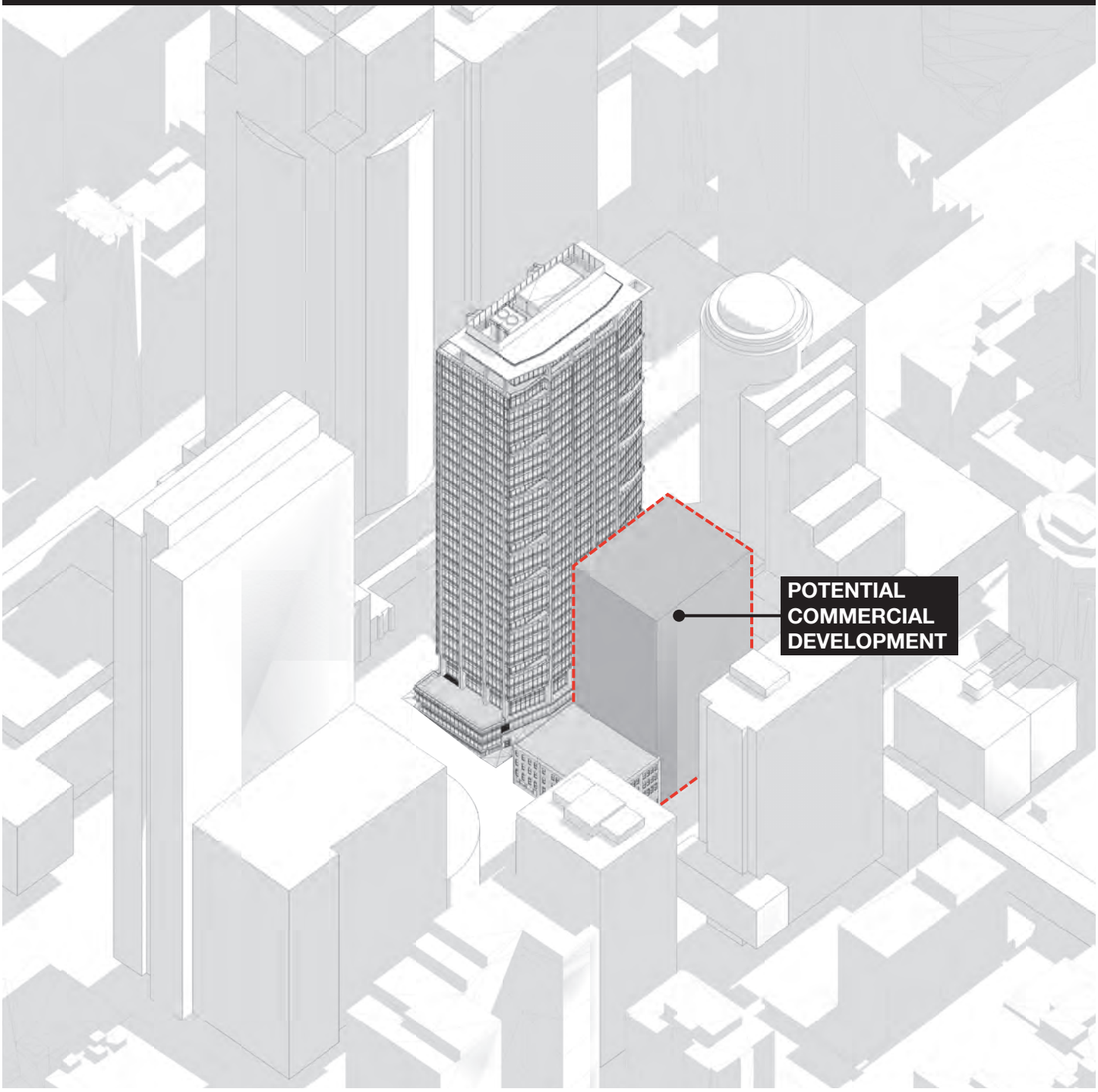


South Elevation (Seneca Street)

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL COMMERCIAL DEVELOPMENT

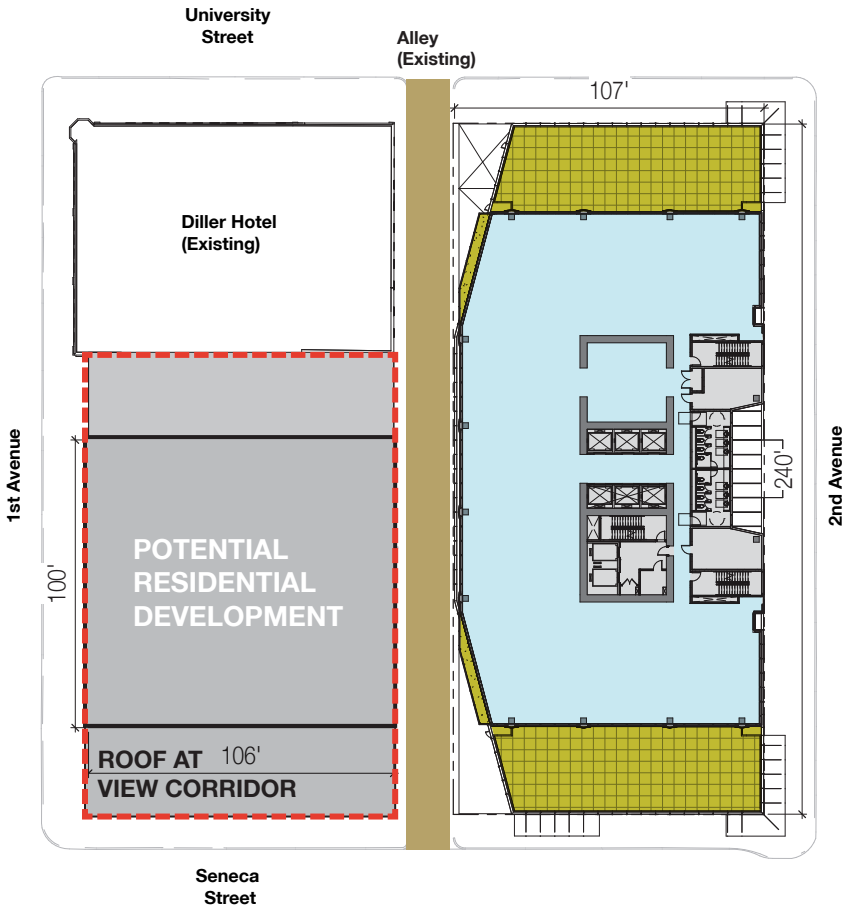


View from Northwest

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL COMMERCIAL DEVELOPMENT



Typical Tower Plan

Existing Alley to Remain

Roof Terrace

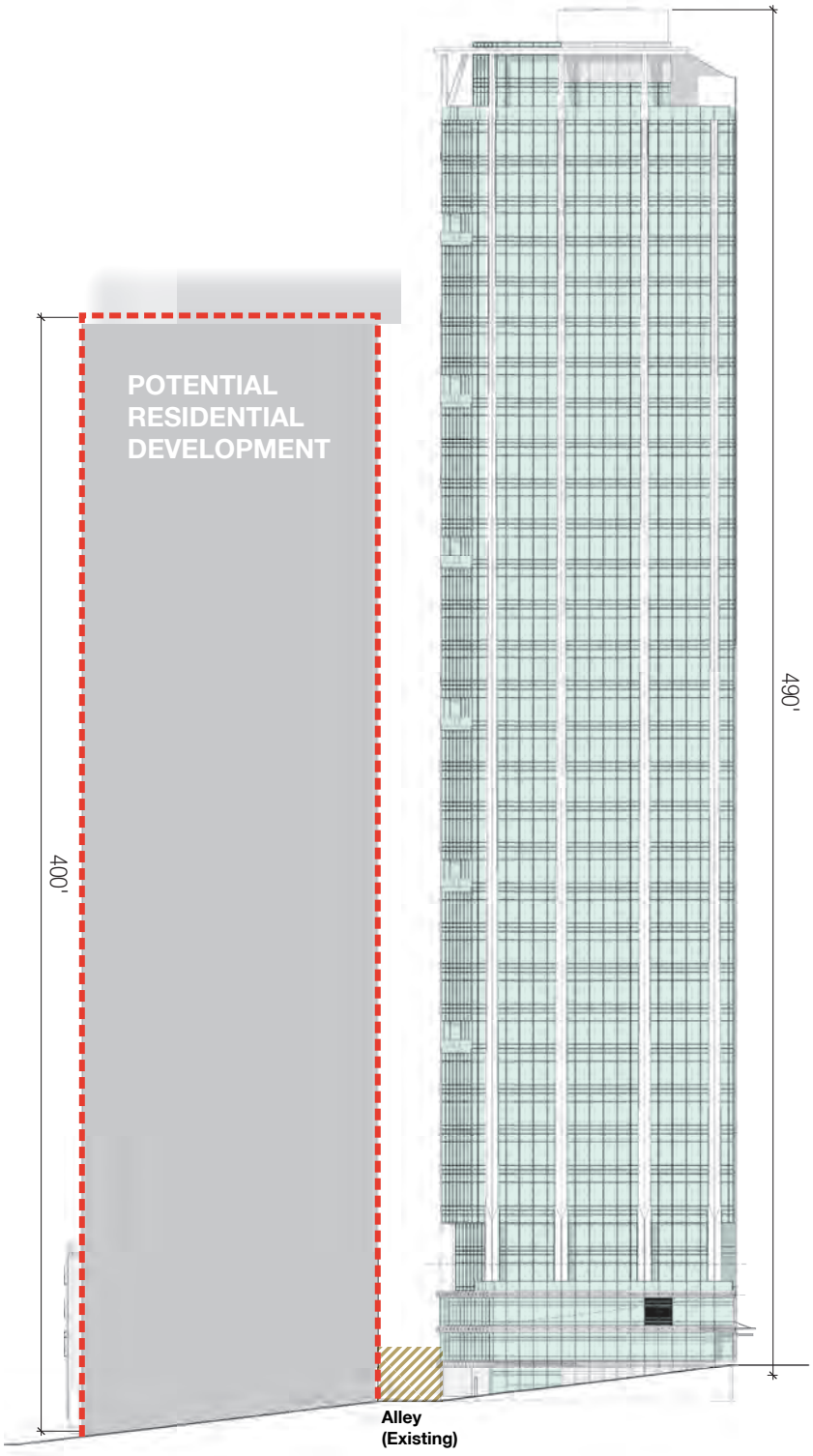
Office

Service / Back of House

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL RESIDENTIAL DEVELOPMENT

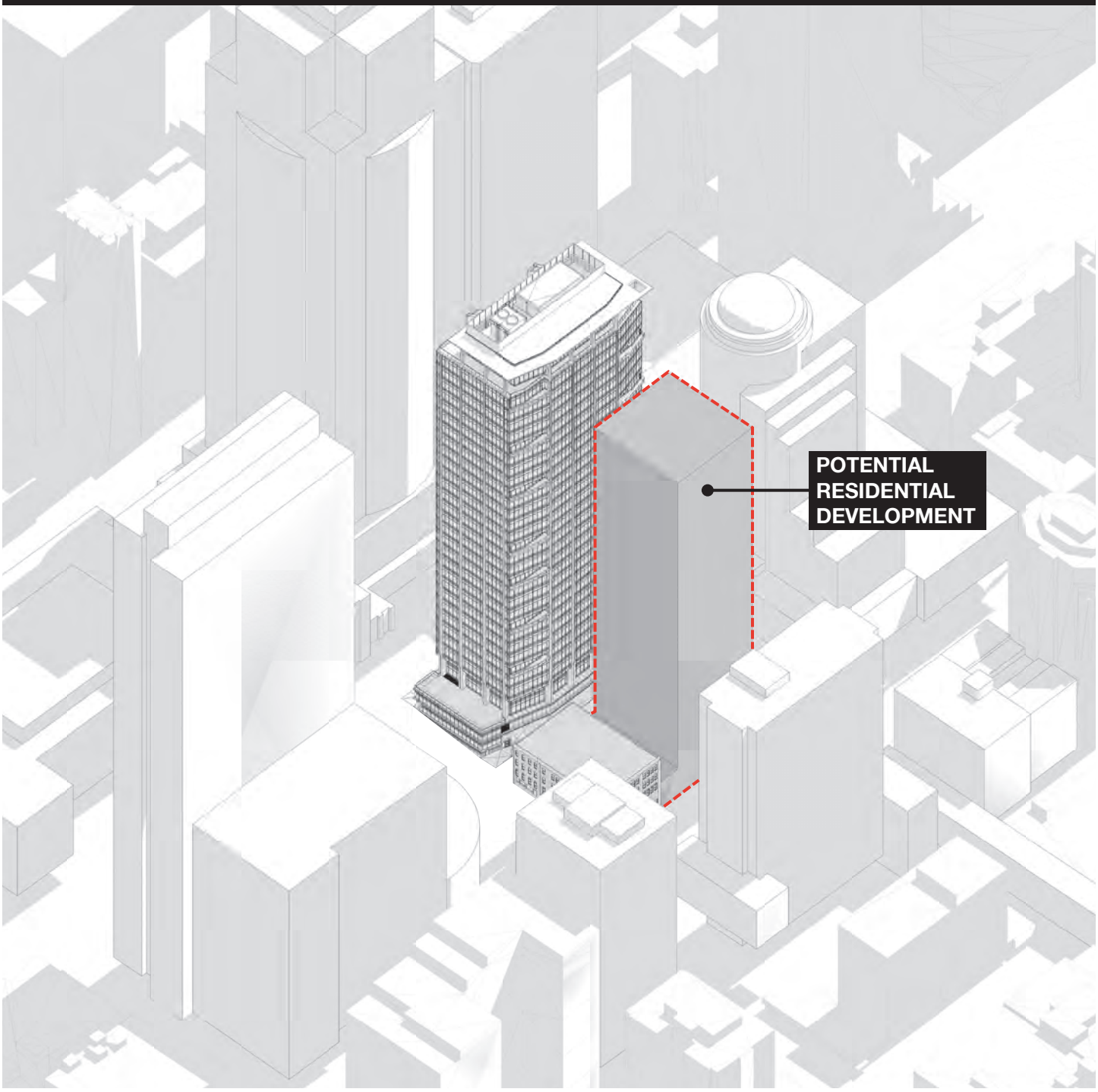


South Elevation (Seneca Street)

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

NO ALLEY VACATION OPTION (DPD #3019178)

PARCEL A - MUP SUBMITTAL SCHEME
PARCEL B&C - POTENTIAL RESIDENTIAL DEVELOPMENT



View from Northwest

NOTE:
PLEASE SEE SECTION 16 FOR THE ALLEY VACATION DESIGN PROPOSAL.

Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc in sufficient detail to understand how the site will be developed and how the project will function.

View from Waterfront

Existing Conditions:

Bound by University Street to the North, Second Avenue to the East, Seneca Street to the South and 1st Avenue to the West, the 2&U project site is separated by the existing alley which runs North to South and does not continue beyond the site. Three buildings are currently situated on the site. The first is the Galland Building, a 77,696 s.f. six-story Class B multi-tenant office building with garage and ground floor retail. The building was constructed in 1906 and has been owned by the project Ground Lessor the Samis Foundation since 2012. Connected to the Galland Building, the Seneca Building is a multitenant 33,521 s.f. office building with garage. The building was constructed from 1900-1906. Finally, the Friedman building is a 14,846 s.f. retail and storage building located on 1st Avenue. A small surface parking lot accessed from the alley and a small playground situated at the SW corner of the site are also present as existing conditions.

During 2014, the Landmarks Preservation Board refused to Landmark nomination of the Friedman Building and unanimously denied Landmark status for the Seneca Building on September 5, 2014 and the Galland Building on September 19, 2014. The Project site does not include the Diller Building, a mixed-use building located on the corner of 1st and University.

Project Description:

2&U is a Class A office tower currently designed to encompass approximately 670,000 square feet of Class A rentable office space. The proposed project encompasses the entire block between 1st and 2nd Avenues and Seneca and University Streets, with the exception of the Diller Hotel, located on the Northwest corner of the block,

continued on next page

Project Information (continued):

controlled by a separate ownership. About ¾ of the alley is included in the vacation request with approximately ¼ of the alley (northern portion) remaining. The project site is split between two zones: DMC-240 and DOC 1. The DOC 1 zone is the eastern half of the block, while the DMC 240-290/400 zone is the western half of the block. The DOC 1 zone does not include zoning height limitations for nonresidential uses.

The building design is responsive to specific site conditions as well as the split-zoned condition. Like the site footprint, the building is L –shaped and includes a midrise or "podium" encompassing the western portion of the site. The eastern half of the block in the DOC 1 zone rises to approximately 507.' The entire office tower structure is lifted between 65-85' off the ground plane providing the opportunity to create a unique urban village featuring local retail shops, restaurants and event spaces which are expected to encompass approximately 20,000 RSF. The urban village is designed to be publicly accessible neighborhood gathering space, featuring a weather protected central plaza.

The current site has nearly a 32' grade change East (2nd Avenue) to West (1st Avenue). In additional to ROW improvements around the edge of the site, the proposed project provides greater transparency with multiple new pedestrian access points. These new cross-block and diagonal access pathways through the site include a mid-block grand stairs an elevator hill assist route from 1st Avenue to 2nd Avenue. At-grade access will be provided from the north from University Street through the remaining widened and improved non-vacated alley, offering pedestrian access directly into the central plaza of the urban village. Additional access from expanded public corner plazas on the east from 2nd Avenue across from the SAM and Transit Tunnel and Benaroya Hall, and to the south from 2nd Avenue at Seneca Street. The pedestrian experience will include enhanced access, expanded views, areas to gather and reflect, and enhanced year round access through the Lift's weather protection. The urban village will also increase the amount of activity on the site, promoting public safety and transparency.

At the northwest corner, the Diller Hotel will not be included in the 2&U project or site re-development. Though efforts were made by Skanska to secure this portion of the site, the owners of the Diller Hotel and Skanska were unable to come to an agreement. However, the Diller owners have indicated their support for the project as designed, support the improvements being made to the alley that will remain adjacent to their property, and understand the positive impact 2&U will have on the value of their property. Substantial additional community outreach to the rest of the downtown neighborhood has been conducted by Skanska and is detailed in Section 3 of this package.

Skanska's design embraces the historic character and urban fabric the Diller Hotel provides. Continued access for existing and future (with redevelopment) Diller service needs will be maintained through the non-vacated alley and proposed hammer-head turn around. Site related run-off and drainage with the vacated alley is addressed in the project design detailed in Section 11 of this package. The project includes a re-route of the utilities currently located in the alley. Skanska and its consultant team have been working proactively with all utility providers with utilities in the alley including bi-monthly meetings with Seattle City Light on the schedule and design of the electrical service re-route.

Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.

Other Land Use Actions Required:
No major additional land use actions are required for this project, other than the approval of a Master Use Permit (MUP) application.

Early Design Guidance:
Completed. EDG 1 was held on February 17, 2015 and EDG 2 was held on May 19, 2015.

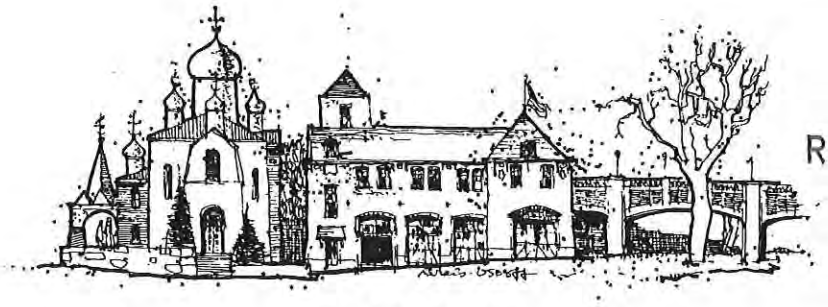
Master Use Permit Application:
Insert intake date.

SEPA Review:
A SEPA checklist will be submitted to DPD as part of the MUP application process; the project may complete an addendum to the 2005 downtown EIS to further review the environmental impacts of the project.

Landmarks Review:
The onsite buildings to be demolished have been reviewed by the Landmarks Preservation Board. The Board determined the buildings did not meet the landmarks criteria. As a result, these buildings are not landmarks and may not be nominated again for five years following their rejection by the Board. Please see attached notices of rejection of nomination.

Zoning Review:
Zoning review will commence when the MUP application is submitted to DPD.

Design Review Board Recommendation:
The Project will be reviewed by the Design Review Board at a recommendation meeting to follow land use and zoning review at a date in the future.



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

September 5, 2014 LPB 517/14

Larry Johnson
The Johnson Partnership
1212 NE 65th Street
Seattle, WA 98115-6724

Re: Denial of Nomination of the Seneca Building

Dear Mr. Johnson:

At the September 3, 2014, meeting of the City's Landmarks Preservation Board, the Board voted to deny the nomination of the Seneca Building located at 1201 Second Avenue in Seattle. The vote on the motion to deny nomination was unanimous with eight Board members in favor. As per the Rules and Regulations, Code of Ethics and Procedures adopted by the Landmarks Preservation Board, official actions of the Board shall require a majority vote of the Board members present and voting. Since there were eight members in attendance at the September 3, 2014, Landmarks Preservation Board meeting, a majority of five members voting in favor of the motion to deny would be required for the motion to pass. Therefore, the nomination was denied.

Termination of Proceedings

SMC 25.12.850A states:

> "In any case where a site, improvement or object is nominated for designation as a landmark site or landmark and thereafter the Board fails to approve such nomination or to adopt a report approving designation of such site, improvement or object, such proceeding shall terminate and no new proceeding under this ordinance may be commenced with respect to such site, improvement or object within five (5) years from the date of such termination without the written agreement of the owner."

This provision is applicable to these nomination proceedings.

Issued: September 5, 2014

Sarah Sodt
Landmarks Preservation Board Coordinator

The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

September 19, 2014 LPB 550/14

Larry Johnson
The Johnson Partnership
1212 NE 65th Street
Seattle, WA 98115-6724

Re: Denial of Nomination of the Caroline Kline Galland Building

Dear Mr. Johnson:

At the September 17, 2014, meeting of the City's Landmarks Preservation Board, the Board voted to deny the nomination of the Caroline Kline Galland Building located at 1211 Second Avenue in Seattle. The vote on the motion to deny nomination was unanimous with nine Board members in favor. As per the Rules and Regulations, Code of Ethics and Procedures adopted by the Landmarks Preservation Board, official actions of the Board shall require a majority vote of the Board members present and voting. Since there were nine members in attendance at the September 17, 2014, Landmarks Preservation Board meeting, a majority of five members voting in favor of the motion to deny would be required for the motion to pass. Therefore, the nomination was denied.

Termination of Proceedings

SMC 25.12.850A states:

> "In any case where a site, improvement or object is nominated for designation as a landmark site or landmark and thereafter the Board fails to approve such nomination or to adopt a report approving designation of such site, improvement or object, such proceeding shall terminate and no new proceeding under this ordinance may be commenced with respect to such site, improvement or object within five (5) years from the date of such termination without the written agreement of the owner."

This provision is applicable to these nomination proceedings.

Issued: September 19, 2014

Sarah Sodt
Landmarks Preservation Board Coordinator

Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.

Policy 1 – Circulation and Access: Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

Guideline 1.1 (F) Alleys

Proposed alley vacations will be considered according to the following guidelines.

1. The primary purpose of an alley is to provide access to individual properties for loading functions and to provide utility corridors and access to off-street public services such as water, sewer, solid waste and electricity. In addition, alleys may provide other public purposes and benefits including pedestrian and bicycle connections, and commercial and public uses. Alleys should be retained for their primary purposes and other public purposes and benefits. Alley vacations may be provided only when they would not interrupt an established pattern in a vicinity, such as continuity of an alley through a number of blocks or a grid, which is a consistent feature of neighborhood scale. The impacts on future service provision to adjacent properties if utilities are displaced will be reviewed.

4. Downtown. The following criteria will be considered for specific downtown alley vacation petitions:

a) may be vacated only when their loading, service and access functions can be continued within the development site, and curbcuts are provided in conformance with the comprehensive plan;

b) alleys which are part of the primary pedestrian circulation system, such as Post Alley, may be vacated only when comparable public pedestrian circulation is provided and the pedestrian environment along the corridor is improved; and

c) to ensure compatible scale and character of infill development, for example, alleys in special review districts or historic districts may be vacated only when compatible scale and character of development is assured.

Guideline 1.2 Traffic Code Compliance

Proposed vacations, which would encourage violation of the traffic code will not be approved. An example is a vacation eliminating one exit to an alley, requiring vehicles to back from the alley on to a street.

Guideline 1.3 Cumulative Effects to be Assessed

When several vacations are proposed for a particular area of the City, such as within the boundaries of a major institution, a comprehensive review will be undertaken to determine the cumulative effects of the vacations on circulation and access.

continued on next page

Guideline 1.5 Circulation/Access Conditions on Vacations

The City Council may impose conditions on vacations to mitigate negative effects of the vacation on vehicular, pedestrian, and bicycle travel.

Guideline 1.6 Vehicular and Pedestrian Access by Agreements with Property Owners

A. Vehicular Access

Vehicular traffic functions will not be provided by agreement across private property. When the traffic functions of a street are necessary to the operation of the circulation system, the street will be retained as a dedicated right-of-way.

B. Pedestrian Access

Pedestrian circulation functions may be provided by an agreement which provides for public access across private property only when a major public benefit is provided by such an arrangement.

DISCUSSION:

The project proposes to vacate about two-thirds of the existing alley. The residual portion of the alley will connect only to University Street. This segment of the alley would provide access to service/loading functions for the existing Diller Building, which will remain in place and is not a part of the project. All access to the proposed 2&U project would be relocated to Seneca Street, where driveways to both the site's underground parking garage and truck loading dock would be located. The effect of the alley vacation and proposed access configuration would be to reduce the amount of traffic that would use University Street to access the block.

University Street is a Class I Pedestrian Street, which links many civic attractions including the Harbor Steps just west of 1st Avenue, the Seattle Art Museum across the street from the site, and Benaroya Hall just east of 2nd Avenue. It also connects to the University Station in the Seattle Transit Tunnel, where Link Light Rail can be accessed, with an entrance at the corner of University Street and 2nd Avenue.

If the alley could not be vacated and remains as the primary access point to the site, then development on the block would have a larger impact to traffic and pedestrian conditions along University Street.

Locating site access on Seneca Street would enhance pedestrian safety and comfort by eliminating almost all conflicting site traffic from accessing directly to University Street. Only deliveries to the Diller Building would continue using the alley access location. Seneca Street is a Class II Pedestrian Street, does not have the same types of connections to the Waterfront or civic destinations, and is better suited to provide access to the project site.

Street Grid Continuity: The existing alley provides site access to the adjacent land uses on the subject property. The alley does not provide circulation or connectivity benefits, and is not part of a grid of alleys onto nearby blocks. The existing alley does not provide for pedestrian or bicycle circulation.

continued on next page

Local Vehicle Access: As described above, the vehicle access and truck loading functions will be provided elsewhere on the site where they have less impact to University Street, which is a Class I pedestrian street. The improved alley would provide maneuvering space that would better facilitate truck access to the existing Diller Building than the existing alley.

Transit: The alley does not serve transit; therefore, its vacation would not affect the integrity or continuity of the public transit system. The alley vacation allows a larger project to be built than otherwise would be built in this location, which will allow for greater utilization of transit in the area. This concept is consistent with the City's Comprehensive Plan and regional planning goals, to place the most density in the most transit-dense areas of the region.

Non-motorized Transportation: The alley does not include existing pedestrian or bicycle facilities. The project would improve the residual portion of the alley to provide a pedestrian and bicycle access into the center of the site, which would also improve access to the existing Diller Building. The pedestrian environment would be enhanced through the provision of public benefit beyond what would be required by a non-vacation project. In addition, the 2&U project proposes additional public bicycle infrastructure/amenities to support non-motorized transportation modes.

Parking: No parking would be eliminated by the alley vacation. The alley vacation permits a more efficient parking garage than what would be provided by a non-vacation option.

Scale and Character: The project site is not located within a specific review or historic district. The project is including an urban lift of 85' that allows for more light and air to be experienced by the public in the village plaza and retail areas below. The project is compliant with zoning and although the DOC 1 portion of the project could be unlimited height, it proposes a height of only approximately 500 feet, which is not close to the tallest building in downtown Seattle. The project does not include the Diller Hotel building, and the design of the project works to highlight the historic scale and character of that building.

Traffic Code Compliance: The proposed vacation would not encourage violation of the traffic code, and no backing maneuvers would be required to access or egress the site. The improved alley space would better facilitate truck access to the existing Diller Building than the existing alley and allow existing trucks to turn around off street.

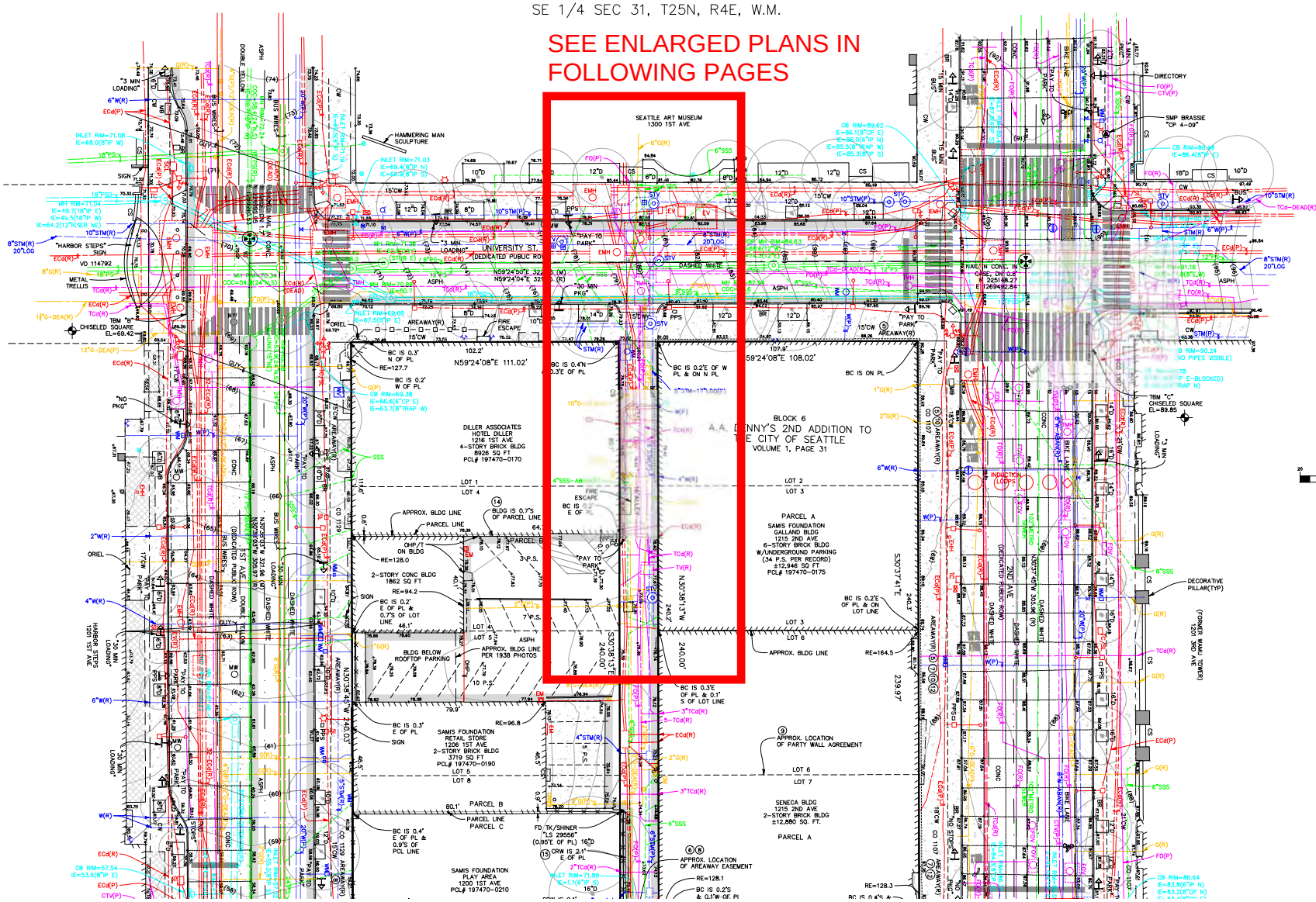
Vehicular and Pedestrian Access by Agreements: No private agreements would be required to retain access to the site and existing properties served by the alley.

During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be competed before the petition proceeds to City Council review.

See following pages for supporting documentation.

SE 1/4 SEC 31, T25N, R4E, W.M.

SEE ENLARGED PLANS IN FOLLOWING PAGES



SEE SHEET 3

DARRELL C. NANCE
STATE OF WASHINGTON
20448
REGISTERED
PROFESSIONAL LAND SURVEYOR

BUSH, ROED & HITCHINGS, INC.
CORPORATE SEAL
7969
WASHINGTON

NO	REVISION	DATE

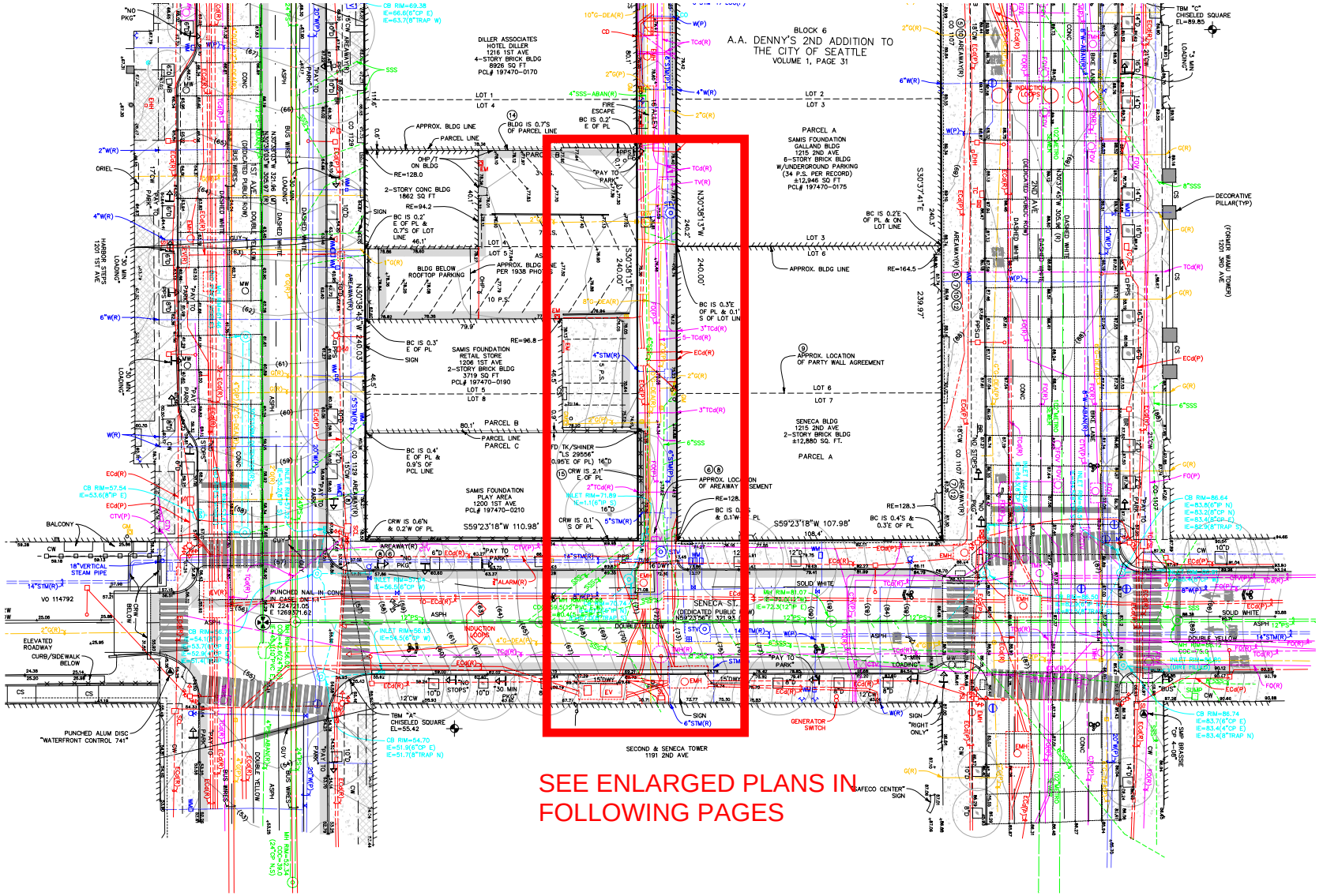
BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-935-0508
FAX# (206) 323-7135
WEBSITE: BRHINC.COM

ALTA/TOPOGRAPHIC SURVEY
SKANSKA USA COMMERCIAL DEVELOPMENT
SECOND & UNIVERSITY
SEATTLE, KING COUNTY, WASHINGTON

drawn by	checked by
JBK	DCN
scale 1"=20'	date 06/14
job no. 2014086	
sheet 2 of 3	

SE 1/4 SEC 31, T25N, R4E, W.M.

SEE SHEET 2



SEE ENLARGED PLANS IN FOLLOWING PAGES

DARRELL C. NANCE
STATE OF WASHINGTON
20448
REGISTERED
PROFESSIONAL LAND SURVEYOR

BUSH, ROED & HITCHINGS, INC.
CORPORATE
SEAL
7969
WASHINGTON

NO	REVISION	DATE

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

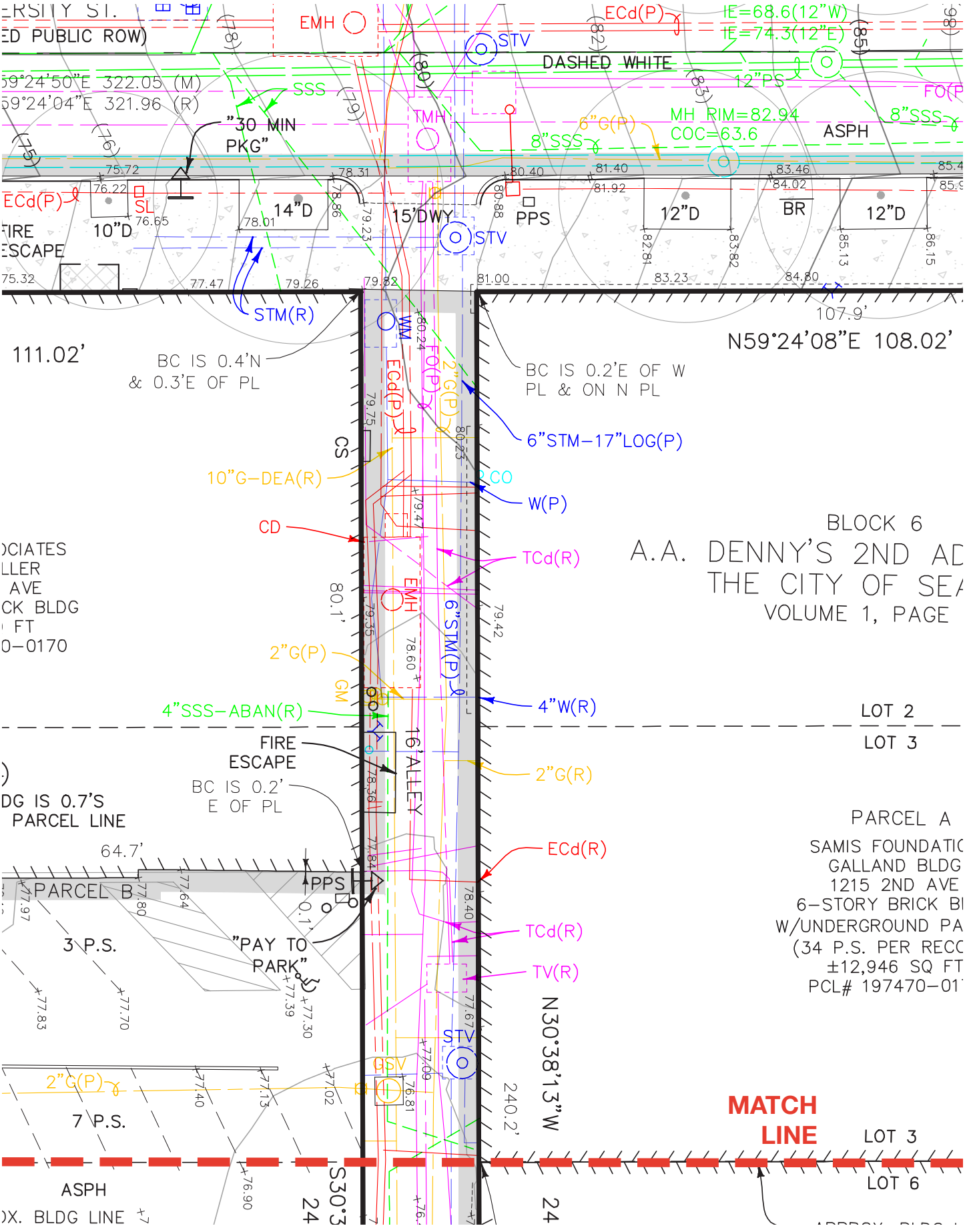
ALTA/TOPOGRAPHIC SURVEY

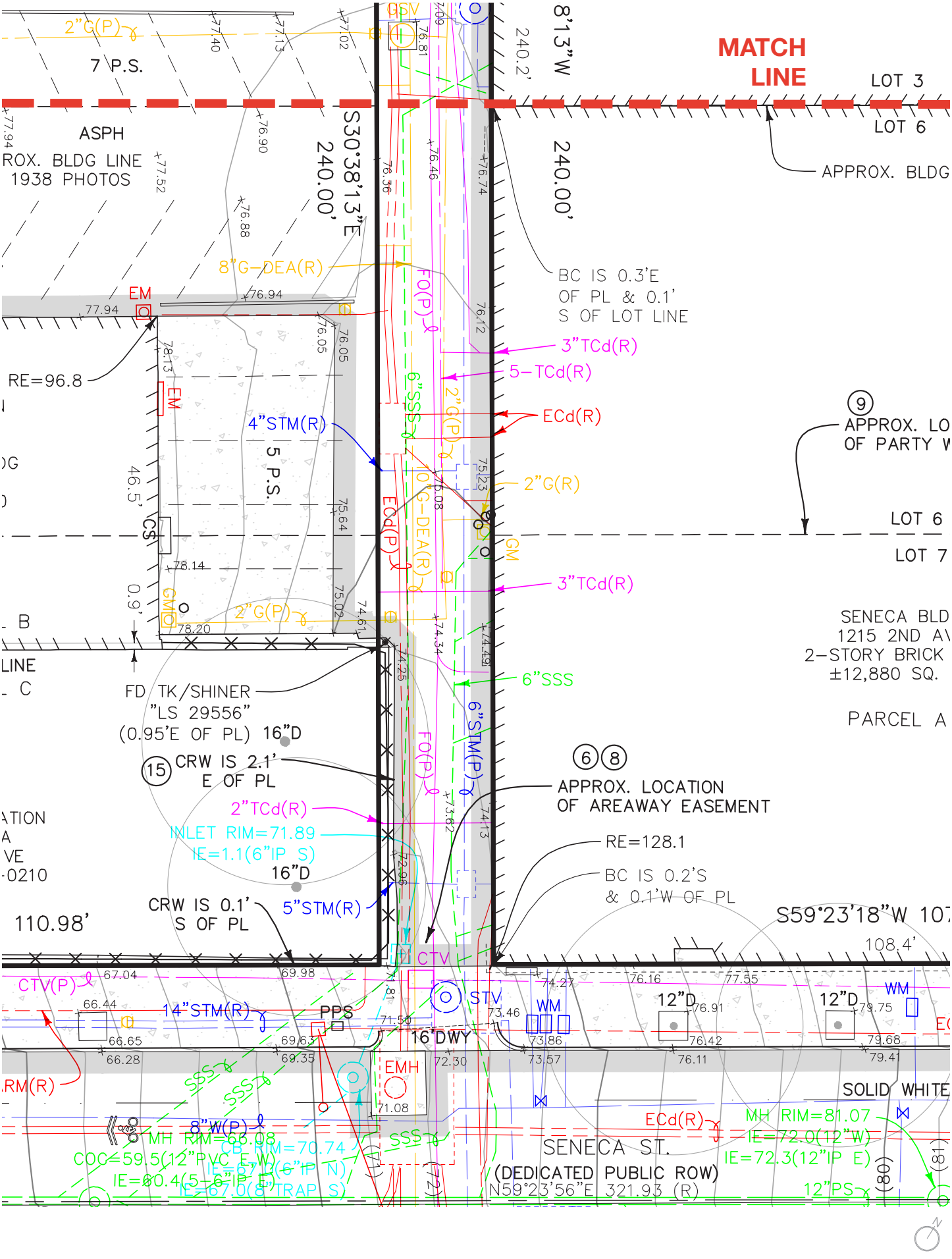
SKANSKA USA COMMERCIAL DEVELOPMENT

SECOND & UNIVERSITY

SEATTLE, KING COUNTY, WASHINGTON

drawn by	JBK
checked by	DCN
scale	1"=20'
date	06/14
job no.	2014086
sheet	3 of 3


ERSITY ST.
ED PUBLIC ROW)
59°24'50"E 322.05 (M)
59°24'04"E 321.96 (R)
EMH
STV
ECd(P)
IE=68.6(12"W)
IE=74.3(12"E)
DASHED WHITE
12"PS
SSS
"30 MIN PKG"
TMH
6"G(P)
MH RIM=82.94
COC=63.6
8"SSS
ASPH
ECd(P)
SL
10"D
14"D
15'DWY
PPS
12"D
BR
12"D
FIRE ESCAPE
STV
STM(R)
111.02'
BC IS 0.4'N & 0.3'E OF PL
BC IS 0.2'E OF W PL & ON N PL
N59°24'08"E 108.02'
107.9'
WM
FO(P)
2"G(P)
6"STM-17"LOG(P)
CS
10"G-DEA(R)
CO
W(P)
CD
TCd(R)
BLOCK 6
A.A. DENNY'S 2ND AD
THE CITY OF SEA
VOLUME 1, PAGE
EMH
6"STM(P)
2"G(P)
GM
4"SSS-ABAN(R)
4"W(R)
LOT 2
LOT 3
FIRE ESCAPE
BC IS 0.2' E OF PL
16'ALLEY
2"G(R)
DG IS 0.7'S PARCEL LINE
PARCEL A
SAMIS FOUNDATIC
GALLAND BLDG
1215 2ND AVE
6-STORY BRICK BI
W/UNDERGROUND PA
(34 P.S. PER RECC
±12,946 SQ FT
PCL# 197470-01
64.7'
PARCEL B
PPS
3 P.S.
"PAY TO PARK"
ECd(R)
TCd(R)
TV(R)
N30°38'13"W
240.2'
STV
GSV
2"G(P)
7 P.S.
MATCH LINE
LOT 3
LOT 6
ASPH
S30°3
24
24


MATCH LINE
LOT 3
LOT 6
LOT 7
APPROX. BLDG
BC IS 0.3'E OF PL & 0.1' S OF LOT LINE
S30°38'13"E 240.00'
8'13"W 240.00'
240.2'
7 P.S.
5 P.S.
ASPH
ROX. BLDG LINE 1938 PHOTOS
2"G(P)
8"G-DEA(R)
FO(P)
6"SSS
2"G(P)
10"G-DEA(R)
3"TCd(R)
5-TCd(R)
ECd(R)
2"G(R)
3"TCd(R)
6"SSS
6"STM(P)
4"STM(R)
RE=96.8
EM
CS
GM
CTV
STV
WM
FD TK/SHINER "LS 29556" (0.95'E OF PL) 16"D
CRW IS 2.1' E OF PL
2"TCd(R)
INLET RIM=71.89
IE=1.1(6"IP S)
16"D
CRW IS 0.1' S OF PL
5"STM(R)
APPROX. LOCATION OF AREAWAY EASEMENT
RE=128.1
BC IS 0.2'S & 0.1'W OF PL
S59°23'18"W 107
108.4'
110.98'
SENECA BLD
1215 2ND AV
2-STORY BRICK
±12,880 SQ.
PARCEL A
CTV(P)
14"STM(R)
PPS
16'DWY
12"D
12"D
EMH
8"W(P)
MH RIM=66.08
CB RIM=70.74
COC=59.5(12"PVC E,W)(6"IP N)
IE=60.4(5-6"IP E)
IE=67.0(8"TRAP S)
SENECA ST.
(DEDICATED PUBLIC ROW)
N59°23'56"E 321.93 (R)
ECd(R)
MH RIM=81.07
IE=72.0(12"W)
IE=72.3(12"IP E)
12"PS
SOLID WHITE
9
APPROX. LO
OF PARTY W
6 8
15

COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING

June 11, 2015

Christian Gunter
Skanska USA Building
221 Yale Ave N, Suite 400
Seattle, WA 98109

RE *2nd & University- Partial Alley Vacation*
Utility Review

Dear Terry:

The intent of this letter is to summarize the potential utility impacts associated with the proposed partial alley vacation for 2nd & University. The partial alley vacation is located between 1st Avenue and 2nd Avenue connecting Seneca Street and University Street except for the portion of alley adjacent to the Diller Room Hotel. We have conducted several site visits, reviewed topographic surveys, GIS information and contacted several utility purveyors to determine the potential impacts to existing and future infrastructure due to the subterranean alley vacation and provided our findings below.

We have reached out to both public and franchise utilities that could potentially be located in the alley and identified three utilities that currently have infrastructure in the alley per the attached e-mails. We have received conceptual approval from two utility providers to re-route their systems and confirmation from the remaining provider that their system in the alley can be removed with demolition of the existing buildings. We have received confirmation from the remaining utility that they do not have, nor do they plan to have, infrastructure in the subject alley.

The design team has been working with Seattle City Light and Enwave (formally Seattle Steam) to develop conceptual plans to re-route their respective infrastructure outside of the alley prior to development of the block. We are working with Centurylink to confirm their infrastructure within the alley can be abandoned. Below is a summary of our discussions with the utilities with infrastructure in the alley to date.

Seattle City Light

Cindy Reside Hensel, Service Representative

The project team has been meeting with Cindy and her team over a few months to coordinate, design, permitting, and construction. Bi-Weekly meetings coordinated by SCL have been on-going since March 2015 to coordinate the design and permitting of the utility re-route.

Enwave (formally Seattle Steam)

Brandon Oyer, Director of Engineering

The project team has met with a representative from Enwave and has several conceptual re-routes identified for their system in the alley.

Centurylink

Christopher Mapes, Engineer III

The project team has been in verbal communication with a representative from Centurylink who believes their system in the alley is for local services and can be removed prior to building demolition.

The design team has identified three utilities currently located within the subject alley and have been working with two providers to develop replacement pathway to mitigate the alley vacation and removal of the third provider's infrastructure. Other utility providers have been contacted and confirmed their systems will not be impacted by the proposed alley vacation and have included correspondence with these utility providers as part of this letter.

Sincerely,
COUGHLIN PORTER LUNDEEN, INC.

Jeff Peterson, PE

2&U Alley Vacation Utility Provider Matrix

Company	Contact Name	Title	E-Mail Sent	Response Received	Infrastructure in Alley	Notes
Comcast Cable	Michael Dale	Construction Coordinator	12/24/2014	12/29/2014	No	
Electric Lightwave	Bob Knight	Sr. OSP Engineer	12/24/2014	1/5/2015	No	
Verizon	Brad Landis	Engineer IV	12/24/2014			
Century Link	Chris Mapes	Engineer III	12/24/2014		Yes	Spoke w/Chris 12/12/13 and it looked like this was only serving a building. Not sure of additional mitigation that may be needed.
AboveNet	Dan Walla	City Manager	12/24/2014		?	
Time Warner	Fred Luco	Engineer	12/24/2014	12/26/2014	No	
Level 3	Seth Dwyer	Field Manager			?	Need New Contact?
City of Seattle, Department of Information Technology (DoIT)	Kris Henry-Simmons	Field Program Manager	12/24/2014		No	
Seattle City Light	Bob Risch/ John Nierenberg	Interim Supervisor			Yes	CPL Met with Gerard 12/22/2014- re-route will be needed, likely in 1st or 2nd.
Seattle Public Utilities	Herman Wong		12/24/2014		Yes	Side Sewer serving existing buildings are in alley
Seattle Steam	Brandon Oyer	Vice President Business Development`	Yes	12/30/2014	Yes	This line is important to the resiliency and operational ability of our system. I would be interested in talking with Skanska and/or the owner to determine if there is a possibility to serve this project with energy and how we could help with the alley vacation.
PSE Gas					Yes	Appears to be service lines
360 Networks/Zayo	Phil Taylor	Project Engineer	12/24/2014		?	

Kyle Malaspino

From: Brandon Oyer <boyer@EnwaveSeattle.com>
Sent: Tuesday, December 30, 2014 8:10 AM
To: Jeff Peterson
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation

Jeff,
This line is important to the resiliency and operational ability of our system. I would be interested in talking with Skanska and/or the owner to determine if there is a possibility to serve this project with energy and how we could help with the alley vacation.

Brandon Oyer, P.E.
Director of Engineering
Enwave Seattle
1325 Fourth Ave., Ste. 1440
Seattle, WA 98101
206-658-2027 direct
206-550-1086 cell

From: Jeff Peterson [mailto:JeffP@cplinc.com]
Sent: Wednesday, December 24, 2014 11:07 AM
To: Brandon Oyer
Cc: Christian Gunter
Subject: 2&U Proposed Alley Vacation

Brandon,

We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.

From our review of available GIS information it appears as though Seattle Steam has facilities within the alley. The proposed alley vacation will eliminate the utilities in the southern 2/3 of the alley. Can you review and let us know what, if any mitigation would be needed as part of the proposed alley vacation? We are available for a face to face meeting in an effort to better describe the project as well as understand Seattle Steams concerns. We look forward to hearing back from you soon.

Regards,

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104

Kyle Malaspino

From: Dale, Michael <Michael_Dale@cable.comcast.com>
Sent: Monday, December 29, 2014 3:38 PM
To: Jeff Peterson
Cc: Christian Gunter
Subject: Re: 2&U Proposed Alley Vacation

Jeff,
Comcast has fiber and coax between 1st and 2nd on Seneca but should have no system through the alleyway.
Thanks Sent from my iPhone

> On Dec 24, 2014, at 10:47 AM, "Jeff Peterson" <JeffP@cplinc.com> wrote:
>
> Michael,
> We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.
>
> We have identified several duct banks in this alley however are not able to determine which provider may or may not have infrastructure within the alley. Can you review and let us know if you have infrastructure in the alley or if you have any opposition to the proposed alley vacation.
>
> Regards,
>
>
>
> Jeff Peterson, P.E.
> Associate Principal
> COUGHLINPORTERLUNDEEN
> STRUCTURAL CIVIL SEISMIC ENGINEERING
> 801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
> P: 206.343.0460 / cplinc.com<http://cplinc.com/>
>
> <2&U Alley Vacation 12-24-2014.pdf>

Kyle Malaspino

From: Knight, Bob <bob.knight@integratelecom.com>
Sent: Monday, January 5, 2015 11:25 AM
To: Jeff Peterson
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation

Jeff,

Integra doesn't have facilities in the alley according to our records. We have no plans to use the alley.

Thanks for checking!

Bob Knight | Senior OSP Engineer I 425.970.7764
TEK Systems
Integra

From: Jeff Peterson [mailto:JeffP@cplinc.com]
Sent: Wednesday, December 24, 2014 10:47 AM
To: Knight, Bob
Cc: Christian Gunter
Subject: 2&U Proposed Alley Vacation

We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.

We have identified several duct banks in this alley however are not able to determine which provider may or may not have infrastructure within the alley. Can you review and let us know if you have infrastructure in the alley or if you have any opposition to the proposed alley vacation.

Regards,

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: **206.343.0460** / cplinc.com

Kyle Malaspino

From: Luco, Fred <Fred.Luco@Level3.com>
Sent: Friday, December 26, 2014 9:51 AM
To: Jeff Peterson
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation

Jeff, We Level 3 and former TW Telecom are not in conflict.

Frederick Luco
Senior Outside Plant Engineer
Operations – Seattle (Taylor Team)
Level 3 Communications
223 Taylor Ave N
Suite 250
p: 206.676.8066 Desk
c: 206.459.7180
e: fred.luco@level3.com


University St
Post Alley
1st Ave
Seneca St

From: Jeff Peterson [mailto:JeffP@cplinc.com]
Sent: Wednesday, December 24, 2014 10:51 AM
To: Luco, Fred
Cc: Christian Gunter
Subject: 2&U Proposed Alley Vacation

Fred,

We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.

We have identified several duct banks in this alley however are not able to determine which provider may or may not have infrastructure within the alley. Can you review and let us know if you have infrastructure in the alley or if you have any opposition to the proposed alley vacation.

Regards,

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: **206.343.0460** / cplinc.com

Kyle Malaspino

From: Jeff Peterson
Sent: Wednesday, December 31, 2014 6:48 AM
To: Herman Wong
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation

Categories: Filed by Newforma

Thanks for the reply Herman,

We are in the early planning stages for the project and this is great information to have before we dive to deeply into the design. We have seen a similar issue on the Block 101 Partial Alley Vacation down in South Lake Union. On the Block 101 project we were able to develop a solution that works for both SPU and the property owners to allow surface runoff to have both a primary (hard piped) discharge point as well as a surface overflow solution. We anticipate working with SPU to ensure all requirements to accommodate surface water runoff are met. We anticipate reaching out to SPU in the next couple of weeks to review the current conditions and present some options to address your concerns.

Thanks again for the feedback.

HAPPY NEW YEAR!

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: **206.343.0460** / cplinc.com

From: Wong, Herman [mailto:Herman.Wong@seattle.gov]
Sent: Tuesday, December 30, 2014 3:56 PM
To: Jeff Peterson
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation

Jeff,

Currently there is a drain at the downstream end of the alley at Seneca.

Preliminary for starters, SPU will deny this alley vacation due to the alley drainage that will be blocked off by a proposed building. SPU does not want to own and maintain any pipe thru or under a proposed building. SPU will also deny any drain connection for the alley going north as it will buck grade and risk the potential for sewage to fill the alley from the sewer main in University St.

Herman Wong, PE
Senior Civil Engineer| Development Services Office

Engineering & Technical Services Division
Project Delivery Branch | Seattle Public Utilities
PO Box 34018 | Seattle, WA 98124
Tel (206)684-5142
Email: herman.wong@seattle.gov

City of Seattle

www.seattle.gov/util
http://www.seattle.gov/util/Engineering/DevelopmentServicesOffice

---

From: Jeff Peterson [mailto:JeffP@cplinc.com]
Sent: Wednesday, December 24, 2014 10:56 AM
To: Wong, Herman
Cc: Christian Gunter
Subject: 2&U Proposed Alley Vacation

Hi Herman,

We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.

We have reviewed available GIS and it appears as though SPU may have some services and/or infrastructure located in this alley. Can you review and let us know what systems SPU has in the alley and if it would be acceptable to remove as part of this project or if other mitigation will be needed. We are available to meet with you to review/discuss in more detail as you feel appropriate.

Regards,

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: **206.343.0460** / cplinc.com

Kyle Malaspino

From: Wong, Herman <Herman.Wong@seattle.gov>
Sent: Tuesday, December 30, 2014 3:56 PM
To: Jeff Peterson
Cc: Christian Gunter
Subject: RE: 2&U Proposed Alley Vacation
Attachments: 2&U Alley Vacation 12-24-2014.pdf

Jeff,

Currently there is a drain at the downstream end of the alley at Seneca.

Preliminary for starters, SPU will deny this alley vacation due to the alley drainage that will be blocked off by a proposed building. SPU does not want to own and maintain any pipe thru or under a proposed building. SPU will also deny any drain connection for the alley going north as it will buck grade and risk the potential for sewage to fill the alley from the sewer main in University St.

Herman Wong, PE
Senior Civil Engineer| Development Services Office
Engineering & Technical Services Division
Project Delivery Branch | Seattle Public Utilities
PO Box 34018 | Seattle, WA 98124
Tel (206)684-5142
Email: herman.wong@seattle.gov

City of Seattle

www.seattle.gov/util
http://www.seattle.gov/util/Engineering/DevelopmentServicesOffice

---

From: Jeff Peterson [mailto:JeffP@cplinc.com]
Sent: Wednesday, December 24, 2014 10:56 AM
To: Wong, Herman
Cc: Christian Gunter
Subject: 2&U Proposed Alley Vacation

Hi Herman,

We are working with Skanska on the feasibility of vacating the southerly 2/3rds of the alley connecting University Street to Seneca Street between 1st Avenue and 2nd Avenue. The project will develop ¾ of the block but will leave the Diller Hotel building at the corner of 1st and University.

We have reviewed available GIS and it appears as though SPU may have some services and/or infrastructure located in this alley. Can you review and let us know what systems SPU has in the alley and if it would be acceptable to remove as part of this project or if other mitigation will be needed. We are available to meet with you to review/discuss in more detail as you feel appropriate.

Regards,

Jeff Peterson, P.E.
Associate Principal
COUGHLINPORTER**LUNDEEN**
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVE / SUITE 900 / SEATTLE WA 98104
P: **206.343.0460** / cplinc.com

COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING

July 9, 2015

Herman Wong, PE
Seattle Public Utilities
700 5th Avenue, Suite 4900
P.O. Box 34018
Seattle, WA 98124-4018

RE 1201 2nd Ave - 2nd and University
Partial Alley Vacation

Dear Herman:

The intent of this letter is to request support from SPU for partial alley vacation for the alley connecting University and Seneca Street between 1st Avenue and 2nd Avenue in Seattle Washington. Seattle Public Utilities has previously raised a concern that the proposed partial alley vacation will create a closed contour condition, presumably resulting in SPU owning and maintaining a pipe through or under a new building, which is not preferable. We are proposing an engineering solution that we believe addresses the concerns, allowing SPU to support the partial alley vacation.

Existing Drainage

The alley slopes from a high point on the north side, adjacent to University Street, to a low point on the south, adjacent to Seneca Street. Runoff from the existing alley sheet flows from the north to the south to an existing catch basin at the southern edge of the alley, where it collects all drainage from the alley, before conveying to the combined sewer in Seneca Ave. The alley is the only known source of runoff entering this catch basin.

Proposed Drainage

The partial alley vacation will eliminate the southerly portion of the alley creating a closed contour condition. To mitigate the closed contour condition, we propose to install a privately maintained catch basin at the low point of the remaining alley, with an additional overland overflow routed over the plaza/stairs to the west. The catch basin and conveyance pipe will be located on private property and will be privately maintained. We also propose to enter into an indemnity agreement relieving the City of responsibility in the event one or both of these systems fail.

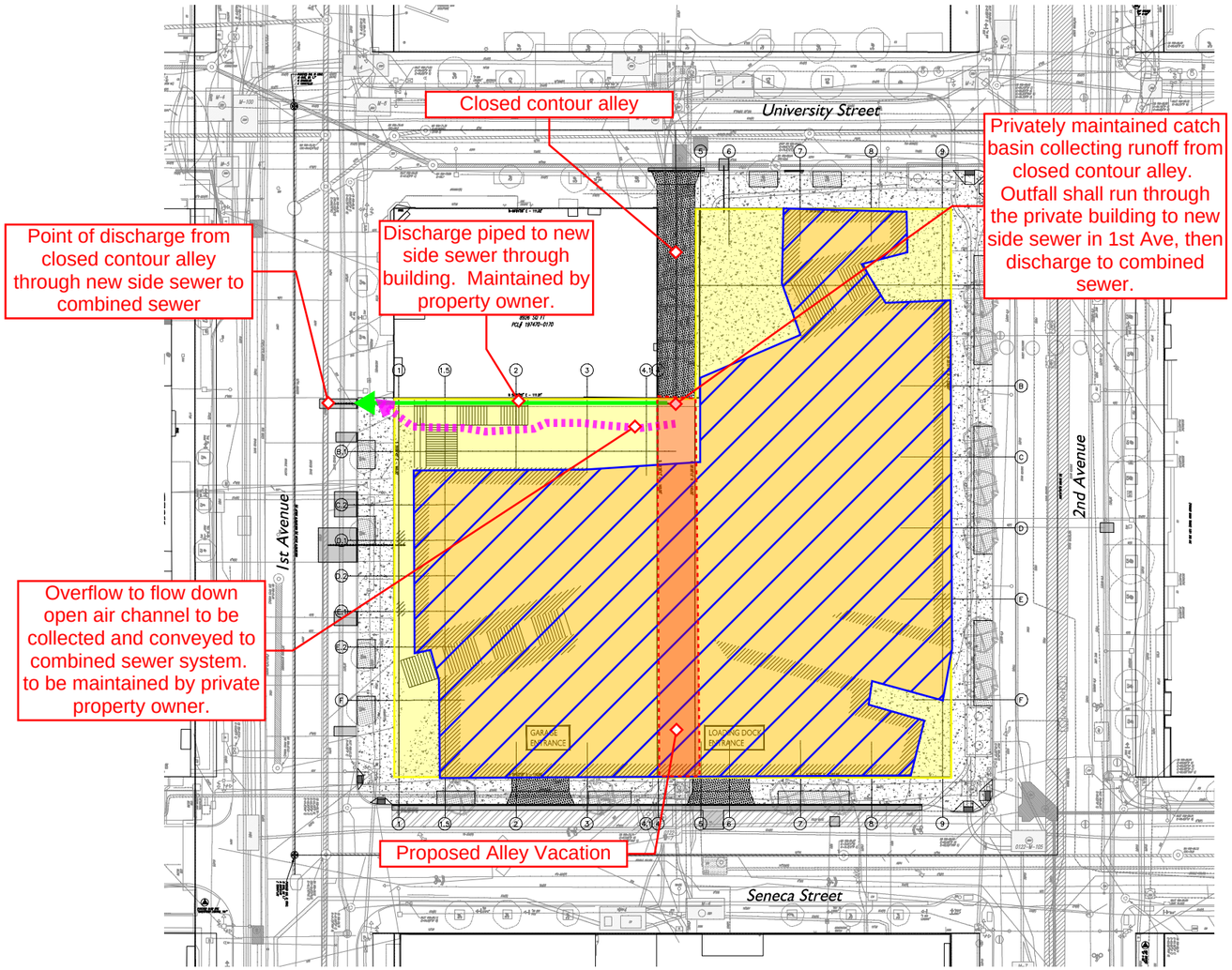
This will address a few items that may concern SPU:

- By providing a private collection and overflow for the drainage, SPU will not need to own or maintain this system running over/through the private building
- By routing the main private collection systems through the building, the risk for any backflow from the University Street will be all but removed as flows will not go to the combined main in University, but instead through a new side sewer in 1st Ave.
- The developer, will enter into an indemnity agreement with the City for the ownership and maintenance of the collection system as it will be collecting runoff from the City's Right of Way, due to the remaining portion of alley that is not vacated.

We feel that the privately owned and maintained system, together with an agreement between the City and the property owners, will address concerns SPU may have in the alley vacation. We appreciate your review on this matter.

Sincerely,
COUGHLIN PORTER LUNDEEN, INC.

Jace Bovington, PE
Civil Engineer



COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING
801 SECOND AVENUE, SUITE 900 / SEATTLE, WA 98104
P 206.343.0460 / F 206.343.5691 / cplinc.com

2nd and University
Alley Vacation
Drainage Approach to Closed Contour Alley
7-8-2015

Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how you project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.

i. Vacation Policy 4: Land Use

A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.

Vacations can affect the land use and development patterns in an area by adding to the developable land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

ii. Project Analysis

The proposed partial alley vacation will include approximately 2,560 square feet of property. The portion of the alley fronting the Diller Building will be retained, but the project will provide public pedestrian and bicycle access through the project's ground floor as well as pedestrian and bicycle access through a pass through that will further connect 1st Avenue to University, 2nd Avenue, and beyond to downtown. Thus, although the project does gain developable area as a result of the alley vacation, it is creating far more public access than currently exists on the site or would exist with a non-alley vacation project.

The expected density of the project, with vacation, will be a gross square footage of approximately 1,000,000 gsf. The project will include approximately 700,000 gsf of office space, 30,000 gsf of retail, and a 200,000 gsf below grade garage with approximately 500 parking stalls.

continued on next page

Without vacation, the project would be divided into two buildings. The without vacation option could occur as two office towers or one office tower and one residential tower. In both non vacation options, the resulting buildings would be much bulkier and would not include the ample space for the public that the subject project has provided. As a result, the non vacation options have much larger height, bulk, and scale impacts.

Regarding land use, the site is split zoned. The western half of the block is zoned DMC 240/290-400, and the eastern half of the block is zoned DOC 1. The project site is within the Downtown Urban Center/Commercial Core Urban Village, which is the most densely zoned and developed area in the City. The with-vacation project does not exceed any code-required densities and stays within the applicable zoning envelopes. In addition, the with-vacation option is consistent with all applicable City and Downtown planning goals and policies for this downtown site, as follows:

Comprehensive Plan Goals and Policies: Urban Villages

Urban Village Goal 4: Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.

Urban Village Goal 6: Accommodate a range of employment activity to ensure employment opportunities area available for the city's diverse residential population, including maintaining healthy manufacturing and industrial areas.

Urban Village Goal 8: 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.

Urban Village Goal 11: Increase public safety by making villages places that people will be drawn to at all times of the day.

Urban Village Goal 12: 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.

continued on next page

Urban Village Goal 15: Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.

Urban Village Policy 2.5: In areas surrounding major transit hubs, except in industrial zones, allow densities sufficient to take advantage of significant investment in public transportation infrastructure.

Urban Village Policy 10: Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages.

Comprehensive Plan Goals and Policies: Downtown Areas

Land Use Goal 30: Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry.

Comprehensive Plan Goals and Policies: Transit Communities

Land Use Goal 64: Reduce dependence on automobile transportation nd reduce greenhouse gas emissions by supporting transit communities.

Land Use Goal 65: Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.

Comprehensive Plan Goals and Policies: Downtown Neighborhood Plan

Downtown Goal 1: Maintain downtown Seattle as the most important of the region's urban centers—a compactly developed area supporting a diversity of uses meeting the employment, residential, shopping, culture, service and entertainment needs of the broadest range of the region's population.

Downtown Goal 2: Encourage economic development activities consistent with the Cmprehensive Plan to attract

continued on next page

and retain businesses and to expland employment and training opportunities for Seattle area residents.

Downtown Goal 4.1-8: Encourage private development that contributes positively to the downtown physical environment by enhancing the relationship of downtown to its spectacular setting of water, hills, and mountains; preserving important public views; ensuring light and air at street level and in public parks; establishing a high quality pedestrian oriented street environment; reinforcing the vitality and special character of downtown's many parts; crating new downtown parks and open spaces at strategic locations; adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

Downtown Goal 5: Office Concentration Goal. Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in the Downtown Commercial Core. Concentrations of office should occur where concentrations already exit, where existing infrastructure is adequate or can be made adequate, where the existing and planned transportation system has the capacity to handle increased demand, where healthy concentrations of other desirable uses such as retail and housing will not be displaced, and where such concentrations are consistent with neighborhood development objectives.

Downtown Goal 12: Public Safety Goal. Promote public safety by encouraging conditions that contribute to a safe and friendly urban environment including: maintaining streets and open spaces as active, well designed public places, supporting 24-hour activity in a manner that minimizes conflicts between different uses; accommodating a mix of people from all income, age, and social groups…

Downtown Land Use Regulation Policy 1: DOC 1. The DOC-1 land use district is intended to:

• Allow the highest density of commercial development downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public places;

• Accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and

• Accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.

Downtown Land use Regulation Policy 1: Downtown Mixed Commercial. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

• Permit office and commercial use, but at densities lower than in the office areas;

• Promote development diversity and compatibility with adjacent areas through a range of height limits.

Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.

2&U will provide a significant, long-term public benefit to the residents, visitors, business and building occupants in the downtown core. The project is 100% compliant with and implements the City's Comprehensive Plan, creating office and retail space for a diversity of tenants next to what is one of the most transit-oriented locations north of San Francisco and west of Chicago. The urban village under the lift offers a more pedestrian, neighborhood scale that humanizes the building. 2&U design is consistent with Comprehensive Plan Goals and Policies as detailed in Section 12 and the Table 1 below.

Located at 1201 Second Avenue, 2&U is positioned at the seam of the City where commerce, the arts (i.e., SAM and Benaroya) and the waterfront connect. The building "Lift" allows for multiple design features that create a superior urban environment. In addition to increasing project density, the current design ensures greater transparency and pedestrian access through wider corners, walkways and broader, inviting entries into the retail central plaza. For additional detail please see the 2&U Public Benefit Matrix and Site Plan found in Section 14.

Public benefits provided by 2&U project building lift include:

- Greater pedestrian access / protection
    - o Weather protection
    - o Hill climb assist
    - o Enhanced lines of sight for defensive space
    - o Way-finding
    - o Cross block connections
    - o Improved ADA access

- Expanded public views from various elevations
    - o Western views
    - o Cross block from northwest corner
    - o Mid block from lobby
    - o Additional views through the site from Benaroya Hall
    - o Public views of cultural institutions (SAM, Benaroya) from plaza

- Enhanced site improvements
    - o On-site ROW improvements
    - o Utility upgrades for Seattle City Light
    - o Bike commuting infrastructure
    - o Pedestrian infrastructure for seating, gathering, reflecting
    - o Additional parking to support future demand from waterfront redevelopment

- Maximized community connectivity
    - o Urban village & central plaza
    - o Stoops / gathering places
    - o Community infrastructure

Table 1: Seattle Comprehensive Plan 2&U Project Alignment

Achieved	Comprehensive Plan or Goal	2&U Features
✓	**Urban Village Goal 4:** Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.	• Site within urban core • Within one block of transit tunnel and immediately adjacent to rapid bus corridors and 2nd Avenue protected bike lane. • Transparent and inviting open- air plaza surrounded by retail. • Multi-directional pedestrian pathways through site.
✓	**Urban Village Goal 8:** 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.	• Site is located within urban core and will be developed to increase densities and consistent with new zoning standards.
✓	**Urban Village Goal 11:** Increase public safety by making villages places that people will be drawn to at all times of the day.	• The Urban Village, the ground floor open-air plaza, will operate morning, days & evenings both weekdays and weekends. • Office building use and tenancy creates new weekday draw for occupants, visitors and retail customers. • Creates four-season weather protected gathering place for the community.
✓	**Urban Village Goal 12:** 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.	• Urban Village and "lift" design creates pre & post function venue immediately adjacent to Benaroya Symphony Hall and Seattle Art Museum supporting identity of the Arts in the area. • Creates multi-use, year-round opportunity for outdoor concerts and other community events.
✓	**Urban Village Policy 10:** Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages.	• The "lift" creates an extensive four-season retail experience inclusive of a variety of cafes and shops. • The plaza under the lift creates a four-season gather place for community events.
✓	**Land Use Goal 30:** Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry.	• The open-air covered plaza created by the lift will be both a community gathering place as well as destination for locals and tourist alike. • The project will support and enhance the Arts by bringing more retail and places to for people gather near the Seattle Art Museum and Benaroya hall.

✓	**Land Use Goal 64:** Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.	• The site is immediately adjacent to rapid bus corridors and proposed trolley extension and within one block of rapid transit tunnel. • Project will include substantial bike commuting infrastructure, especially important given site proximity to 2nd avenue bike corridor.
✓ ··	**Land Use Goal 65:** Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.	• The site is immediately adjacent to rapid bus corridors and within one block of rapid transit tunnel. • Plaza and retail provides community gathering area for local residents to meet and gather.

✓	Downtown Land Use Regulation Policy 1: DOC 1. The DOC-1 land use district is intended to: • Allow the highest density of commercial development downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public places; • Accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and • Accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.	• Designed to achieve all the density (FAR) available for the site. • Office building is designed to maximize zoning and FAR available on the site, significantly increasing densities above current existing buildings. • 2&U will provide significant variety of local and neighborhood retail. • Multiple cultural events are anticipated as well as small concerts within the plaza. Program opportunities with SAM and Benaroya. • The project site will be activated mornings, days and nights – seven days a week.
✓	**Downtown Land use Regulation Policy 1: Downtown Mixed Commercial.** Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to: • Permit office and commercial use, but at densities lower than in the office areas; • Promote development diversity and compatibility with adjacent areas through a range of height limits.	• Project site is a split site that includes both DMC and DOC1. The project is designed as one L-shaped building with both a low-rise and high-rise element according to zoning. The DMC portion of the project maximizes height and density established by current zoning.

2&U Public Benefit Diagram

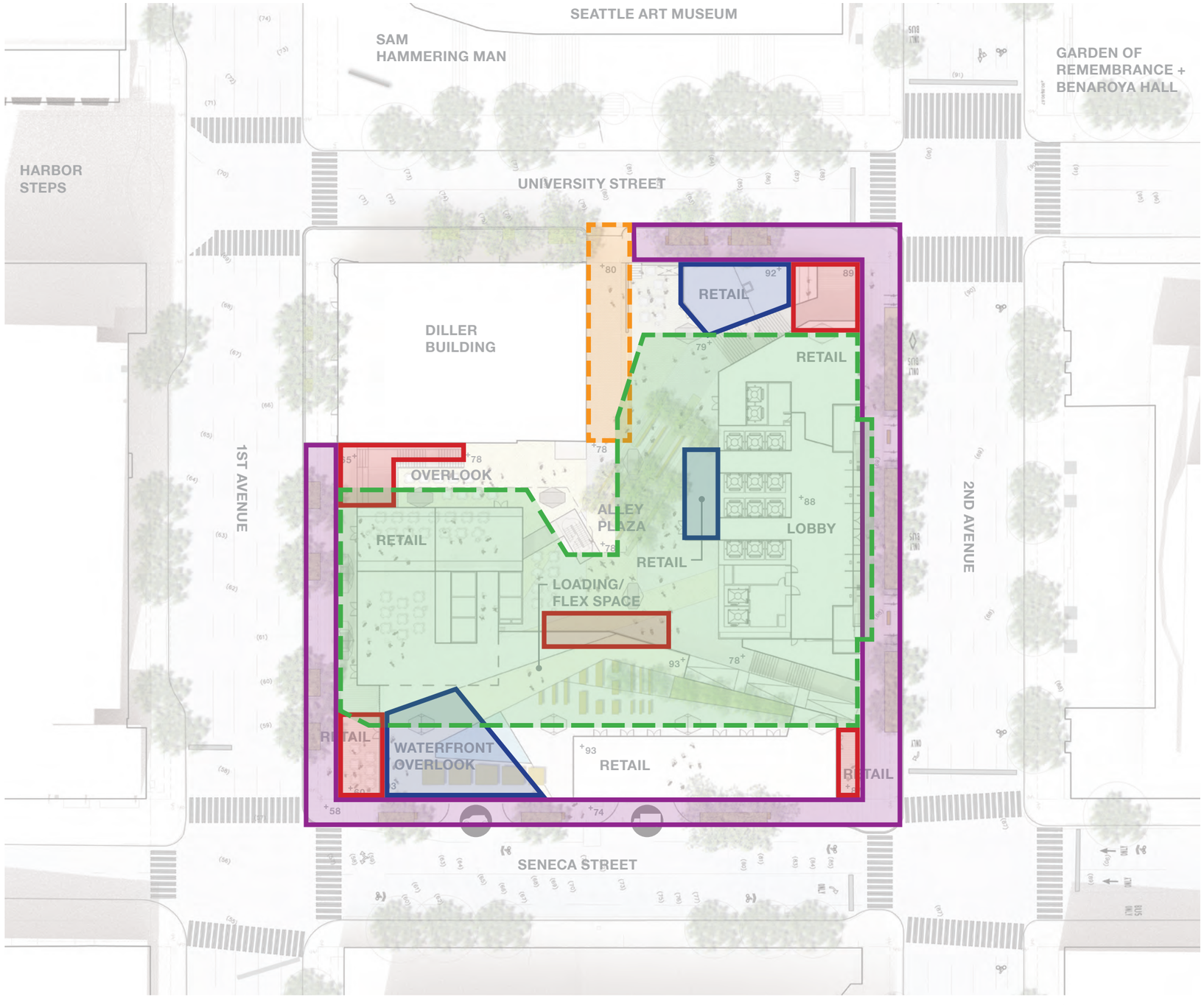
ALLEY PLAZA/ SITE ENTRY ENHANCED IMPROVEMENTS

ENHANCED ROW IMPROVEMENTS

VIEW OPPORTUNITIES

LIFT/WEATHER PROTECTION
ENHANCED PUBLIC ACCESS, EXPOSURE TO LIGHT, AIR AND VIEW CORRIDORS

STOOPS/ COMMUNITY ACTIVATORS



A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:
Zoning designation: i.e. commercial, industrial, residential
Street classification: i.e. arterial, alley, residential
Assessed value of adjacent property: per square foot
Lease rates in the general vicinity for similar projects: per square foot
Size of project: in square feet
Size of area to be vacated: in square feet; and
Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet.

Please see following pages for documentation.

2&U Public Benefit Matrix

Summary

#	Public Benefit Component	Description of Design	Design Benefits	City Requirements	Estimated Area	Estimated Value ($)
1	**Tower Lift**	The 2&U "Lift" elevates the bulk of the office tower massing to approximately 65-85 feet above grade on average. A series of columns accommodates the Lift, while providing a grounding physical presence.	• The Lift provides ample open space on the ground plane, allowing for the development of the "Village" scheme. The Village is a collection of diverse, lower buildings wrapping a large central courtyard/plaza. • The Village configuration encourages engagement along the public street perimeter and internally within the courtyard/plaza. • The Lift significantly increases opportunities for light, air and views of the City, Puget Sound and the Olympics; for pedestrians within the core and along the site perimeter. • The Lift creates a seam condition that makes the majority of the site footprint, transparent and visible to the city.	None Required	26,040 SF	$ 10,420,000
2	**Mid Block Stair**	Addition of a mid-block stair adjacent the Diller Building on 1st Ave.	• The mid block stair provides additional pedestrian circulation route through the site. • The mid block stair and building set back, provides the Diller building additional access to air, light, and views. • Additional partial cross-block views are created with open sightlines between 1st and Second Avenue.	None Required	11,700 SF	$ 456,000
3	**Hill Climb Assist**	Construction of light hall and public atrium with public restrooms, elevator and stairs located on 1st Avenue.	• 2&U building design creates gradual transitions with large areas for place making, rest/repose and retail/dining opportunities as current east west routes around the site do not empower pedestrians given grade (+/- 12%) • The main office lobby off 2nd Ave. will provide access to the mid-level courtyard/plaza. An elevator off 1st Avenue, provides day-time access to the mid-level plaza creating activity benefitting retai within the plaza. • The hill assist improves the pedestrian connection between 1st and 2nd Avenues. • Note: A FAR Bonus will not be obtained for this public benefit.	None Required	2,470 SF	$ 872,000
4	**Utility Upgrades**	Relocation and updgrade of Seattle City Light infrastructure (feeders, vaults, transformers, etc.) from the vacated alley to the public ROW.	• Relocation and upgrades of the old Seattle City Light (SCL) infrastructure within the existing alley ROW improves a core component of SCL Network utility grid in the CBD improving system capability and performance. • Utility upgrades benefit adjacent businesses, buildings, and residents given overall improved reliability.	None Required	N/A	$ 2,340,000
5	**Pedestrian Infrastructure**	Design of specific spaces, including stoops and nooks within the plaza, under the lift and around the site.	• With human scale, pedestrian "stoops" accommodate resting, gathering and nooks for conversation and public enjoyment. • Active public spaces including the courtyard/plaza and amenity spill-outs provide "eyes on the site" promoting neighborhood security through better lines of site for defensible space. • Creation of safer, transparent public spaces for neighbors, building occupants and visitors. Current alley conditions are often unsafe and unwelcoming to the public and building tenants throughout the day. • Expands opportunity for new sense of ownership of place for building tenants and pedestrians.	None Required	3,546 SF	$ 175,000
6	**Bike Commuting Infrastructure**	Integration of bike commuting infrastructure and dedicated building space for storage (interior/exterior), bike maintenance/repair/cleaning, showers and changing, drying, etc.	• Inclusion of bike parking program in excess of the code required quantities on site. • Access via the improved alley (non-vacated portion) from University provides a safe, accessible route for bike circulation, segregated from the vehicle parking and loading areas. • Provides building occupant bike commuters and cyclists using 2nd Avenue Bike corridor with various forms of bike racks and storage and programmed areas for bike repair and maintenance, with associated infrastructure (i.e., tools, air, water, etc.). • Opportunity for a downtown bike club (currently non-existant)with showers, changing rooms, sauna and areas to gather pre and post ride, while providing shower/changing resources for bike commuters in adjacent buildings withour similar faciltiites.	None Required	~4,500 SF	$ 1,632,000
7	**Weather Protection**	Building design with 65-86' tower lift over ground plane.	• The Lift provides substantial weather projection in all seasons for pedestrians that travel through the site beyond what is required under code. • In addition to weather projection, the height of the Lift allows light and air into the plaza expanding oportunities for outdoor activity throughout the year.	Weather Protection Required Along Most ROW Street Frontages.	15,640 SF	See Lift Above
8	**ROW Improvements**	The 2&U streetscape design provide generous quantities of pedestrian amenities including bike racks, benches, low shrub plantings and surface improvements within each of the public's ROW.	• Enhanced ROW improvements activate as well as soften the site perimeter. • Amenities enhance the pedestrian experience around and through the site and are design to promote access, connection, gathering and reflection.	None Required	13,980 SF	TBD
	TOTAL				**77,400 SF**	**$ 15,895,000**

A copy of the plat map is required. Provide maps of the block(s) containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the subject block.

Please see following pages for documentation.

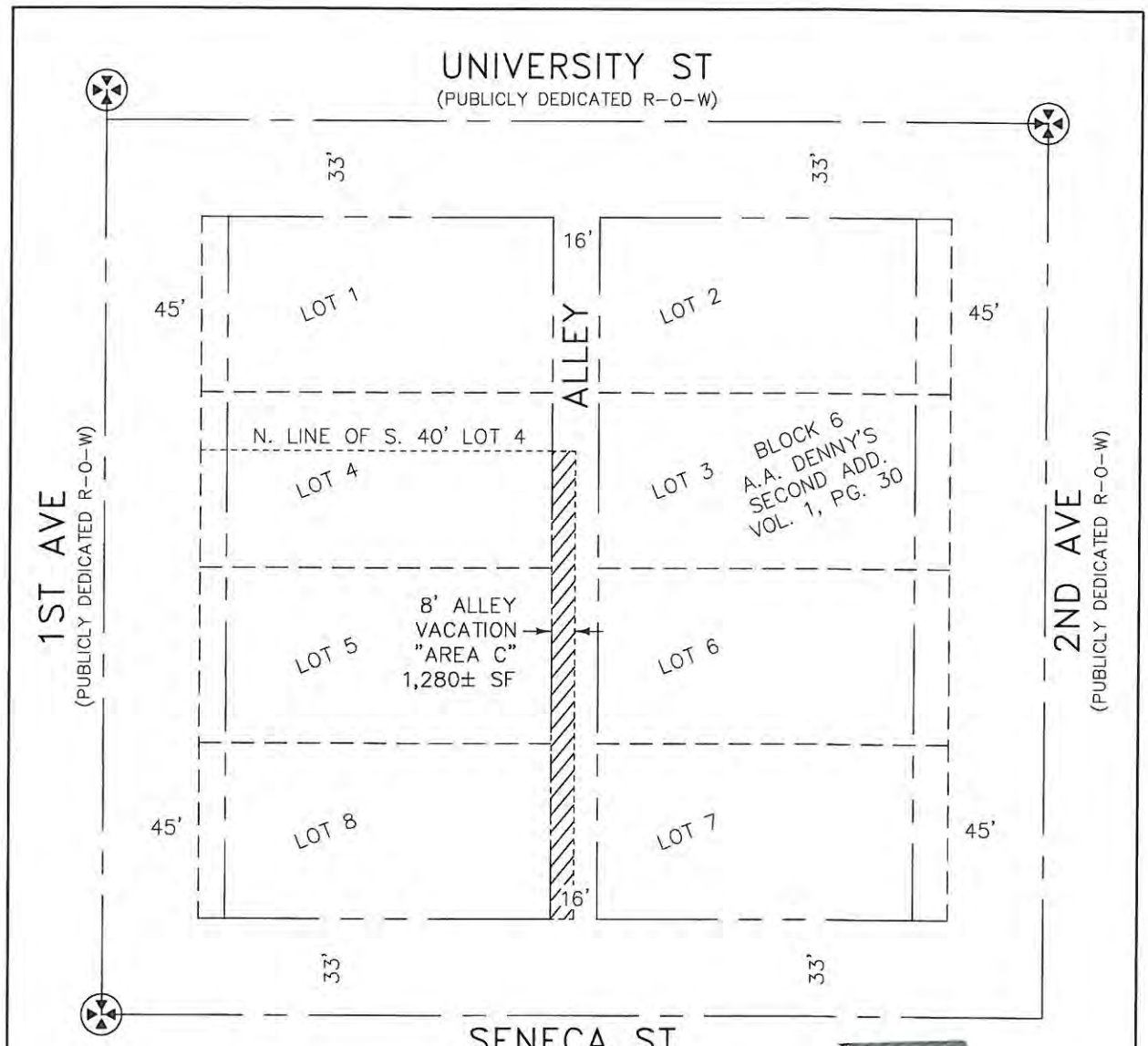
AREA C - ALLEY VACATION DESCRIPTION

THE WEST HALF OF THE ALLEY ADJACENT TO LOTS 5 AND 8, AND THE SOUTH 40 FEET OF LOT 4, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON.

CONTAINING AN AREA OF 1,280 SQUARE FEET OR 0.02938 ACRES, MORE OR LESS.

SKANSKA USA COMMERCIAL DEV.
SECOND AND UNIVERSITY
DARRELL C. NANCE, P.L.S.
BRH JOB NO. 2014086.06
06/10/2015

BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102
(206) 323-4144



6/12/15

DARRELL C. NANCE
STATE OF WASHINGTON
30448
REGISTERED
PROFESSIONAL LAND SURVEYOR

AREA C - ALLEY VACATION

PREPARED FOR: SKANSKA USA COMMERCIAL DEV.

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS

2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513

(206) 323-4144
1-800-935-0508
FAX# (206) 323-7135

U:\C3D\2014\2014086\SURVEYING\DWG\XS-EXB-06.DWG

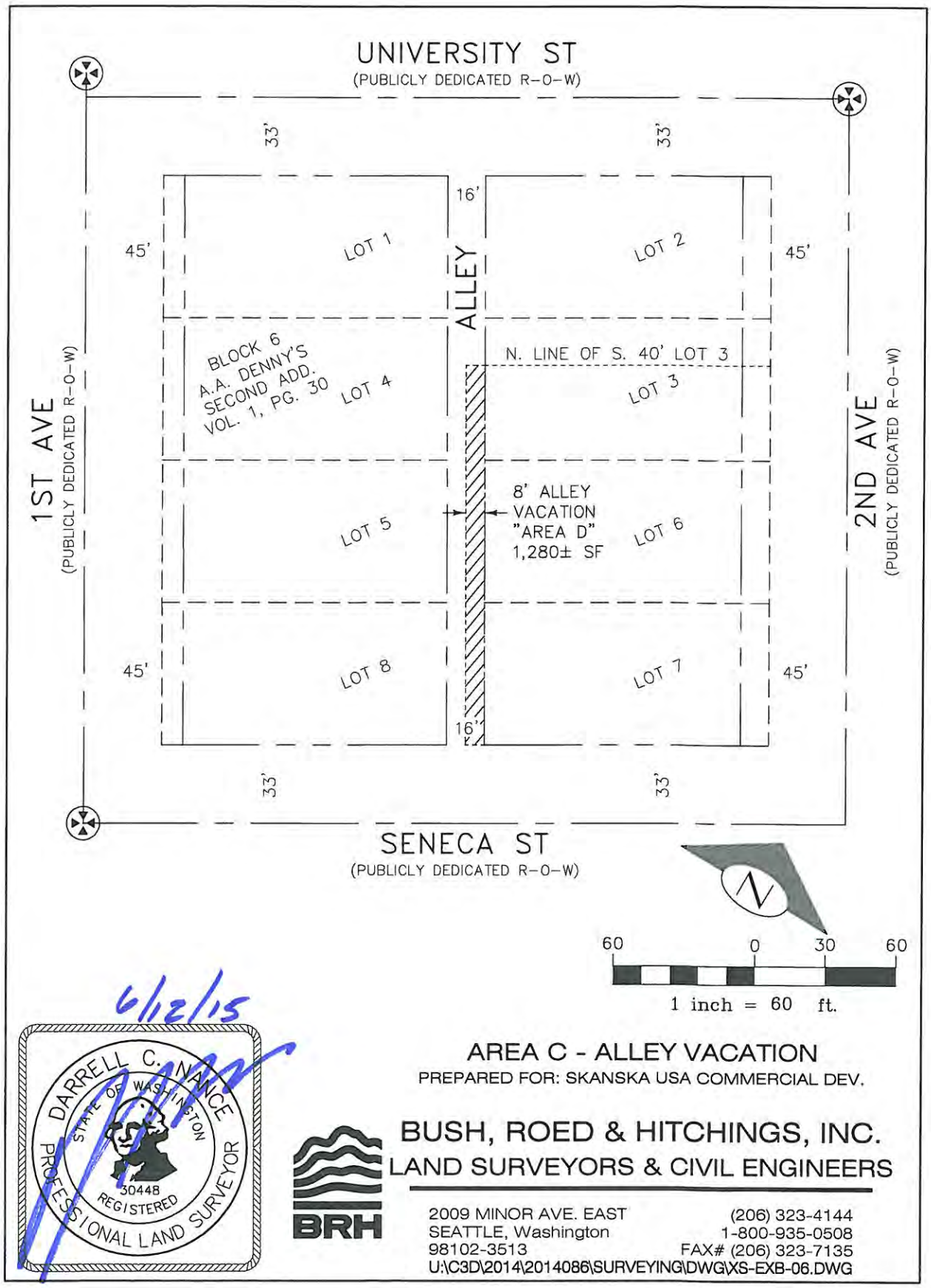
AREA D - ALLEY VACATION DESCRIPTION

THE EAST HALF OF THE ALLEY ADJACENT TO LOTS 6 AND 7, AND THE SOUTH 40 FEET OF LOT 3, BLOCK 6, ADDITION TO THE TOWN OF SEATTLE AS LAID OUT BY A. A. DENNY (COMMONLY KNOWN AS A. A. DENNY'S SECOND ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 30, IN KING COUNTY, WASHINGTON.

CONTAINING AN AREA OF 1,280 SQUARE FEET OR 0.02938 ACRES, MORE OR LESS.

SKANSKA USA COMMERCIAL DEV.
SECOND AND UNIVERSITY
DARRELL C. NANCE, P.L.S.
BRH JOB NO. 2014086.06
06/10/2015

BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102
(206) 323-4144



6/12/15

DARRELL C. NANCE
STATE OF WASHINGTON
30448
REGISTERED
PROFESSIONAL LAND SURVEYOR

AREA C - ALLEY VACATION

PREPARED FOR: SKANSKA USA COMMERCIAL DEV.

BUSH, ROED & HITCHINGS, INC.
LAND SURVEYORS & CIVIL ENGINEERS

2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513

(206) 323-4144
1-800-935-0508
FAX# (206) 323-7135

U:\C3D\2014\2014086\SURVEYING\DWG\XS-EXB-06.DWG

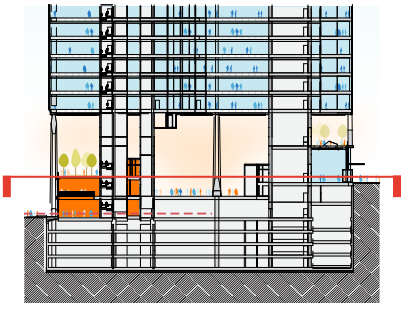
Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

View along 2nd Avenue

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

2nd Avenue Site Plan



- Office Lobby
- Retail
- Retail Open to Below
- Roof Terrace
- Service / Back of House

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

Retail

Retail Open to Below

Service / Back of House

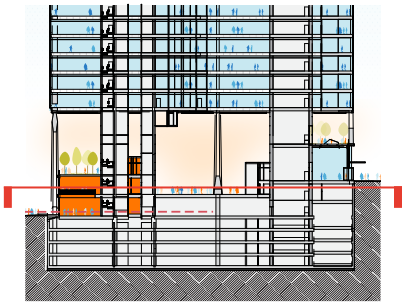
Bike Storage / Showers

Loading

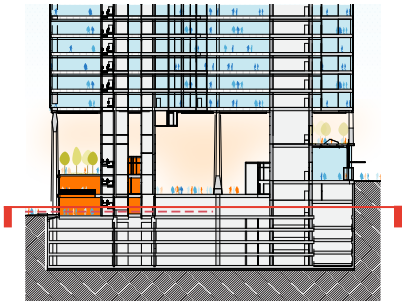
Parking

Existing Alley
(with improvements)

Vehicle / Service Entry

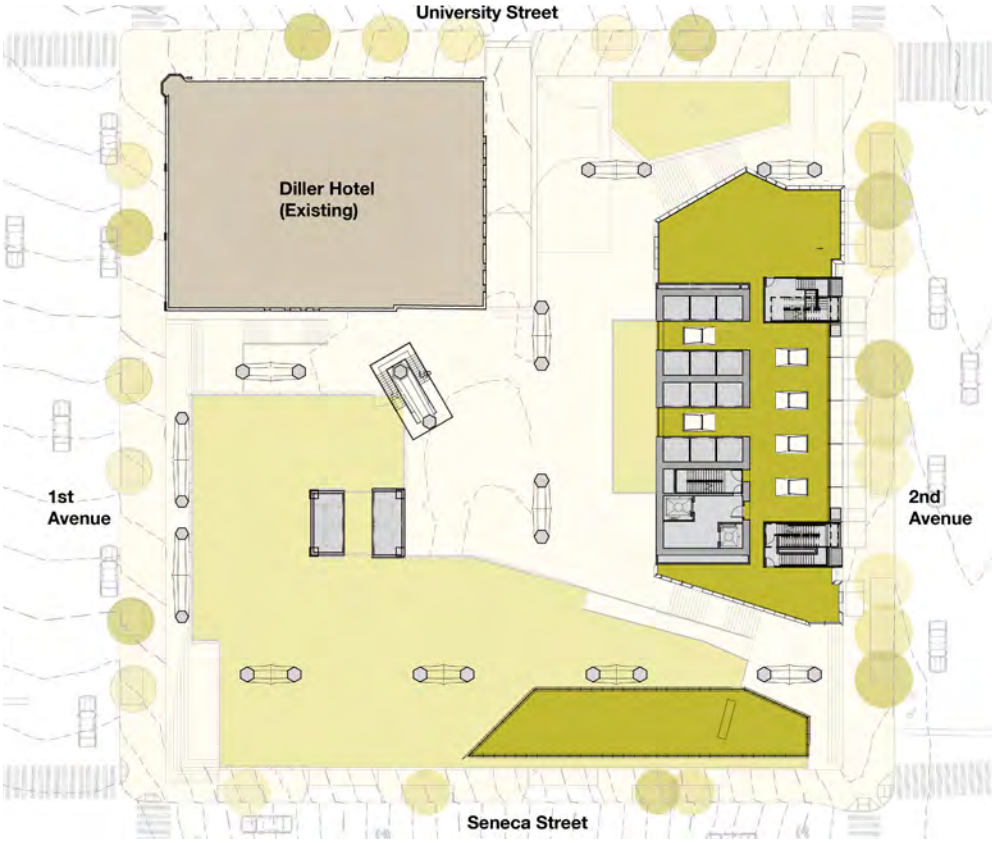


Alley Plaza Site Plan



1st Avenue Site Plan

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

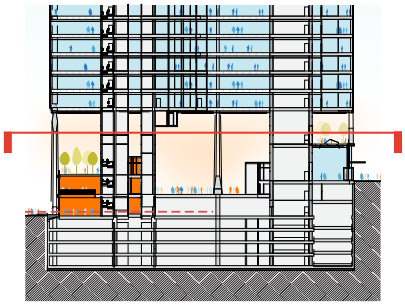


Office Lobby

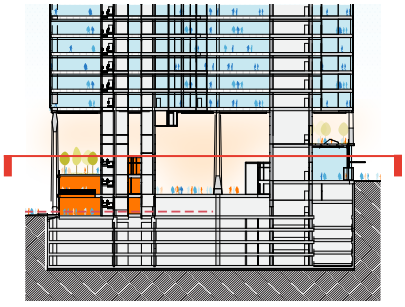
Retail

Roof Terrace

Service / Back of House

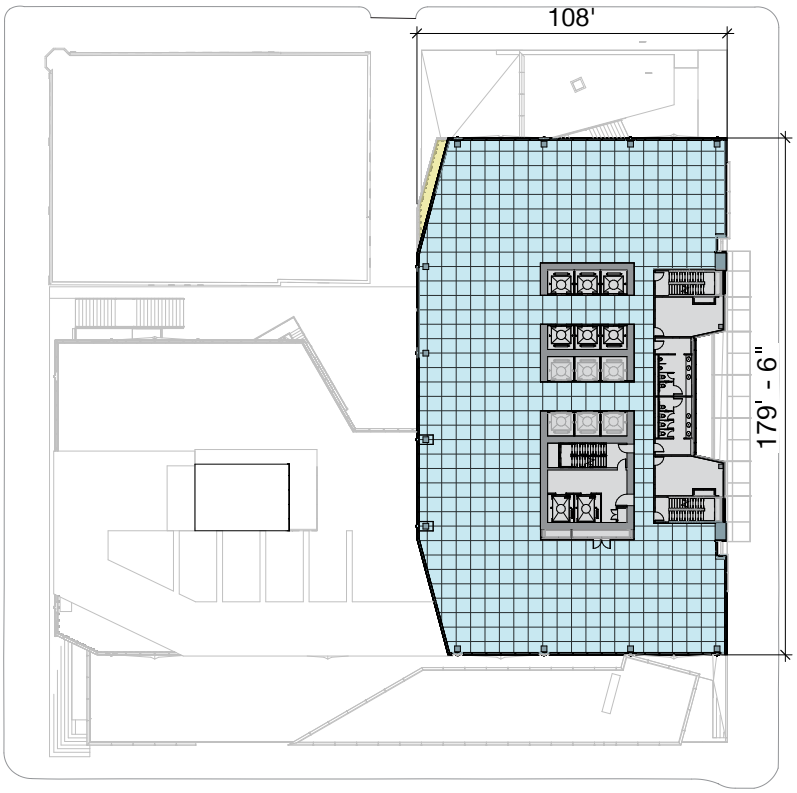


Lobby Roofscape Plan



Retail Roofscape Plan

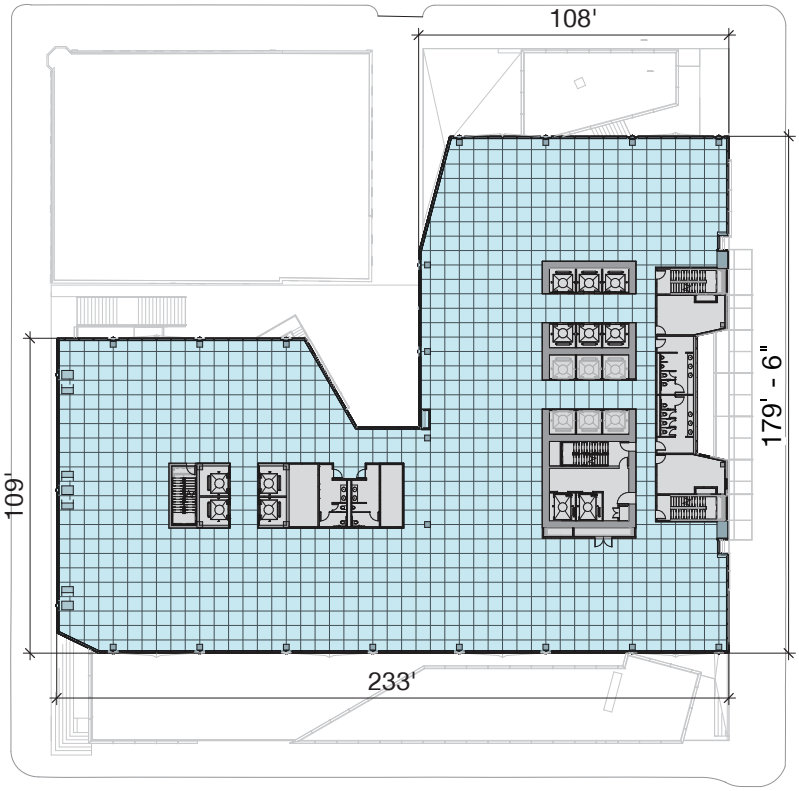
ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)



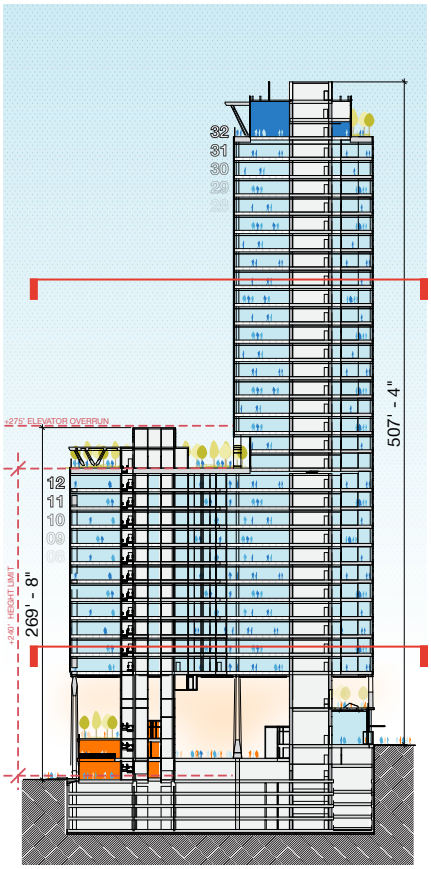
Typical High Rise Plan

Office

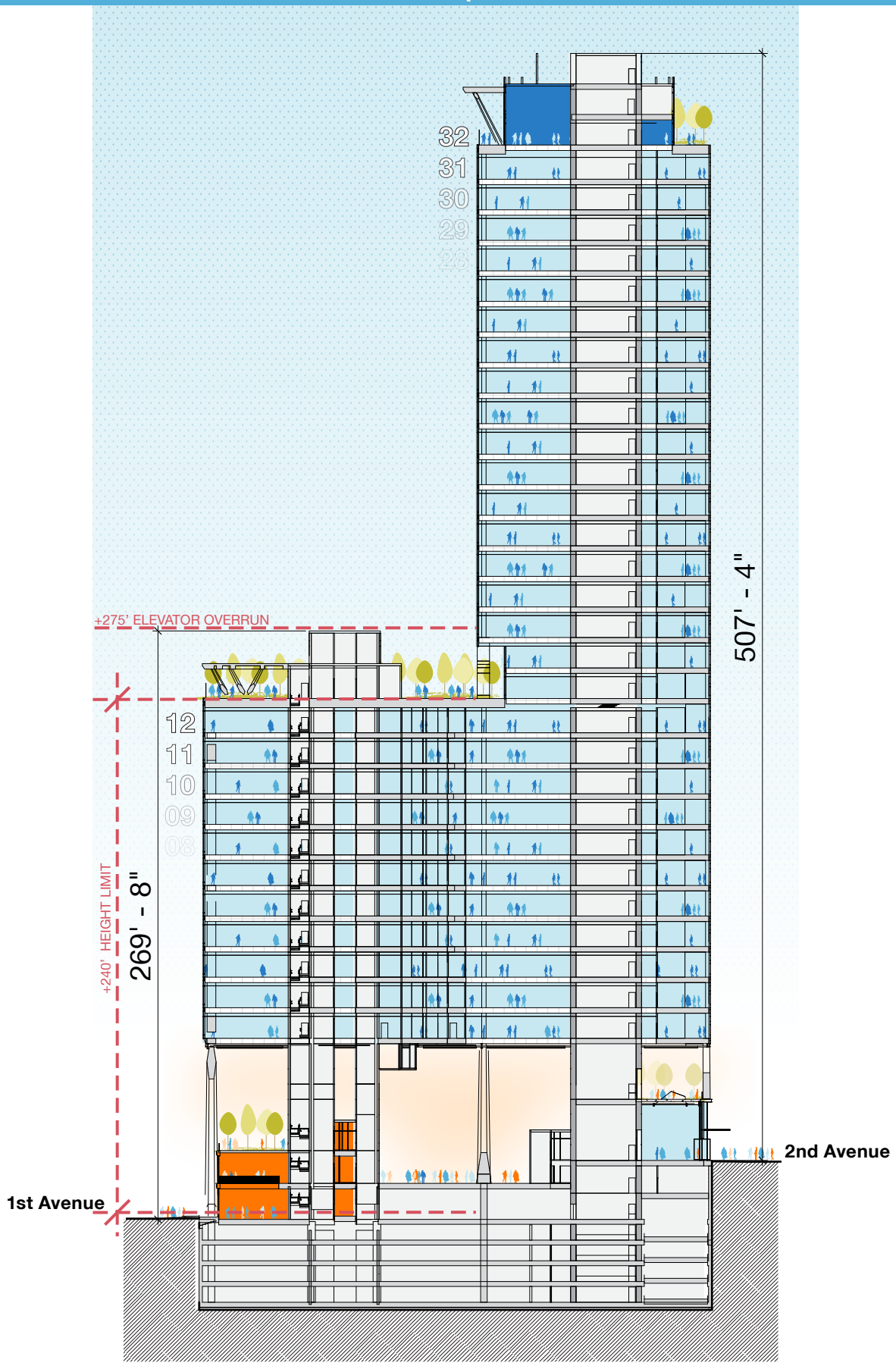
Service / Back of House



Typical Low Rise Plan

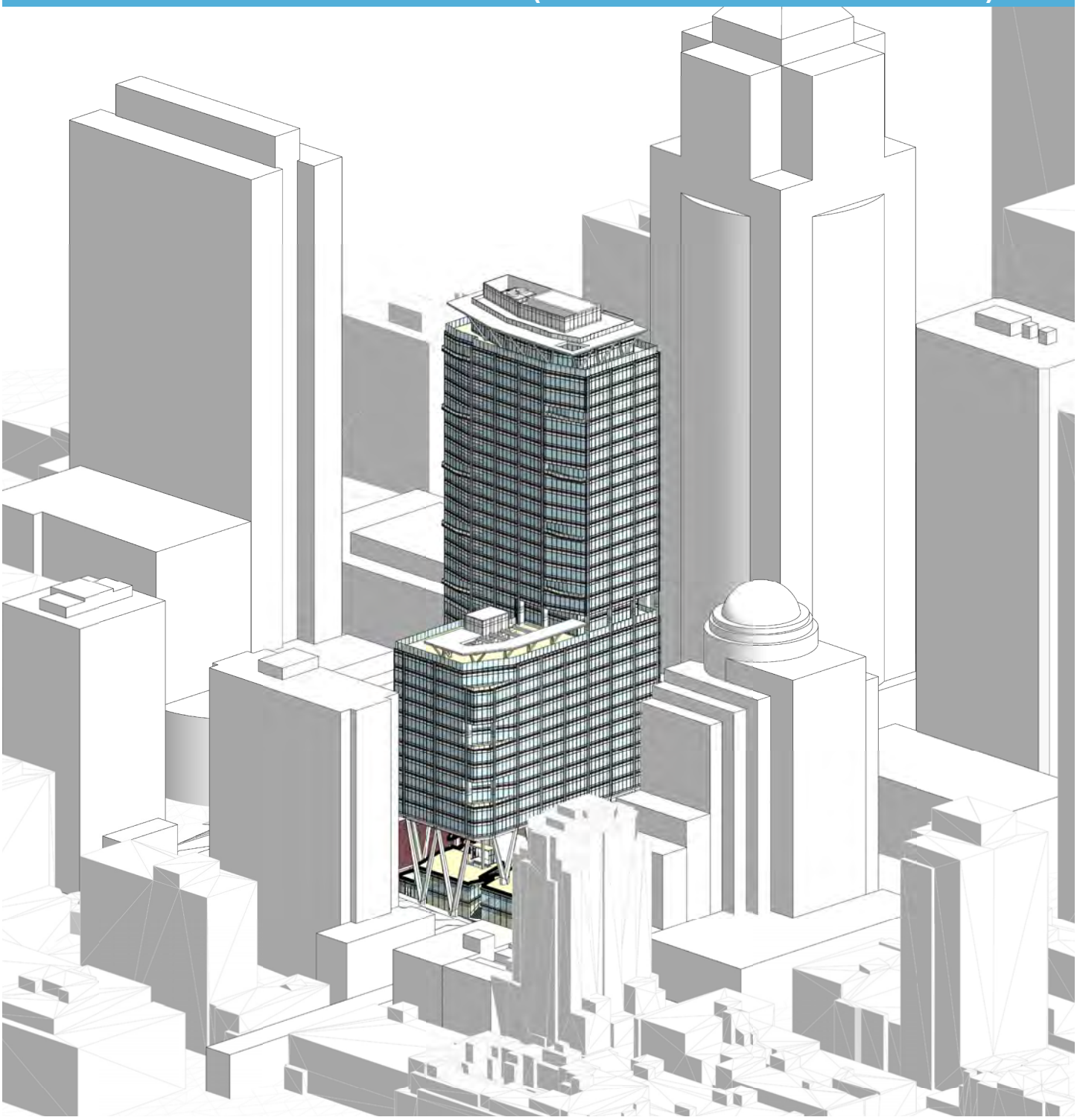


ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)



Section looking North

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

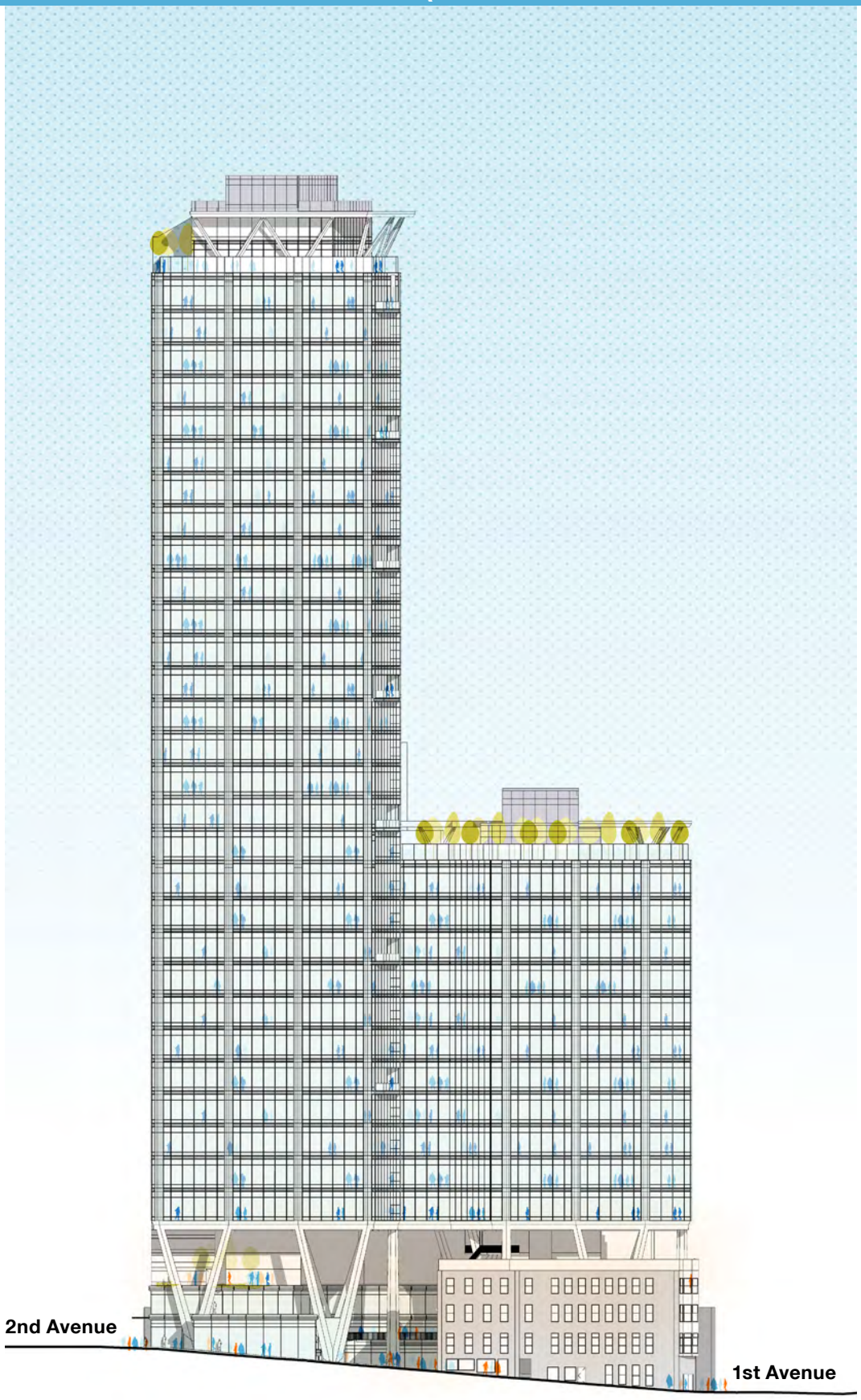


View from Southwest

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

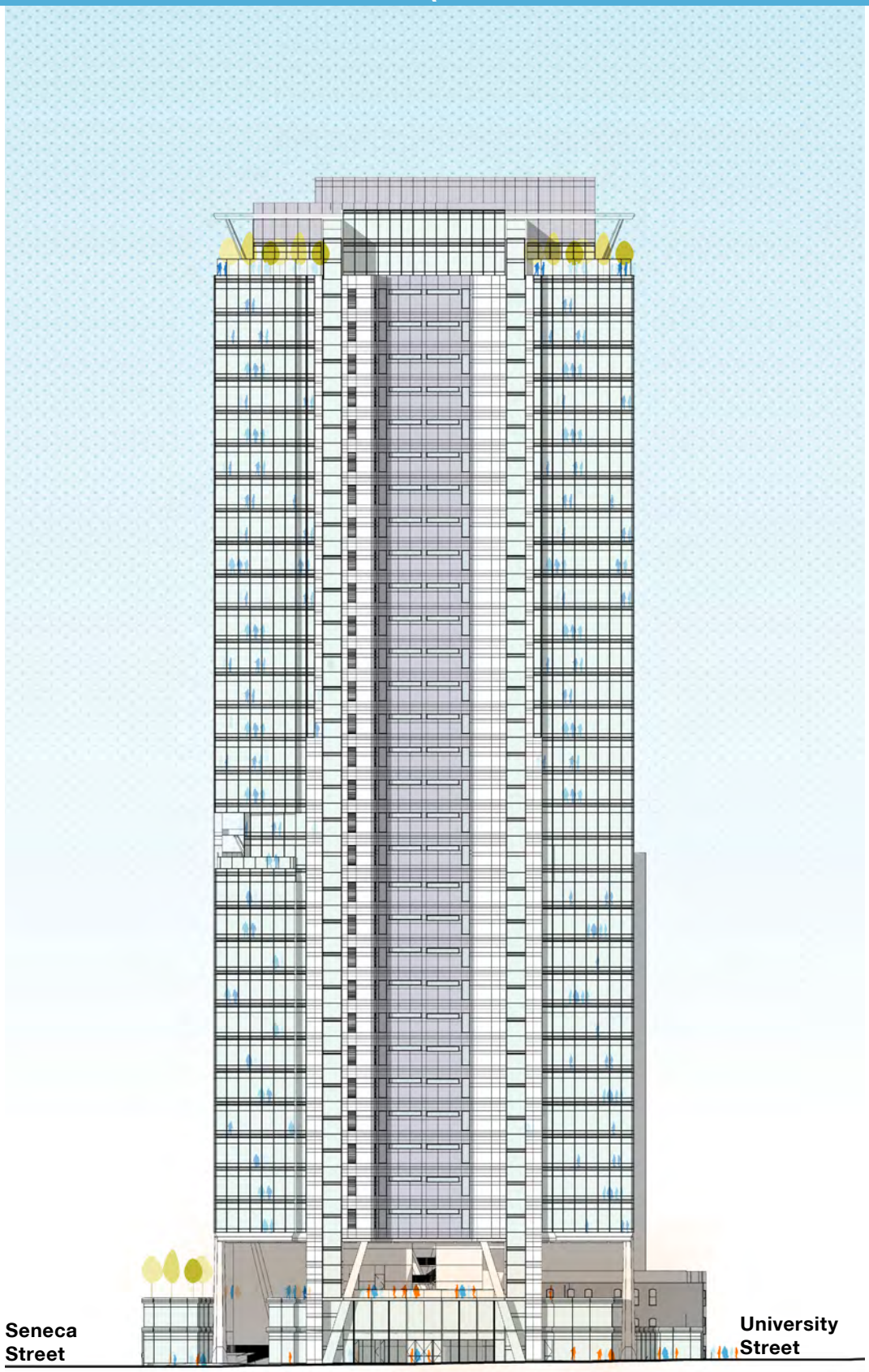
View from Northwest

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)



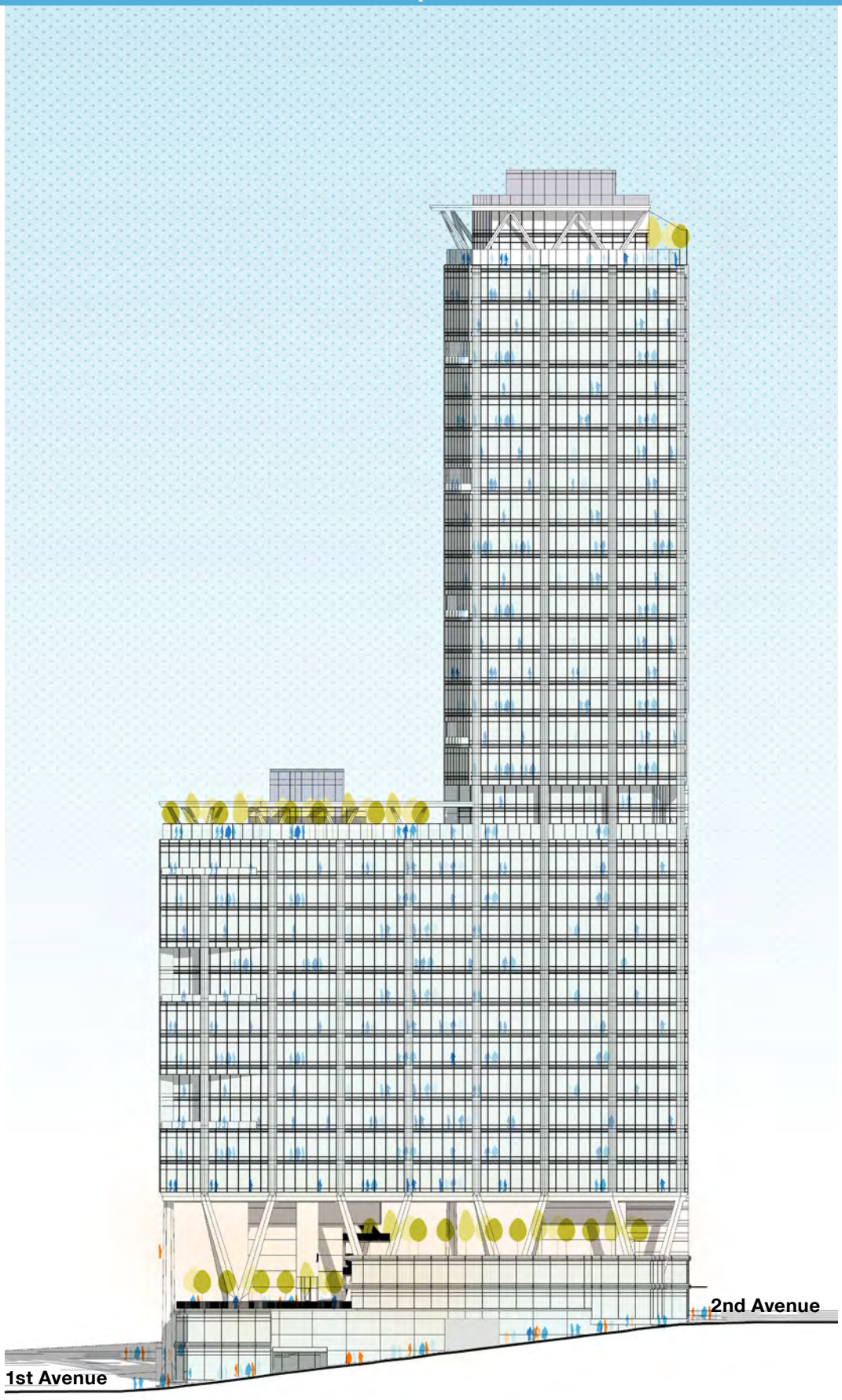
North Elevation (University Street)

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)



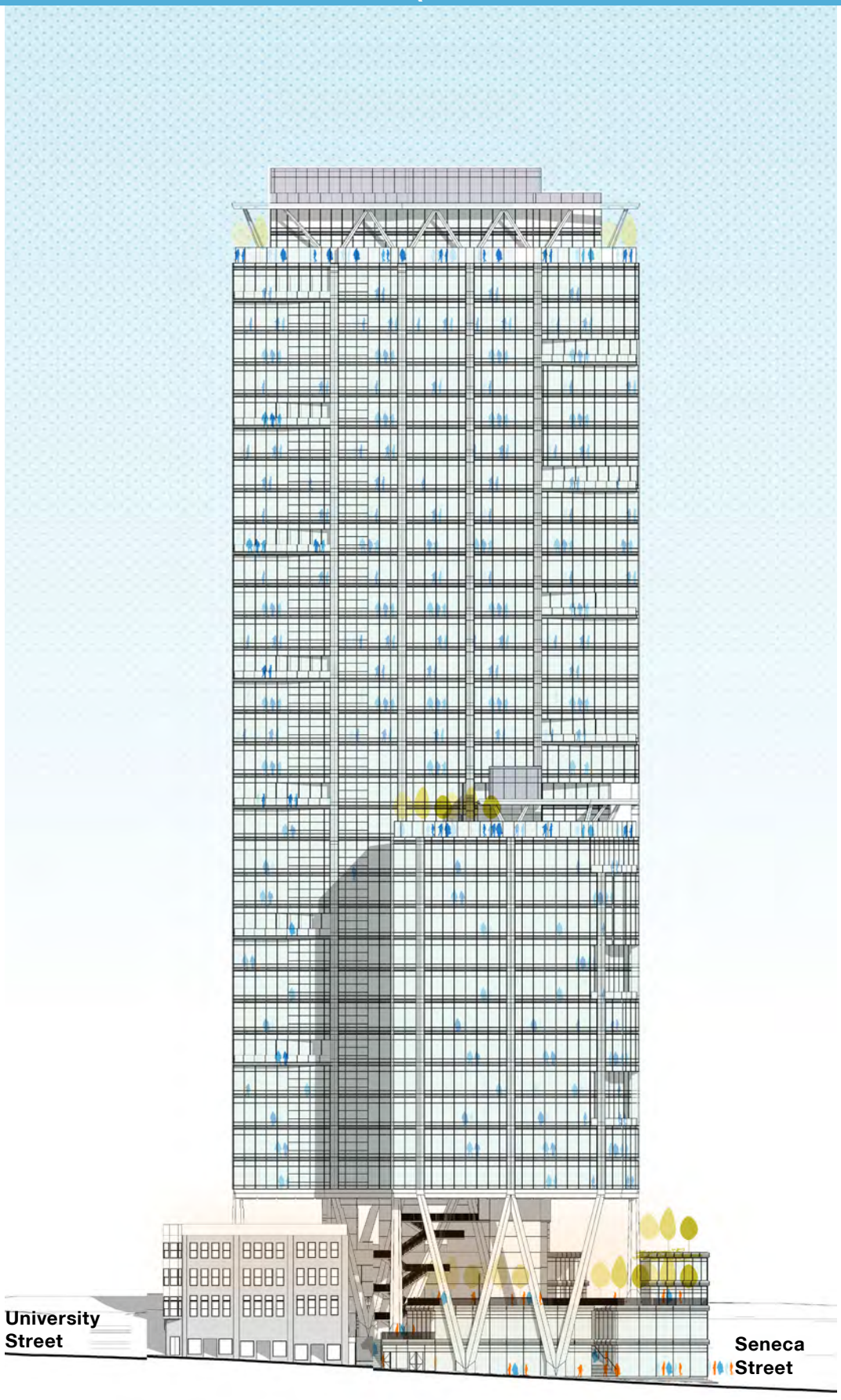
East Elevation (2nd Avenue)

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)



South Elevation (Seneca Street)

ALLEY VACATION DESIGN PROPOSAL (DPD #3019177 / EDG 2 05.19.2015)

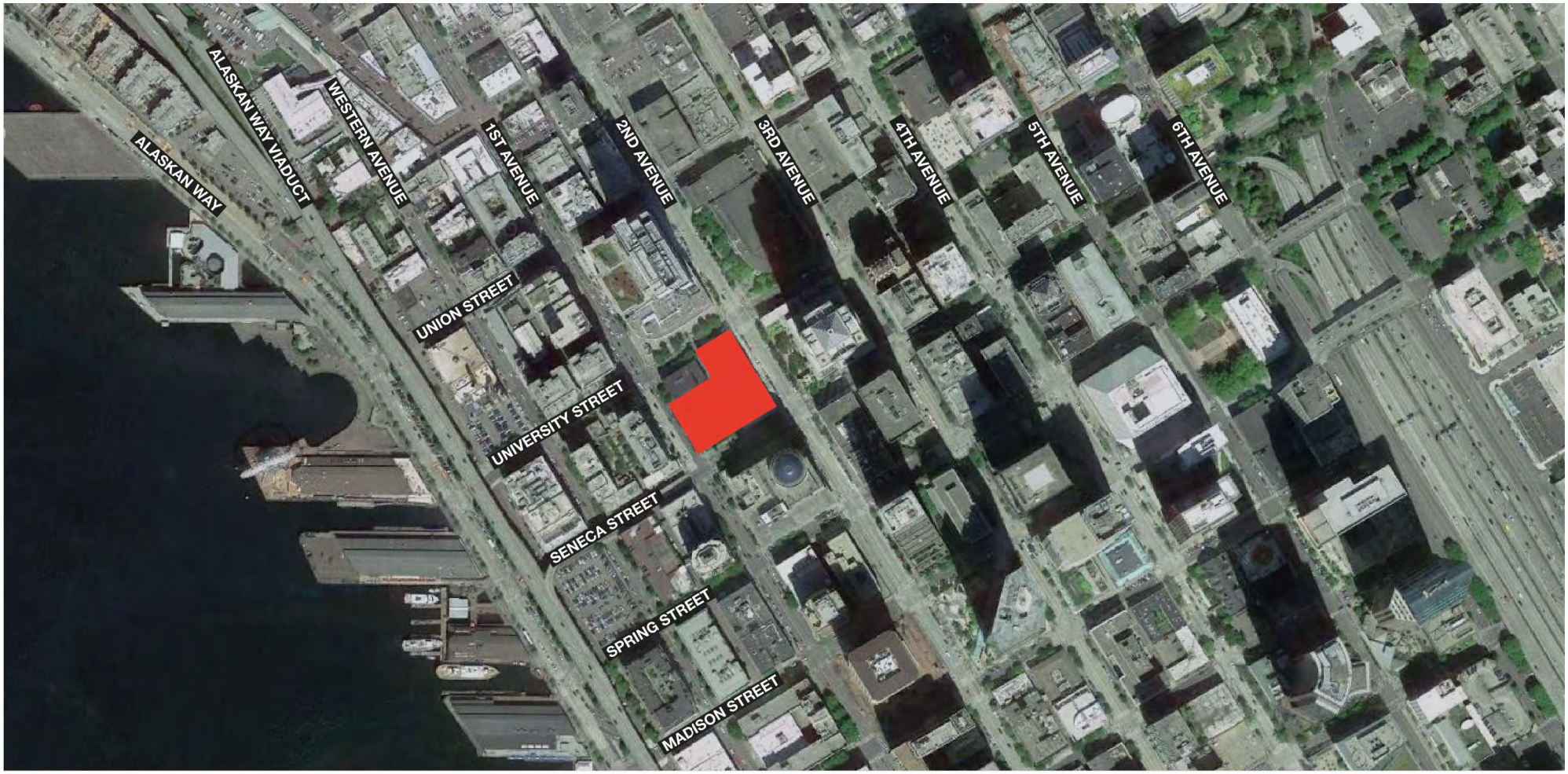


West Elevation (1st Avenue)

Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

The following pages are the 9-Block Context Analysis documents provided at EDG 1 & EDG 2.

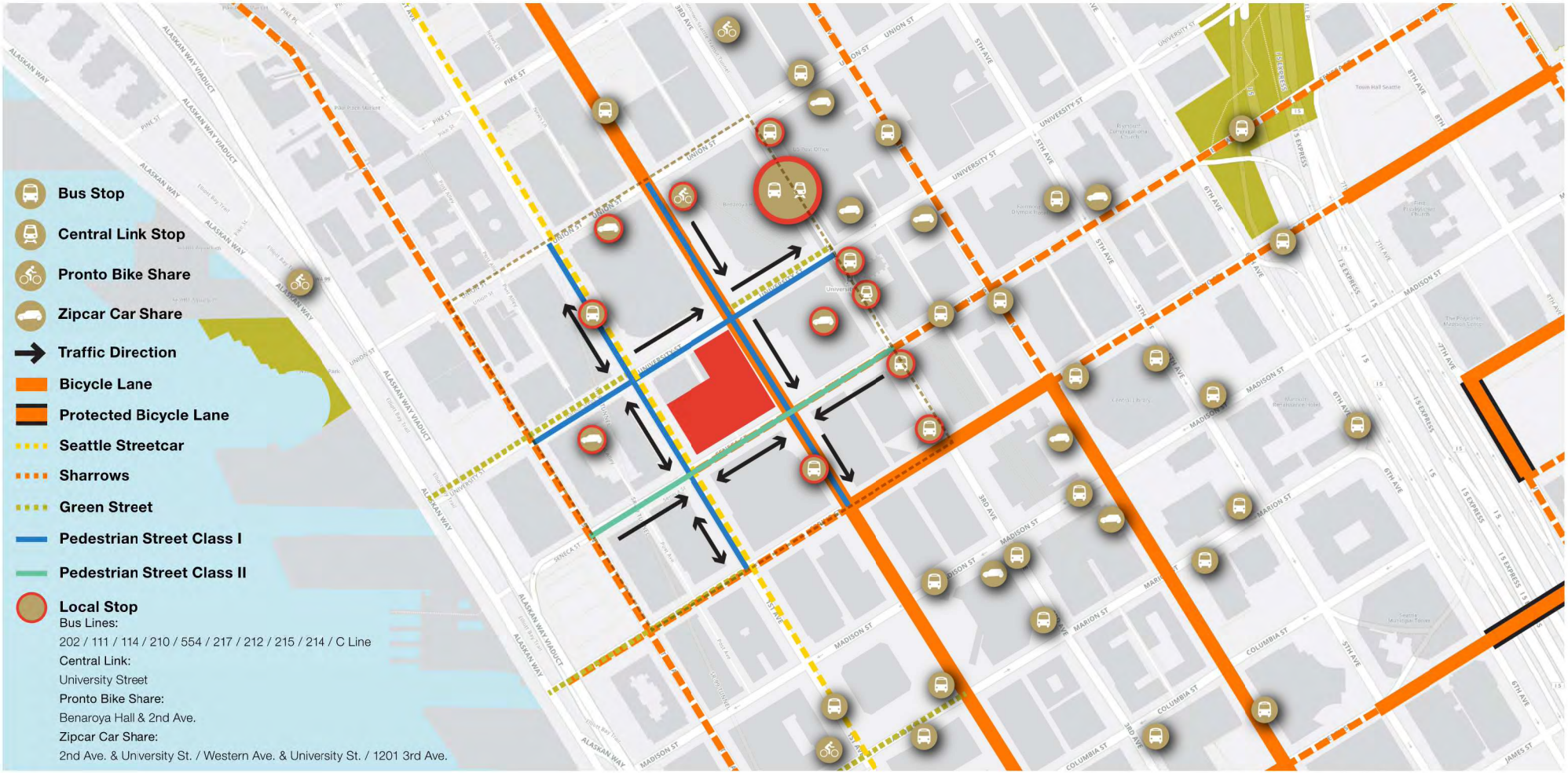
Context Analysis / aerial photograph



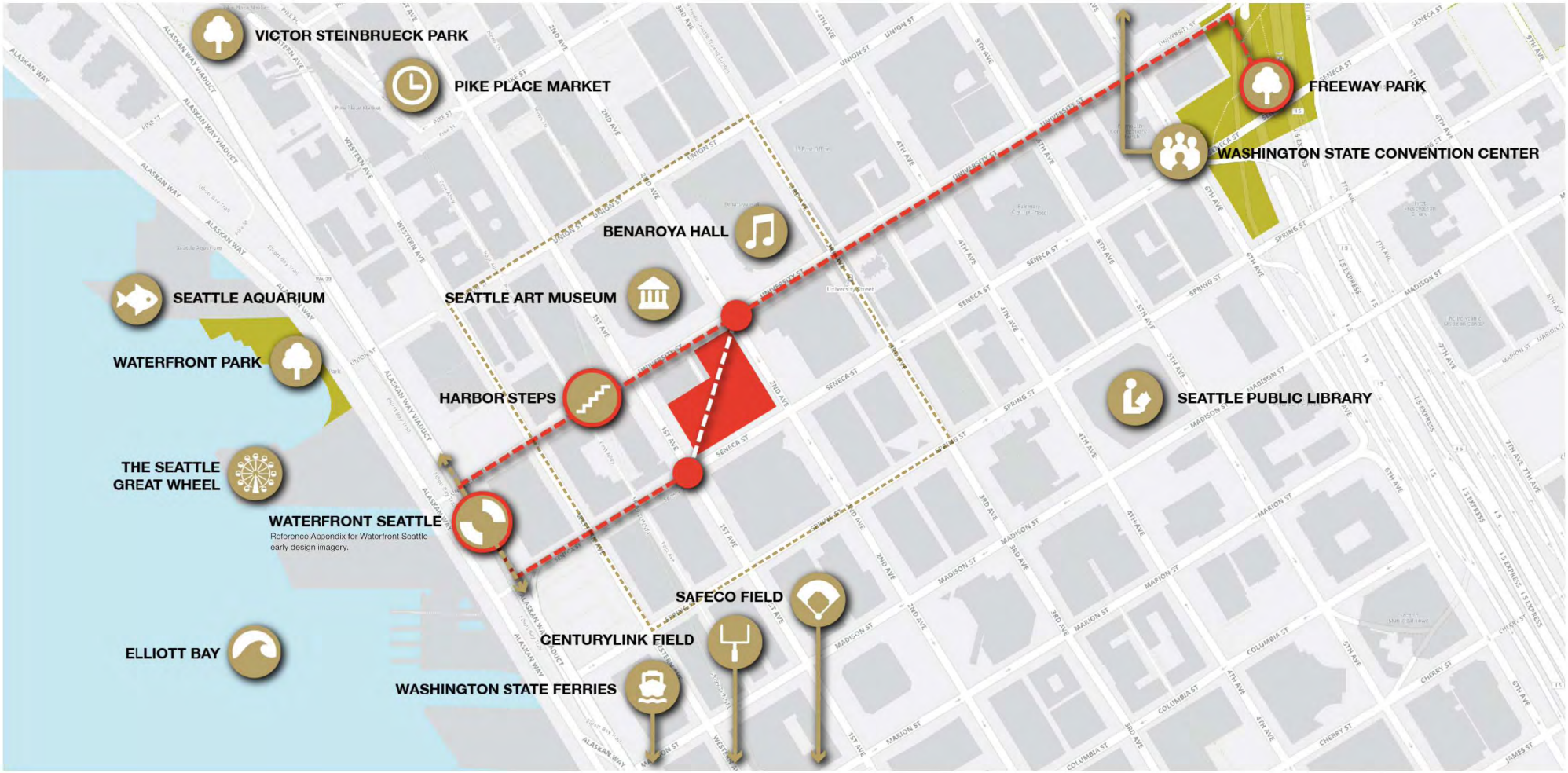
N

Context Analysis / surrounding area

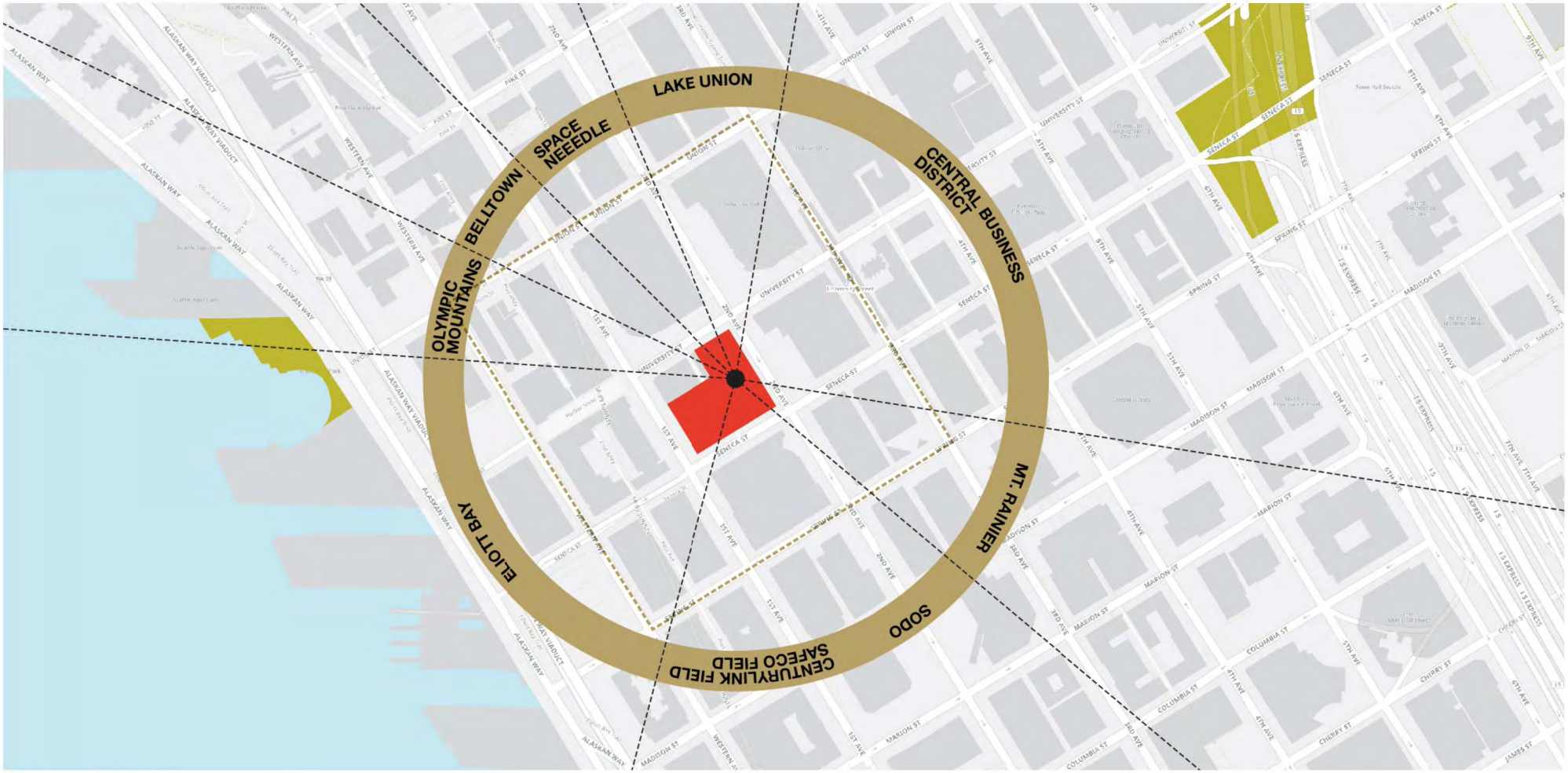
Context Analysis / transportation & traffic analysis



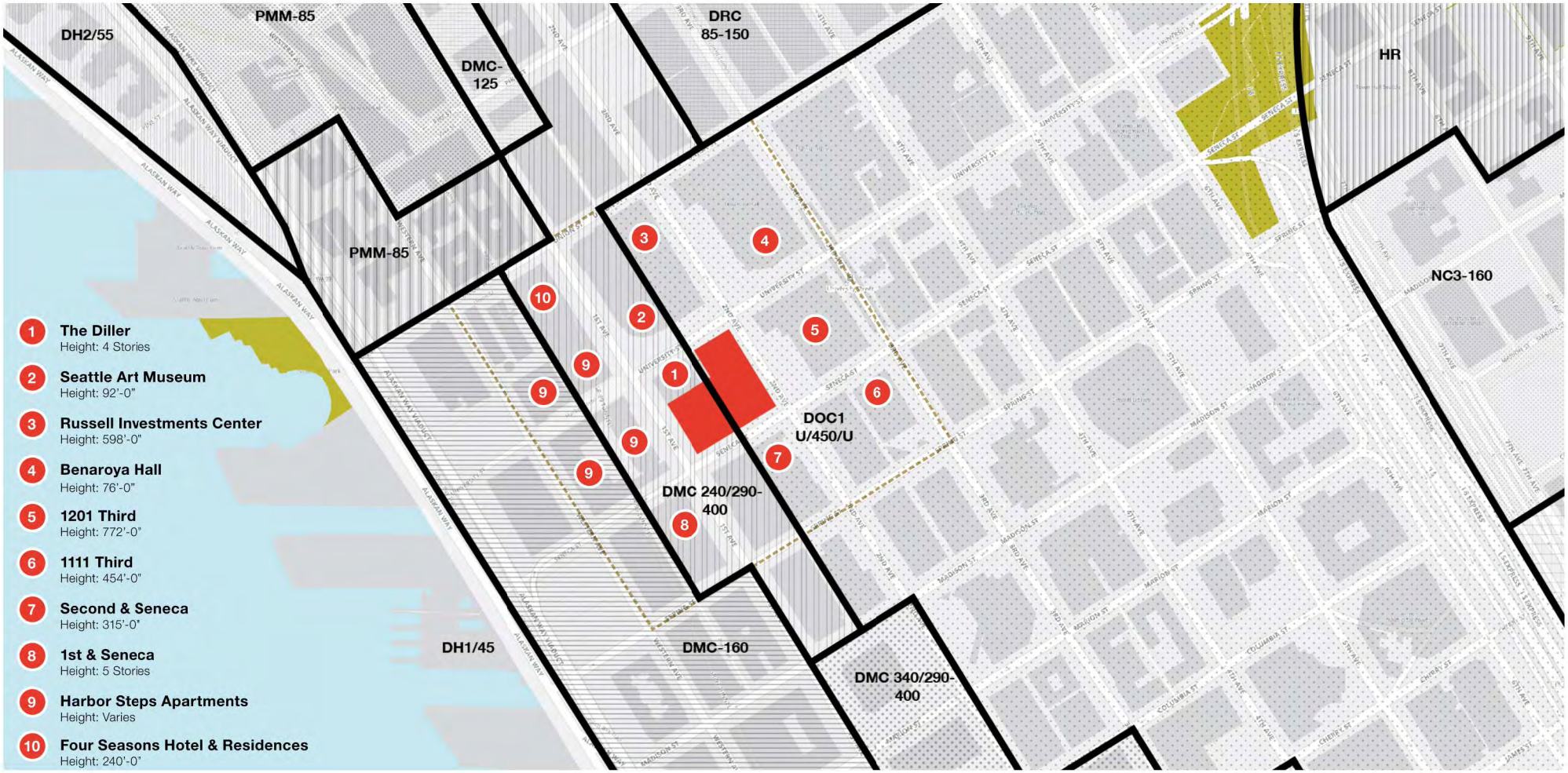
Context Analysis / amenities & green space



Context Analysis / views



Context Analysis / surrounding buildings



Context Analysis / contextual design cues

The Diller Hotel

Primary Use: Residential
1890 - Louis L. Mendel

- Street level retail
- Warmth of facade
- Activated corner

The Diller Room

- Activates site in the evening
- Engages local office workers “after hours”
- Reuse of historic space

Seattle Art Museum

Primary Use: Museum
1991 - Venturi, Scott Brown and Associates

- Facade patterning & texture
- Integration with Russell Investments Center
- Interior space integrated with exterior topography
- Activated corner
- Public art
- Public stairs & landscaping along University St.

Russell Investments Center

Primary Use: Office
2006 - NBBJ

- Class A office space
- Maximized views to waterfront and Olympic Mountains
- Expressed structure and facade modulation
- Podium rooftop gardens
- 2nd Ave. lobby & adjacent retail

Russell Investments Center

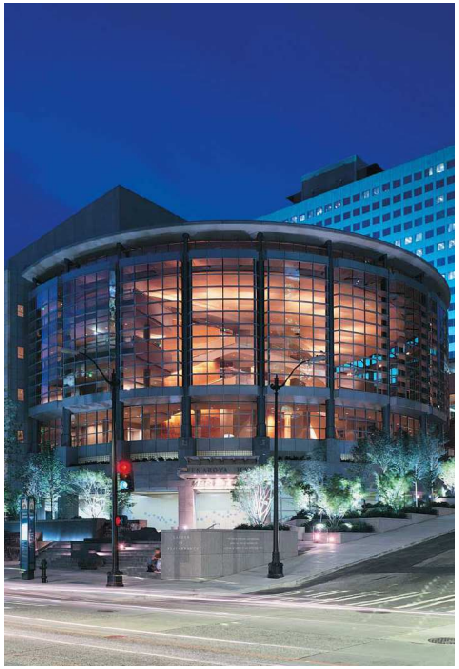
Observation Deck
Landscape Architect: PFS Studio

- Terrace and observation deck are open to both building tenants and the general public
- Allows for expansive views to the waterfront and Olympic Mountains
- Combination of programmed areas, landscaped gardens, and art

Context Analysis / contextual design cues

Benaroya Hall

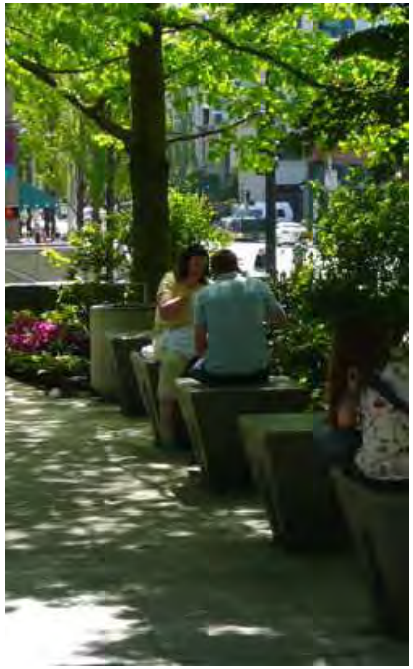
Primary Use: Performance Venue
1998 - LMN Architects



- Large open entry volume
- Activated corner
- View corridor setbacks
- Public stairs & landscaping along University St.
- Public access to transit

Benaroya Hall

Garden of Remembrance
Landscape Architect: Murase Associates



- Variety of seating elements allow for exterior dining and meeting spaces
- Water and landscape features create quiet pocket within urban environment
- Integration of water feature with steps

1201 Third

Primary Use: Office
1988 - Kohn Pedersen Fox Associates & The McKinley Architects

- Integration of historic Brooklyn building
- Public route through lobbies to navigate grade change
- Plaza at 2nd Ave.

1201 Third

Plaza along 2nd Avenue

- Plaza and atrium engage the public
- Exterior public art

Context Analysis / contextual design cues

Second & Seneca

Primary Use: Office
1992 - Zimmer Gunsul Frasca Partnership

- Terraced volume
- Roof gardens
- Vehicle entry off of Seneca St.
- View corridor setbacks
- Entry on 2nd Ave.

Second & Seneca

Entry Plaza

- Activates intersection with lobby and retail on corner
- Exterior seating spaces

Harbor Steps Apartments

Primary Use: Residential
2000 - Hewitt & Callison

- Maximized views to waterfront
- Vertical facade expression
- Retail at base
- Integration of public space (Harbor Steps) with buildings
- View corridor setbacks

Harbor Steps

- Engages topography
- Flexible space allows for various functions: seating, stairs, performance
- Views to waterfront
- Pedestrian connection from waterfront to cultural and office districts

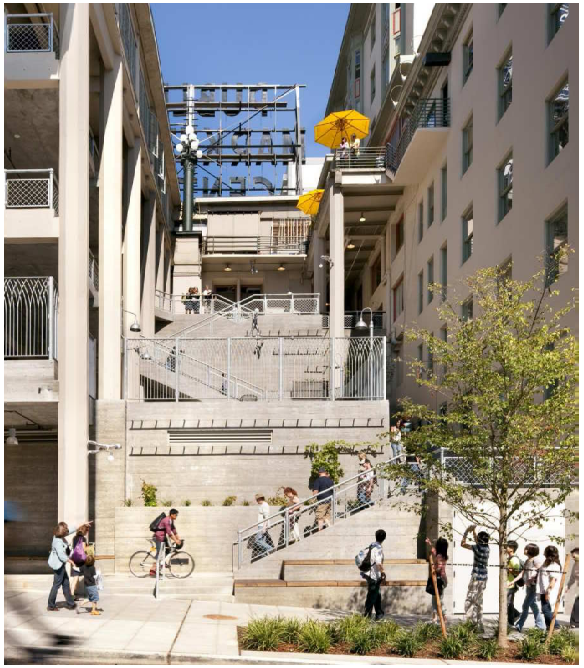
Pike Place Market

Founded 1907

- Access to local food and businesses
- Farmers Market
- Buskers
- Active use of historic structure
- Covered indoor/outdoor retail environment

Pike Place Market Hill Climb Redevelopment

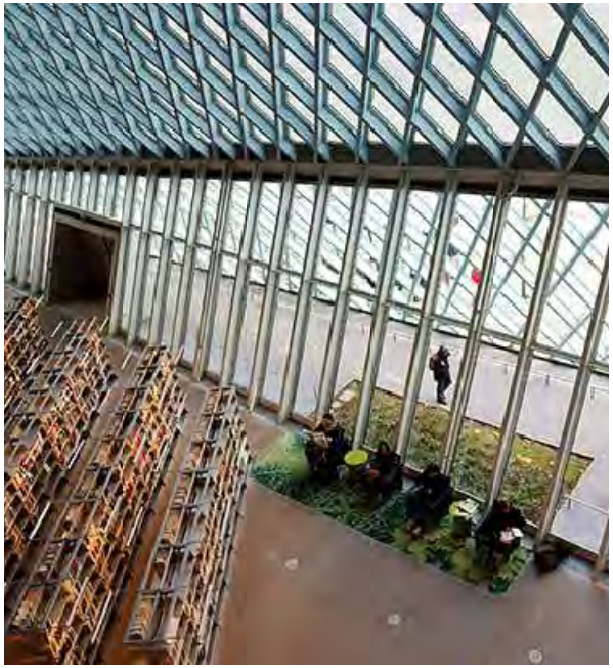
2010 - Swift Company



- Integration of topography within a block
- Spacious stair and landing sequence allows for ease of movement
- Pedestrian connection from waterfront to retail, cultural, and office districts

Seattle Public Library

2004 - OMA



- Expressive structure
- Connection of interior and exterior
- Access to daylight
- Engages sidewalk on east face
- Sheltered sidewalk and plaza areas

Context Analysis / existing site plan

Zoning

- The eastern portion of the block (Parcel A) to the centerline of the alley is zoned DOC1 U/450/U / Downtown Office Core.
- The western portion of the block (Parcel BC) to the centerline of the alley is zoned DMC 240/290-400 / Downtown Mixed Commercial.

Site Area

- The eastern portion of the block (Parcel A) has an area of 27,200 sf including half the alley. With a maximum FAR of 20, this results in an FAR of 544,000 sf.
- The western portion of the block (Parcel BC) has an area of 19,040 sf including a portion of the alley. With with a maximum FAR of 7, this results in an FAR of 33,280 sf.

Site Boundary

Topography

- The site has a low point located at approximately +58.00' (southwest corner) and a high point located at approximately +90.00' (northeast corner).

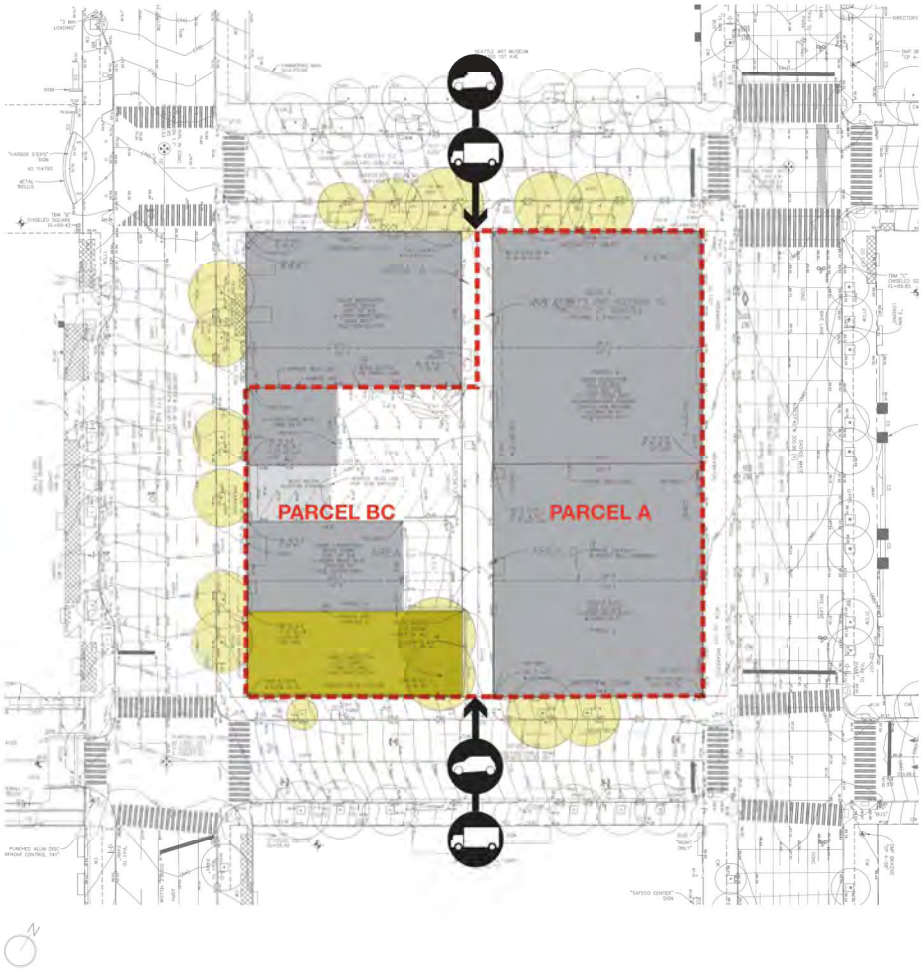
Existing Tree Location

Existing Building

Existing Private Play Area

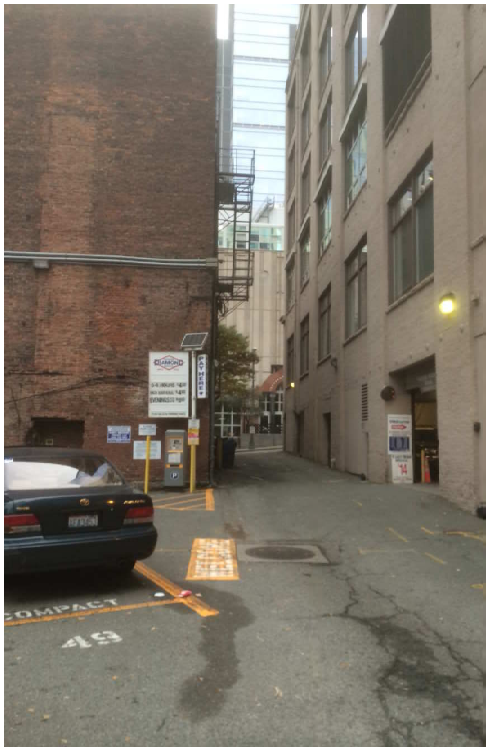
Existing Vehicle Access

Existing Service Access



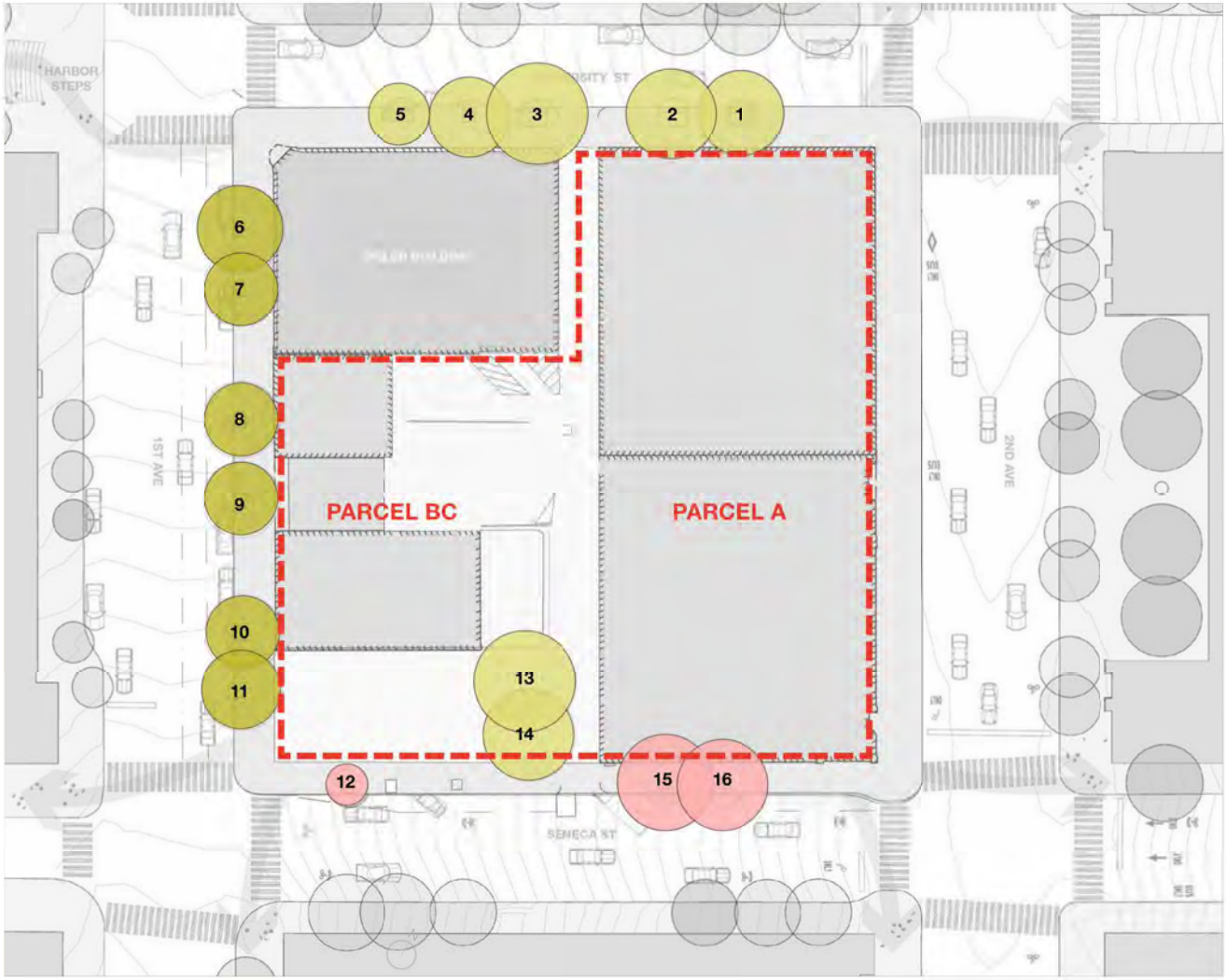
Context Analysis / existing Diller Hotel alley conditions

- Emergency egress fire escapes from windows on east
- Alley windows on east side
- Fire Department access
- Lot line windows on south side
- Emergency egress door on east side and gate on east
- Utility Services
- Basement window vent
- Surface mounted conduit
- Roof drain leaders
- Garbage and recycling bins

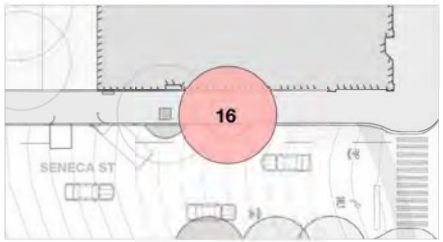


Context Analysis / existing tree survey

1. Zelkova serrata (Village Green) DBH 11”
2. Zelkova serrata (Village Green) DBH 12”
3. Zelkova serrata (Village Green) DBH 13”
4. Zelkova serrata (Village Green) DBH 8.5”
5. Zelkova serrata (Village Green) DBH 9”
6. Tilia cordata (Little-Leaf Linden) DBH 10”
7. Tilia cordata (Little-Leaf Linden) DBH 11”
8. Tilia cordata (Little-Leaf Linden) DBH 10”
9. Tilia cordata (Little-Leaf Linden) DBH 11”
   Large epicormic growth at base
10. Tilia cordata (Little-Leaf Linden) DBH 10”
11. Tilia cordata (Little-Leaf Linden) DBH 11”
12. Acer platanoides (Norway Maple) DBH 5”
    Poor/fair condition, stunted growth
13. Zelkova serrata (Village Green) DBH 16”
14. Zelkova serrata (Village Green) DBH 16”
15. Acer platanoides (Norway Maple) DBH 10”
16. Acer platanoides (Norway Maple) DBH 10”
    Large root flair from undersized planter, tripping hazard, girdling roots, deadwood

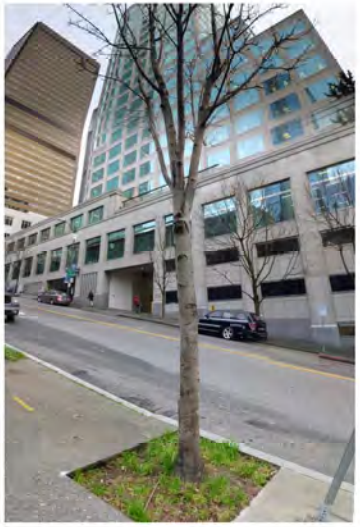


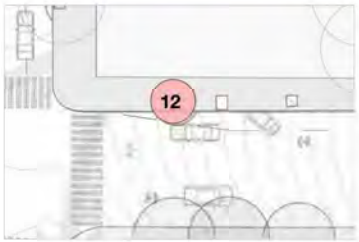
Context Analysis / existing tree inventory



Acer platanoides (Norway Maple) DBH 10"

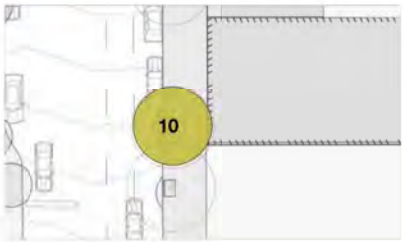
Large root flair, undersized planter,
tripping hazard, girdling roots, deadwood





Acer platanoides (Norway Maple) DBH 5"

Poor/fair condition, stunted growth



Tilia cordata (Little-Leaf Linden) DBH 10"

Vehicular trunk damage

Zelkova serrata (Village Green) DBH 16"

Large trees with full rounded canopies. Slope condition has minimized foot traffic and allowed for ample spreading root growth.

If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

DISCUSSION:

The proposed project site is located adjacent to 1st Avenue, which has been selected as the Locally-Preferred route for the future City Connector Streetcar. This project would develop a streetcar operating between the South Lake Union Streetcar and First Hill Streetcar routes. The proposed alley vacation would not adversely affect this proposed transit project.

Sound Transit's University Station can be accessed at the corner of 2nd Avenue and University Street (under Symphony Hall). University Street will continue to be a major pedestrian connection to this station. With the alley vacation, the volume of traffic that would conflict with pedestrians along University Street would be substantially less than without the vacation. Only service access to the existing Diller Building would remain at the residual alley; all other site access would occur on Seneca Street.

In general, the project supports public transit, as it is placing a highly dense mixed-use building in the middle of the most transit-rich environment in the City.

If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a "No Vacation" alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

The Project will provide a SEPA checklist as part of its MUP application submittal, and may complete an addendum to the 2005 downtown EIS to further analyze the impacts of the project. SDOT will be copied on the submittal of the SEPA checklist and any other relevant environmental information.

If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

Please see Section 12. The project is wholly consistent with the Downtown Neighborhood Plan.

Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

Please see Section 12. Again, the project is wholly consistent with the city's Comprehensive Plan. It is also consistent with the various transportation plans applicable to the site.

The Seattle Department of Transportation's Center City Connector Transit Study recommended a modern streetcar line running in its own center lane on First Avenue from the Westlake intermodal hub to the King Street Station intermodal hub.

The Center City Connector Transit Study Locally-Preferred Alternative Resolution was approved by the full City Council on Monday, July 21, 2014. This legislation approves the Center City Connector Transit Study Locally Preferred Alternative (LPA) and recommends endorsement to pursue federal funding for the Center City Connector.

As described in Section 18, the proposed alley vacation would not adversely affect the proposed City Center Connector project.

Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

2&U is targeting LEED Gold Certification.

Provide copies of the minutes and design material presented to the Design Review Board.

The following pages include the design material presented to the Design Review Board on February 17, 2015 (EDG 1) and May 19, 2015 (EDG 2) and their respective minutes.

The EDG 1 & 2 documents can also be accessed at http://web6.seattle.gov/dpd/edms/ and entering the Project Number (3019177).

City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

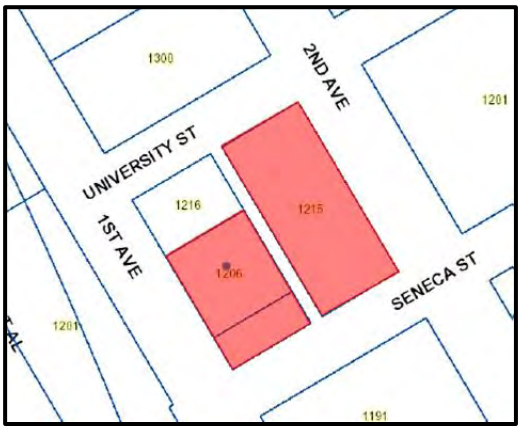
Project Number:	3019177
Address:	1201 2nd Avenue
Applicant:	Nancy Clayton of Pickard Chilton, for Skanska
Date of Meeting:	Tuesday, February 17, 2015
Board Members Present:	Mat Albores, Acting Chair Anjali Grant Gabe Grant (substitute) Alan McWain Gundula Proksch
Board Members Absent:	Murphy McCullough (recused)
DPD Staff Present:	Garry Papers, M.Arch, Senior Land Use Planner

SITE & VICINITY

Site Zone: East Parcel: DOC1 U/450/U
West Parcel: DMC 240/290-400

Nearby Zones: (North) East: DOC1 U/450/U
West: DMC 240/290-400
(South) East: DOC1 U/450/U
West: DMC 240/290-400
(East) DOC1 U/450/U
(West) DMC 240/290-400

Lot Area: East Parcel: 25,812 sq ft
West Parcel: 17,649 sq ft



Current Development:

East Parcel: Two existing mixed use buildings, 2 and 5 stories tall. The south Seneca building at 1201 2nd Avenue, was denied nomination by the Seattle Landmarks Preservation Board on 9/05/2014 (letter LPB 517/14). The north Galland Building at 1211 2nd Avenue was denied nomination by the Seattle Landmarks Board on 9/19/2014 (letter LPB 550/14). West Parcel: Three narrow commercial buildings, two stories tall, and a vacant parcel at the southwest corner.

Surrounding Development and Neighborhood Character:

The block is in the heart of the mixed use core of downtown Seattle, with a mix of cultural, office, hotel and residential uses nearby. The Seattle Art Museum and Benaroya concert Hall are to the north, and major office towers are to the east and south. The University station of the light rail line is immediately across the northeast intersection.

Access:

Pedestrian access is from the four surrounding street sidewalks. Vehicle access is via the existing north-south alley. (Note: the alley is not continuous to the south or north from this block)

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The project includes two sites straddling the alley between Seneca and University Streets, and includes the assumed vacation of ¾ of the southern length of that alley. The existing Diller Building at the northwest corner of the block is not included in the project, and its associated alley stub is not part of the vacation.

The applicants proposed project is a 34 story office tower of approximately 690,000 sf of office and 43,000 sf of retail and mixed commercial at the ground and lower levels. Parking for 500 cars and loading would be below grade, accessed off Seneca Street. The below grade floors and lower levels would occupy the vacated alley, and the 34 story tower would be located on the east parcel fronting 2nd Avenue.

FIRST EARLY DESIGN GUIDANCE February 17, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3019177) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

During public comment, the following issues and concerns were raised:

- Concerned that the proposed lower levels do not reinforce a pedestrian scaled, finely grained form compatible with the immediate street wall context, particularly along 2nd Avenue.
- Concerned that the proposed tower lacks a distinct base scale, and that the tall exposed columns reinforce only a high rise scale to the street.
- Concerned about the experiential quality of the proposed roof terraces in the undercroft below the lifted tower, especially in terms of spatial tightness, sunlight penetration and wind impacts.
- Supported the innovative design concept and initial renderings presented.
- Supported the concept that exploits the vacation and creates mid-block public spaces with a diverse mix of uses, and also activating street edges.
- Supported the addition of more trees and more diverse and active evening uses for residents in this district.

PRIORITIES & BOARD RECOMMENDATIONS

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

FIRST EARLY DESIGN GUIDANCE February 17, 2015

1. BLOCK PARTI/CONCEPT & "LIFT":

a. The Board enthusiastically endorsed the design concept which "lifts" the tower up, creates a mixed-use and public undercroft, and exploits the spatial, circulation, use and view opportunities of the site's steep slope. This support is qualified by the numerous studies and conditions described below, and the Board requests extensive large scale sections through the complex proposal, to ensure various concerns are addressed or mitigated. (A1, B3, D1)

b. The Board supported the preferred ground level concept plan, and the diagonal circulations, interior courts and occupiable terraces are strongly supported in principle as expansions of the typical sidewalk public realm. However, they must be well-activated and not supplant perimeter activation and scale. (C1, D3)

c. The Board supported the level soffit under the tower, with the lower 'village' of commercial levels stepping down with the slope, as it opens the bay-facing west sides to more sunlight and views. This assumes the key structural columns are resolved, and the street wall definition and use concerns are balanced. The eventual correct height and scale of the soffit is dependent on a series of sectional, urban perspectives and micro-climate studies, to verify the experiential vitality and quality of this large, unusual space in the city. (B4, D1)

d. The Board understood the intent to not fully enclose the undercroft or create a winter garden, but would like to review a micro-climate analysis of sun penetration and winds that will inform the detailed massing and design of the interior lower levels and public spaces, in particular the terraces above the commercial uses. To fulfill the urban consequences of the 'lifted tower" these places must be pleasant and dynamic extensions of the public realm, with useful circulation, interesting uses, and/or lush plantings and gardens. (C5, D2)

2. LOWER LEVEL MASSING & STREET PERIMETER:

a. The Board supported the preferred massing scheme and its 2-4 story minimum street walls along 1st, University and Seneca Streets; large scale street elevations are needed to confirm the scale and how the permeable (doors) and activated edges negotiate the sloping sidewalks. (C2, C3)

b. The Board agreed with the primary office lobby address on 2nd Avenue, with a tall, light filled lobby to mitigate the afternoon self-shadowing from the tower. The Board also endorsed the tall but modulated tower with deflected ends being strong on that street. (B4, C4)

c. The Board strongly supported the tall, 2-story retail spaces shown on most of the perimeter, and particularly along the majority of 1st Avenue. The Board supported the voluntary sidewalk setback along most of 1st, but advised a transition back to the Diller street façade, rather than the abrupt exposure of the Diller sidewall. (B1, C1)

d. The Board endorsed all the parking, loading and service access to occur mid-block on Seneca, and supported the stated intent to increase the depth of retail at the southwest corner, and to create retail frontage along all edges of the diagonal and central courtyard. (E1, E2, E3)

e. The proposed pedestrian treatment of the alley stub behind the Diller building was endorsed by the Board, as well as the deflected edge of the proposal along University Street; that will wrap activating uses into the alley and provide a pedestrian link into

the block center, should that alley be occupied by vehicles in a current or future Diller building scenario. (C6, D3)

f. The Board advised the applicants to carefully assess and integrate the 2 'blank walls' of the Diller building which will become highly visible to the undercroft of the proposal, and adjacent streets. (B2)

3. MID-BLOCK USES & ACTIVATION:

a. The Board endorsed the concept of mixed uses, stepping forms, and strategically located ramps through the mid-block, but unanimously agreed the complexity of ramps and movement presented should be simplified and clarified, to ensure a legible public circulation system, with genuine destinations that draw users to terraces and viewpoints. A public ramp to valuable viewpoints/destinations is welcome, and the southeast corner terrace appears most promising as a major destination. (D1, D3)

b. The Board agreed a few "discovery pathways" are acceptable (Pike Place Market was cited), but the predominant circulation and way-finding should be generous, legible and very well-lit. The perimeter uses of the central courtyard are essential to the concept, and should all be very activating to maximize user comfort and safety. The Board supported the cultural and office-loft diversity of uses stated. (D1, D5, D6)

c. The Board agreed the primary at-grade diagonal desire line is from the southwest to the northeast, and supported a recess at the critical southwest street corner. (C1)

d. The Board agreed the circulation diagonals are not equal in activity and possibly size, and they may not need to be symmetrical on the block; the southeast corner was suggested as a possible starting point for the primary ramp, and/or that diagonal pathway might be a glazed portal that orients and distinguishes that entry from the other corners. (C2, D3)

e. The Board was enthusiastic about public uses of the roof terraces above the commercial 'village', including a mix of active destinations such as cafes, and more peaceful gardens. Both should include vegetation and low parapets that show users to the streets below, and possibly integrated windscreens/lighting elements. (D3)

f. The Board agreed all the elevations of the 2 exposed cores will be essential to the character of the undercroft, and their materials, lighting and shadow impacts should be carefully studied as part of the other section and perspective studies. (B2)

4. TOWER EXPRESSION:

a. The Board endorsed the two stepped and interlocked forms of the office program, and the proposed setback of the northwest mass from the Diller Building. At the next

meeting, the applicants should provide alternatives for the materiality and composition of these two forms, and whether they are unified or distinct. (B4)

b. The Board agreed the tall, visible structural columns are strategic components of the concept, and discussed them at length. They supported a strong techtonic expression, and were intrigued by the branching forms proposed. However, the Board was not certain the columns all had to be the same form, or if they all must be visible to grade. The Board agreed the logic of how such a large, lifted tower is grounded, is very important, and further studies are required, including how the bottom floor(s) of the tower transitions to the columns. (B2, B4)

c. The Board endorsed the offset core along 2nd Avenue, and the expression and modulation of that core to the façade. The Board endorsed more study of the core's central zone facing 2nd Avenue (possible multi-story sky-gardens?), and the fenestration into service elements. (B4, C2)

d. The Board endorsed tower facades that express the structural system (diagrid or other), and the notion of a rooftop transition that feathers to the sky, but they were not convinced about the southwest directionality of the trellis shown. (A2)

e. The Board agreed the tower height and profile fits well into the larger downtown skyline, especially viewed from the west, where the tower joins a row of mid-height towers, rather than being taller (which zoning allows). (A2, B1)

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

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

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

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;

e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

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

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

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

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

ARCHITECTURAL EXPRESSION

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

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

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

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

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

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

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

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

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

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,

f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

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

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

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

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

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

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

THE STREETSCAPE

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

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

a. reinforce existing retail concentrations;

b. vary in size, width, and depth;

c. enhance main pedestrian links between areas; and

d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

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

e. open facades (i.e., arcades and shop fronts);

f. multiple building entries;

g. windows that encourage pedestrians to look into the building interior;

h. merchandising display windows;

i. street front open space that features art work, street furniture, and landscaping;

j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

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

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

a. the fenestration pattern;

b. exterior finish materials;

c. other architectural elements;

d. light fixtures and landscaping elements; and

e. the roofline.

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

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

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;

b. visibility into building interiors;

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

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

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

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

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

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

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

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

d. locating the alley parking garage entry and/ or exit near the entrance to the alley;

e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and

f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

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

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

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.

b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.

c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.

d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;

j. entry enhancements such as landscaping along a common pathway;

k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

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

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. include a special feature such as a courtyard, fountain, or pool;
c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

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

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

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and

f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

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

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

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

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

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

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

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

VEHICULAR ACCESS AND PARKING

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

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
g. provide sufficient queueing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the **project better meet these design guidelines priorities and achieve a better overall project design** than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the **First** Early Design Guidance, the following departures were requested:

1. **Upper Level Width Limit (SMC 23.49.058.C):** The Code requires a maximum tower width of 145 ft parallel with the avenues, above 240 ft height. The applicant proposes a consistent tower width of 179 ft, with no stepping at 240 ft.

The Board indicated preliminary support for this departure as it preserves the required view corridor setbacks on both east-west streets, creates a unified building (B4) and maintains a lower overall building height that compliments the tower forms in the immediate vicinity.

2. **Façade Modulation (SMC 23.49.058.B):** The Code requires any façade longer than 100 ft (241-500 ft height) to be setback 15 ft minimum from the street property line and to be a minimum 60 ft wide. The applicant proposes the 179 ft façade along 2nd avenue to have 2 central projecting 'bays' at the property line, separated by 30 ft rather than the 60 ft minimum, and the recessed plane behind angled from 5-15 ft, rather than 15 ft.

The Board indicated support in principle for the proposed 'bays' and modulation, especially since they provide multiple reveals and shadows on that facade, and reflect the offset core program. But the specific modulations and façade materiality require further study.

3. **Façade Setback Limits (SMC 23.49.056.B.1):** The Code requires a property line facade at or within 2 ft of 1st Avenue for facades above 15 ft height, with very prescriptive exceptions. The applicant proposes structural columns and a tower façade (starting at about 50 ft high) at the property line, but proposes the façade between the sidewalk and 50 ft to be setback approximately 12 ft.

The Board indicated receptivity for this extra setback and the height above 15 ft, and the even deeper setback at the southwest corner, but advised a gradual transition to the adjacent Diller façade at the north end. Note: 1st Avenue is a proposed streetcar route and the extra setback could provide additional pedestrian space if a stop occurs on this block.

4. **General Setback Limits (SMC 23.49.056.B.2):** The Code requires a consistent streetwall along 2nd, Seneca and University streets, with maximum corner recesses of 20 ft x 20ft. The applicant proposes deeper, tapered recesses at all three corners: 20-35 x 75 ft at 2nd Avenue and University; 20-55 x 75 ft at 2nd and Seneca; and 30 x 50 ft at 1st and Seneca.

The Board indicated cautious receptivity for the deeper recesses, but the corners require activation, integration of structural columns and the revised circulation and ramping studies described in # 2a and 3a above, and each corner must be studied separately for context.

5. **Minimum Façade Height (SMC 23.49.056.A):** The Code requires minimum façade heights as follows: 1st Avenue, 2nd Avenue and University St. = 35 ft; Seneca (east half) = 25 ft; Seneca (west half) = 15 ft. The applicant proposes a compliant facade on the west half of Seneca, but shorter facades elsewhere as follows: 1st Ave. = 30 ft; 2nd Ave. = 19 ft; University St. = 23 ft; Seneca St. east half = 20 ft.

The Board indicated receptivity to minor reductions in minimum height, especially for averaging along the steeply sloping Seneca and University Streets, but all is pending the large scale elevations described under #2a above. Any reduction to the minimum façade height along 2nd Avenue depends on the upper levels being very active and/or occupiable, and the resolution of the modulation studies described under #4c above.

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.

The following drawings, studies and topics (cross-referenced to Board comments and guidelines on pages 3-6 above) should be provided in the next EDG booklet, and <u>draft versions provided to the planner well in advance for evaluation:</u>

1a) Extensive large scale cross sections through the lower 6-7 floors of the complex proposal, including the through-block pathways, to ensure various concerns are addressed or mitigated.

1c) A series of sectional studies and eye-level urban perspectives, to verify the experiential vitality and quality of the large undercroft space and massing of the lower level forms.

1d) A micro-climate analysis of sun penetration and winds that will inform the detailed massing and design of the interior lower levels and public spaces, in particular the terraces above the commercial uses.

2a) Large scale street elevations (1/4") are needed to confirm the scale and how the permeable (doors) and activated edges (transparency and use) negotiate the sloping sidewalks.

2c) Develop a façade transition back to the Diller street façade, rather than the abrupt exposure of the Diller sidewall.

2d) Increase the depth of retail at the southwest corner, and create retail frontage along all edges of the diagonal and central courtyard.

3a) Simplify and clarify the complexity of ramps and movement presented, to ensure a legible public circulation system, with genuine destinations that draw users to terraces and viewpoints.

3e) Include public uses on the roof terraces above the commercial 'village', including a mix of active destinations such as cafes and more peaceful gardens. Both should include vegetation and low parapets that show users to the streets below, and possibly integrated windscreens/lighting elements.

3f) Study and resolve the materials, lighting and shadow impacts of the two exposed vertical core masses, and also show this on the other section and perspective studies.

4a) Provide alternatives for the materiality and composition of the two stepped and interlocked tower forms, and whether they are unified or distinct.

4b) The logic of how such a large, lifted tower is grounded, is very important, and further studies of the columns are required, including how they interact with the 'village' forms, how the bottom floor(s) of the tower transitions to the columns, and the treatment of the large soffit to the undercroft.

4c) More study of the core's central zone facing 2nd Avenue (possible multi-story sky-gardens?), and the fenestration into service elements.

General) Multiple eye-level street perspectives showing the project and especially all of the lower levels in context.

City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN REVIEW

SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

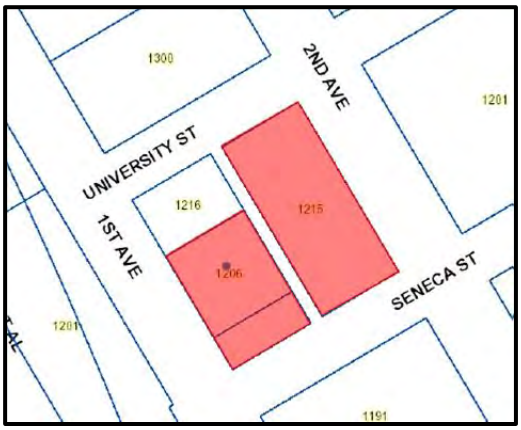
Project Number:	3019177
Address:	1201 2nd Avenue
Applicant:	Christian Gunter of Skanska
Date of Meeting:	Tuesday, May 19, 2015
Board Members Present:	Anjali Grant, Acting Chair Peter Krech (substitute) Alan McWain Gundula Proksch
Board Members Absent:	Murphy McCullough (recused) Mat Albores
DPD Staff Present:	Garry Papers, M.Arch, Senior Land Use Planner

SITE & VICINITY

Site Zone: East Parcel: DOC1 U/450/U
West Parcel: DMC 240/290-400

Nearby Zones: (North) East: DOC1 U/450/U
West: DMC 240/290-400
(South) East: DOC1 U/450/U
West: DMC 240/290-400
(East) DOC1 U/450/U
(West) DMC 240/290-400

Lot Area: East Parcel: 25,812 sq ft
West Parcel: 17,649 sq ft



Current Development:

East Parcel: Two existing mixed use buildings, 2 and 5 stories tall. The south Seneca building at 1201 2nd Avenue, was denied nomination by the Seattle Landmarks Preservation Board on 9/05/2014 (letter LPB 517/14). The north Galland Building at 1211 2nd Avenue was denied nomination by the Seattle Landmarks Board on 9/19/2014 (letter LPB 550/14). West Parcel: Three narrow commercial buildings, two stories tall, and a vacant parcel at the southwest corner.

Surrounding Development and Neighborhood Character:

The block is in the heart of the mixed use core of downtown Seattle, with a mix of cultural, office, hotel and residential uses nearby. The Seattle Art Museum and Benaroya concert Hall are to the north, and major office towers are to the east and south. The University station of the light rail line is immediately across the northeast intersection.

Access:

Pedestrian access is from the four surrounding street sidewalks. Vehicle access is via the existing north-south alley. (Note: the alley is not continuous to the south or north from this block)

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The project includes two sites straddling the alley between Seneca and University Streets, and includes the assumed vacation of ¾ of the southern length of that alley. The existing Diller Building at the northwest corner of the block is not included in the project, and its associated alley stub is not part of the vacation.

The applicants proposed project is a 34 story office tower of approximately 690,000 sf of office and 43,000 sf of retail and mixed commercial at the ground and lower levels. Parking for 500 cars and loading would be below grade, accessed off Seneca Street. The below grade floors and lower levels would occupy the vacated alley, and the 34 story tower would be located on the east parcel fronting 2nd Avenue. An 18 story office wing projects along Seneca to 1st Avenue. A four story tall 'undercroft' occupies the site below the office tower, occupied by lobbies, retail, building cores and publically accessible courtyards.

FIRST EARLY DESIGN GUIDANCE February 17, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3019177) at this website:

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

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

During public comment, the following issues and concerns were raised:

- Concerned that the proposed lower levels do not reinforce a pedestrian scaled, finely grained form compatible with the immediate street wall context, particularly along 2nd Avenue.
- Concerned that the proposed tower lacks a distinct base scale, and that the tall exposed columns reinforce only a high rise scale to the street.
- Concerned about the experiential quality of the proposed roof terraces in the undercroft below the lifted tower, especially in terms of spatial tightness, sunlight penetration and wind impacts.
- Supported the innovative design concept and initial renderings presented.
- Supported the concept that exploits the vacation and creates mid-block public spaces with a diverse mix of uses, and also activating street edges.
- Supported the addition of more trees and more diverse and active evening uses for residents in this district.

PRIORITIES & BOARD RECOMMENDATIONS

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

FIRST EARLY DESIGN GUIDANCE February 17, 2015

1. BLOCK PARTI/CONCEPT & "LIFT":

a. The Board enthusiastically endorsed the design concept which "lifts" the tower up, creates a mixed-use and public undercroft, and exploits the spatial, circulation, use and view opportunities of the site's steep slope. This support is qualified by the numerous studies and conditions described below, and the Board requests extensive

large scale sections through the complex proposal, to ensure various concerns are addressed or mitigated. (A1, B3, D1)

b. The Board supported the preferred ground level concept plan, and the diagonal circulations, interior courts and occupiable terraces are strongly supported in principle as expansions of the typical sidewalk public realm. However, they must be well-activated and not supplant perimeter activation and scale. (C1, D3)

c. The Board supported the level soffit under the tower, with the lower 'village' of commercial levels stepping down with the slope, as it opens the bay-facing west sides to more sunlight and views. This assumes the key structural columns are resolved, and the street wall definition and use concerns are balanced. The eventual correct height and scale of the soffit is dependent on a series of sectional, urban perspectives and micro-climate studies, to verify the experiential vitality and quality of this large, unusual space in the city. (B4, D1)

d. The Board understood the intent to not fully enclose the undercroft or create a winter garden, but would like to review a micro-climate analysis of sun penetration and winds that will inform the detailed massing and design of the interior lower levels and public spaces, in particular the terraces above the commercial uses. To fulfill the urban consequences of the 'lifted tower" these places must be pleasant and dynamic extensions of the public realm, with useful circulation, interesting uses, and/or lush plantings and gardens. (C5, D2)

2. LOWER LEVEL MASSING & STREET PERIMETER:

a. The Board supported the preferred massing scheme and its 2-4 story minimum street walls along 1st, University and Seneca Streets; large scale street elevations are needed to confirm the scale and how the permeable (doors) and activated edges negotiate the sloping sidewalks. (C2, C3)

b. The Board agreed with the primary office lobby address on 2nd Avenue, with a tall, light filled lobby to mitigate the afternoon self-shadowing from the tower. The Board also endorsed the tall but modulated tower with deflected ends being strong on that street. (B4, C4)

c. The Board strongly supported the tall, 2-story retail spaces shown on most of the perimeter, and particularly along the majority of 1st Avenue. The Board supported the voluntary sidewalk setback along most of 1st, but advised a transition back to the Diller street façade, rather than the abrupt exposure of the Diller sidewall. (B1, C1)

d. The Board endorsed all the parking, loading and service access to occur mid-block on Seneca, and supported the stated intent to increase the depth of retail at the southwest corner, and to create retail frontage along all edges of the diagonal and central courtyard. (E1, E2, E3)

e. The proposed pedestrian treatment of the alley stub behind the Diller building was endorsed by the Board, as well as the deflected edge of the proposal along University Street; that will wrap activating uses into the alley and provide a pedestrian link into the block center, should that alley be occupied by vehicles in a current or future Diller building scenario. (C6, D3)

f. The Board advised the applicants to carefully assess and integrate the 2 'blank walls' of the Diller building which will become highly visible to the undercroft of the proposal, and adjacent streets. (B2)

3. MID-BLOCK USES & ACTIVATION:

a. The Board endorsed the concept of mixed uses, stepping forms, and strategically located ramps through the mid-block, but unanimously agreed the complexity of ramps and movement presented should be simplified and clarified, to ensure a legible public circulation system, with genuine destinations that draw users to terraces and viewpoints. A public ramp to valuable viewpoints/destinations is welcome, and the southeast corner terrace appears most promising as a major destination. (D1, D3)

b. The Board agreed a few "discovery pathways" are acceptable (Pike Place Market was cited), but the predominant circulation and way-finding should be generous, legible and very well-lit. The perimeter uses of the central courtyard are essential to the concept, and should all be very activating to maximize user comfort and safety. The Board supported the cultural and office-loft diversity of uses stated. (D1, D5, D6)

c. The Board agreed the primary at-grade diagonal desire line is from the southwest to the northeast, and supported a recess at the critical southwest street corner. (C1)

d. The Board agreed the circulation diagonals are not equal in activity and possibly size, and they may not need to be symmetrical on the block; the southeast corner was suggested as a possible starting point for the primary ramp, and/or that diagonal pathway might be a glazed portal that orients and distinguishes that entry from the other corners. (C2, D3)

e. The Board was enthusiastic about public uses of the roof terraces above the commercial 'village', including a mix of active destinations such as cafes, and more peaceful gardens. Both should include vegetation and low parapets that show users to the streets below, and possibly integrated windscreens/lighting elements. (D3)

f. The Board agreed all the elevations of the 2 exposed cores will be essential to the character of the undercroft, and their materials, lighting and shadow impacts should be carefully studied as part of the other section and perspective studies. (B2)

4. TOWER EXPRESSION:

a. The Board endorsed the two stepped and interlocked forms of the office program, and the proposed setback of the northwest mass from the Diller Building. At the next meeting, the applicants should provide alternatives for the materiality and composition of these two forms, and whether they are unified or distinct. (B4)

b. The Board agreed the tall, visible structural columns are strategic components of the concept, and discussed them at length. They supported a strong techtonic expression, and were intrigued by the branching forms proposed. However, the Board was not certain the columns all had to be the same form, or if they all must be visible to grade. The Board agreed the logic of how such a large, lifted tower is grounded, is very important, and further studies are required, including how the bottom floor(s) of the tower transitions to the columns. (B2, B4)

c. The Board endorsed the offset core along 2nd Avenue, and the expression and modulation of that core to the façade. The Board endorsed more study of the core's central zone facing 2nd Avenue (possible multi-story sky-gardens?), and the fenestration into service elements. (B4, C2)

d. The Board endorsed tower facades that express the structural system (diagrid or other), and the notion of a rooftop transition that feathers to the sky, but they were not convinced about the southwest directionality of the trellis shown. (A2)

e. The Board agreed the tower height and profile fits well into the larger downtown skyline, especially viewed from the west, where the tower joins a row of mid-height towers, rather than being taller (which zoning allows). (A2, B1)

SECOND EARLY DESIGN GUIDANCE May 19, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3019177) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

During public comment, the following issues and concerns were raised:

- Supported the pedestrian scale and porosity of the lower levels, and the open spaces available for pedestrians.
- Suggested transparent or translucent loading doors to the Seneca sidewalk.
- Supported the variety of architecture on the ground level perimeter.
- Advocated that high quality public art be integrated throughout the public areas of the proposal.
- Concerned the proposed tower not block light and air to the adjacent Diller Building.
- Supported the retail "village" as it will bring needed activities, services and amenities to residents in the area.

PRIORITIES & BOARD RECOMMENDATIONS

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

FINAL EARLY DESIGN GUIDANCE May 19, 2015

5) GROUND PLANE & LOWER LEVELS:

A) The Board regretted the absence of complete and clear floor plans for the four key lower levels (1st Avenue +65; Alley level +78; 2nd Avenue +90; 'roofscape'+115), but understood the spatial concept enough to endorse the basic simplification of pedestrian routes and the spatial zones intended. The Board endorsed the primary public overlook at the southwest corner, supported - but not privatized – by the adjacent 'creative commons'.(B3; D1)

B) The Board agreed the public ramp to the overlook needs adjusting and widening to ensure it is welcoming to pedestrians at the corner, and that its directional sightlines (currently focused on a concrete core) are not pinched by the 'commons'. (D1)

C) The Board agreed the ADA route from 1st Ave to the 'alley plaza' was not clear or intuitive, and the stated 'hillclimb assist' interior lobby/elevator should be more transparent and evident to all public users. Similar concern was expressed for the ADA and/or public route from the midblock on 2nd Ave to the 'alley plaza' level, which was not clear. (C1; D1)

D) The Board supported the transparent corner retail and access stairs at the 1st Ave midblock, but not the height of the 'overlook dining', due to the shadows it casts on public steps, and the tall, unfriendly wall it presented to 1st Avenue. These stairs appear overly privatized, and the ephemeral perspectives shown were not clear or definitive enough to confirm this or other ground floor conditions. (C1; C3; D1)

E) The Board supported the large central court, and the implied degree of perimeter activating uses. The Board was skeptical the loading dock –no matter how programmed - would provide consistent activation, but supported that wall being transparent or translucent. The landscaping strips appear random and clutter the plaza for flexible uses. The Board requested detailed lighting studies to ensure the 'village' is safely but not glaringly well lit. (D1; D2; D3)

F) The Board supported the diagonal stairs from the northeast corner, and the substantial bike parking presence at the bottom, off the alley stub. A bike runnel on these stairs from the 2nd Ave cycle tracks was suggested. The Board supported the low, wide seating steps on the east side of the 'wedge' and encouraged they wrap onto the University frontage as well, to energize that important pedestrian corridor. (B1; C1; D1)

6) LOWER PERIMETER ELEVATIONS:

A) The Board regretted the absence of complete and clear elevations for the essential lower levels, but understood them enough to provide some guidance. The primary concern was that the lower levels exhibited an entirely different architectural character at odds with the tower columns and facades above. The Board strongly endorsed the design development of the 'V' columns, but recommended substantially more integration of the architectural elements above and below the soffit. (B4; C2)

B) The Board endorsed the 2-story height and relatively transparent storefront character shown on 1st Ave, and the setbacks which allow the structural 'V' columns to be in the round. (C1; C3; C4)

C) The Board supported the stepped street wall along Seneca and the high transparency at the corners, but was less certain about the translucent portion suggested at the mid-block loading zone; detailed study of façade materials, canopies and lighting options is needed. (C1; C3)

D) The Board tentatively supported the short street wall 'folly' of the 'SAM wedge' on University, and its large activating retail windows onto the street and the alley. (C2; C3)

E) The Board supported the double-height, highly transparent and skylit lobby along 2nd Ave, but agreed the merging of the 'V' columns into the core elements above needed better resolution. Possibly the vertical core elements should be brought to ground. The Board strongly supported the three tall, transparent retail corners that wrap into the inner 'village' from the 2nd Ave sidewalk, and the publically populated roof deck above the lobby/retail, but questioned how the public and disabled will intuitively access them. (B1; B4; C1)

F) The Board agreed the large tower soffit will be highly visible to the public on adjacent streets and function as a sky for the 'village' below, and agreed neither of the two design studies shown was compelling. The rectangle and infill was too banal, and the dia-grid

was too alien to the design language; further studies are required, including generous but not glaring night lighting for all portions and places under the soffit. (B4; D5; D6)

7) TOWER & ROOFTOPS:

A) The Board supported the reduced tower height as a better fit into the downtown skyline, as trade-off for the enlarged office floor plates since EDG #1. The Board also supported the revised, symmetrical stairs and simpler modulation along the 2nd Ave elevation, and the more solid mass elements that anchor that façade to the street (also see comment 6E). (A2; B4)

B) The Board supported the double-height horizontal 'notch' on the south façade that interlocks the two towers, and the west-facing corner balcony/notches that modulate the tower every fifth floor. (B4)

C) The Board supported the structural system and trellis above the lower tower mass, but recommended it be raised to approximately align with the 'notch' along Seneca; this creates a stronger interlock and better proportions to the waterside elevation. (B2; B4)

D) The Board supported the structural system and symmetrical (except for the minor cut out) rooftop trellis, but agreed it appeared too short and compressed; the height should be raised approximately one more floor to mostly or fully conceal the equipment screen. (A2; B4)

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

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

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

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;

e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

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

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

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

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

ARCHITECTURAL EXPRESSION

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

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

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

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

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

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

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

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

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

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,

f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

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

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

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

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

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

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

THE STREETSCAPE

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

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

a. reinforce existing retail concentrations;

b. vary in size, width, and depth;

c. enhance main pedestrian links between areas; and

d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

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

e. open facades (i.e., arcades and shop fronts);

f. multiple building entries;

g. windows that encourage pedestrians to look into the building interior;

h. merchandising display windows;

i. street front open space that features art work, street furniture, and landscaping;

j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

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

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

a. the fenestration pattern;

b. exterior finish materials;

c. other architectural elements;

d. light fixtures and landscaping elements; and

e. the roofline.

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

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

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;

b. visibility into building interiors;

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

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

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

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

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

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

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

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

d. locating the alley parking garage entry and/ or exit near the entrance to the alley;

e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and

f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

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

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

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.

b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.

c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.

d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;

j. entry enhancements such as landscaping along a common pathway;

k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

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

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. include a special feature such as a courtyard, fountain, or pool;
c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

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

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

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and

f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

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

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

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

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

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

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

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

VEHICULAR ACCESS AND PARKING

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

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
g. provide sufficient queueing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the **project better meet these design guidelines priorities and achieve a better overall project design** than could be achieved without the departure(s). The Board's final recommendation will be reserved until the final Board meeting.

At the time of the **Final** Early Design Guidance, the following departures were requested:

1. **Façade Setback Limits (SMC 23.49.056.B.1):** The Code requires a property line facade at or within 2 ft of 1st Avenue for facades above 15 ft height, with very prescriptive exceptions. The applicant proposes structural columns and a tower façade (starting at about 50 ft high) at the property line, but proposes a 31 ft long open gap at the Diller Building, the rest of the façade between the sidewalk and 50 ft to be setback 9 ft for the majority of 1st, and an 18 ft setback at the southwest corner.

   The Board indicated receptivity for this extra setback, the even deeper setback at the southwest corner, and for the gap at the Diller Building, as long as refinements under 5D above are implemented. The proposed setbacks create a tall retail frontage and the large expressive 'V' columns hold the street wall. (B3; C1; C2)

2. **General Setback Limits (SMC 23.49.056.B.2.d):** The Code requires a consistent streetwall along 2nd, Seneca and University streets, with maximum corner recesses of 20 ft x 20ft. The applicant proposes deeper or longer recesses at all three corners: 26 x 32 ft at 2nd Avenue and University; 10 x 50 ft at 2nd and Seneca; and 20 x 50 ft at 1st and Seneca.

   The Board indicated receptivity for the deeper recesses, as they are all framed by highly transparent retail corners and other activating elements. The detailed designs

of the paving and preliminary porches/railings shown will require future Board review to ensure these 3 corners are pedestrian friendly and not overly privatized. (C1; D1)

3. **Minimum Façade Height (SMC 23.49.056.A):** The Code requires minimum façade heights as follows: 1st Avenue, 2nd Avenue and University St. = 35 ft; Seneca (east half) = 25 ft; Seneca (west half) = 15 ft. The applicant proposes a compliant facade on both halves of Seneca, and apparently along 2nd Avenue, but dimensioned elevations are needed. 1st Avenue facades are 30-34 ft tall, and the small facade on University is about 40 ft long (in a 100 ft street wall length) and 12-20 ft tall.

   The Board indicated receptivity to the minor reductions in the minimum height shown along 1st, but was very cautiously receptive to the short and low street wall proposed for the 'folly' on University. While understanding the desire for open sight lines into the alley and central court, that could be achieved with screen walls and frames that still define the street edge; the Board stated the 'folly' must be highly detailed and "a beautiful exception" to justify the proposed degree of non-conformance. (B3; C2)

4. **Overhead Weather Protection (SMC 23.49.018.A):** The code requires continuous weather protection along the entire street frontage of a lot, except where setbacks are greater than 5 ft from the property line, or at driveways. The applicant proposes an 8 x 100 ft long canopy over the sidewalk along 2nd Avenue, and no other canopies over the property line, even where the façade is not setback 5 or more ft.

   The Board indicated no receptivity to the proposed absence of canopies on Seneca and University, and agreed the soffit was too high above the sidewalks to afford consistent protection to pedestrians. The Board suggested different designs and scales of canopies for each architectural condition, including the recessed corners. The Board recognized gaps might be appropriate to not visually "knee-cap" primary elements such as the large 'V' columns on first, but protection should be mostly consistent and especially on the 1st Avenue, bay-facing exposures. (C5)

5. **Upper Level Width Limit (SMC 23.49.058.C):** The Code requires a maximum tower width of 145 ft parallel with the avenues, above 240 ft height. The applicant proposes a consistent tower width of 179 ft, with no stepping at 240 ft.

   The Board indicated receptivity for this departure as it preserves the required view corridor setbacks on both east-west streets, creates a unified building (B4) and maintains a lower overall building height that compliments the tower forms in the immediate vicinity. (A2; B4)

6. **Façade Modulation (SMC 23.49.058.B):** The Code requires façades above 85 ft high to have maximum lengths as follows, unless they are set back 15 ft or greater from the property line, or are separated by inset modulations that are 15 ft minimum deep x 60 ft minimum length: 86-160 ft = 155 ft long; 161-240 ft = 125 ft long; 241-500 ft = 100 ft

long; 501+ ft = 80 ft long. The applicant proposes the 179 ft façade along 2nd avenue (at the property line) to have a central recessed modulation that is 10 ft deep and 45 ft long, leaving the two flanking facades to be 67 ft wide each.

The Board indicated receptivity for the reduced modulation size, especially as it creates property line facades well below the 100 ft maximum length, and it also provides a strong vertical scaling element and a solid/glazing contrast on the prominent elevation (also see 6E comments). (A2; B2; B4)

BOARD DIRECTION

At the conclusion of the Final Early Design Guidance meeting, the Board recommended moving forward to MUP application, responding to the guidance above.
In addition to other checklist requirements, the following drawings shall be provided in the submitted MUP drawings, and in the next DRB booklet, and any pre-requisite studies should be reviewed prior with the planner:

1) **Complete and clear floor plans (1 per sheet for legibility)** for the four key lower levels (1st Avenue +65; Alley level +78; 2nd Avenue +90; 'roofscape'+115), including extensive spot elevations, all property lines in red, all uses labeled, all glass walls clearly shown, all perimeter doors shown, and multiple overall and incremental dimension strings. All unique tower floor plans (eg 3,13, 35) and typicals (eg 4-12; 14-34, but include all balcony conditions) shall be included.

2) **Extensive large scale cross sections (1 per sheet for legibility)** through the lower 6-7 floors of the complex proposal, including the through-block pathways. Include spot elevations and floor to floor dimensions, show Diller, cores and 'village' elevations beyond accurately with conventional line weights and label all uses.

3) **Four large scale street elevations (1 per sheet for legibility),** of lower 5-7 floors, showing all materials, colors, doors, glazing and mullion patterns, and multiple dimensions and spot elevations. Zoom-ins are welcome, but show the actual specific, proposal. Interior elevations to supplement the above cross sections and show all interior elevations from the central court should be provided.

4) **4-6 ground level perspectives of the project corners**, and 4 mid block zoom-in perspectives; similar to page 4.19 and 4.03 of the EDG#2 booklet (but with school buses, street trees, light poles and other obstructions edited out). Show materials, colors, glazing, doors etc consistent with all plans, elevations and sections.

5) **Soffit reflected ceiling plan and perspectives, and lighting studies**, including detailed sections at all core and column intersections. Include lighting fixture cut sheets to provide generous but not glaring night lighting for all portions and places under the soffit.

Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

Please reference Section 4 for Company Information.

Provide a proposed development schedule and timeline.

Project Design: 4Q14-2Q16

Project Entitlements: 4Q14-1Q16

Project Construction: 3Q16-1Q19