Vacation Applications

for the

WSCC Addition

Block 33, Block 43, Block 44, Olive Way & Terry Avenue



December 10, 2015

prepared for

Seattle Department of Transportation

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WSCC Addition

Vacation Petitions

Block 33, Block 43, Block 44, Olive Way & Terry Avenue

December 10, 2015

This **Vacation Petition** application consists of descriptive text, which is presented below, followed by a **Figures Section** and **Appendices**. Key figures in that section include: the 9-block urban context maps, site plans, lot and building dimensions, lot ownership, illustrations of the vacation and non-vacation alternatives, building elevations, landscaping, and proposed Green Street and pedestrian amenities.

This vacation packet includes the following streets and alleys (see **Figure 4** in the **Figures Section**):

- Block 33 (Site B): the alley bounded by Howell Street to the north, Terry Avenue to the east, Olive Way to the south and Ninth Avenue to the west.
- <u>Block 43 (Site C)</u>: the alley bounded by Howell Street to the north, Boren Avenue to the east, Olive Way to the south, and Terry Avenue to the west.
- Block 44 (Site A): the alley bounded by Olive Way to the north, Boren Avenue to the east, Pine Street to the south and Ninth Avenue to the west.
- Olive Way: the portion of which that is bounded by Ninth Avenue to the west and Boren Avenue to the east.
- <u>Terry Avenue</u>: the portion which that is bounded by Howell Street to the north and Olive Way to the south.

The petition for each vacation is divisible from the collective vacation packet. The vacations are presented together to prevent duplicative information. Unless information is labeled as specific to one right-of-way, then the information applies to all five vacations.

The WSCC understands that the City expects a broad indemnity to address risks that would allocate full responsibility to WSCC to accept short and long-term risks related to engineering and constructing their loading docks under a major city arterial right-of-way with overhead subsurface utilities.

Indemnification for Subterranean Vacation of Olive Way

The indemnification will provide for the following:

 WSCC will work on language with the city to defend, indemnify, and hold the City harmless for any damages caused by the subterranean Olive Way street vacation by reason of the construction, operation, use, or removal of components of the WSCC Addition Project constructed under Olive Way pursuant to the subterranean Olive Way street vacation, including any damage to the WSCC Addition Project; WSCC will work on language with the City to indemnify the City for any increased costs associated with future necessary utilities within Olive Way that are above and beyond the costs that would be incurred without a subterranean Olive Way vacation.

The following responds to each of the 25 requirements of a complete *Vacation Petition* application.

- Filing Fee: A check in the amount of \$450.00 and made payable to City of Seattle
 Department of Finance is included as part of the petition application for the proposed rightof-way vacations.
- 2. Required Signatures: 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.

The signed petitions for each proposed right-of-way vacation are included in **Appendix A** of this Vacation Petition application. **Figure 5** in the **Figures Section** of this packet shows the ownership adjacent to each right-of-way.

Name and Address of Property Owners Adjacent to the **Block 33 (Site B)** Right-of-Way Proposed for Vacation (see **Figure 5** in the **Figures Section**):

West portion of this block: Sound Transit

Central Puget Sound Regional Transit Authority

401 S. Jackson St. Seattle, WA 98104-2826

East portion of this block: Vivie Kollias

17716 – 13th Ave. NW Shoreline. WA 98177

WSCC Jeff Blosser

President/CEO

800 Convention Place Seattle, WA 98101

Name and Address of Property Owners Adjacent to the **Block 43** (**Site C**) Right-of-Way Proposed for Vacation (see **Figure 5** in the **Figures Section**):

West portion of this block: WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101

East portion of this block: WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101

Name and Address of Property Owners Adjacent to the **Block 44 (Site A)** Right-of-Way Proposed for Vacation (see **Figure 5** in the **Figures Section**):

West portion of this block: King County

General Manager's Office 1201 S. Jackson St. KSC-TR-0415

Seattle, WA 98104-3856

• East portion of this block: WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101

<u>Name and Address of Property Owners Adjacent to the **Olive Way** Right-of-Way Proposed for Vacation (see **Figure 5** in the **Figures Section**):</u>

• North of Olive Way and West of Terry Avenue:

Sound Transit

Central Puget Sound Regional Transit Authority 401 S. Jackson St.

Seattle, WA 98104-2826

WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101 • North of Olive Way and East of Terry Avenue:

WSCC

Jeff Blosser President/CEO 800 Convention Place Seattle, WA 98101

South of Olive Way and West of Terry Avenue:

King County

General Manager's Office 1201 S. Jackson St. KSC-TR-0415 Seattle, WA 98104-3856

South of Olive Way and East of Terry Avenue:

King County

General Manager's Office 1201 S. Jackson St. KSC-TR-0415 Seattle, WA 98104-3856

WSCC

Jeff Blosser President/CEO 800 Convention Place Seattle, WA 98101

Name and Address of Property Owners Adjacent to the **Terry Avenue** Right-of-Way Proposed for Vacation (see **Figure 5** in the **Figures Section**):

West of Terry Avenue: Vivie Kollias

17716 – 13th Ave. NW Shoreline, WA 98177

WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101

East of Terry Avenue: WSCC

Jeff Blosser President/CEO

800 Convention Place Seattle, WA 98101 3. <u>Community Information</u>: 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.

Given the nature and scale of the proposed *WSCC Addition*, to-date WSCC has provided numerous opportunities for public awareness, involvement, and comments regarding the proposed addition, preliminary design considerations of the project, and the range of alternatives and environmental elements that are analyzed in the DEIS. Such opportunities will continue through the entitlement and construction process associated with the project. Information regarding some of these meetings is provided in **Appendix B** to this Vacation Petition application.

Key opportunities for community involvement that have occurred include the following:

WSCC Public Facilities District

- Meetings of the Public Facilities District Board are open to the public and public comment is generally allowed as noted on the agenda, consistent with the open public meetings act.
- The WSCC websites (www.wscc.com and www.wsccaddition.com) provide information concerning the proposed wscc.com and opportunity for public comment.
- The WSCC 2014 Annual Report provides information concerning the proposed WSCC Addition with an online link for public comments/questions.

Environmental Impact Statement Process

EIS Scoping

Notices

- Notice of the proposed **WSCC Addition** project and the associated EIS process was issued February 13, 2015, and mailed to 93 recipients, including: agencies (federal, state, regional, local), tribes, organizations, and others (property owners proximate to the site and individuals that had previously expressed interest in the project).
- Notice was mailed to the WA Department of Ecology for posting in that agency's statewide, online SEPA Register.
- Notice was submitted to The Seattle Times and the Daily Journal of Commerce, both for official publication and as a basis for subsequent news articles.
- Notice of the project and the EIS Scoping process was posted on streets surrounding the site of the proposed **WSCC Addition**.
- Information was posted on the Washington State Convention Center website and on the WSCC Addition website.

Public Comment Period

The EIS Scoping period occurred from February 13, 2015 through May 15, 2015 – a period of 91 days.

EIS Public Scoping Meeting

- An EIS Scoping meeting was held March 3, 2015. The purpose of the meeting was to obtain comments from agencies, organizations and individuals regarding alternatives to be analyzed in the DEIS and environmental issues to be evaluated. Background information concerning the project was provided, including: purpose and need for the project and preliminary massing considerations.

EIS Scoping Summary

- At the conclusion of the EIS Scoping process, an EIS Scoping Summary was prepared and provided to the City of Seattle Department of Planning and Development.

City of Seattle Early Design Guidance (EDG)

Notices

- Notice of the EDG #1 meeting was published by the Seattle Department of Planning and Development. The notice included preliminary urban design considerations associated with the proposed WSCC Addition.
- Notice of the EDG #2 meeting was published by the Seattle Department of Planning and Development. The notice included preliminary massing concepts for the proposed WSCC Addition.
- Notice of the EDG #3 meeting was published by the Seattle Department of Planning and Development. The notice included preliminary massing concepts for the proposed WSCC Addition.

Public Meetings

- EDG #1 occurred May 19, 2015, and provided an opportunity for public comments.
- EDG #2 occurred July 21, 2015, and provided an opportunity for public comments.
- EDG #3 occurred October 6, 2015, and provided an opportunity for public comments.

Planned Community Development (PCD) Public Meeting

Planned Community Development is a zoning process¹ that is available to large tracts of land in the City's Downtown zones. The PCD process provides additional development flexibility with an aim of achieving specific public benefits. WSCC indicates that this process is being considered for the proposed **WSCC Addition**. As required, DPD held a public hearing on September 2, 2015, to receive comments concerning possible public benefits that should be considered for the proposed **WSCC Addition**.

Community/Neighborhood Meetings

In addition to the opportunities for public comment noted above, WSCC has held numerous meetings with community groups/neighborhood organizations, adjacent property owners, the business community, public agencies, and interested parties. Listed below are the community, neighborhood organizations, and business groups that have been contacted regarding the proposed **WSCC Addition** project and the proposed vacations.

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SMC 23.49.036

Recent presentations include:

- Downtown Seattle Association Board of Directors May 28, 2015
- Pike/Pine Urban Neighborhood Council (P/PUNC) June 30, 2015
- Horizon House July 29, 2015
- Capitol Hill Community Council leadership September 2, 2015
- Paramount Theatre leadership September 4, 2015
- Denny Triangle Neighborhood Association September 15, 2015
- Broadmoor Breakfast Group September 17, 2015
- Capitol Hill Chamber of Commerce Board of Directors September 22, 2015
- Community Development Roundtable November 2, 2015
- First Hill Improvement Council November 4, 2015

Media

To date, the proposed **WSCC Addition** has received coverage in the following media: The Seattle Times, Daily Journal of Commerce, Puget Sound Business Journal, Yakima Herald, Capitol Hill Times, Curbed Seattle, Successful Meetings, Capitol Hill Seattle Blog, Seattle P-I and local broadcast stations.

On-Going Meetings/Public Notice

Meetings with the community and agencies, as well as media coverage will continue as the proposed **WSCC Addition** progresses through the entitlement and construction phases of the project. Upcoming opportunities for public comment include:

Draft EIS

Notices

- Notice of the WSCC Addition DEIS will be mailed to agencies (federal, state, regional, local), tribes, organizations, and others (property owners proximate to the site and individuals that had previously expressed interest in the project).

Public Comment Period

 The DEIS comment period will occur from late January 2016 through March 2016 – a period of approximately 45 days.

DEIS Public Meeting

- A DEIS public meeting is scheduled for February 2016. The purpose of the meeting is to obtain comments regarding the DEIS.

City of Seattle

Notices

- Notice of future Design Review Board meetings will include proposed design details.
- Master Use Permit Signs (MUP) Following submittal of MUP applications associated with the proposed WSCC Addition, large MUP signs will be posted on streets that border the site to inform the public of the proposed project and provide information concerning public comment opportunities.

- MUP Submittal – Following submittal of the MUP applications, DPD will publish notice of the applications in the City's Land Use Information Bulletin and provide a 14-day public comment period.

Public Meetings

- Design Review meetings are public meetings that provide an opportunity for public comments.
- Seattle Design Commission meetings are public meetings with an opportunity for public comments.
- The proposed WSCC Addition is expected to be reviewed and processed by the City of Seattle Department of Planning and Development as a Planned Community Development (PCD), pursuant to SMC 23.49.036. A public meeting was held on September 2, 2015, to provide an opportunity for the public to comment concerning the site, the proposed project, and priorities for potential public benefits.
- 4. <u>Development Team</u>: 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 e-mail address.

This information is included in **Appendix C** to this Vacation Petition application.

5. Right of Way Proposed for Vacation: 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.

Appendix D contains a plat map depicting Block 33 (Site B), Block 43 (Site C), Block 44 (Site A), Olive Way and Terry Avenue and a site survey depicting each block/roadway of the existing conditions on either side of the right-of-way.

Please refer to the **Figures Section** of this Vacation Petition for the following: a vicinity map (**Figures 1** through **3**) and a figure that illustrates each of the proposed right-of-ways (ROWs) to be vacated (**Figure 4**).

The legal description of the right-of-way proposed to be vacated is described as below. Refer also to the figures noted above.

BLOCK 33 (Site B)

ALL OF THAT PORTION OF A 16 FOOT WIDE ALLEY LYING SOUTH OF THE SOUTH MARGIN OF HOWELL STREET AND NORTH OF THE NORTH MARGIN OF OLIVE WAY (FORMERLY KNOWN AS OLIVE STREET), AS SHOWN IN BLOCK 33, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A BELL'S 2ND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON.

BLOCK 43 (Site C)

ALL OF THAT PORTION OF A 16 FOOT WIDE ALLEY LYING SOUTH OF THE SOUTH MARGIN OF HOWELL STREET AND NORTH OF THE NORTH MARGIN OF OLIVE WAY (FORMERLY KNOWN AS OLIVE STREET), AS SHOWN IN BLOCK 43, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A BELL'S 2ND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON.

BLOCK 44 (Site A)

ALL OF THAT PORTION OF A 16 FOOT WIDE ALLEY LYING SOUTH OF THE SOUTH MARGIN OF OLIVE WAY (FORMERLY KNOWN AS OLIVE STREET), AND NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 9, AS SHOWN IN BLOCK 44, SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A BELL'S 2ND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON.

OLIVE WAY

A SUBSURFACE DEDICATION BEING ALL OF THAT PORTION OF OLIVE WAY (FORMERLY KNOWN AS OLIVE STREET), BEING A 66-FOOT WIDE DEDICATED PUBLIC RIGHT OF WAYS LYING EAST OF THE WEST MARGIN OF 9^{TH} AVENUE (FORMERLY KNOWN AS 9^{TH} STREET) AND WEST OF THE EAST MARGIN OF BOREN AVENUE (FORMERLY KNOWN AS 11^{TH} STREET), AS SHOWN ON THE PLAT OF THE SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S 2^{ND} ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON;

THE VERTICAL LIMITS OF THE ABOVE DESCRIBED LYING BELOW AN INCLINED PLANE LOCATED 8 FEET BELOW THE ESTABLISHED STREET GRADE MORE PARTICULARLY DESCRIBED AS HAVING AN ELEVATION OF 144.14 FEET AT THE EASTERLY END OF THIS SEGMENT OF OLIVE WAY AND AN ELEVATION OF 132.15 FEET AT THE WESTERLY END OF THIS SEGMENT OF OLIVE WAY; TOGETHER WITH THAT PORTION OF TERRY AVENUE LYING WITHIN THE ABOVE DESCRIBED AREA AND SOUTH OF THE NORTH MARGIN OF OLIVE WAY AND NORTH OF THE SOUTH MARGIN OF OLIVE WAY.

SAID ELEVATIONS DESCRIBED HEREIN ARE EXPRESSED IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AS OF THE DATE OF THIS INSTRUMENT AND ARE BASED UPON CITY OF SEATTLE BENCHMARK 3832-2205, BEING A 2-INCH DIAMETER BRASS-CAP STAMPED PLS#17676, SET AT THE NORTH CORNER OF BOREN AVENUE AND OLIVE WAY, 0.4 FEET NORTHWEST OF TOP OF WHEEL CHAIR RAMP AND 2.4 FEET SOUTH OF THE POINT OF CURVATURE AT BACK OF SIDEWALK. HAVING AN ELEVATION OF 150.13 FEET:

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

TERRY AVENUE SEGMENT

ALL OF THAT PORTION OF TERRY AVENUE (FORMERLY KNOWN AS 10TH STREET), BEING A 66 FOOT WIDE DEDICATED PUBLIC RIGHT OF WAY LYING SOUTH OF THE SOUTH MARGIN OF HOWELL STREET AND NORTH OF THE NORTH MARGIN OF OLIVE WAY, AS SHOWN ON THE PLAT OF THE SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE HEIRS OF SARAH A. BELL (DECEASED), COMMONLY KNOWN AS HEIRS OF SARAH A BELL'S 2ND ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 121, IN KING COUNTY, WASHINGTON.

6. <u>Project Location</u>: 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.

Please refer to the **Figures Section**, **Figures 1 - 4** and **6** for the following:

Project Addresses:

920 Olive Way (MUP #3018096); 1600 9th Avenue (MUP #3020176); and 1700 Boren Avenue (MUP #3020177).

- Streets Bordering the WSCC Addition Project Site: The 3-block site is bounded by Howell St. on the north, Boren Ave. on the east, I-5 on the southeast, Pine St. on the south and Ninth Ave. on the west. Olive Way bisects the 3-block site area in an east-west direction and Terry Ave. bisects the two north sites Site B and Site C in generally a north-south direction.
- Neighborhood Planning: The WSCC Addition is located within Seattle's Downtown Urban Center, which is an Urban Center Overlay that is composed of five neighborhoods for planning and growth monitoring purposes. Specifically, the WSCC Addition is located within the Denny Triangle neighborhood of the Downtown Urban Center.
- **Zoning:** The **WSCC Addition** is located within the Downtown Mixed Commercial (DMC) 340/290-400 zoning district (see **Figures Section**, **Figure 6** for a zoning map).
- 7. Reason for the Vacation: 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.

Current Site Conditions and Use

The project site is located in Downtown Seattle's Denny Triangle Urban Center Village (see **Figures Section, Figures 1, 2, 3** and **6** for site location maps). The site is located at a point in the City's Downtown street grid where direction of the street grid changes. Streets in the Denny Triangle and Belltown neighborhoods are aligned perpendicular to the North Central Waterfront – the area roughly from Stewart St. to Denny Way. Whereas streets south in the City's Commercial Core (Olive Way to Yesler Way) are oriented perpendicular to the Central Waterfront. Ninth Ave. and Boren Ave. are aligned in a northwest – southeast direction and Stewart and Howell Streets are aligned in a northeast – southwest direction.

Existing north-south alleys bisect **Site B** and **C** and a partial north-south alley is located in the east portion of **Site A**. The segment of Terry Ave. between Olive Way and Pine St. and two alleys and one partial alley segment in **Site A** were previously vacated for King County Metro's Convention Place Station.

Streets that border the three-parcel site slope downward from east to west and from south to north. Overall, the topographic change across **Sites A**, **B** and **C** approximates 54 ft. -- from the southeast corner at Pine St. and Boren Ave. to the northwest corner at Olive Way and Ninth Ave.

Existing on-site land uses includes the following:

Site A:

- King County Metro's Convention Place Station; this facility is scheduled to close with light rail expansion to the north; and
- Vacant commercial building (former automobile showroom/office) This is a 2-story masonry structure of approximately 67,224 sq. ft. (built in 1930).

Site B:

- Commercial building containing two restaurants; this is a 1-story masonry structure of approximately 3,840 sq. ft. (built in 1922);
- Commercial surface parking lot; and a
- Temporary, modular 2-story office building (Sound Transit) of approximately 2,880 sq. ft. (installed in 2008).

Site C:

- Vacant commercial building (former automobile showroom/office); this is a 1-story masonry structure of approximately 9,120 sq. ft. (built in 1950); and,
- Commercial surface parking lot.

Site Constraints

The site constraints include a significant change in grade, sloping approximately 54 feet from southeast to northwest. Along with street classification and traffic patterns, the topography limits the location for truck access to and from the site to the northeast corner of the project. This also locates the loading functions of the program in the same vicinity. The quantity, configuration, and maneuvering requirements of the loading dock required to serve the desired program is much larger than can be accommodated within the existing site footprint without street vacations. The site footprint also limits the overall size of the primary program area of the large exhibition hall.

Why the Vacations are Requested

The vacations are requested to accommodate the proposed Washington State Convention Center Addition. An opportunity exists to capture an additional \$230-240 million per year in visitor spending for the region, which manifests itself in jobs (estimated at about 3,900 per year), taxes, and other benefits. The convention center business is very competitive – residents of Seattle are fortunate to have an interesting downtown, with a good pedestrian environment and convention center in the midst of it. We need to add the elements to capture the revenue opportunity and yet keep the urban scale of our community.

The Washington State Convention Center's growing convention business provides significant economic benefits to Seattle, the Puget Sound region and the state. In the past five years, the Convention Center, at its current size, could not accommodate approximately 300 event proposals for lack of available dates or space, which equates to more than \$1.6

billion in potential lost economic benefit for the region. The WSCC Addition will enable the Convention Center to meet this demand, and has specific program requirements for larger event spaces, and more effective loading and service areas to do so.

To capture the opportunity, WSCC plans to construct a 150,000 sq. ft. Exhibition Hall with heavy load capacity, with truck loading and unloading adjacent to it on the same level, as well as the ability to drive trucks into the Exhibition Hall. This Exhibition Hall is a distinguishing factor for the Addition and it requires approximately four city blocks to achieve this adjacency. To reduce the scale, respect the urban environment, and improve the pedestrian experience, this whole level is pushed below grade. The second smaller flexible exhibition hall, meeting rooms, and ballrooms will be located above grade in the area bounded by 9th Avenue, Olive Way, Boren Avenue, and Pine Street, retaining the existing streets and enhancing the pedestrian experience on those sidewalks. The blocks north of Olive Way will include co-development in the form of apartments and offices which will activate the sidewalks and take advantage of the adjacency to the Westlake Transit Hub.

What the Vacations Contribute to the Proposed Project

The primary benefit of the collective street vacations requested is to place the large Exhibition Hall, loading docks, and other back-of-house functions below grade. This frees up the street level and upper level floor plates to accommodate a mixed-use pedestrian-focused program, allows flexibility in the massing and setbacks of the building to better respond to the site context, and creates opportunities for open space. The requested vacations also provide more flexibility for the provision of on-site public benefits.

Olive Way

The subterranean vacation of Olive Way is essential to allow the loading docks and associated service areas to be located below grade, significantly reducing the impact of these program areas. This also permits the direct connection between loading areas and the 150,000 sq. ft. Exhibition Hall at the same level, eliminating the need to provide this function through a bridge or other above-grade means. This vacation provides the option for locating the largest program area below grade without sacrificing size or functionality of adjacent service areas, and minimizing the impact of these functions on the neighborhood. The resulting above-grade program areas of the WSCC Addition are smaller in size providing more flexibility for the massing and pedestrian-focused program spaces.

The City has requested a minimum 8-foot depth for this vacation; however, the applicant requests that the City consider reducing the minimum depth if both technically feasible, subject to engineering solutions, and otherwise acceptable from a policy and public interest standpoint.

Terry Avenue

A full vacation of Terry Avenue from Howell to Olive could provide additional buildable area, but the project has elected to retain it as open to the sky. The vacation does, however, allow the project to better provide for loading egress and maneuverability, allowing better access to both north and south egress routes via access to Olive Way and Howell Street. The applicant is also considering an alternative of a subterranean only vacation of this portion of Terry Avenue.

The subsurface vacation of Terry Avenue is essential to allow the loading docks and associated service areas to be located below grade, significantly reducing the impact of these program areas. This also permits the direct connection between loading areas and the 150,000 sq. ft. Exhibition Hall at the same level, eliminating the need to provide this function through a bridge or other-above grade means. This vacation provides the option for locating the largest program area below grade without sacrificing size or functionality of adjacent service areas, and minimizing the impact of these functions on the neighborhood. The resulting above grade program areas are smaller in size providing more flexibility for the massing and pedestrian focused program spaces. The petitioner is analyzing whether the vacation would be a full vacation or subterranean only vacation.

Alley - Block 33 (Site B)

The below grade vacation of the alley on Block 33 is essential to allow the loading docks and associated service areas to be located below grade, significantly reducing the impact of these program areas. This also permits the direct connection between loading areas and the 150,000 sq. ft. Exhibition Hall at the same level, eliminating the need to provide this function through a bridge or other above grade means. This vacation provides the option for locating the largest program area below grade without sacrificing size or functionality of adjacent loading and service areas, and minimizing the impact of these functions on the neighborhood.

The above grade vacation of the alley on Block 33, allows a single co-development tower to be designed with its structure and services congruent with the loading dock configuration below. While the location of the tower is limited by its connections below grade, the vacation allows more flexibility in the massing of the podium to respond to site context and provide voluntary setbacks for better access to daylight and create open space. The planned apartment use can take advantage of proximity to the Westlake Transit Hub, complementing the other uses by creating higher street-level activation, further enhancing the pedestrian experience of the development.

Alley - Block 43 (Site C)

The below-grade vacation of the alley on Block 43 is essential to allow the loading docks and associated service areas to be located below grade, significantly reducing the impact of these program areas. This also permits the direct connection between loading areas and the 150,000 sq. ft. Exhibition Hall, eliminating the need to provide this function through a bridge or other above grade means. This vacation provides the option for locating the largest program area below grade without sacrificing size or functionality of adjacent loading and service areas, and minimizing the impact of these functions on the neighborhood. The remaining above-grade program areas of the Addition are the smaller program elements providing more flexibility for the massing and pedestrian focused program spaces.

The above grade vacation of the alley on Block 43, allows an interior ramp to access the loading dock below grade as well as a single co-development tower to be designed with its structure and services congruent with the loading dock configuration below. While the location of the tower is limited by its connections below grade, the vacation allows more flexibility in the massing of the podium to respond to site context and provide voluntary setbacks for better access to daylight and create open space. The planned commercial office use takes advantage of proximity to the Westlake Transit Hub, complementing the other uses by creating higher street-level activation, further enhancing the pedestrian experience of the development.

Alley - Block 44 (Site A)

The below-grade vacation of the alley on Block 44 is essential to allow the largest program area, the 150,000 sq. ft. Exhibition Hall and its associated loading and service areas, to be located below grade without sacrificing size or functionality of adjacent loading and service areas, and minimizing the impact of these functions on the neighborhood. The remaining above-grade program areas are the smaller program elements providing more flexibility for the massing and pedestrian focused program spaces.

The above grade vacation of the alley on Block 44 is essential to providing the targeted scale and functional relationships of the program areas as well as more flexibility for the massing and pedestrian focused program spaces at grade.

Development that Could Occur as the No Vacations Alternative

Total development associated with the *No Vacations Alternative* (described as *Alternative 5* in the EIS) would be approximately 1,355,000-sq.-ft. of gross floor area (see the **Figures Section, Figures 7** and **8** for a site plan of the *No Vacations Alternative*). The site associated with the *No Vacations Alternative* would only include **Site A**; excluded from this site area would be the City right-of-way (2,879 sq. ft.) that is located within **Site A**. No codevelopment is proposed as part of the *No Vacations Alternative*.

The above-grade building configuration of the *No Vacations Alternative* would be comparable to that of the *Vacation Alternative* for **Site A**; the reduced footprint would result in smaller floor areas both above and below-grade and the depth of excavation would be greater under the *No Vacations Alternative*. The smaller site area associated with the *No Vacations Alternative* would result in a reduction in the total size of the exhibition halls (200,000 sq. ft. vs. 250,000 sq. ft.) and meeting space (110,000 sq. ft. vs. 125,000 sq. ft.). The ballroom would be the same size as that of the Vacation Alternative. Because of the reduced footprint, back-of-house functions (e.g., freight unloading/ loading) would be constrained and exhibit halls would not be configured as large, rectangular spaces. Rather than the 8-level facility associated with the *Vacation Alternative*, development associated with the *No Vacations Alternative* would be a 7-level complex. Pedestrian access to the Convention Center would be the same as that of the *Vacation Alternative*.

The total gross floor area of the Convention Center associated with the *No Vacations Alternative* would approximate 1,159,000 sq. ft., roughly 0.5 percent smaller than that of the *Vacations Alternative*. See the **Figures Section** on **Figure 27** for a graphic comparing the development with and without the vacations.

The amount of street-level uses that are proposed under the *No Vacations Alternative* would approximate 18,000 sq. ft., which is approximately 28 percent less than that of the Vacation Alternative. The location of retail would be largely along Olive Way and Ninth Ave.

Parking would be provided. It is estimated that the *No Vacations Alternative* could provide approximately 600-700 vehicles, which is 12.5 percent fewer than the high-end associated with the *Vacations Alternative*. Vehicles would enter and exit the parking garage via Olive Way.

As with the *Vacations Alternative*, one level of truck loading would be provided below-grade. Trucks would enter and exit from a dedicated truck ramp at Olive Way.

The *No Vacations Alternative* does not fulfill the programmatic needs of the project. The *No Vacations Alternative* is tasked to accommodate programmatic needs on a significantly smaller footprint. The result is a much more congested site, which does not allow the same flexibility to provide a better response to community and site context to modulate the massing, provide mixed use co-development (including retail), voluntary set-backs, or public open space. The *No Vacation Alternative* also does not include the extensive public benefits achievable with the vacations.

8. Project Description: 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.

Current Site Conditions and Use

Please refer to Section 7 above for a description of the current site conditions and uses.

Proposed Project

The overall site associated with the proposed project encompasses **Sites A**, **B** and **C** (see Figures 9-25 in the Figures Section). In addition, this alternative would include City rights-of-way that are located within **Sites A**, **B** and **C** and intervening rights-of-way between these sites.

The proposed project, which is identified as *Alternative 4.1* in the Draft EIS, consists of approximately 2.385 million sq. ft. of total development on three sites. This would be an 8-level addition to the existing Washington State Convention Center. The building height (above Olive Way) would be approximately 195 ft. The total gross floor area of the proposed Convention Center would be approximately 1,165,000 sq. ft. including approximately 25,000 sq. ft. of street-level uses (Site A), including but not limited to retail, restaurants, etc.; co-development on Site B of a 28-story, 385-unit residential tower with 8,000 sq. ft. of street-level uses; co-development on Site C with a 16-story, 575,000-sq.-ft. office tower with 10,000 sq. ft. of street-level uses; below-grade parking; full vacation of four City rights-of-way and one subterranean vacation; and a WSDOT/FHWA air rights/ground lease.

Three levels of parking are proposed within the proposed project to accommodate 700 – 800 vehicles. Ingress to the proposed parking area would be from two locations – Olive Way and Boren Ave. Egress onto Boren Ave. would be right-turn only. One level of truck loading (approximately 17 bays) would be provided below-grade. Trucks would enter the complex from Boren Ave. and would exit the site onto Terry Ave., between Howell St. and Olive Way.

9. Other Land Use Actions: 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.

SEPA

An Environmental Impact Statement (EIS) is being prepared for this project; the Washington State Convention Center (WSCC) is the SEPA Lead Agency and is coordinating preparation of the EIS.

Land Use

The applicant is seeking four Master Use Permits (MUP). The applicant is considering the option of a Planned Community Development component (PCD), per 23.49.036. The City of Seattle Department of Planning and Development (DPD) will review the MUP applications.

PCD

The aim of the PCD is to enable coordinated development of large parcels of land in portions² of the Downtown with greater public benefits than are possible with development of smaller, individual parcels. The PCD is a Type II MUP with the MUP decision made by the Director of DPD. The minimum site size for a PCD is 100,000 sq. ft. To encourage this comprehensive planning approach, the PCD process provides additional development flexibility by allowing exceptions from certain development standards in order to achieve greater public benefits. Because of the large size of the proposed site (up to three blocks of development) and complexity of the development, the PCD process can authorize a longer duration of the MUP with multiple phasing of development. The Director may also grant exceptions to certain standards. With a PCD, the DPD Director establishes priorities for public benefits. A PCD must include three or more of the following public benefits: lowincome housing, townhouse development, public open space, implementation of adopted neighborhood plans, improvements in pedestrian circulation, improvements in urban form. improvements in transit facilities, and/or other elements that further an adopted City policy and provide a demonstrable benefit. This last category allows consideration of a broad range of benefits, such as the economic development policies of the City's Comprehensive Plan. As part of the MUP, the project is going through the City's Design Review process.

The goal is to have a cohesive project where the PCD public benefits and the street vacation public benefits are presented as part of a seamless design. The proposed PCD public benefits package is contained in **Appendix E**.

If a PCD is not ultimately pursued, FAR for the co-development may have to be earned under an alternative approach, such as the incentive bonus system.

The PCD is applicable in nearly all Downtown zones except the Pike Market Mixed and Downtown Harborfront 1 zones.

City Landmarks Review

While there are no City-designated Landmarks on the project site, three existing buildings on the site meet the City's 50-year threshold criterion for historical consideration – each of the buildings were built between 1922 and 1950. All three of the buildings have been classified as Category 3 structures by the City's Department of Neighborhoods (DON), as part of the *Downtown Historic Resources Survey and Inventory* (2007).³

Since the three buildings on the site are over 50 years of age, a historic resources report (termed *Appendix A*) is required as part of the MUP application for the proposed *WSCC Addition* and the Draft EIS. An *Appendix A* report is a requirement of the Interdepartmental Agreement between the City of Seattle's Department of Planning and Development and the Department of Neighborhoods.⁴ The *Appendix A* document is a brief report that provides information regarding the building, the architect or builder, a statement of significance (e.g., current and past owners of the building and the role these uses or owners may have played in the community, city, state or nation), and photographs of the building. As part of the *Appendix A* process, the document is submitted to and reviewed by DPD, and forwarded to the City's Historic Preservation Officer for a determination of whether the structure meets any of the criteria for Landmark designation. An *Appendix A* report was completed for each of the existing, on-site buildings; each is included in **Appendix K** of the Draft EIS.

10. Vacation Policies/Transportation Impacts: 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 (A) Arterials (Terry Avenue)

Streets designated as Arterials may be vacated only when an alternative circulation route is substituted.

Guideline 1.1 (B) Access Streets (Olive Way)

Residential and Commercial. Petitions for the vacation of streets designated as Access Streets may be approved only if:

- 1. Access is retained to properties on the block where the right-of-way is located;
- 2. Circulation to properties on neighboring streets is retained;

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Category 2 structures are buildings that are eligible for consideration as a Seattle Landmarks and Category 3 structures are buildings deemed worthy for inclusion in the historic building inventory, but not eligible at this time as City landmarks.

DCLU and DON, 1995.

- 3. The right-of-way does not provide a necessary link in the continuity of a route to arterials;
- 4. Public parking provided by the right-of-way is not needed, can be provided on nearby rights-of-way, or can be replaced; and
- 5. Vacations that would result in diverting truck or commercial traffic to nearby residential streets will not be approved

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. <u>Downtown</u>. 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.

Guideline 1.4 Necessary On-Street Parking Must be Replaced

Streets which provide necessary on-street parking may be vacated only when the public parking can be otherwise provided.

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 following provides a summary of the impacts associated with the requested street and alley vacations. The transportation impacts of the WSCC Addition are summarized in the Environmental Impact Statement being prepared for the proposed project.

Olive Way

The subterranean vacation of Olive Way would not impact vehicle circulation or access in the area. With the completion of construction activities on the site, the existing configuration functionality and capacity of Olive Way would continue.

Terry Avenue (Full Vacation)

Review of the existing and future use of the section of Terry Ave. between Howell St. and Olive Way, focused on impacts to local vehicle access, transit, non-motorized impacts, and traffic operations resulting from the proposed street vacation. The section of Terry Ave. proposed for street vacation is the stub end terminus of the Terry Ave. Green Street.

Local Vehicle Access: Terry Ave. between Howell St. and Olive Way would likely be closed to general purpose traffic. All outbound service and freight activity—for WSCC would exit the loading dock area onto Terry Ave. between Olive Way and Howell St. The westbound contraflow lane on Olive Way currently terminates at Terry Ave., thereby creating a need for this connection. The contraflow lane on Olive Way is planned to be eliminated by SDOT by 2016. Without the contraflow lane, the functional needs for this section of Terry Ave would be decreased. Weekday AM and PM peak hour volumes total 60 and 65 vehicles, respectively. Approximately 40 % of the traffic on Terry Ave. is associated with the existing contraflow lane. With the proposed street vacation, Terry Ave. between Howell St. and Olive Way would likely be closed to general purpose traffic. All outbound service and freight activity would exit onto Terry Ave. between Olive Way

and Howell St. Thus, the changes and impacts to the local circulation patterns would be minimal.

Transit: Buses currently use Terry Ave. between Stewart Ave. and Howell St. to exit the Convention Place Station site. Bus service at the Convention Place Station site will be eliminated with the opening of the extension of LRT to the north, currently anticipated in 2019. Thereafter, in the future buses would not have a need to utilize the vacated section of Terry Ave. These changes would occur with or without the project, and would not be affected by the street vacation. Thus, the impacts to transit would be minimal.

Non-Motorized Transportation: Proposed improvements to the vacated section of Terry Ave. with the project would include amenities to serve pedestrians, improving the pedestrian environment compared with existing conditions. These amenities could include high-quality paving treatment and fixed/flexible seating, among other amenities. Although this section of roadway would serve as the freight egress point, the improvements to the pedestrian environment will be done with an emphasis on off-setting the impacts associated with the freight access.

Traffic Operations: Terry Ave. as well as the surrounding streets would operate at similar levels of service (LOS) with or without the street vacation between Howell St. and Olive Way. According to forecasts, during the horizon year (2021), approximately 60 vehicles during the weekday AM peak hour and 65 during the weekday PM peak hour not associated with the WSCC Addition would use this connection in the current state. As identified in the EIS, shifting this traffic from the Terry Ave. vacated portion to adjacent streets did not generate a noticeable change in the level of service at the surrounding intersections.

Terry Avenue (Subterranean Vacation)

The subterranean vacation of Terry Ave. between Howell St. and Olive Way will not change the existing functionality of this section of roadway. However, to accommodate egress of freight traffic to Olive Way, the southern portion of Terry Ave. is proposed to be converted to two-way traffic. This conversion would extend from the access point, south to Olive Way. It will not provide two-way flows at the Howell St. intersection. The evaluation of project impacts associated with this option, including freight egress from Site C, are included in the project impact evaluation in the project EIS.

Alley – Block 33 (Site B)

This alley extends between Howell St. and Olive Way, midblock between Terry Ave. and Ninth Ave. It aligns with an alley on the north side of Howell St. No alley exists on the south side of Olive Way. Since both Howell St. and Olive Way are one-way (eastbound), use of this alley for general circulation is limited and does not provide an alternative to either primary eastbound route.

With the vacation of this alley, there would be minimal impact on local circulation for the reason noted above. Currently transit routes in the area do no use this connection and any vacation and shift of traffic would be insignificant and not create added delay to Olive Way or Howell St. traffic flows. North/south pedestrian connectivity is largely provided by Terry Ave. or Ninth Ave. There is no pedestrian mid-block crossing at the alley connection, so

pedestrians are observed to use the traffic signals at either the Terry Ave intersection or Ninth Ave intersection. As a result, there is not impact to pedestrian traffic.

Alley - Block 43 (Site C)

This alley extends between Howell St. and Olive Way, midblock between Terry Ave. and Boren Ave. It aligns with an alley on the north side of Howell St. and an alley to the south of Olive Way which is also part of the alley vacation request. As is the case with the Block 33 alley, the use of this alley for general circulation is limited. With the elimination of the contraflow lane in 2016, the use of the alley to access alternative routes, or travel in the opposite direction of either Howell St. or Olive Way is eliminated.

With the vacation of this alley, there would be minimal impact on local circulation for the reason noted above. Currently transit routes in the area do no use this connection and any vacation and shift of traffic would be insignificant and not create added delay to Olive Way or Howell St. traffic flows. North/south pedestrian connectivity is largely provided by Terry Ave. or Boren Ave. There is not pedestrian mid-block crossing at the alley connection with either Howell St. or Olive Way, so pedestrians are observed to use the traffic signals at either the Terry Ave intersection or Boren Ave intersection.

Alley - Block 44 (Site A)

This alley extends south of Olive Way and terminates internal to the site. It does not extend further south of Pine St., midblock between Terry Ave. and Boren Ave. It aligns with an alley on the north side of Howell St. and an alley to the south of Olive Way which is also part of the alley vacation request. As is the case with the Block 33 alley, the use of this alley for general circulation is limited. With the elimination of the contra-flow lane in 2016, the use of the alley to access alternative routes, or travel in the opposite direction of either Howell St. or Olive Way is eliminated.

With the vacation of this alley, there would be minimal impact on local circulation for the reason noted above. Currently transit routes in the area do no use this connection and any vacation and shift of traffic would be insignificant and not create added delay to Olive Way or Howell St. traffic flows. North/south pedestrian connectivity is largely provided by Terry Ave. or Boren Ave. There is not pedestrian mid-block crossing at the alley connection with either Howell St. or Olive Way, so pedestrians are observed to use the traffic signals at either the Terry Ave intersection or Boren Ave intersection.

11. <u>Vacation Policies/Utility Impacts</u>: 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 completed before the petition proceeds to City Council review.

<u>Policy 2 – Utilities</u>: Rights-of-way which contain or are needed for future utility lines or facilities maybe vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.

Public rights-of-way provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utility needs.

Guideline 2.1 Review of Petitions by Affected Utilities

Utilities will be given an opportunity to review the proposed vacation, to identify its existing and future interests in the right-of-way and to indicate what actions would be necessary to protect its interests. The Petitioner is responsible for working with the various utilities to identify and address the utility issues. The Petitioner bears the costs of addressing the utility issues relating to the vacation and shall ensure that the utility is in a similar position as prior to the vacation without a detriment to current or future utility services. Enhancement of utility services at the Petitioner's expense shall not be required.

Guideline 2.2 Utility Conditions on Vacations

The City Council may impose conditions on vacations to assure continued service to the public in the most efficient, least costly manner possible.

Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility

- A. Easement agreements should clearly state the rights and responsibilities of each party.
- B. Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.
- C. Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.

<u>DISCUSSION</u>: All services to existing utility structures within Olive Way, Terry Avenue, and the three (3) alleys proposed to be vacated would be disconnected and demolished. Specifically:

- Seattle City Light owns and operates electrical service duct banks and vaults in Olive Way, Terry Avenue, and the alleys. These facilities are proposed to be re-routed to Howell Street.
- The Seattle Department of Transportation owns and operates traffic signal street lighting conduit, hand holes, cabinets, poles, and light fixtures along Olive Way. These lights will be removed and reconstructed.

- Puget Sound Energy owns and operates gas service mains in Olive Way and Terry Avenue. This gas main is proposed to either be re-routed to Howell Street or disconnected pending conclusions from PSE system calculations (in progress).
- Seattle Public Utilities owns and operates combined sanitary sewer mains along portions of Olive Way and Terry Avenue. The combined sewer main and connected side sewers will be capped and abandoned as they do not serve parcels outside of the project limits.
- Seattle Public Utilities owns and operates dedicated storm drain piping and inlets along Olive Way, Terry Avenue, and the alleys. Storm drain pipes and inlets will be reconstructed in Olive Way and Terry Avenue.
- Seattle Public Utilities owns and operates water mains and service laterals in Terry Avenue and Olive Way. Water mains will be disconnected and demolished.
- CenturyLink owns and operates building telecom services in the alleys. These services will be disconnected and demolished.
- Utilities serving the proposed development would generally be located around the project perimeter.

To date, preliminary engineering plans have been provided to the Seattle Department of Transportation and Seattle City Light, the utility permitting process has been initiated with the City, and bi-weekly meetings to coordinate a design and construction schedule are occurring. The applicant will continue to coordinate with utility providers to mitigate the loss of infrastructure due to the proposed vacations. All utilities and planned easements for future utilities located within vacated rights-of-way would be adequately protected by easements, relocation, or agreement(s) satisfactory to the utility owner. Each utility to be disconnected has indicated that adequate capacity exists to serve the proposed project.

See **Appendix F** for further information regarding consultation that has occurred to-date, as well as conceptual drawings depicting existing and proposed utility locations. As project design evolves, additional information will be provided and details will be added to the mitigation plans.

12. <u>Vacation Policies/Land Use Impacts</u>: 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 your 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.

<u>POLICY 4 – Land Use</u>: 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 polices 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.

Guideline 4.6 Zone Specific Review

Adopted City Land Use Policies to be Used

In addition to the general street vacation policies and guidelines contained in this document, the adopted City land use policies for the zone in which a vacation is located, will be used to determine whether or not the land use effects of each vacation are in the public interest. These include policies such as the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements. Vacations will be reviewed according to Land Use Policies as now constituted or hereafter amended.

Area Specific Guidelines

Guidelines related to various land use areas are stated below. They are provided in order to highlight special concerns related to each area. They shall be used to supplement the general provisions and guidelines of the Seattle Vacation Policies and other land use policies for protection of the public interest.

A. Downtown

Petitions for vacations of right-of-way in the downtown area shall be reviewed according to the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements of the plan and other relevant adopted plans or goals.

<u>DISCUSSION</u>: The proposed *WSCC Addition* is located within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The proposed *WSCC Addition* would promote increased mixed-use density by providing additional convention/conference/meeting space, lecture/meeting hall space, retail/restaurants and, depending on the alternative, residential and/or office space, which is consistent with the intent of Urban Centers and the *Denny Triangle Neighborhood Plan*. The site redevelopment that is proposed is consistent with the Downtown Urban Center/Urban Village land use designation, and consistent with promoting increased density and a broader mix of activities in Downtown Seattle.

The **WSCC Addition** would become a key link between the mixed-use Denny Triangle Neighborhood, the Retail District to the west, and the Pike-Pine Neighborhood to the east. The project would increase employment and, depending upon the alternative, could increase residential density within the Downtown Urban Center. As such, the proposed project could help further development of an urban mixed-use area in close proximity to services, residences, employment, and transit facilities.

As noted previously, the proposed **WSCC Addition** would be a mixed-use project that is consistent with the City's Land Use Code. The building uses, building height and density, and parking that is proposed under each of the alternatives would be consistent with what is allowed in the DMC 340/290-400 zone.

The applicant is considering a PCD to enable planning of all three sites in a comprehensive manner to achieve a cohesive result and to have greater flexibility in the phasing of the multi-block project. Several PCD public benefit priorities and opportunities have been established for the project.

WSCC indicates that vacation of public right-of-ways proposed under *Alternatives 1, 4.1, 2, 3, 4.2, and 4.3* minimizes the impact on the neighborhood, and allows the larger program area, the 150,000 sq. ft. Exhibition Hall and its associated loading and service areas to be located below grade. The vacations also provide for better urban design for the proposed development. Vacation of the public right-of-ways could also provide improved vehicular and pedestrian circulation in the immediate area, improved pedestrian/vehicle and service access, public open space, and maintain territorial views through the site.

Consistent with City of Seattle criteria for the approval of street and alley vacations, improvements intended to provide public benefits have been proposed as part of this vacation petition. Public benefits focus on public improvements within and surrounding the blocks that would enhance the connectivity between the proposed project and the surrounding community.

Increase in Development Potential

Refer to the Development Matrix in **Appendix G** of this vacation petition for detailed calculations.

Scale, Building Orientation and Access to the Site

The proposed bulk and scale of the **WSCC Addition** project responds to the site context by creating a massing scheme that is below the allowable height and that effectively transitions to the character of adjacent neighborhoods.

The project is conceived as a highly-layered, multi-faceted urban collage that is defined by the specific and subtle character of its diverse context. Building form, urban street-scape, and vibrancy are intended to give the proposed **WSCC Addition** a distinct sense of place.

Design of the proposed **WSCC Addition** is on the forefront of typical convention center development -- integrating a diverse, mixed-used program at a large scale. It is intended that the range of appropriately-scaled and textured public spaces, together with interesting local retail destinations, would effectively link the mixed-use program with the geometry, structure, and services of the convention center facility.

The project uses the geometry of the urban context - including adjacent landmark buildings and the City grid pattern of streets and alleys - to define its massing through specific gestures to the Downtown. The project's distinct edges are defined by the Denny Triangle Neighborhood, and specifically include: Ninth Ave., Pine St., and Boren Ave. Each street

that borders the site has a significant role in contributing to the holistic experience and identity of the project.

Critical to the success of this urban convention center addition is the ability to balance the scale of the building program with the grain and texture of the surrounding City. As a multiblock project, the streets and buildings relate to the grain and texture of their surrounding neighborhoods. This grain and variation activates the public realm, extends up through the building, and offers a rich and full experience of the environment and surroundings. It is anticipated that proposed street-level frontages on all sides of the building would improve the quality of each street and welcome visitors and neighbors from surrounding communities.

The west edge of the project along Ninth Ave. represents the most public and primary pedestrian link to the existing WSCC, as well as to nearby hotels and the Retail Core. The layering of program circulation and landscaped spaces within this portion of the complex is intended to encourage interaction between the general public and convention center users. This area is envisioned as a porous, dynamic pedestrian space along the streetscape.

The link between Capitol Hill and Downtown is best captured along Pine St. In this zone, the texture and activity of these two distinct neighborhoods mix to form a syncopated rhythm of retail, lobby, circulation, structure and landscape. Changes in grade along Pine St. would provide views into the layers of event activity within the proposed **WSCC Addition**.

Boren Ave. reveals the exposure created by I-5, while providing a link reaching far into Downtown. The massing along Boren Ave. would be visible from Capitol Hill to the east and from I-5 (both north and south) as a highly visible, city-scale exposure for the project. Along with major retail spaces at each corner, the streetscape is articulated with dense plantings on both edges, and space to integrate art and display. The ballroom of the proposed **WSCC Addition** would be located on the top floor of the new building, extending both physically and visually across I-5 to Capitol Hill. Large expansive views of the Downtown would be juxtaposed with views back into the ballroom from the city, revealing the ceiling and interior lighting of the complex, as well as activity associated with events within. The articulated volume of this space would scale the mass of the building against the freeway - creating a highly visible identity for the project. This project envisions Boren Ave. as an urban connector redesigned to better serve neighborhoods north and south of the site. Boren Ave. would also provide local connectivity and relief from the freeway and promote local connectivity in the blocks adjacent to the new building.

No Vacations Alternative

Without the vacations, the overall building height and mass of the *WSCC Addition* would be larger, with limited opportunity for modulation in response to the site context. However, the bulk and scale of the *No Vacations Alternative* would create a massing scheme below the allowable building height. The voluntary setbacks provided with the *Vacations Alternative* would not be possible with this alternative due to the added bulk.

Parking and truck access to the building without the vacations would be located on Olive Way, reducing the amount of active street level uses and the pedestrian experience along Olive Way. The reduced below-grade footprint will force a higher percentage of support space to the perimeter along Olive Way, reducing the percentage of transparency along that

edge of the facility. The street level continuity of the Olive Way perimeter is further compromised by the Block 44 alley, which would remain.

Neighborhood Character and Design

As noted above, it is anticipated that the Design Approach associated with the proposed project would effectively link the mixed-use program with the geometry, structure, and services of the convention center facility and the Denny Triangle Neighborhood.

The Denny Triangle neighborhood is transitioning from an underdeveloped area of low- and mid-rise development and surface parking lots, to an area with an urban mixed-use character with greater density. The proposed **WSCC Addition** would redevelop an area that is currently underutilized in this neighborhood. The **WSCC Addition** would become a key link between the mixed-use Denny Triangle Neighborhood, the Retail District to the west, and the Pike-Pine Neighborhood to the east. The project would increase employment and, depending upon the alternative, could increase residential density within the Downtown Urban Center. As such, the proposed project could help further development of an urban mixed-use area in close proximity to services, residences, employment, and transit facilities.

The overall project is consistent with the vision for the neighborhood that is articulated in the *Denny Triangle Neighborhood Plan*, and would be reflective of ongoing development trends that have been occurring in the vicinity of the project site. The vacations that are proposed as part of the *WSCC Addition* are integral to the overall development concept in that they enable the project to achieve its objectives and capture for the region the economic benefits currently going elsewhere. They also would allow more flexibility in building orientation, spacing and design, improved loading, access and circulation, and a greater amount of open space at the street level.

Comprehensive Plan and other City and Neighborhood Land Use and Planning Goals

See **Sections 20** and **21** below, for a discussion of applicable Comprehensive Plan and Other City and neighborhood land use and planning goals for the area.

13. Vacation Policies/Public Benefit: 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.

Policy 5 – Public Benefit.

A. A vacation petition shall include a public benefit proposal. The concept of providing a public benefit is derived from the nature of street right-of-way. Right-of-way is dedicated for use by the general public in perpetuity whether or not a public purpose can be currently identified. The City acts as a trustee for the public in its administration of rights-of-way. Case law requires that in each vacation there must be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there must be a benefit that accrues to the general public.

B. Proposed vacations may be approved only when they provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. The following do not constitute a public benefit: Mitigation of the adverse effects of a vacation; Meeting code requirements for development; Paying the required vacation fee; Facilitating economic activity; or Providing a public, governmental or educational service; while the nature of the project is a factor in determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit.

Guideline 5.1 Public Benefits Identified

Public benefits may include, but are not limited to:

- A. <u>On-site Public Benefits</u>: on-site benefits are favored as the provision of the public benefit can also act to offset any increase in scale from the development. On-site public benefits may include:
 - Publicly accessible plazas or other green spaces, including public stairways;
 - Streetscape enhancements beyond that required by codes such as widened sidewalks, additional street trees or landscaping, street furniture, pedestrian lighting, wayfinding, art, or fountains;
 - Pedestrian or bicycle trails;
 - Enhancement of the pedestrian or bicycle environment;
 - View easement or corridors; or
 - Preservation of landmark buildings or other community resources.
- B. <u>Off-site Public Benefits</u>: where it is not practicable to provide the public benefit or more than a portion of the public benefit on the development site, the public benefit may be provided off-site. This may include:
 - Pedestrian or bicycle trails or public stairways;
 - Enhancement of the pedestrian or bicycle environment:
 - Enhancement of existing public open space such as providing playground equipment in a City park:
 - Improvements to designated Green Streets;
 - Funding an element from an adopted Neighborhood Plan;
 - Providing wayfinding signage; or
 - Providing public art.

<u>DISCUSSION</u>: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an *Urban Framework Plan* and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill.

The proposed public benefits are described below.

Block 33 (Site B)

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Pine Street: South side pedestrian improvements between 9th Avenue and the South Transit site: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the south pedestrian ROW between 9th Avenue and the Sound Transit site to the east of the Paramount Theatre, with the north half being completed as a part of the base project. The Sound Transit staging site has a "back of house" feel for passersby. Improvements to crosswalks and sidewalk surfaces, additional planters and street trees, additional street furniture (including seating), canopies for overhead weather protection, and pedestrian lighting will help frame the Paramount Theatre and provide a significantly enhanced experience for passersby. If the Paramount is interested, discussion of lighting the top of the building to enhance the neighborhood is a potential addition to pedestrian improvements on this stretch of Pine Street.
- Pine Street Voluntary Setbacks: The voluntary setbacks along Pine Street articulate
 the playful retail volumes, creating program-activated space for the public to linger along
 the slope between Capitol Hill and Downtown. They create visual interest that connects
 pedestrians across the intersection of Pine Street and Boren Avenue, helping to bridge
 between the neighborhoods.
- **Pine Street Curb alignment:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north pedestrian ROW on Pine Street between Boren Avenue and 9th Avenue. The proposal with SDOT approval, would be to straighten out the bend in the curb, to create a wider sidewalk that could also accommodate additional street furnishings and an appropriate relocation of the bikeshare station within the ROW, extending the signature view west towards the water and Pike Place Market sign along the length of the block.
- Paramount Hotel weather protection: The Paramount Hotel currently does not provide continuous canopies for pedestrian weather protection along its street front. The project proposes to provide a financial incentive to the hotel to install such canopies, covering a portion of the cost to encourage the addition of weather protection.

• **Eighth Avenue to Carlile weather protection**: The north side of Pine Street from Eighth Avenue to the Carlile Restaurant is currently undeveloped. When it is developed, it will be important to include continuous canopy weather protection for pedestrians. The project proposes to put money aside to provide a financial incentive to the ultimate developer to install such canopies, covering a portion of the cost to encourage the addition of weather protection.

Block 43 (Site C)

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- 9th Avenue: Pedestrian improvements between Pine Street and Pike Street (East Side): The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the east pedestrian ROW between Pine and Pike. This would complement and extend the improvements on Ninth Avenue to the north, creating a continuous Green Street experience for pedestrians and might include, but are not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional street furniture (including seating), additional canopies for overhead weather protection, and improved pedestrian lighting.
- Voluntary Setbacks: The voluntary setbacks along Boren Avenue create added depth and layering of the façade and sidewalk to enhance pedestrian comfort along this steep and busy stretch of roadway. The setbacks also provide additional space for planting to soften and frame the pedestrian experience on both sides of the sidewalk. The voluntary setbacks at the intersection of Howell Street and Boren Avenue on Site C provide additional space for pedestrian circulation at this acute corner of the intersection, creating a smoother and more generous transition across the city grid shift at Howell Street.

Block 44 (Site A)

• 9th Avenue & Pine Street: Southwest Plaza: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the southwest corner of the project site and pedestrian ROW at the intersection of Pine Street and 9th Avenue. The primary goal of this proposal would be to create a public plaza that forms the nexus for the converging neighborhoods of Capitol Hill, Denny Triangle, First Hill, and Downtown. The plaza is located at the intersection of the most pedestrian traveled roads within the project site, providing a place to pause and linger as people traverse between neighborhoods. It is sited to respond to the specific scale and location of the Paramount, forming a forecourt for which to appreciate its façade and signature marquee. The plaza would be designed to accommodate a range of uses and users, with flexible open hardscape mixed with lush landscaping and ample seating. This plaza would be closed from time to time to the public to enable convention center uses.

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- **Public Art**. The existing convention center has a history of community involvement, including public access to more than 100 permanent and rotating works of art on display. The Addition will expand the convention center's well-respected art program and anticipates installing public art on the primary Addition site. This plan is in its infancy, with the art consultant only just now being engaged by the Addition team, but the project would anticipate working with City and Design Commission to place art in key locations around the block where it can be enjoyed by the public. Because the building design is highly transparent, this could include art installations within the building that are outward facing for public appreciation.
- 9th Avenue: Pedestrian improvements between Pine Street and Pike Street (West Side): The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the west pedestrian ROW between Pine and Pike. This would complement and extend the improvements on Ninth Avenue to the north, creating a continuous Green Street experience for pedestrians and might include, but are not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional street furniture (including seating), additional canopies for overhead weather protection, and improved pedestrian lighting.
- Boren Avenue Voluntary Setbacks: The voluntary setbacks along Boren Avenue create added depth and layering of the façade and sidewalk to enhance pedestrian comfort along this steep and busy stretch of roadway. The setback also provides additional space for planting to soften and frame the pedestrian experience on both sides of the sidewalk.

Olive Way

- 9th Avenue: West side Pedestrian improvements between Olive Way and Pine Street: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include the west pedestrian ROW between Olive and Pine, the east half being completed as a part of the base project. The plan would be to work with the Camlin to accomplish their street-level goals, which might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, improved pedestrian lighting including potentially lighting the top of the Camlin building, additional street furniture including seating, and additional canopies for overhead weather protection.
- Olive Way Voluntary Setbacks: The voluntary setbacks along Olive Way on Site A include a grand pedestrian entry from the north, a notch at the end of Terry Avenue framing the end of the street and softening the entry to the general purpose parking garage. Additional sidewalk width along Olive Street is also provided between Boren

Street and Terry Avenue, where the street classification changes, providing a clear and unified pedestrian experience and approach to the landscaping.

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Pine Street: Overpass Improvements: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north and south pedestrian ROW of Pine Street between Boren Avenue and Minor Avenue. The primary goal of this proposal would be to create a gateway between Capitol Hill and Downtown that turns an unfriendly overpass into a more pleasant pedestrian environment. This might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, pedestrian lighting, and the addition of decorative layering, including railings, planters and better separation between pedestrians and I-5.
- Bike network improvements Bikeshare station: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The proposal would be to provide Bikeshare stations at two locations within the project vicinity.

Terry Avenue

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Termination of 9th Avenue at Pike Street: Pike Street: The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the existing WSCC façade and the south pedestrian ROW of Pike at the termination of 9th Avenue. The primary goal of this proposal would be to create an open and visually interesting terminus to this important Green Street, improving the pedestrian experience along Pike Street, and creating a stronger visual connection between the existing and new facilities. As a segment of the larger Urban Framework Plan, this might also include similar types of pedestrian improvements as is proposed along 9th Avenue.
- Termination of 9th Avenue at Pike Street: 9th Avenue Pedestrian Crossing: The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the reconfiguration of the sidewalk, curb, and crosswalk with the express lane onramp to I-5 crossing at the east side of 9th Avenue at the intersection of Pike Street if allowed by governing agencies. The primary goal of this proposal would be to improve pedestrian access across the intersection to the south side of Pike Street.

- 9th Avenue: Pedestrian Improvements between Howell Street and Olive Way: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include both east and west pedestrian ROW between Howell Street and Olive Way. This might include, but is not limited to, improved existing conditions as needed such as fresh crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional high-quality street furniture including seating, additional canopies for overhead weather protection, and improved pedestrian lighting.
- Voluntary Setbacks: The voluntary setbacks at the intersection of Terry Avenue and Olive Way on Site B open up Terry Avenue, introducing a large landscape node and more generous sight lines to the Convention Center entry beyond on Olive Way.
- Bike network improvements Bikeshare station: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The proposal would be to provide Bikeshare stations at two locations within the project vicinity.

Opportunities for site specific contributions will be further evaluated as part of the review process. For the city's initial consideration, the applicant is proposing a public benefits package as set forth in **Appendix H**, which also graphically shows the list of the proposed public benefits. The applicant looks forward to further discussion with the City concerning an appropriate public benefits package for each proposed vacation.

- 14. <u>Public Benefit Matrix</u>: 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.

DISCUSSION: The proposed public benefit matrix is contained in **Appendix H**.

15. <u>Site Maps</u>: 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.

A copy of the plat map and a site survey map are provided in **Appendix D.** A project site map with dimensions and current ownership is included in the **Figures Section** on **Figure 5**.

16. <u>Project Maps</u>: Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

Project maps including sketches of the proposed project design are included in the **Figures Section** on **Figures 9-25**.

17. 9-block Urban Design Analysis: 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.

A 9-block urban design analysis is included in the **Appendix J.**

18. <u>Impact on Public Transportation Projects</u>: 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.

The proposed *WSCC Addition* would concentrate employment growth in a location with access to the Seattle Streetcar network, major bus routes, and Sound Transit Light Rail. The proposed project site is located about four blocks from the Westlake Link Light Rail Station. In the future (currently anticipated to be 2019), Sound Transit's Link Light Rail will have expanded connections, including the University Link Extension (through the University of Washington campus). These changes to transit would occur with or without the project, and would not negatively impact any proposed public transit projects. See the **Figures Section** on **Figure 26** for the location of *WSCC Addition* in relation to major transit routes and stops.

19. Environmental Impact Statement (EIS): 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 Vacations Alternatives, or an environmental checklist, if applicable.

WSCC, as SEPA Lead Agency, has determined that an Environmental Impact Statement (EIS) will be prepared for the **WSCC Addition**. The EIS will evaluate probable, significant environmental impacts that may result from the proposed project and alternatives, including the *No Action Alternative*. It is anticipated that the Draft EIS will be available in early 2016.

20. <u>Neighborhood Plan</u>: 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.

The **WSCC Addition** project site is located within the Denny Triangle Neighborhood; see the **Figures Section**, **Figure 3** for an aerial map of this neighborhood planning area.

The Denny Triangle Neighborhood Plan, adopted in 1998, outlines goals and recommendations for housing, land use, urban form and transportation.

Key Integrated Activities identified in the plan include:

- 1. Amend Zoning and Bonus System to Stimulate Housing Development
 - Many of the items listed under this activity relate to desired changes in the FAR, height limits, bonus provisions, and TDRs in order to promote housing development; other items relate to creating bonus provisions for the creation of open space; and one item relates to simplifying and creating a means to expedite the alley vacation process to encourage residential and commercial development.
- 2. Neighborhood Improvements to Create Residential Enclaves Along Designated Green Streets
 - Items listed under this activity relate to promoting residential enclaves at 9th/Terry and Bell/Blanchard, as well as enhancing designated green streets within the neighborhood.
- 3. Transportation and Traffic Circulation Improvements
 - Items listed under this activity relate to alleviating traffic congestion in the neighborhood.
- 4. Convention Place Station (Long-Term)
 - Items listed under this activity relate to promoting development associated with the Sound Transit station and the Convention Center.

General goals and objectives outlined under the plan's housing element include: The community's vision is of a mixed-income residential neighborhood to provide for 1,178 units of housing in each of the four (4) income categories; increasing the zoned development capacity of the Triangle area, while retaining significant bonuses for housing in the development equation, and expanding their potential uses to include low-moderate and market-rate; direct housing "super bonuses" for the first 500 units of housing built within the Triangle neighborhood; develop the conditions of the neighborhood – streetscape amenities, storefronts, and other housing – that attract housing development; developer and community partnering with non-profit developers to develop mixed income housing project that can create a core of housing; and focusing on developing housing in a few large projects and along streets labeled as "residential enclaves".

General goals and objectives outlined under the plan's land use element include: Creating a mixed-use urban neighborhood that meets the City's Comprehensive Plan growth targets for households and employment through changes in the City's current land use/zoning policies that will stimulate both residential and commercial development within the Denny Triangle; Creating a mixed-use neighborhood that combines commercial office development, retail sales and services, social and public services, and residential households throughout the Denny Triangle neighborhood; and, using zoning changes, bonusable public benefit features, increased height limits and public amenities to encourage a blend of commercial and residential development and public open spaces.

General goals and objectives outlined under the plan's urban form element include: installing street trees throughout the neighborhood; installing gateway markers and redeveloping small triangles as gateways; developing major new civic open spaces, pocket parks, and a community garden; developing Westlake Avenue as a linear urban design element to provide pedestrian amenities; and developing designated green streets.

Many of the recommendations outlined in this plan were incorporated into the City's Comprehensive Plan, under the neighborhood planning element.⁵

<u>DISCUSSION</u>: Many of the objectives outlined in the *Denny Triangle Neighborhood Plan* were furthered with the implementation of the Downtown Height and Density zoning changes in 2006, which permitted increases in height for residential, office, and mixed-use projects in this portion of Downtown Seattle.

Consistent with the goals and policies identified in the *Denny Triangle Neighborhood Plan*, the *WSCC Addition* would redevelop a 3-block site that now consists mainly of Convention Place Station, surface parking areas and underutilized commercial buildings. The *WSCC Addition* would become a key link between the mixed-use Denny Triangle Neighborhood, the Retail District to the west, and the Pike-Pine Neighborhood to the east. The project would increase residential and employment density within the neighborhood and the Downtown Urban Center, which would help to create a mixed-use area in close proximity to services, employment, numerous bus routes, the South Lake Union Streetcar, and Sound Transit's Link Light Rail Westlake Station. The vacations that are proposed as part of the *WSCC Addition* are integral to the overall development concept in that they enable the project to achieve its objectives and capture for the region the economic benefits currently going elsewhere. They would allow more flexibility in building orientation, spacing and design, improved loading, access and circulation, and a greater amount of open space at the street level.

Please refer to the discussion in Section 21 below under *City of Seattle Neighborhood Plans* for more detailed information of the proposed project's consistency with the Denny Triangle Neighborhood Plan.

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

City of Seattle Comprehensive Plan

The City of Seattle's Comprehensive Plan – Toward a Sustainable Seattle, was originally adopted in 1994, amended each year, and substantially updated in 2005. The City's updated Comprehensive Plan consists of eleven major elements – urban village, land use, transportation, housing, capital facilities, utilities, economic development, neighborhood, human development, cultural resources and environment. Each element contains goals and policies that are intended to "guide the development of the City in the context of regional growth management" for the next 20 years. The **WSCC Addition** project site is part of the Downtown Urban Center, which emphasizes medium density mixed-use residential land uses.

Urban Village Element

<u>Summary</u>: The Urban Village Element establishes the City's urban village strategy for growth, by guiding the designation of urban centers, urban villages, and manufacturing industrial centers (all of which are broadly referred to as "urban villages"), and by defining

⁵ Comprehensive Plan Ordinance #119365.

the priorities for land use in these areas. General goals and policies for urban villages call for: promoting densities, mixes of uses, and transportation improvements that support walking use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages (UVG4); directing the greatest share of future development to centers and urban villages, and reducing the potential for dispersed growth not conducive to walking, transit use, and cohesive community development (UVG5); accommodating planned levels of household and employment growth (UVG6); Accommodating a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining (UVG7); using limited land resources more efficiently and pursuing a development pattern that is more economically sound by encouraging infill development on vacant and underutilized sites, particularly within urban villages (UVG9);and, promoting physical environments of the highest quality, which emphasize the special identity of each of the City's neighborhoods, particularly within urban centers and villages (UVG13). The Urban Village element designates the WSCC Addition site as an Urban Center (UV15 and UV16) with a functional designation of "mixed residential and employment" (UV17). The 20-year growth estimates (2004-2024) for the Downtown Urban Center's Denny Triangle are identified as 9,515 new jobs and 3,000 new households (Urban Villages Appendix A to the Comprehensive Plan). Relevant goals and policies guiding the distribution of growth call for: concentrating a greater share of employment growth in locations convenient to the City's residential population to promote walking and transit use and reduce the length of work trips (UVG31); planning for urban centers to receive the most substantial share of Seattle's growth, consistent with their role in shaping the regional growth pattern (UVG32); and, encouraging growth in Seattle between 2004-2024, to be generally distributed across the City (UVG33).

<u>DISCUSSION</u>: The proposed *WSCC Addition* is located within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The proposed project would promote increased mixed-use density (convention space, retail/restaurant, parking and, depending upon the alternative, office and/or residential uses) on sites that are currently developed with low density land uses. The proposed project is consistent with the intent of the Urban Village Element. The *WSCC Addition* would become a key link between the mixed-use Denny Triangle Neighborhood, the Retail District to the west, and the Pike-Pine Neighborhood to the east.

Consistent with the goals and policies identified for Urban Centers, the concept for the *WSCC Addition* could provide a mix of residential- and employment-generating uses on-site in a relatively compact, mixed-use pattern. The range of potential employment would contribute to providing jobs for the City's diverse residential population and the residential uses associated with potential co-development could provide housing in this part of Downtown. The project could also concentrate residential and employment growth in a location with direct access to major bus routes, Sound Transit Light Rail, the Seattle Streetcar network, as well as convenient access to areas in nearby residential neighborhoods, such as First Hill, Capitol Hill, Belltown, South Lake Union, and the Central Area.

The project would enable redevelopment of a site that is currently underutilized in terms of density, consistent with the goal to use limited land resources in Urban Centers more efficiently. In addition, depending upon the alternative, the proposed project would contribute toward meeting or exceeding established residential and

employment growth targets identified in the *Comprehensive Plan* for the Denny Triangle Urban Center Village. Up to 3,900 jobs could be created as part of the *WSCC Addition* and potentially up to 385 units of housing could be provided on-site. The proposed development would consume less land than would lower density development and could be viewed as being more efficient from a land use perspective. The proposed development would also be consistent with the type and scale of existing and planned surrounding land uses within the Downtown Urban Center.

Land Use Element

The Land Use Element defines land use city-wide and in specific use categories. In the City of Seattle Comprehensive Plan, the GMA requirement for a Land Use Element is fulfilled by both this element and the Urban Village Element (described above), which further defines land use policies to implement the City's urban village strategy. This element also provides a framework for land use regulations contained in the City's Land Use Code (Seattle Municipal Code Title 23). Relevant land use goals and policies that apply city-wide call for: providing for a development pattern consistent with the urban village strategy by designating areas within the City where various types of land use activities, building forms, and intensities of development are appropriate (LG1); Relevant goals and policies that apply to Downtown Areas call for: Promoting Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promoting the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry (LUG30); Promoting the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities (LU178).

<u>DISCUSSION</u>: The proposed *WSCC Addition* involves establishing additional convention/conference/lecture/meeting space, retail/restaurant uses, and, depending upon alternative, office and/or residential uses as well. The redevelopment concept proposed under any of the alternatives is consistent with the City's Downtown Urban Center/Urban Village land use designation and consistent with promoting increased density with a broader mix of activities in Downtown Seattle.

The *WSCC Addition* would become a key link between the mixed-use Denny Triangle Neighborhood, the Retail District to the west, and the Pike-Pine Neighborhood to the east. The project would increase employment and, depending upon the alternative, residential density within the Downtown Urban Center and would further help create an urban mixed-use area in close proximity to services, residences, employment, and transit facilities. Attendees to the *WSCC Addition*, employees, and activation of the streetscape with retail/restaurant uses, entertainment uses and open space, would substantially increase pedestrian activity in this portion of the Denny Triangle Neighborhood. Additional pedestrian activity could result in increased transit ridership, due to the site's proximity to numerous bus routes, Sound Transit's Link Light Rail Westlake Station, and the South Lake Union Streetcar. This result is consistent with the Downtown's land use goals of fostering development that continues to promote the economic vitality of Downtown, generating significant increases in pedestrian activity and transit ridership, and promoting the greatest intensity of development.

City of Seattle Neighborhood Plans

<u>Summary</u>: The City of Seattle Comprehensive Plan established guidelines for neighborhoods to develop their own plans to allow growth in ways that provide for a neighborhood's unique character needs and livability. The proposed **WSCC Addition** is located within the Denny Triangle Neighborhood (see the **Figures Section, Figure 6**). A discussion of relevant goals and policies from this neighborhood plan is provided below.

Goal DEN-G1 – A diverse residential neighborhood with an even distribution of income levels.

Policy DEN-P1 Seek an even distribution of household income levels.

Policy DEN-P2 Explore the use of bonuses, zoning, TDRs and City investment to encourage housing throughout the Denny Triangle Neighborhood.

Policy DEN-P3 Maintain a supply of low-income units in the Denny Triangle neighborhood throughout the life of the plan.

Goal DEN-G2 -- A mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population

Goal DEN-G3 -- A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere.

Policy DEN-P11 -- Support redevelopment of Westlake Boulevard as a boulevard.

Policy DEN-P12 -- Designate and support the development of green streets in the neighborhood.

Policy DEN-P13 -- Strive to accomplish goals for open space as defined for urban center villages, such as:

- One acre of Village Open Space per 1,000 households;
- All locations in the village must be within approximately 1/8 mile of Village Open Space;
- Dedicated open space must be at least 10,000 square feet in size, publicly accessible and usable for recreation and social activities;
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2.000 or more:
- One indoor, multiple use recreation facility
- One dedicated community garden for each 2,500 households in the Village, with at least one dedicated garden site.

Goal DEN-G4 -- Reduce external transportation impacts while improving internal access and circulation

Policy DEN-P15 -- Use partnerships with transit providers to improve the basic transit route structure, system access and connectivity to better serve the neighborhood.

Policy DEN-P16 -- Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.

Policy DEN-P17 -- Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.

Policy DEN-P18 -- Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood

<u>DISCUSSION</u>: Consistent with the goals and policies identified in the *Neighborhood Element*, the proposed *WSCC Addition* would redevelop a three-block area that presently contains low density land uses into a dynamic urban landscape, integrating convention/conference/meeting spaces, retail/restaurant uses at the street-level, public open space and pedestrian amenities, and (depending upon alternative) residential and/or office uses. The development would contribute to fulfilling the *Denny Triangle Neighborhood Plan* goals and policies as follows:

- The proposed project would increase employment density within the Downtown Urban Center, which would help create a mixed-use area in close proximity to services, residences, employment, numerous bus routes, Sound Transit's Link Light Rail Westlake Station, and the South Lake Union Streetcar.
- Redevelopment of the project site would provide multiple opportunities to improve the pedestrian environment, as well as connections between the Denny Triangle and Pike/Pine Neighborhoods at the street level. Proposed public benefits associated with proposed public right-of-way vacations would include enhancements to the streetscape with wider sidewalks, street trees, improved paving, benches, and curb bulbs in several locations.
- The proposed project would provide weather protection where appropriate.
- The proposed project features public open space areas and setbacks, which would increase the amount of public open space in the neighborhood as compared to existing conditions.
- The project is designed for vehicles/trucks to access the proposed below-grade parking garage and loading functions while minimizing the number of curbcuts. Vacating public rights-of-way would provide an opportunity to locate garage and loading access functions below-grade where they would have the least impact to traffic operations, pedestrian amenities/facilities, and bicycle travel.
- The convenience of bicycle travel within and through the neighborhood would be improved by providing BikeShare facilities on-site.
- WSCC would implement a Transportation Management Plan (TMP) to encourage the
 use of alternative transportation modes and reduce the number of peak period
 commute trips associated with the convention center.

 Ninth Ave. would include enhancements to the streetscape that would be consistent with Green Street standards, such as wider sidewalks, street trees, improved paving, benches, and curb bulbs.

22. <u>Sustainable Practices</u>: Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

The project as a whole is committed to sustainable practices, providing a healthly environment for occupants, setting an example for the convention industry as a whole, and contributing to the regional ethic that has made Seattle a leader in sustainability. The project will be pursuing multiple strategies for sustainable practices. The project is targeting LEED Certification. It will include stormwater management strategies, partial vegetated roof, rainwater reuse, energy use reduction measures, LED lighting and daylight opportunities.

23. <u>Design Review Board</u>: Provide copies of the minutes and design material presented to the Design Review Board.

The proposed *WSCC Addition* was presented to the Downtown Design Review Board (DRB) in Early Design Guidance Meetings on May 19, 2015, July 21, 2015, and October 6, 2015. The DRB provided approval for the applicant to advance to the MUP submittal in the October 6, 2015 session. Design review materials from these meetings are provided in **Appendix I.** Meeting minutes from the May 19, 2015, July 21, 2015, and October 6, 2015 EDG Meetings are included; meeting minutes from subsequent DRB meetings will be provided when they become available.

24. Company/Agency Information: 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.

Background Information

The Washington State Convention Center (WSCC) is a meetings and events facility catering to visitors from around the world, offering a comprehensive range of services for event planners, exhibitors and guests.

WSCC opened in June 1988 at 800 Convention Place in downtown Seattle. It expanded with new facilities in both 2001 and 2010. Originally owned by the state of Washington, WSCC became a Public Facilities District in 2011. It is governed by a nine-member board of directors responsible for overseeing the management, operations, capital improvements and financial success of WSCC. In its existence, WSCC has brought nearly four billion dollars to the state's economy in the form of convention delegate spending, and hundreds of millions of dollars into the state, county, City of Seattle and other jurisdictions through sales taxes paid by visitors. WSCC is also responsible for thousands of jobs throughout the region. Currently, the center employs approximately 150 people, and has a longstanding commitment to sustainability, public art and modern technology.

Growth Resulting from Vacations

Seattle is in demand as a convention destination. In the past five years, the existing convention center could not accommodate some 300 event proposals due to lack of dates or space, which equates to more than \$1.6 billion in potential lost economic benefit for the region. It is one of the few convention centers in the nation that consistently turns a profit on operations. With these vacations, WSCC will be able to approximately double in size to capture much of the business it now turns away. The expansion will include approximately 250,000 square feet of exhibition space, 125,000 square feet of meeting rooms, and 60,000 square feet of ballroom space. With the Addition project, WSCC is expected to generate an additional \$200 million in out-of-state visitor spending and \$35 million in spending from Washington residents, in addition to generating \$17 million in tax benefits from both in-state and out-of-state delegate spending. The **WSCC Addition** also will create 2,300 direct jobs (at WSCC and in hospitality-related businesses) and support an additional 1,600 indirect/induced jobs (jobs in the supply chain such as food purchases and jobs generated by spending of those with direct and indirect jobs).

With the **WSCC** Addition essentially doubling the size of WSCC, the existing and new facilities together will be able to hold larger conferences that currently cannot consider Seattle as a destination. However, the expanded convention center expects to attract only a handful of these larger conferences. Instead, the primary goal of the Addition is to enable the existing and new facilities to operate in a complementary fashion, continuing to host mid-size conferences and local meetings, banquets and other events, and ideally doing so out of synch with each other. For example, while a conference could be loading in or out of one of the facilities, a separate conference could be active in the other facility, increasing year-round demand for hotels and related services and smoothing out the demand curve.

In addition to the *WSCC Addition*, development on Site B would allow for a 28-story, 385-unit residential building with 8,000 sq. ft. of street-level uses and co-development on **Site C** with a 16-story, 575,000-sq.-ft. office tower with 10,000 sq. ft. of street-level uses; belowgrade parking for 700-800 vehicles.

25. <u>Development Schedule</u>: Provide a proposed development timeline and schedule.

Proposed significant schedule milestones include:

Early Design Guidance Presentations Vacation Petitions Submittals	March, June, and October 2015 December 2015
Seattle Design Commission Presentations	1Q, 2Q, and 3Q 2016
MUP Submittal	December 2015
Draft EIS Publication	1Q 2016
Final EIS Publication	2Q 2016
SDC Recommendation to SDOT	1Q 2017
SDOT Vacation Recommendation to City Council	1Q 2017
Vacation Public Hearings	1Q 2017
City Council Conditional Use Vacation Approval	1Q 2017
MUP Issuance	2Q 2017
Permit Submittals:	
Demolition	2Q 2016
King County Site Work	1Q 2016
Phase I – Foundation/Parking	3Q 2016
Phase II – Structural Frame	4Q 2016
Phase III – Building	1Q 2017
Begin Construction – Demolition	1Q 2017
Occupancy	2020

Figures Section

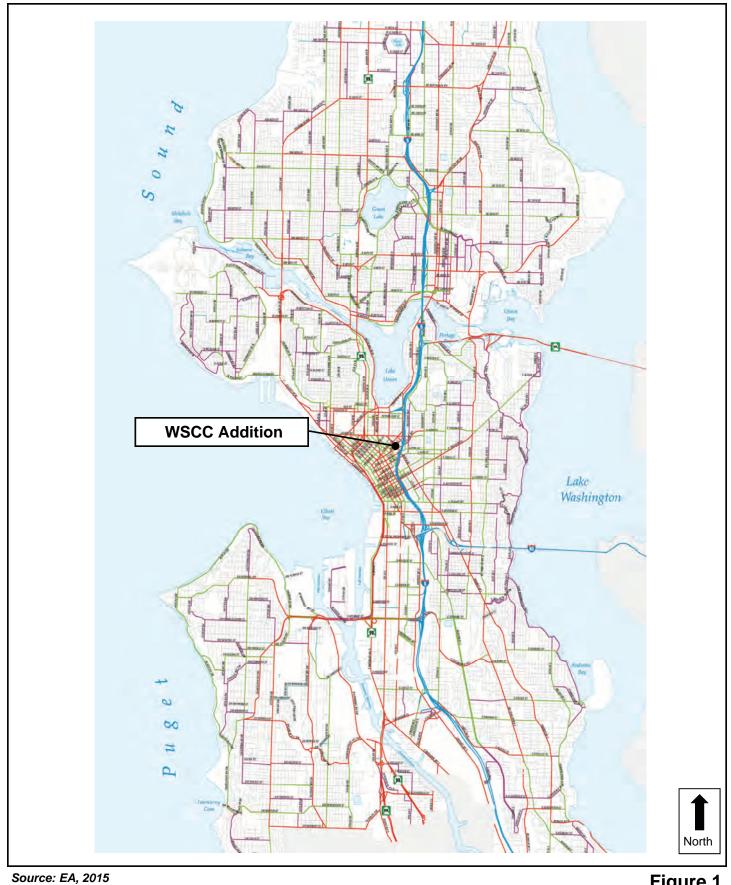
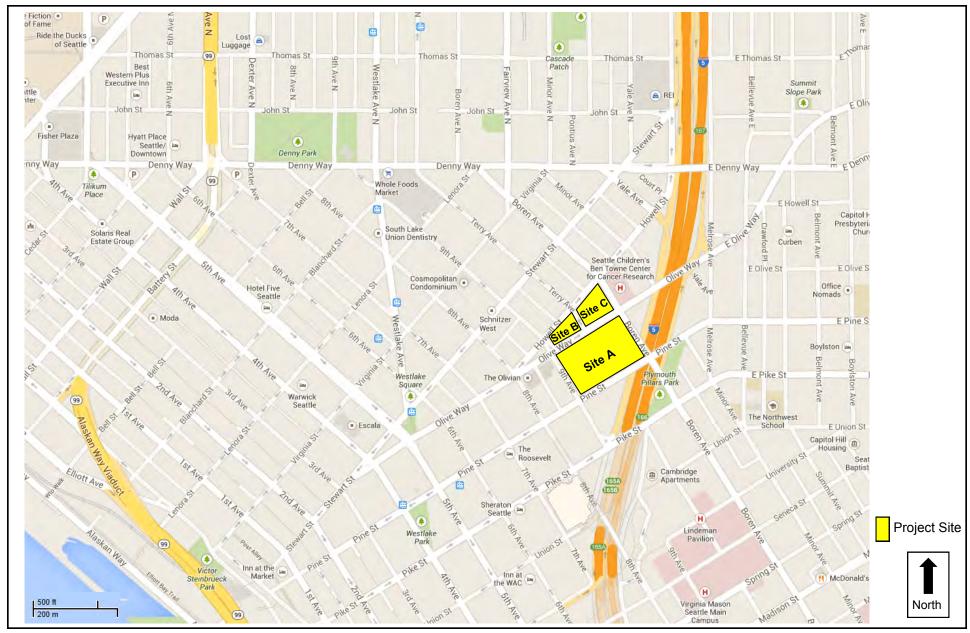
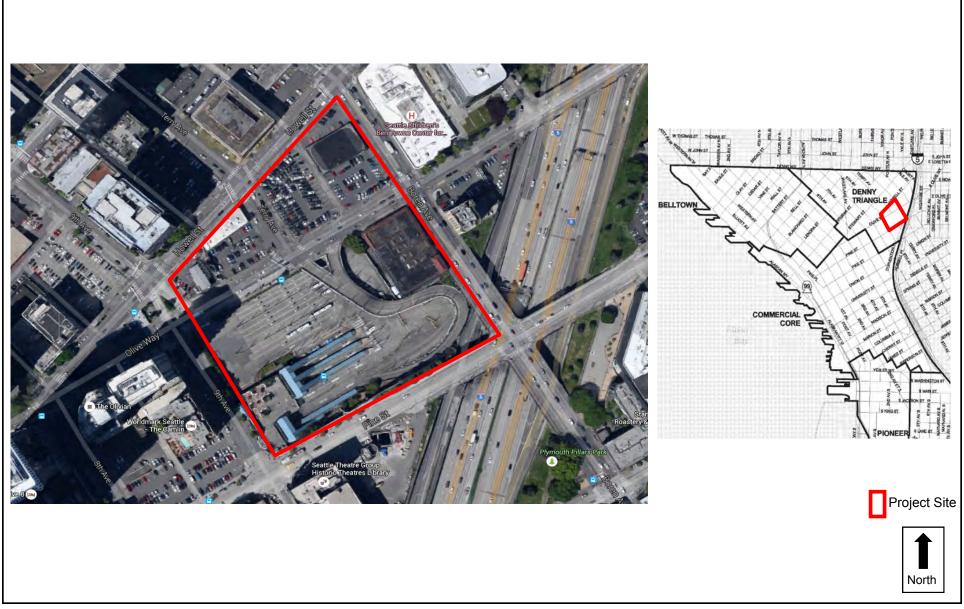




Figure 1
Regional Map

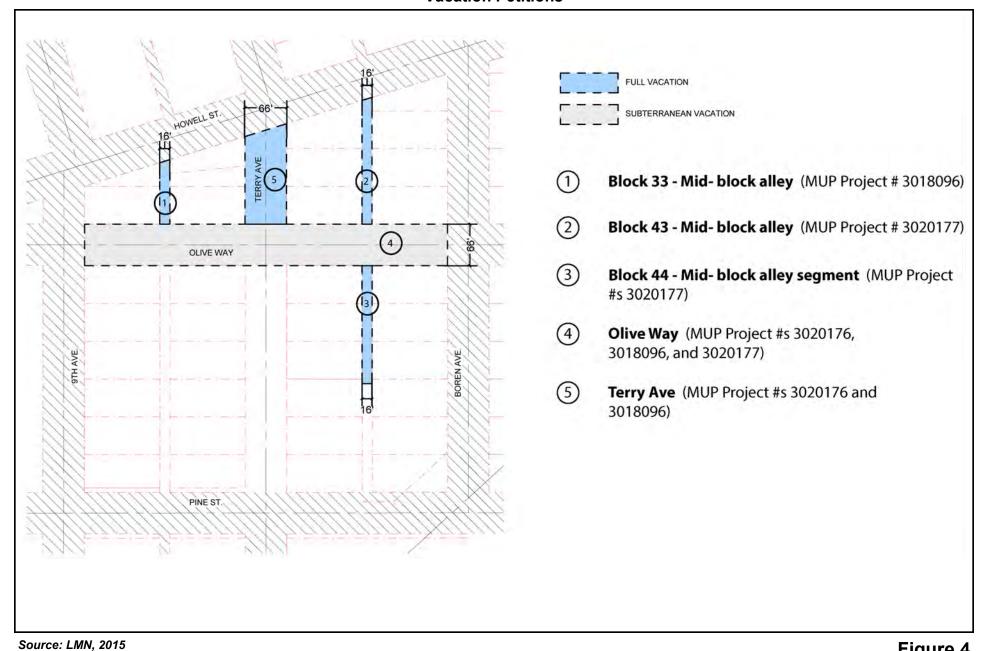




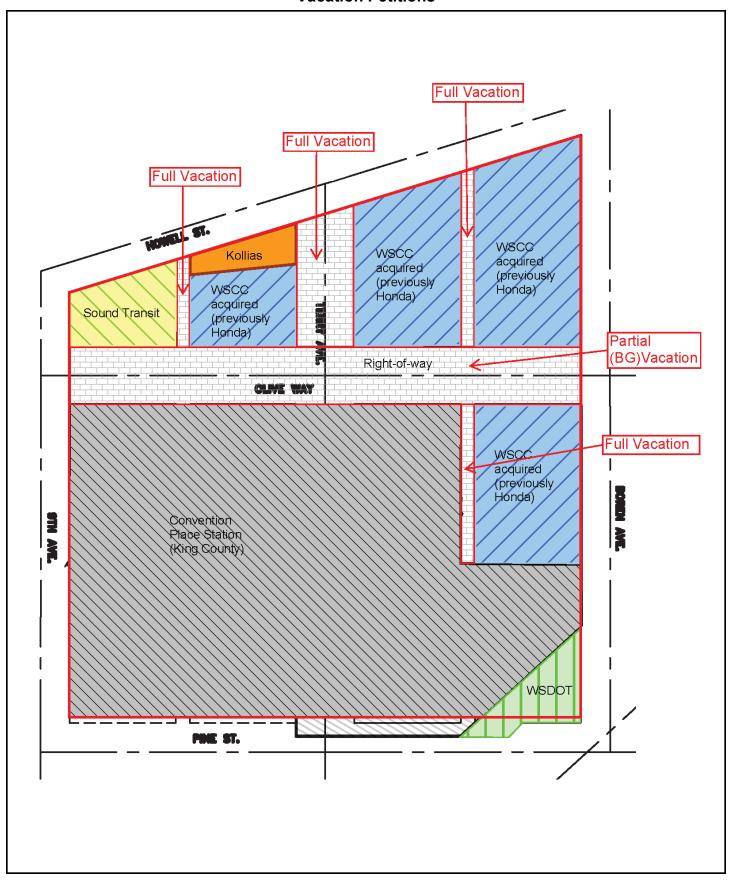


Source: City of Seattle Comprehensive Plan, 2014; EA, 2015

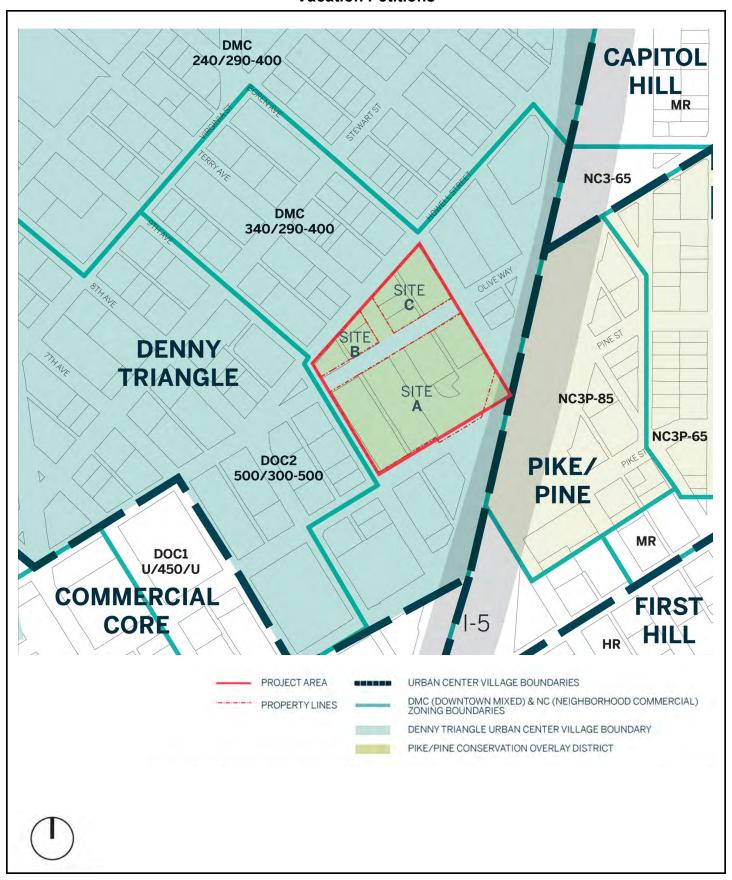




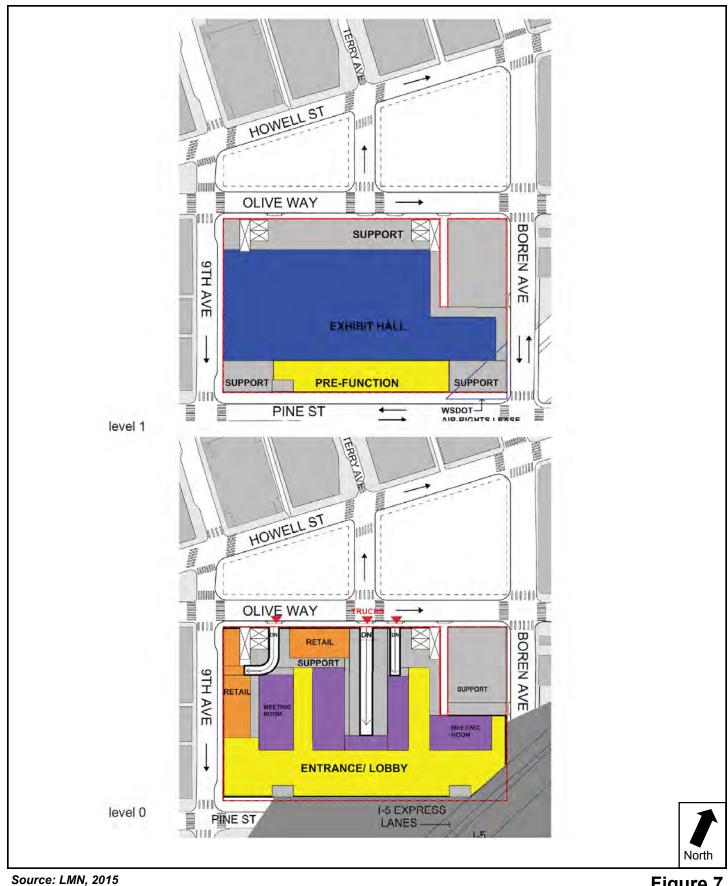




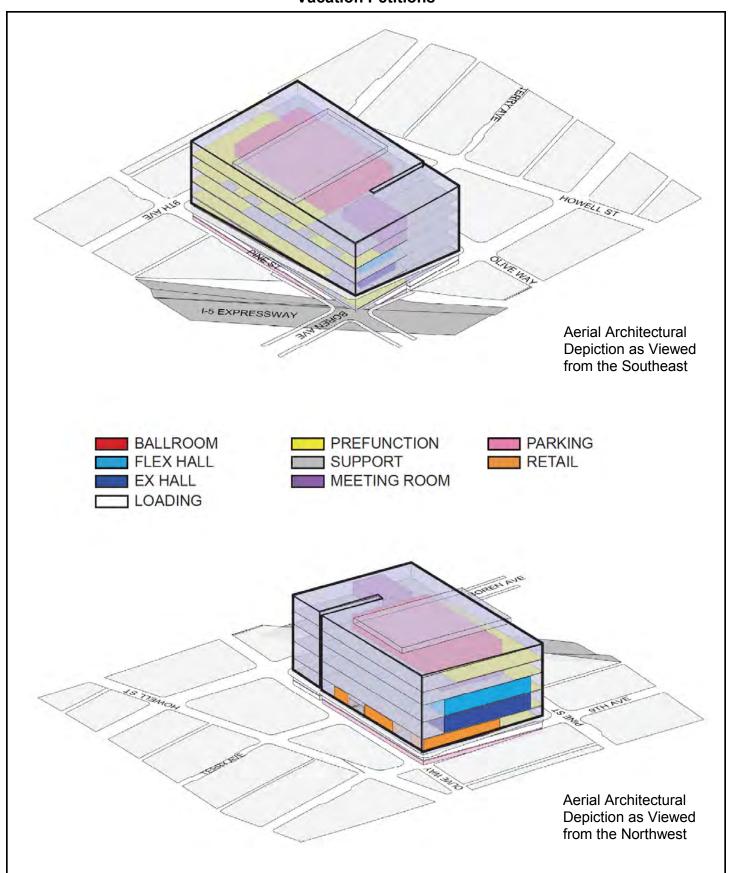


















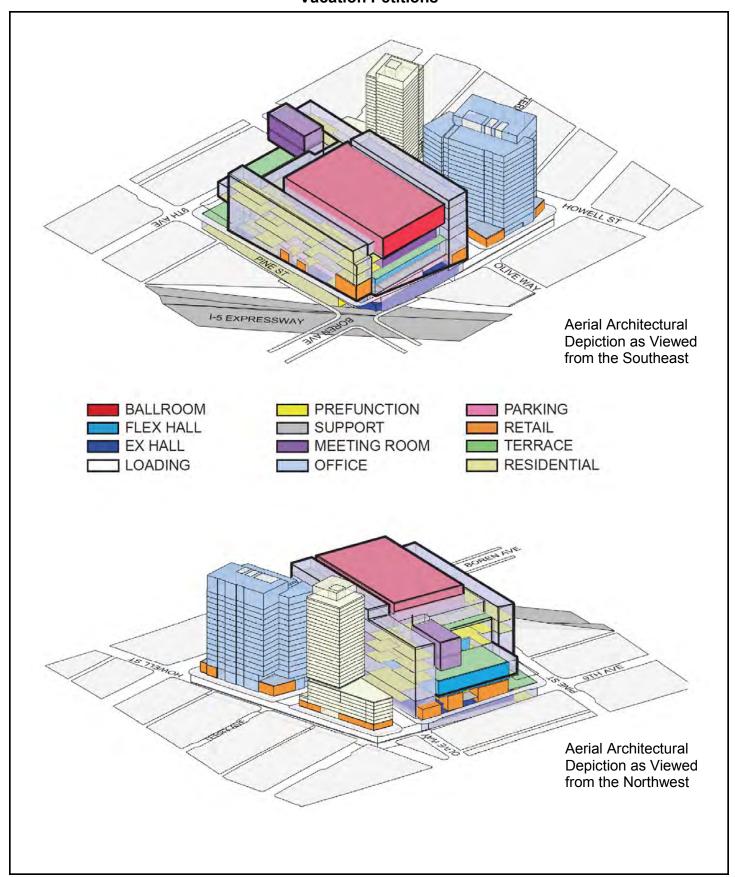








Figure 11





Figure 12





Figure 13

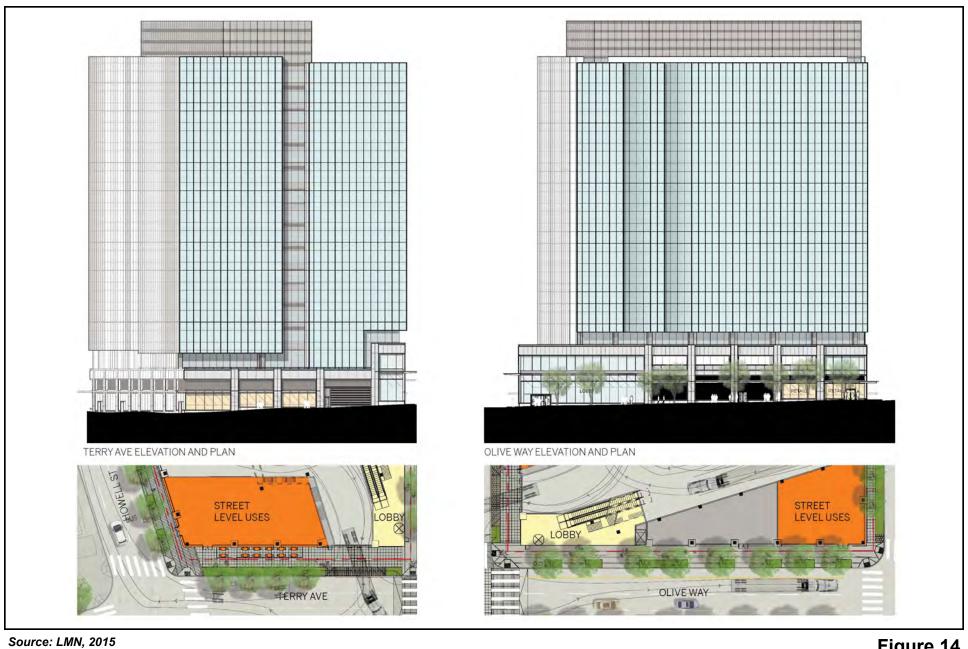




Figure 14









Figure 16
Olive Way Elevation and Plan





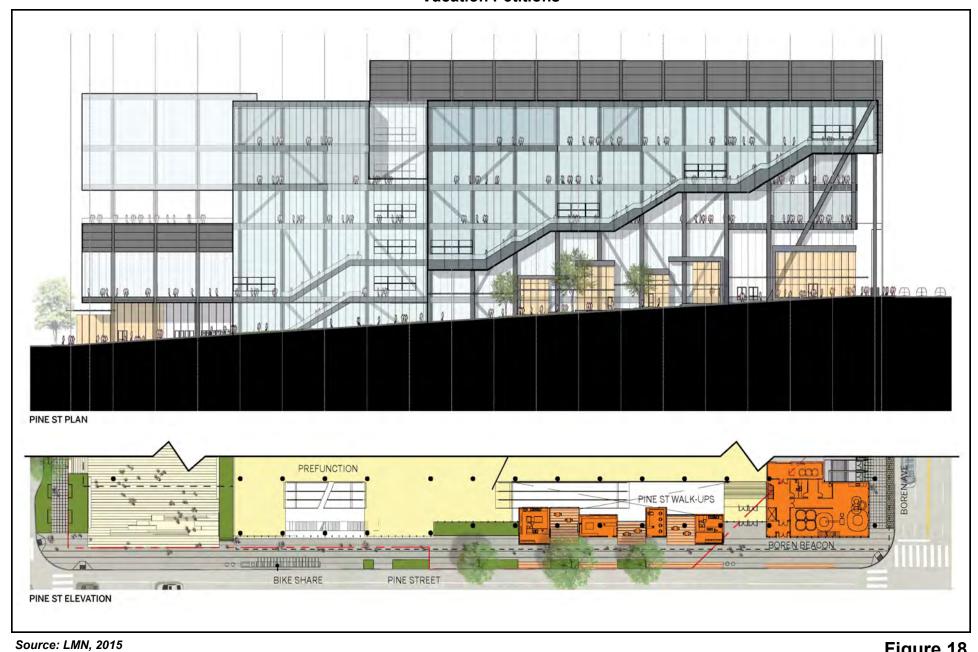
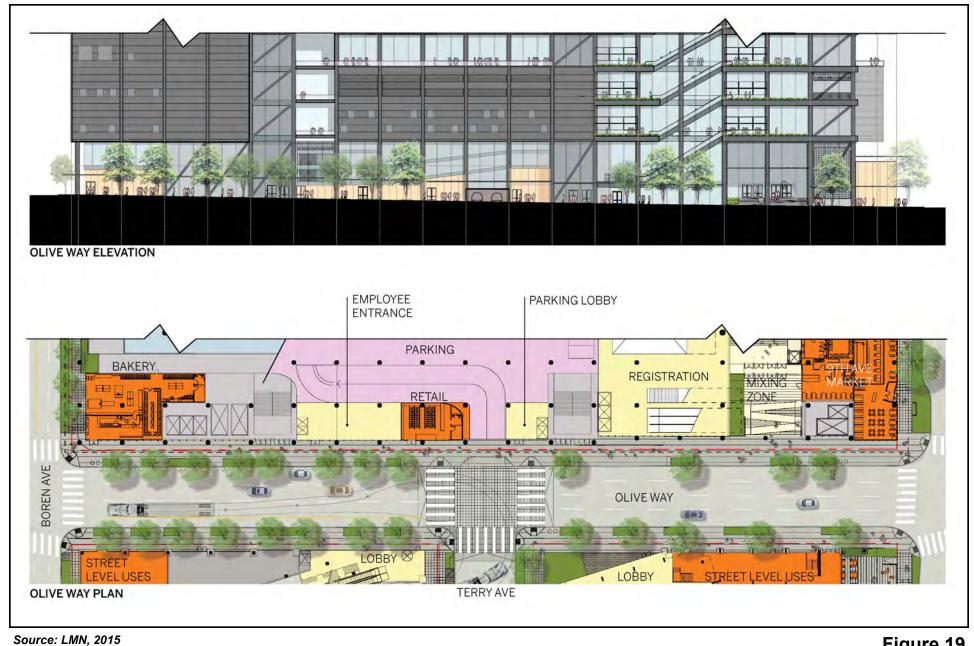
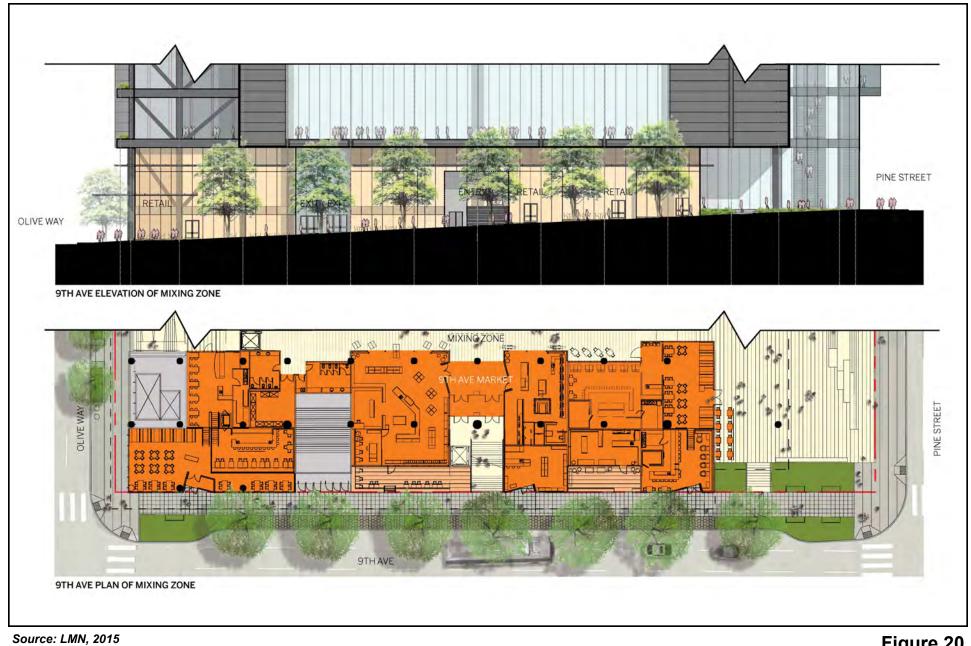




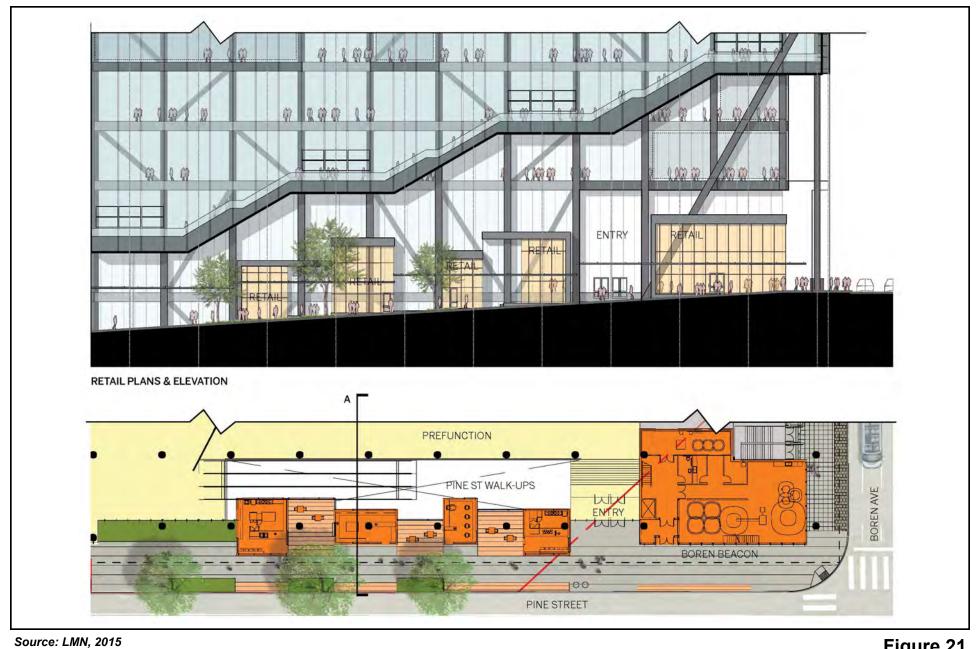
Figure 18Pine Street Elevation and Plan



















Illustrations represent a conceptual depiction of the proposed building





Source: LMN, 2015

EA Engineering,
Science, and
Technology, Inc., PBC



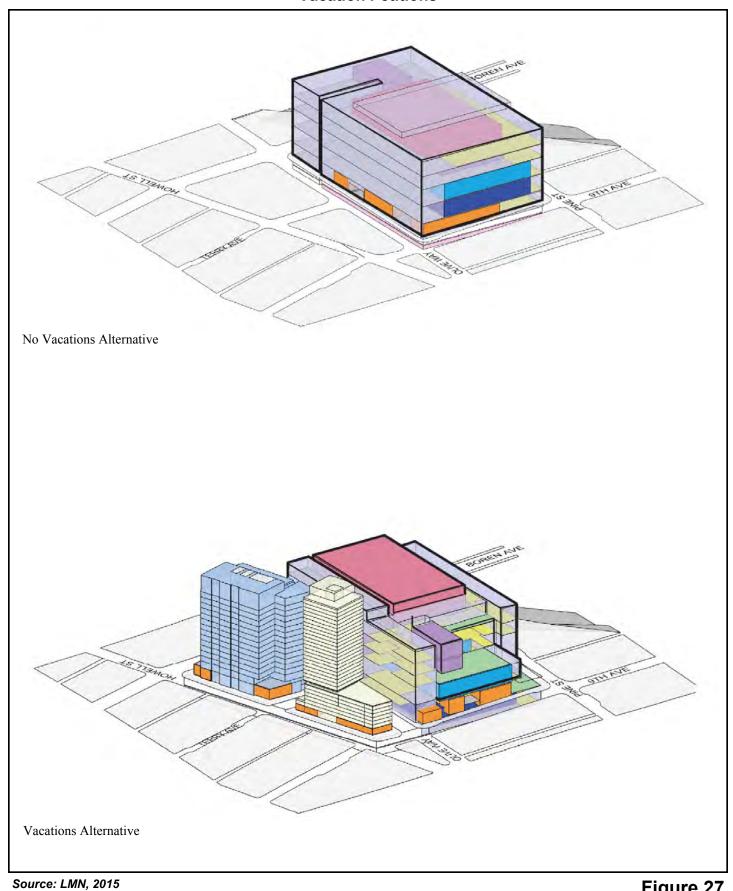
Illustrations represent a conceptual depiction of the proposed building







WSCC Addition Vacation Petitions





Signed Vacation Petitions

Block 33

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

The alley in Block 33, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

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

the alley in Block 33, Heirs of Sarah A. Bell's Second Addition to the City of Seattle according to the plat recorded in Volume 1 of Plats, page 121, King County, Washington being the block between Howell Street, Terry Avenue, Olive Way, and 9th Avenue

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.

The alley in Block 33, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

SIGNATURE OF PETTIONERS:

I hereby declare that I am the 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. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

OWNER(S) (Printed Name, Signature and Title)		PROPERTY:
Ву:		
Jeff Blosser, President/CEO Washington State Convention Center		
appartone	12/3/15	0660001114
OWNER/	DATE	Parcel No.
By:		
CPSRTA (Sound Transit)		
John allon	12/3/15	0660001095
OYNER /	DATE	Parcel No.
By:		
King County		
John a Blom	12/3/15	0660001113
OWNER /	DATE	Parcel No.

The alley in Block 33, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

ACKNOWLEDGEMENT:

I/we Jeff Blosser 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 contained in Clerk File 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 that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.
Perhibiter - WSCC Date
- Silver Jacob

The alley in Block 33, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

CONTACT INFORMATION:

Petitioner:

Jeff Blosser
President/CEO, Washington State Convention Center
800 Convention Place
Seattle, WA 98101
206.694.5010
Jeff.blosser@wscc.com

Contact:

Jane Lewis
Pine Street Group LLC
1500 Fourth Avenue, Suite 600
Seattle, WA 98101
206.340.9217
jane@pinest.com

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

Block 43

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

The alley in Block 43, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

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

the alley in Block 43, Heirs of Sarah A. Bell's Second Addition to the City of Seattle according to the plat recorded in Volume 1 of Plats, page 121, King County, Washington being the block between Howell Street, Boren Avenue, Olive Way, and Terry Avenue;

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.

The alley in Block 43, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

SIGNATURE OF PETTIONERS:

I hereby declare that I am the 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. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

OWNER /	DATE	Parcel No.
My CiBlone	123.15	0660001675, 0660001670, 0660001659, 0660001655
Jeff Blosser, President/CEO Washington State Convention Center		
Ву:		
(Printed Name, Signature and Title)		-
OWNER(S)		PROPERTY:

The alley in Block 43, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

ACKNOWLEDGEMENT:

I/we Jeff Blossev 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 contained in Clerk File 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 that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.
JAMA CUDAM 12.3.15
Petivioner - WSCC Date

The alley in Block 43, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

CONTACT INFORMATION:

Petitioner:

Jeff Blosser
President/CEO, Washington State Convention Center
800 Convention Place
Seattle, WA 98101
206.694.5010
Jeff.blosser@wscc.com

Contact:

Jane Lewis
Pine Street Group LLC
1500 Fourth Avenue, Suite 600
Seattle, WA 98101
206.340.9217
jane@pinest.com

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

Block 44

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

The alley in Block 44, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

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

the alley in Block 44, Heirs of Sarah A. Bell's Second Addition to the City of Seattle lying south of the south margin of Olive Way and north of the westerly extension of the south line of Lot 9, Block 44, according to the plat recorded in Volume 1 of Plats, page 121, King County, Washington

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.

The alley in Block 44, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

SIGNATURE OF PETTIONERS:

I hereby declare that I am the 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. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

OWNER(S) (Printed Name, Signature and Title)		PROPERTY:
Ву:		
Jeff Blosser, President/CEO Washington State Convention Center OWNER	12/3/15 DATE	0660001725 Parcel No.
OWNER	DATE	rarcei No.
OWNER(S) (Printed Name, Signature and Title)		PROPERTY:
Ву:		
King County All Calledone	12/3/15	0660001025
OWNER	DATE	Parcel No.

The alley in Block 44, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

ACKNOWLEDGEMENT:

I/we Jeff 15 losser 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 contained in Clerk File 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 that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.
Petitioner-WSCC Date

The alley in Block 44, Heirs of Sarah A. Bell's Second Addition to the City of Seattle

CONTACT INFORMATION:

Petitioner:

Jeff Blosser
President/CEO, Washington State Convention Center
800 Convention Place
Seattle, WA 98101
206.694.5010
Jeff.blosser@wscc.com

Contact:

Jane Lewis
Pine Street Group LLC
1500 Fourth Avenue, Suite 600
Seattle, WA 98101
206.340.9217
jane@pinest.com

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

Olive Way

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

Subterranean Olive Way between 9th Avenue and Boren Avenue

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

A subterranean portion of Olive Way lying between the east margin of 9th Avenue and the west margin of Boren Avenue and lying below an inclined plane located 8 feet below the established street grade more particularly described as having an elevation of 144.14 feet at the easterly end of this segment of Olive Way and an elevation of 132.15 feet at the westerly end of this segment of Olive Way; together with that portion of Terry Avenue lying within the above described area and south of the north margin of Olive Way and north of the south margin of Olive Way.

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.

Subterranean Olive Way between Boren Avenue and 9th Avenue

SIGNATURE OF PETTIONERS:

OWNER(S)

I hereby declare that I am the 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. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

DDODEDTV.

(Printed Name, Signature and Title)		INOTENTI.
Ву:		
Jeff Blosser, President/CEO Washington State Convention Center		
Jahn arthur	12.3.15	0660001114, 0660001655, 0660001675, 0660001725
OWNER/ By:	DATE	Parcel No.
CPSRTA Sound Transit		
Ostho Cifthen	12.3.15	0660001095
By:	DATE	Parcel No.
King County		
Jahr Ciffum	12.3.15	0660001025
OWNER	DATE	Parcel No.

Subterranean Olive Way between Boren Avenue and 9th Avenue

ACKNOWLEDGEMENT:

I/we Jeff Blosser 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 contained in Clerk File 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 that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.
Petitioner WSCC Date
remone where

Subterranean Olive Way between Boren Avenue and 9th Avenue

CONTACT INFORMATION:

Petitioner:

Jeff Blosser
President/CEO, Washington State Convention Center
800 Convention Place
Seattle, WA 98101
206.694.5010
Jeff.blosser@wscc.com

Contact:

Jane Lewis
Pine Street Group LLC
1500 Fourth Avenue, Suite 600
Seattle, WA 98101
206.340.9217
jane@pinest.com

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

Terry Avenue

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

Terry Avenue between Howell Street and Olive Way

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

Terry Avenue between the south margin of Howell Street and the north margin of Olive Way

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.

Terry Avenue between Howell Street and Olive Way

SIGNATURE OF PETTIONERS:

OWNED(S)

I hereby declare that I am the 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. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

DDODEDTV.

(Printed Name, Signature and Title)		INOLEKI I.
By:		
Jeff Blosser, President/CEO Washington State Convention Center	12-3-15	0660001114, 0660001670, 0660001659, 0660001655
OWNER	DATE	Parcel No.
Ву:		
King County My Cuffern	12.3.15	0660001113
OWNER	DATE	Parcel No.

Terry Avenue between Howell Street and Olive Way

ACKNOWLEDGEMENT:

I/we Jeff blosser 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 contained in Clerk File 310078 and other adopted policies; and
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Petitioner WSCC Date

Terry Avenue between Howell Street and Olive Way

CONTACT INFORMATION:

Petitioner:

Jeff Blosser
President/CEO, Washington State Convention Center
800 Convention Place
Seattle, WA 98101
206.694.5010
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Contact:

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1500 Fourth Avenue, Suite 600
Seattle, WA 98101
206.340.9217
jane@pinest.com

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

Letters of Predictive Control



Department of Transportation Metro Transit Division General Manager's Office 201 S. Jackson Street KSC-TR-0415 Seattle, WA 98104-3856

November 12, 2014

Jeff Blosser, President/CEO Washington State Convention Center 800 Convention Place Seattle, WA 98101-2350

Washington State Convention Center Expansion Proof of Agency

Dear Mr. Blosser:

King County ("County") is the property owner of Parcel Numbers 0660001025 and 0660001700, located at the Convention Place Station in the City of Seattle, King County ("CPS Property"). The Washington State Convention Center ("WSCC") is undertaking feasibility studies for an expansion of the state convention center that would involve the construction of a new convention facility on and around the CPS Property ("Expansion Project").

On behalf of King County, this letter hereby authorizes WSCC and its agent, Pine Street Group L.L.C., to act as the applicant for any land use or other approvals required for the development of the Expansion Project on the CPS Property.

We understand and agree that as part of this authorization WSCC may act as lead agency for the Project under the State Environmental Policy Act ("SEPA"), perform a preliminary evaluation under the Model Toxics Control Act, submit for permit applications (including but not limited to master use permits, design review approval, conditional use permits, street improvement permits, and street and alley vacations that may be in addition to those underway or obtained by the County) and take any other necessary entitlement actions in furtherance of the Expansion Project. WSCC shall control the entitlement process and shall be responsible for permit costs that it incurs.

WSCC agrees that, until an agreement of the parties is in place, any entitlement WSCC plans for or acquires will not conflict or negatively impact any King County Metro Transit activity or operations related to the CPS property. In the event there is a conflict or negative impact to any King County Metro Transit activity or operations, as determined by the County in its sole discretion, WSCC agrees to modify, unwind or terminate any of its permit applications to satisfactorily address the issue(s) at its cost.

Washington State Convention Center Expansion November 12, 2014 Page 2

Nothing in this authorization shall be construed to authorize commencement of construction prior to completion of project SEPA review or prior to execution of a final Purchase and Sale Agreement for the CPS Property. If King County's sale of the CPS Property to WSCC is not approved by the governing bodies of the parties by December 31, 2015, then King County reserves the right to terminate this Proof of Agency authorization and direct WSCC to terminate any applications submitted under this authorization. In such event, WSCC shall be responsible for terminating and unwinding any permit applications at its cost upon request of the County. King County shall not be obligated to execute, deliver, or encumber the CPS Property with any dedications, easements, zoning changes, surrender of property rights, permits, or other permanent conditions that would be irreversibly binding on the CPS Property in the event that the parties fail to reach agreement on the land acquisition.

WSCC agrees to provide King County with copies of all applications submitted pursuant to the terms of this authorization together with all substantive documents and communications involving final actions from applicable permitting agencies. WSCC and King County will also communicate and consult informally as reasonably necessary to ensure that the parties provide each other with updates regarding the approvals outlined in this letter.

The signatures below indicate agreement to these terms.

Sincerely,

King County, by

Kevin Desmond, King County

WSCC, by

Jeff Posser, CEO/President, WSCC

cc: Jane Lewis, Pine Street Group L.L.C.

Ryan Durkan, Hillis Clark Martin & Peterson

Ian Taylor, King County



May 11, 2015

Jeff Blosser, President/CEO Washington State Convention Center 800 Convention Place Seattle, WA 98101-2350

Washington State Convention Center Expansion Proof of Agency

Dear Mr. Blosser:

Sound Transit is the property owner of Parcel Number 066000109505, located at 901 Howell Street in the City of Seattle, King County ("Property"). The Washington State Convention Center ("WSCC") is undertaking feasibility studies for an expansion of the state convention center that would involve the construction of a new convention facility on and around the Property ("Expansion Project").

On behalf of Sound Transit, this letter hereby authorizes WSCC and its agent, Pine Street Group L.L.C., to act as the applicant for any land use or other approvals required for the development of the Expansion Project on the Property.

We understand and agree that as part of this authorization WSCC may act as lead agency for the Project under the State Environmental Policy Act ("SEPA"), perform a preliminary evaluation under the Model Toxics Control Act, submit for permit applications (including but not limited to master use permits, design review approval, conditional use permits, street improvement permits, and street and alley vacations that may be in addition to those underway or obtained by the Sound Transit) and take any other necessary entitlement actions in furtherance of the Expansion Project. WSCC shall control the entitlement process and shall be responsible for permit costs that it incurs.

WSCC agrees that, until an agreement of the parties is in place, any entitlement WSCC plans for or acquires will not conflict or negatively impact any Sound Transit field office activity related to the Property. In the event there is a conflict or negative impact to any Sound Transit field office activity, as determined by Sound Transit in its sole discretion, WSCC agrees to modify, unwind or terminate any of its permit applications to satisfactorily address the issue(s) at its cost.

CHAIR

Dow Constantine King County Executive

VICE CHAIRS

Paul Roberts
Everett Councilmember

Marilyn Strickland Tacoma Mayor

BOARD MEMBERS

Claudia Balducci Bellevue Mayor

> Fred Butler Issaquah Mayor

Dave Earling Edmonds Mayor

Dave Enslow Sumner Mayor

John Lovick Snohomish County Executive

> John Marchione Redmond Mayor

Pat McCarthy Pierce County Executive

Joe McDermott
King County Council Vice Chair

Mary Moss Lakewood Councilmember

> Ed Murray Seattle Mayor

Mike O'Brien Seattle Councilmember

Lynn Peterson
Washington State Secretary of
Transportation

Larry Phillips King County Council Chair

Dave Upthegrove
King County Councilmember

Peter von Reichbauer King County Councilmember

CHIEF EXECUTIVE OFFICER
Joni Earl

Washington State Convention Center Expansion May 11, 2015 Page 2

Nothing in this authorization shall be construed to authorize commencement of construction prior to sale of the Property to WSCC. If Sound Transit's sale of the Property to WSCC is not approved by the governing bodies of the parties by December 31, 2015, then Sound Transit reserves the right to terminate this Proof of Agency authorization and direct WSCC to terminate any applications submitted under this authorization. In such event, WSCC shall be responsible for terminating and unwinding any permit applications at its cost upon request of Sound Transit. Sound Transit shall not be obligated to execute, deliver, or encumber the Property with any dedications, easements, zoning changes, surrender of property rights, permits, or other permanent conditions that would be irreversibly binding on the Property in the event that the parties fail to reach agreement on the land acquisition.

WSCC agrees to provide Sound Transit with copies of all applications submitted pursuant to the terms of this authorization together with all substantive documents and communications involving final actions from applicable permitting agencies. WSCC and Sound Transit will also communicate and consult informally as reasonably necessary to ensure that the parties provide each other with updates regarding the approvals outlined in this letter.

The signatures below indicate agreement to these terms.

Sincerely,

Sound Transit, by

Ahmad Fazel, Sound Transit

Jeff Blysser, CEO/President, WSCC

Matt Griffin, Pine Street Group L.L.C. Ryan Durkan, Hillis Clark Martin & Peterson

Brooke Belman, Sound Transit Joanna Valeri, Sound Transit Kevin Workman, Sound Transit

Community Outreach

Appendix B WSCC Addition – Community Outreach

Information regarding the proposed WSCC Addition project has been presented in numerous public forums, as detailed below. As well, articles about the proposed project have appeared in the Seattle Times and Daily Journal of Commerce. The project also has a dedicated website, http://www.wsccaddition.com/, providing information and opportunities to provide comments and ask questions.

This appendix contains sign-in sheets and/or agendas from several meetings at which the applicant has presented information regarding the proposed project.

- 3 March 2015 EIS Scoping Meeting
- 28 May 2015 Presentation to DSA Board of Directors
- 30 June 2015 General update meeting with P/PUNC
- 29 July 2015 Presentation to Horizon House
- 2 September 2015 PCD Meeting
- 2 September Capitol Hill Community Council leadership
- 4 September Paramount Theatre leadership
- 15 September Denny Triangle Neighborhood Association
- 17 September 2015 Broadmoor Breakfast Group
- 22 September 2015 Capitol Hill Chamber of Commerce Board of Directors
- 2 November 2015 Community Development Roundtable
- 4 November 2015 First Hill Improvement Council



Proposed Washington State Convention Center Addition

EIS Scoping Meeting | March 3, 2015

Sign-In Here Please

Name	-	Address	E-mail	Would you like to provide public comment?
Pam Xander		4338 NE 57th St. Seattle WA 98105	pxander @ soundearthine, com	☐ Yes or ☐ No
Brie Cyneild		4338 NE 57th St. Seattle WA 98105 1407 15th Are Seattle WA 98122	pxander @ soundearthine, com brie @ undr folks.com	☐ Yes or ☑ No
Brie Cyneild ELIZABETH HEALT	FHEDA	711 S. CAPITOL WAY SUITE SOI WA 98501	EUZABETH. HEALY @ DOT, GOV	☐ Yes or ☐ No
				☐ Yes or ☐ No
				☐ Yes or ☐ No
				☐ Yes or ☐ No
				☐ Yes or ☐ No
				☐ Yes or ☐ No
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				☐ Yes or ☐ No
				☐ Yes or ☐ No
				☐ Yes or ☐ No



Proposed Washington State Convention Center Addition

EIS Scoping Meeting | March 3, 2015

Sign-In Here Please

Name	Address	E-mail	Would you like to provide public comment?
RON MOATTAR	4645 87TH AVESE MI WA. 98040	PMONTHROLAMAN. com	☐ Yes or ☐ No
ANDY BENCH	84 38RD ANE E 98WZ	andsterelle gral. com	☐ Yes or 🖎 No
LASH WHITSON	CMY OF STATTLE, GOD YTH AVE 98109	13h. Whitson @ seattle.go	☐ Yes or No
Andrew Sorensen	1823 Ferry #913 Seattle WA 98101	anoren anoren sorensen, nel	☐ Yes or ဩ No
Irm Castanes	1932-First Ave #628 98101	Vim e Castanos. com	Yes or El No
Carry Hillenbroad	1709 Harvard Are. 98122	hhhezipcon. net	☐ Yes or 🄼 No
BRAO TOUS	800 FIFTH NE, # 4130, 98104		☐ Yes or ☐ No
ā.			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			Yes or No
			☐ Yes or ☐ No



Proposed Washington State Convention Center Addition

EIS Scoping Meeting | March 3, 2015

Sign-In Here Please

Name	Address	E-mail	Would you like to provide public comment?
KARLYNN CARRINGTON	1624 BOREN AVE #501 SEATTLE WA 98101	KARLIND_CARRINGTON @	Yes or □ No
Parae Mebrere	800 5th Ave \$4730	Pargem@80jsez.com	☐ Yes or ② No
Parege Mebrence Undsay King	200 Stn Al	undsay vona e seather dur	☐ Yes or ☐ No
JOSHVA GURNEE	303 E PIKES+ #401	joshus.gurnee@gnail.com	☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
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4			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No
			☐ Yes or ☐ No

DOWNTOWN SEATTLE ASSOCIATION

Board of Directors Meeting Thursday May 28th, 2015 Washington Holdings Two Union Square 3:30p.m. to 5:00 p.m.

MINUTES

Presiding: Mark Barbieri, Chair

Attending: Zahoor Ahmed, Bill Bain, Rita Brogan, Pat Callahan, Karen Chang, Cary Clark, Dan

David Douglass, Dan Greenshields, Patrick Gordon, Matt Griffin, Gerry Johnson, William Justen, Megan Karch, Paul Lambros, Jane Lewis, Leslie Martin, Jon

Magnusson, Jack McCullough, Joe McWilliams, Norma Miller, Linda Mitchell, Carla Murray, Blake Nordstrom, Kathy O'Kelley, Denny Onslow, Chuck Riley, Charley Royer, Rita Ryder, Richard Stevenson, Tony Stewart, Todd Timberlake, Bill

Weisfield, Don Wise

Staff: Danielle Abbott, Emily Bailor, Don Blakeney, Joshua Curtis, Brenda Evans, Phil

Lloyd, Jessica Madrazo, Andi Pratt, Mike Rimoin, Carolyn Tow

Guests: Jeff Blosser, Washington State Convention Center; Patty Frey-Benjamin, Phinney

Bischoff; Kate Grimaldi, Phinney Bischoff; Tom Norwalk, Visit Seattle; Leslie

Phinney, Phinney Bischoff

CALL TO ORDER

Mark Barbieri, Chair, called the meeting to order at 3:30 pm.

BOARD GOVERNANCE

Minutes of the DSA Board meeting for April 23rd, 2015 were approved as written. Approval by consensus.

Jack McCullough reviewed the Governance Committee memo. The nominations to the Governance Committee were approved.

GUEST SPEAKERS

Mark Barbieri turned to DSA Board Member Matt Griffin to discuss the planned Convention Center addition, along with Jeff Blosser and Tom Norwalk.

- Matt gave a brief history of the convention center; noting that the main objective of the convention center is to boost hotel room use. Matt reviewed the current site planned for the addition and noted the hotel room use it is projected to generate.
- Tom Norwalk, President of Visit Seattle, reviewed Visit Seattle's role in marketing for the convention center and the unique conventions that are drawn to Seattle. Tom noted that the addition will generate 2,600 jobs in Seattle and increase the number of conventions hosted by 20-30/year.
- Jeff Blosser, President of the Washington State Convention Center, detailed the plans for the addition including the design elements and features of the new space. Jeff noted that keeping the 2nd Center in the Downtown core will help to connect Downtown to capitol hill and improve the pedestrian experience.

Discussion ensued:

- In addition to the Convention Center addition, an apartment building and office building are being co-developed.
- Will be working closely with City and County to acquire necessary properties for project.
- Convention Center will be able to stagger conventions to help maintain high hotel occupancy rates.
- Financing is secured, no plans to gather funds through an additional tax.

CHAIR'S REPORT

Mark Barbieri called attention to the March financials included in the packets. Noted Board member achievements: Rita Brogan named Woman of the Year by WTS International and ZGF Architects was recognized by the American Institute of Architects as having one of the top ten greenest buildings – the Federal Center Building in Seattle

Mark informed the group that DSA in partnership with the Seattle Hotel Association, the Chamber of Seattle and Visit Seattle hosted lunch for West Precinct SPD officers in recognition of their work on the 9 ½ Block Strategy.

PRESIDENT'S REPORT

Jon Scholes, President & CEO, gave an update on the agreement between the City and DSA/MID to activate Westlake and Occidental Parks. Jon informed the board that DSA's Retail Program Manager, Andi Pratt, has recruited a new business Downtown, to open this summer. Jon mentioned that the summer parking promotion campaign will kick off in May and will promote low cost parking in the retail core, Pioneer Square and the Waterfront. Jon informed the Board of other topics of interest:

- New transit service will being in June
- The mayor's Housing Affordability Task Force will make recommendations in June
- Jon highlighted the articles of interest in the Board packet.

PROGRAM UPDATES

Mark thanked the chairs of the committee's for their leadership of the DSA's programs.

Communications & Marketing Committee

Rita Brogan & Carla Murray, Co-Chairs

Rita Brogan and Carla Murray introduced the consultants from Phinney Bischoff to lead a discussion on the work being done on the DSA/MID/Commute Seattle's Branding project.

Leslie Phinney gave a brief history of Phinney Bischoff and their work with local Seattle businesses. Patty Frey Benjamin reviewed the one-on-one interviews conducted to date and the main takeaways from them.

- DSA is well known and highly regarded; opportunities are in highlighting the breadth of work DSA does and the different programs and initiatives it manages.
- Patty recommended three ways to potentially strengthen DSA's position:
 - o Rename DSA
 - o Articulate mission in terms of an audience benefit
 - Incorporating emotion in brand identity.

Discussion ensued:

- DSA's upcoming strategic planning process will benefit from the organization having a clear brand identity.
- Need to examine definition of "Downtown."
- Focus group should look at the benefits of keeping DSA and MID separate as well as bringing them under one brand identity.

Public Space Activation & Management Committee

Jane Lewis, Co-Chair

Jane gave a brief update on the work being done in Westlake & Occidental Parks:

- DSA and the City signed the agreement in early May.
- Westlake's activations are on schedule to launch June 1; Occidental will be July 6th.

Membership & Resource Development Committee

Richard Stevenson, Co-Chair

Bill Weisfield, Co-Chair

Richard and Bill thanked the Board for their support of the membership committee and for their assistance in helping bring DSA membership past its budget goal.

- Richard reported that membership is up net \$23k year to date; recognized board members for the new members added.
- Asked for assistance in arrears members.
- Richard thanked Megan Karch and Ken Lederman for bringing in new members; Mark presented them with a bottle of wine.

NEW BUSINESS

The campaign for an airport expansion will begin in June.

ADJOURN

The meeting was adjourned at 5:02p.m.

Submitted by Emily Bailor, DSA/MID Board Administrator. April 23rd, 2015

* PARTY OF RECORD

SIGN IN SHEET

Date: 9/2/2015

If you would like to receive information about this project (PCD Priorities, Notice of Application, public meetings and Decisions)

please complete the information. cannot be sent out without this contact information.

Project No: 3018096

920 Olive Way Address:

1711 Boren Avenue 1600 9th Avenue

3020176

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PARTY OF RECORD SIGN IN SHEET

Date: 9/2/2015

If you would like to receive information about this project (PCD Priorities, Notice of Application, public meetings and Decisions) please complete the information below. Updates cannot be sent out without this contact information.

Project No: 3018096 3020176 3020177

Address: 920 Olive Way

1600 9th Avenue

1711 Boren Avenue

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	NAME	Starn Word	Stefan Moritz	Abby Lawlor	3rian Jacque	MMTHEW GISSEN	SUSAN ZOCCOLA		

PARTY OF RECORD SIGN IN SHEET

Application, public meetings and Decisions) please complete the information below. Updates cannot be sent out without this contact information.

If you would like to receive information about

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RINT	Street Address, City [Include email OR street address for parties of record]					
PLEASE PRINT	E-MAIL Include email OR street address for parties of record	Pault@pobox.com				
	NAME	Paul Feldman				

Development Team

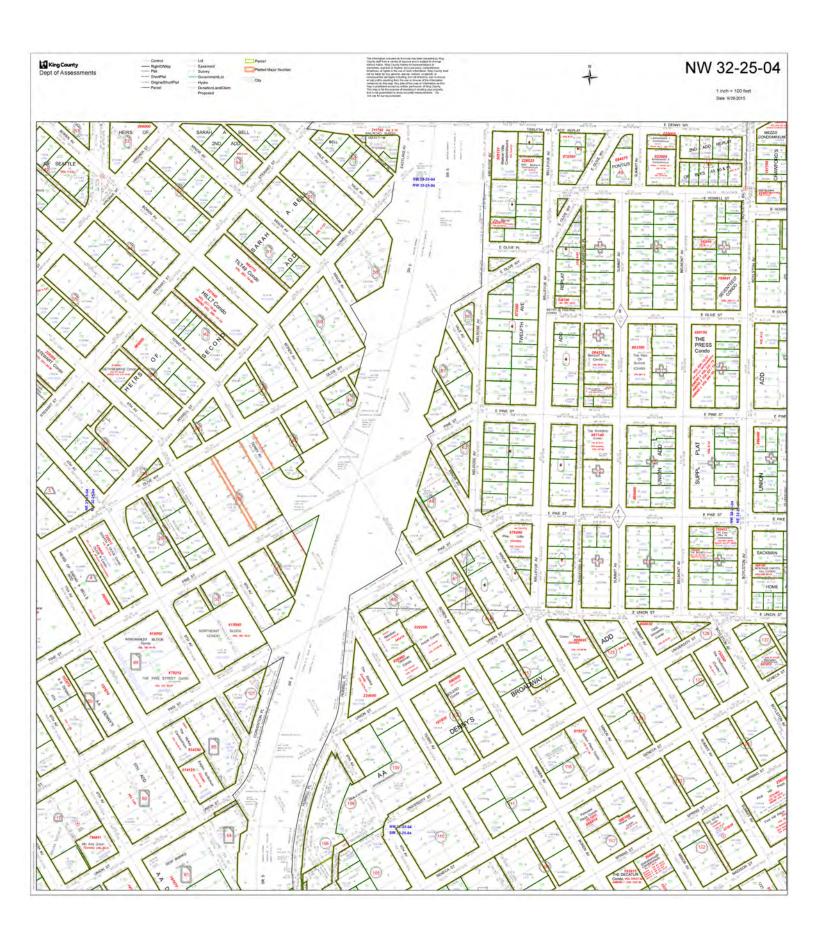
WSCC Addition Project Directory

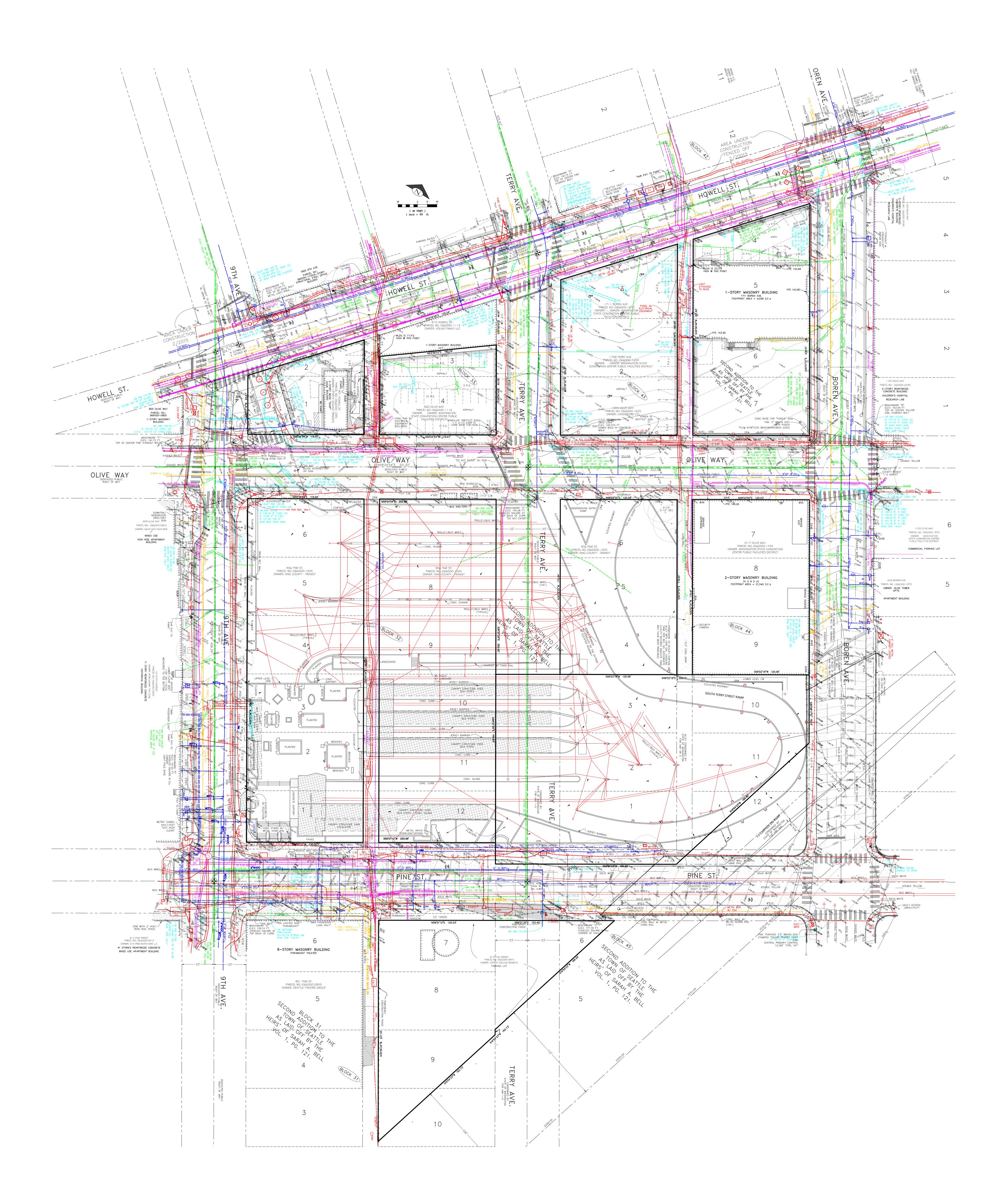
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Daniel Delanes Owner	OWNER: Wash	nington State Co	nvention Center (WSCC)	800 Convention Place, Se	attle, WA 98101				
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State Mangary Observer WSCT Under arrangally sease com Oil	Ed	Barnes	Owner	WSCC	ed.barnes@wscc.com	(0)	206-694-5040	(m)	
India	Jeff	Blosser	Owner	WSCC	jeff.blosser@wscc.com	(0)	206-694-5010	(m)	
OWNER PETELENTATIVE Description Computer Comput	Mike	Murphy	Owner	WSCC	mike.murphy@wscc.com	(0)		(m)	
Marche Search						(o)	206-694-5107	(m)	
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John	Jade	Yang		LMN	jyang@lmnarchitects.com	(0)	206-682-3460	(m)	
IANN	Jessica	Miller		LMN	jmiller@lmnarchitects.com	(0)	206-682-3460	(m)	
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Laure Haye	John	Chau		LMN	jchau@lmnarchitects.com	(0)	206-682-3460	(m)	
Lance Hayes LMN	Jung Min	Kim		LMN	jkim@lmnarchitects.com	(0)	206-682-3460	(m)	
Lauren	Kate	Rufe		LMN	krufe@lmnarchitects.com	(0)	206-682-3460	(m)	
Leonardo da Costa LMN Llancostac@ Immarchitects.com (o) 206-682-3460 (m)	Lance	Hayes		LMN					
Maria Martinez M	Lauren			LMN	lhepner@lmnarchitects.com			(m)	
Mark Reddington Design Principal LMN mureddington@Imarchitects.com (a) 206-882-3460 (b)	Leonardo							(m)	
Description LMN Operation Defense Description								` '	
Rafael Vinoly LMN	Mark		Design Principal			` /		_	
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Alex			Project Manager			` /		,	
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Ashlee Forde Marketing Director Skanska/Hunt ashlee.forde@skanska.com (a) 206-494-5437 (m) 206-715-6710			Project Engineer			(0)		(m)	206 259 1051
Bill Fouty Mechanical Specialist Skanska/Hunt bill.fouty@skanska.com (o) 206-494-5419 (m) 206-794-8804 Bob McDonald Low Voltage Consultant Skanska/Hunt Bob@bscinc.net (o) (m) 407-620-8257 Brig Chief Skanska/Hunt brett_grifin@skanska.com (o) (m) 206-819-0897 Brig Dengenis VDC Engineer Skanska/Hunt brett_grifin@skanska.com (o) (m) 415-830-1022 Caleb Hettersheidt Skanska/Hunt carrie.tanner@aecom.com (o) (m) (m) Carrie Tanner Senior Marketing Coordinator Skanska/Hunt carrie.tanner@aecom.com (o) (o) (o) (o) Chris Toher General Manager Skanska/Hunt carrie.tanner@aecom.com (o) 602-389-8279 (m) 602-489-520 Cori Smith Preconstruction Director Skanska/Hunt corissa.mith@aecom.com (o) 602-389-8279 (m) 602-481-5430 Curt Burks Preconstruction Director Skanska/Hunt corissa.mith@aecom.com (o) 602-389-8273 (m) 602-471-6050 Curt Burks Preconstruction Lead Skanska/Hunt curt.burks@skanska.com (o) 206-494-5439 (m) 206-817-1931 Dennis Sexuaer Project Executive Skanska/Hunt curt.burks@skanska.com (o) 206-494-5439 (m) 206-817-1931 Ed Hartwell Senior Project Manager Skanska/Hunt edhantswalcom (o) 602-389-8225 (m) 480-797-9902 Emmett Hart Superintendent Skanska/Hunt emmett.hart@skanska.com (o) 206-497-216 (m) 506-497-216 Erynn Reinhardt Project Administrator Skanska/Hunt emmett.hart@skanska.com (o) 206-637-2136 (m) Erynn Reinhardt Project Administrator Skanska/Hunt greg.smith@skanska.com (o) 206-637-2136 (m) Erynn Reinhardt Project Accountant Skanska/Hunt Jim.bradford@skanska.com (o) 206-67-26800 (m) 206-494-5436 (m) 206-200-1739 En McCroskey Electrical Preconstruction Director Skanska/Hunt Jim.bradford@skanska.com (o) 206-494-5436 (m) 206-900-191 En McCroskey Electrical Preconstruction Director Skanska/Hunt Jim.bradford@skanska.com (o)			0 0					` '	
Bob McDonald Low Voltage Consultant Skanska/Hunt Bob@bscinc.net (o) (m) 407-620-8257			Š					` /	
Brett Griffin Sr. Project Engineer Skanska/Hunt brett,griffin@skanska.com (o) (m) 206-819-0897		_	•					\ /	
Brig Dengenis VDC Engineer Skanska/Hunt brig.dengenis@aecom.vcom (o) (m) 415-830-1022			-					` '	
Caleb Hettersheidt Skanska/Hunt caleb.hettersheidt@aecom.com (o) (m) Carrie Tanner Senior Marketing Coordinator Skanska/Hunt carrie.tanner@aecom.com (o) 602-389-8279 (m) 602-818-7520 Chris Toher General Manager Skanska/Hunt christ.oher@skanska.com (o) 206-449-5438 (m) 206-406-7460 Cori Smith Preconstruction Director Skanska/Hunt corissa.smith@aecom.com (o) 602-389-8247 (m) 602-471-6050 Curt Burks Preconstruction Lead Skanska/Hunt curt.burks@skanska.com (o) 206-494-5439 (m) 206-817-1931 Dennis Sexuaer Project Executive Skanska/Hunt dennis.sexauer@aecom.com (o) 602-389-8225 (m) 480-797-9902 Ed Hartwell Senior Project Manager Skanska/Hunt ed.hartwell@skanska.com (o) 206-494-5430 (m) 510-507-0199 Emmett Hart Superintendent Skanska/Hunt emmett.hart@skanska.com (o) 206-637-2156 (m) 602-437-4192 Erynn Reinhardt Project Administrator Skanska/Hunt erynn.reinhard@skanska.com (o) 206-637-2156 (m) 602-437-4192 Erynn			, ,			` /		` '	
Carrie Tanner Senior Marketing Coordinator Skanska/Hunt carrie_tanner@aecom.com (o) 602-389-8279 (m) 602-818-7520 Chris Toher General Manager Skanska/Hunt chris.toher@skanska.com (o) 206-494-5408 (m) 206-406-7460 Cori Smith Preconstruction Director Skanska/Hunt corissa.smith@aecom.com (o) 602-389-8247 (m) 602-419-6050 Cut Burks Preconstruction Lead Skanska/Hunt curt.burks@skanska.com (o) 206-494-5439 (m) 206-817-1931 Dennis Sexuaer Project Executive Skanska/Hunt dennis.sexauer@aecom.com (o) 602-389-8225 (m) 406-877-9902 Ed Hartwell Senior Project Manager Skanska/Hunt ed.hartwell@skanska.com (o) 206-494-5461 (m) 510-507-0199 Emmett Hart Superintendent Skanska/Hunt erynn.reinhard@skanska.com (o) 206-637-2136 (m) 206-437-4192 Erynn Reinhardt Project Accountant									
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JoeDavidsonSafety ManagerSkanska/Hunt(o)(m)JosephSpringgayPreconstruction ManagerSkanska/HuntJoseph.Springgay@skanska.com(o)(m)408-745-4046KevinMcCainJV ExecutiveSkanska/Huntkevin.mccain@skanska.com(o)206-494-5436(m)206-909-0191KevinKorczykGraphics/Marketing ConsultantSkanska/Huntkevin@ekvinkorczyk.com(o)(m)602-369-5386LaceyAhlfSenior Project ManagerSkanska/Huntlacey.ahlf@skanska.com(o)(m)425-785-9496MarkKingBIM/VDC ManagerSkanska/Huntmark.king@skanska.com(o)206-494-5473(m)206-348-8279MarkIrwinSuperintendentSkanska/Huntmark.irwin@skanska.com(o)(m)206-799-7710MelJonesOutreach ManagerSkanska/Huntmel.jones@skanska.com(o)(m)									
Joseph Springgay Preconstruction Manager Skanska/Hunt Joseph.Springgay@skanska.com (o) (m) 408-745-4046			1		jim.bradford@skanska.com				206-200-1739
Kevin McCain JV Executive Skanska/Hunt kevin.mccain@skanska.com (o) 206-494-5436 (m) 206-909-0191 Kevin Korczyk Graphics/Marketing Consultant Skanska/Hunt kevin@kevinkorczyk.com (o) (m) 602-369-5386 Lacey Ahlf Senior Project Manager Skanska/Hunt lacey.ahlf@skanska.com (o) (m) 425-785-9496 Mark King BIM/VDC Manager Skanska/Hunt mark.king@skanska.com (o) 206-494-5473 (m) 206-348-8279 Mark Irwin Superintendent Skanska/Hunt mark.irwin@skanska.com (o) (m) 206-799-7710 Mel Jones Outreach Manager Skanska/Hunt mel.jones@skanska.com (o) (m)			, ,						
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MarkIrwinSuperintendentSkanska/Huntmark.irwin@skanska.com(o)(m)206-799-7710MelJonesOutreach ManagerSkanska/Huntmel.jones@skanska.com(o)(m)									
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WSCC Addition Project Directory

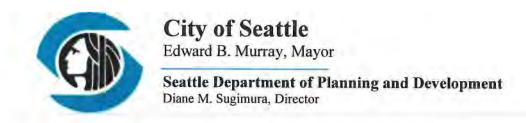
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Joel	Pearson	Sheet Metal Foreman	MacDonald-Miller	joel.pearson@macmiller.com	- '	206-763-9400	` /	
PLUMBING		Disco Metal I Oroman	MacDonald Minel	Joseph Son & machinier.com	(0)	200 700 7400	(111)	200 423 4723
Stacy	Johnson	President	Auburn	stacy@auburnmechanical.com	(0)	253-838-9780	(m)	206-730-4416
Brien	Lautman	1 resident	Auburn	-		253-838-9781		200-730-4410
				BrienLautman@AuburnMechanical.com				
Kyle	Louie		Auburn	KyleLouie@AuburnMechanical.com	(o)			
Willy	Kiel	Operations Manager	Auburn	WillyKiel@AuburnMechanical.com	(0)	253-838-9783	(m)	
Erik	Broughton	Field Foreman	Auburn	erikbroughton@auburnmechanical.com	- 1	253-838-9780	ĺ	206-730-8406

Site Survey Plat Map





PCD Public Benefits



MEMORANDUM

TO: LMN Architects, for Pine Street Group

FROM: Diane M. Sugimura, Director

DATE: October 1, 2015

RE: PCD Priorities Report for the Washington State Convention Center Addition

located at 920 Olive Way, 1600 9th Avenue, 1711 Boren Avenue (Project

Numbers: 3018096, 3020176, 3020177)

Project Description

The proposal includes a Planned Community Development (PCD) component to design and construct the Washington State Convention Center addition, office tower and residential tower on three separate sites. The proposed development on Site A (1600 9th Avenue/3020176) is a five level, approximately 200 foot tall structure containing approximately 1.4 million square feet of exhibition space, meeting rooms, and service and support areas. Parking for 600-800 vehicles and truck loading will be located below grade. On Site B (920 Olive Way/3018096), a 30 story residential tower is proposed and will include ground level retail and a loading/service bay. On Site C (1711 Boren Avenue/3020177), a 16 story office tower is proposed and will include retail and a truck loading zone and ramp at ground level. A spiral ramp located on Site C will serve the underground loading docks for the convention center facility, located on Site A. It is anticipated that Site B and C will be developed as future phases under the PCD.

Planned Community Development

The Planned Community Development (PCD) is a zoning process that may be applied in downtown zones to promote comprehensive development of large tracts of land. By coordinating the development of large sites through the PCD process, the public benefits that can be achieved are greater than those that would otherwise occur if the area was developed in a more standard, site-by-site fashion.

A PCD allows portions of a project to exceed the floor area ratio permitted in the zone(s) as long as the PCD as a whole does not exceed the allowable floor area ratio. This project as currently

proposed will exceed the floor area ratio permitted in the zone(s), but the maximum floor area allowed for the PCD as a whole will meet the requirements of the zone(s) in which it is located.

An additional benefit of the PCD process is the recognition of the longer time frame often needed for developing complex, large site, multi-phased projects. Thus, the PCD process allows for an extended life of the Master Use Permit.

From a list of potential public benefits identified in the Code, the Director is to select at least three priorities to be addressed through the PCD process. Among the public benefits listed are: low-income housing, townhouse development, historic preservation, public open space, implementation of adopted neighborhood plans, improvements in pedestrian circulation, improvements in urban form, improvements in transit facilities, and/or other elements that further an adopted City policy and provide a demonstrable public benefit.

Summary of Open House Comments

Per SMC 23.49.036.B, a public meeting was held by the Director on September 2, 2015 to identify concerns about the site and to receive public input into the priorities for public benefits identified in adopted neighborhood plans and from the list described above. Public comments focused on the following issues:

- Supports expansion
- o Better public benefit process integrated discussion
- o Numerous comments supporting I-5 lid to Capitol Hill
- o Coordination of public benefits
- o Design should not preclude future lid
- o Design should anticipate future needs such as a transit HUB
- Pedestrian experience
- Olive and Pine are important pedestrian corridors
- Need transit HUB at this location
- Provide downtown school
- Robust public art component
- o What will happen to art in the tunnel? must be addressed
- Connection between existing and expanding CC
- 9th and Pike very dangerous for pedestrians
- o Consider Capitol, First and Denny Triangle neighborhoods
- Hire separate Urban Design Consultant to take a high level view integrate neighborhoods
- CC will spur future development need to develop urban design framework
- o Affordable Housing use experienced developer in this project type
- Attention has been given to 9th Avenue same attention to Pine, Boren and Olive
- Loss of bus tunnel and transit connection is unfortunate contribution to develop a transit center
- o Terry Avenue Greenstreet implement from South Lake Union to the Convention Center
- o Pike Street 7th to 9th improve street
- o Retail presence is critical
- Concern about transit what will happen when bus tunnel goes away?
- o Improve entrance

- Need a light rail stop at corner
- o Ensure hospitability industry grows sustainably
- o Bring employees out of poverty
- Employers that benefit from CC invest in supporting families affordable housing in city, live in city
- o Boren side of CC not look like backdoor need street level uses, pedestrian, retail
- Emphasize connection between Capitol Hill and DT
- o Active part and bridge between DT and Capitol Hill
- o Pedestrian circulation path
- o Affordable housing
- o No blank walls
- o Urban context -will influence city Pike Pine Boren Olive and University
- o Establish overlay district
- o Look beyond three neighborhoods
- Pine and Olive pedestrian experience is critical
- o Immense pedestrian use Pike between 5th and 6th
- Pedestrian impact
- o How CC work civically
- o Not the edge of DT, is part of a vital commercial core
- o Low income housing co-develop tower
- o Civic presence public space true public space
- o Open space/Park

Public Benefit Priorities

In consideration of the various Code requirements, possible Design Review Early Design Guidance, potential mitigation, and possible alley and street vacation public benefits opportunities, which will be determined following Design Commission review and City Council approval, and the City Comprehensive Plan Policy (LU178) which states in part that applications of a Master Planned Community zone should result in development that provides a higher level of environmental sustainability, affordable housing and publicly accessible open space - the Director has identified the following five elements as priorities from the list of PCD public benefits outlined in the Land Use Code:

1) Low - income housing (SMC 23.49.036F1.a)

- The County requirement cannot be used to fulfill a PCD public benefit. What is
 required by the City must be beyond what is required under any agreement developed
 by King County, and is expected to be at least equal to the affordability requirements
 under the Mandatory Housing Affordability programs.
- All housing units required under the PCD shall be rent and income restricted for 50 years, for populations with incomes less than 60% of median; alternatively, deliver a comparable level of public benefit, based on agreement with the Office of Housing.
- Number of units will be specified and include family-sized / family-oriented units
- Preference is to incorporate low income units into proposed residential development on Site B; may be allowed as mixed use on Site C
- Onsite performance within the PCD tract is preferred. Performance should correlate
 with completion of the proposed office tower.

- If the construction of the office tower does not proceed then the requirement may be performed by paying the City's Office of Housing
- If other options are not feasible in a timely manner, off-site performance within the urban village would be required.

2) Public Open Space (SMC 23.49.036.F1.d)

 Locate public open space or plaza on Site B – develop open space or plaza, which can be used by the general public, including employees and residents in the surrounding neighborhood.

3) Improvements to Pedestrian Circulation (SMC 23.49.036.F1.f)

 Right-of-way enhancements between the existing and the proposed convention center addition, to improve pedestrian circulation such as widened sidewalks, tree plantings, improved lighting, and where feasible, elements of the Denny Triangle Green Street Plan; 9th Avenue is a particularly important connection.

4) Improvements in Transit Facilities (SMC 23.49.036.F1.h)

Transit facilities located at or near the development site shall include enhancements to
encourage the use of alternative transportation modes, such as real-time transit
information, integration of transit stops into the building and pedestrian area design,
improved pedestrian connections, etc.

5) Other Demonstrable Public Benefits (SMC 23.49.036.F1.i)

• Environmental stewardship and sustainable development is a well-established priority for the City of Seattle and the broader region. In keeping with these values, a priority for the proposed development will be to meet the standards established for City-owned facilities according to Resolution 31326, a minimum LEED Gold rating plus the City's performance requirements for energy (15% better than code), water (30% better than code), construction waste (75% diversion rate, and transportation (bicycle parking and changing/shower facilities). The water goal shall be achieved to the extent feasible using rainwater harvesting, to help further the City's goal to utilize GSI to manage 700 million gallons of stormwater annually, per the City's GSI implementation strategy.

Thank you for your diligence and willingness to work with the City to achieve the best possible development for your client and the city. We look forward to continued collaboration and discussion of public benefits. Please do not hesitate to contact me with further questions or clarification.

1500 Fourth Avenue, Suite 600 Seattle, Washington 98101 T 206.428.3006 F 206.428.3000 matt@pinest.com

PINE STREET GROUP L.L.C.

December 7, 2015

Department of Planning and Development City of Seattle Seattle, Washington 98104

RE: DPD Project #s 3018096, 3020176, 3020177

Department of Planning and Development:

Our company is project manager for the proposed Addition to the Washington State Convention Center. As part of that project, we are discussing with the Department of Planning and Development the potential of a Planned Community Development (PCD). We attended the DPD public meeting on PCD public benefits and have had conversations with DPD following receipt of the City's list of priorities for public benefits on October 1. While we realize our process is not concluded, our current view of the public benefits we believe are most appropriate fit into DPD's five categories:

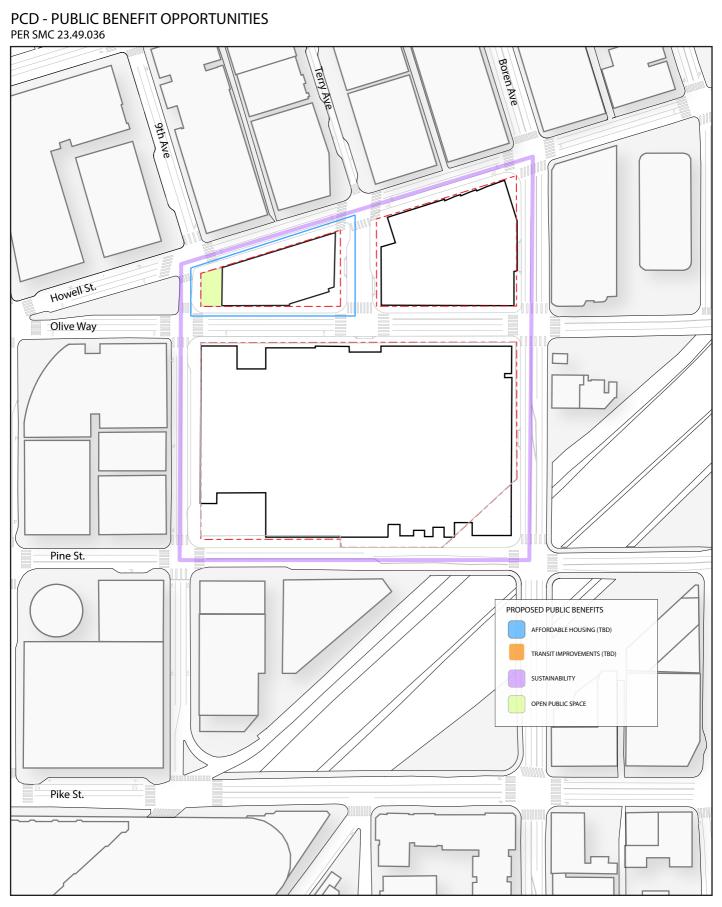
- Low-income housing. This would be provided on site or via funds paid into a City program to provide housing.
- 2) Public open space. This would be provided on the west corner of Site B (co-development of an apartment project). We have discussed with DPD how the programming and use of this space to keep it activated.
- 3) Improvements to pedestrian circulation. The City has asked for improvements to 9th Avenue as part of the PCD public benefits. We agree 9th Avenue improvements are a priority. It has been suggested by others at the City that this benefit may be more appropriately associated with proposed alley and street vacations public benefits. City Council will make the final determination on the vacation public benefits prior to the PCD and MUP decision. As part of the PCD public benefits relative to pedestrian circulation, we intend to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. This benefit was suggested by the public comment received at the PCD public meeting. Also, a concept plan is similar to one of the Rufus 2.0 PCD public benefits and would therefore be consistent with past PCD precedence.
- Improvements in transit facilities. Support of transit would be provided via real-time transit information provided on-site or other similar enhancements.
- 5) Other demonstrable public benefits.
 - As helping the theaters builds the neighborhood, we would look for an avenue of support, such as purchasing the equivalent measure of TDRs from the group selling them together

 Paramount, ACT, and Moore.
 - b. The project is targeting LEED Silver certification.

We look forward to working with the City to continue to refine the public benefits associated with the potential PCD. Thank you.

Sincerely,

Matt Griffin



Utility Impacts



December 9, 2015

Patrick Hansen-Lund, P.E.
Senior Associate

Michele Sarlitto EA Engineering, Science, and Technology, Inc. 2200 6th Avenue, Suite 707 Seattle, Washington 98121

Subject: Washington State Convention Center Addition

Seattle, Washington

Re: Street Vacation Utility Impact Analysis

Dear Michele:

This letter constitutes a summary of the WSCC Addition project's coordination with utility agencies impacted by the proposed below-grade vacations of Olive Way and Terry Avenue.

We have corresponded with both franchise utilities and with City of Seattle utility agencies in order to gain a comprehensive understanding of the impacts of the proposed vacations on Olive Way and Terry Avenue. Attached to this memo are correspondence documents in the form of meeting minutes, e-mails, and maps that help to portray the utility impacts discussed herein.

Below is a summary of utilities that require relocation as part of the project.

Seattle City Light

- Gerrard Legall, Electrical Service Engineer (206) 233-2172
- Kristi Barton, Electrical Service Engineer (206) 684-3543

The WSCC design team has met with SCL on a bi-weekly basis from April 2015 to the present to discuss the proposed relocation of existing SCL network duct banks from Olive Way and Terry Avenue to a new alignment on Howell Street. This work has been documented on a Utility Major Permit (#266234), which has been submitted to SDOT through one formal and three informal review cycles. The design continues to be refined but the Howell Street duct bank alignment is relatively established and no fatal flaws have been identified.

Electrical service applications for the permanent buildings have been submitted to SCL for review along with temporary / construction service applications. Those applications are currently in review with SCL to assess requested service loading and available system capacity.

CenturyLink

• Jake Nevie, Commercial Service Representative (425) 761-0471

MKA met with CenturyLink on August 25th to discuss impacts to existing CenturyLink facilities in Howell Street related to the relocated SCL duct banks shifting from Olive Way to Howell Street. CenturyLink confirmed the significance of impacts of any proposed disruption of the existing Howell Street fiber topic facilities, and as a result MKA re-engineered the proposed SCL duct bank re-alignment in a manner to preserve the existing CenturyLink Howell Street fiber topics in place. CenturyLink facilities will only require relocation if the Howell Street SCL duct bank design is required to be modified on Howell Street.

Puget Sound Energy

- Gene Um, Project Manager, Customer and System Projects (206) 517-3433
- John Phillips, Manager, Customer and System Projects North (425) 462-3579

MKA met with PSD on October 7, 2015 to discuss the project's potential impacts to PSE mains. PSE shared their existing system mapping information, and within the Olive Way and Terry Avenue corridors to be vacated portions of the PSE gas main system are active and other portions are considered to be deactivated. PSE is analyzing the project for main re-establishment requirements. PSE has not identified any fatal flaws with the proposed vacations and accepts the need to de-active the existing 4" main that exists on Olive Way.

<u>Seattle Public Utilities – Storm Drainage / Water / Sanitary Sewer</u>

- Herman Wong
 (206) 684-5142
- Public Utilities Development Services Office (206) 684-3333

On June 2nd the WSCC team met with SPU as part of the SDOT 0-30% Street Improvement Permit Design Guidance meeting. During the meeting, it was noted that the existing storm drainage systems on Olive Way and Terry Avenue would be removed in order to install the proposed below-grade structure. The proposed, re-constructed storm drainage systems were discussed and a concept vetted that would install a series of curb inlets and piping at shallow depth but with slopes meeting SPU's minimum requirements and at depths that could co-exist with the proposed below-grade structure without conflict. This proposed storm drain design has been documented on the Street Improvement Plans, which will continue to go through the cycles of SDOT reviews with utility agencies.

An 8" diameter water main exists on Terry Avenue from Howell Street to Olive Way and on Olive Way from Terry Avenue to Boren Avenue. That water main would be required to be removed in order to construct the proposed below-grade structure. The project team received Water Availability Certificate Number 20151688 which identified a requirement for the project to install a new 12" diameter water main and one fire hydrant along Olive Way from 8th Avenue to Boren Avenue as a condition of removal of the

Michele Sarlitto December 9, 2015 Page 3

existing 8" main. This proposed water main scope of work will be documented on subsequent submittals of the project's Street Improvement Permit plans for SDOT/SPU review.

There are no existing sanitary sewer mains on Olive Way or Terry Avenue other than those serving existing parcels that are proposed to be demolished, so no new sanitary sewer mains are proposed.

Seattle City Light - Street Lighting

• Tom Borek (206) 684-4920

MKA met with SDOT on September 4, 2015 to discuss the required depth of Olive Way and Terry Avenue. It was discussed that the proposed project would intend to remove and replace all street lighting poles, foundations, hand holes, and conduit in order to construct the below-grade structure. The depth of typical street light foundations was discussed and determined to be 6' or less, which could co-exist with the proposed below-grade structure without conflict. This proposed street lighting work will be documented on subsequent submittals of the project's Street Improvement Permit plans for SDOT/SCL review.

<u>SDOT – Traffic Signals</u>

• Tammy Frederick (206) 615-0927

The WSCC team has not had opportunity to meet directly with SDOT Traffic Signal engineering and maintenance staff. At the meeting with SDOT on September 4, 2015, it was noted that the project would be required to remove all existing traffic signal infrastructure within the Olive Way and Terry Avenue corridor's disturbed areas, and would be re-installing those facilities following below-grade structure construction. SDOT noted that technical meetings would be arranged to determine how new traffic signal pole foundations (with standard depths for mast arm foundations up to 15') could be structurally attached to the proposed below-grade structure. Proposed traffic signal work will be documented on subsequent submittals of the project's Street Improvement Permit plans for SDOT/SCL review.

As the design evolves more detailed plans for utility relocations will be developed and processed for approval by both the City agencies and franchise utilities. Additional information can be provided at future milestones.

Sincerely,

Magnusson Klemencic Associates, Inc.

Patrick Hansen-Lund, P.E. Phansen-lund@mka.com

Attachments PAH/pah

 $I: \verb|WSCC-ExpCiv| Engineers \verb|WSCC| Add_MKA| Utility| Assessment for Vacation| Petition.docx| Add_MKA| Utility| Assessment for Vacation| Petition.docx| Add_MKA| Utility| Assessment for Vacation| Petition.docx| Add_MKA| Utility| Assessment| Add_MKA| Utility| Add_MKA| Utility| Assessment| Add_MKA| Utility| Add_MKA| Utility| Assessment| Add_MKA| Utility| Add_$

Patrick A. Hansen-Lund

From: Jake, Nevie < Nevie.Jake@CenturyLink.com>
Sent: Thursday, September 10, 2015 11:42 AM

To: Patrick A. Hansen-Lund; 'Ryan Keane (ryan@pinest.com)'

Cc: Jake, Nevie; Etteldorf, Robert; Reichert, Dewayne; Stimmel, Edward

Subject: RE: Washington State Convention Center - CTL Impacts

Pat, just a follow up to our conversation. I would roughly estimate the timeframe for this work to be completed would be 6-12 months and the cost would be \$500,000. To \$1,000,000. The cost would be 100% billable for CenturyLink to proceed. If this project were to continue, CenturyLink could further define timelines & estimates.

Nevie J. Jake 23315 66th Ave S Kent, WA 98032 (425)761-0471 Cellular Nevie.Jake@CenturyLink.com



From: Jake, Nevie

Sent: Thursday, September 10, 2015 11:07 AM

To: 'Patrick A. Hansen-Lund'; 'Ryan Keane (ryan@pinest.com)'

Cc: Jake, Nevie

Subject: RE: Washington State Convention Center - CTL Impacts

Good Morning Pat,

I wanted to give you a brief summary of CenturyLink facilities being impacted by the relocation request. We have two conduit paths, 6 Vitreous Clay Ducts placed in 1969 & 12 Vitreous Clay Ducts placed in 1957. These conduits contain 9 fiber cables(24,48,60,72,3X144,216 & 864) and 4 copper cables(900,1800,1900 & 3600). This route is a major Interoffice route for our Central Office Diversity and Customer Diversity. Moving these cables would be timely because of the customer coordination that would be required for each working circuit. The rearrangements would impact each working circuit. We have lateral conduits that are serving, I have attached a redline our existing records that show these details.

Nevie J. Jake 23315 66th Ave S Kent, WA 98032 (425)761-0471 Cellular Nevie.Jake@CenturyLink.com



From: Patrick A. Hansen-Lund [mailto:phansen-lund@mka.com]

Sent: Thursday, September 03, 2015 2:59 PM **To:** Jake, Nevie; 'Ryan Keane (<u>ryan@pinest.com</u>)'

Subject: RE: Washington State Convention Center - CTL Impacts

Jake, following up to our online meeting: the attached plan sheets showing the existing condition are for your use. Blue highlights are what we see as being CTL facilities impacted by the WSCC project.

We'll see you next Thursday.

-Pat

Patrick A. Hansen-Lund, P.E. Senior Associate Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699 United States

Direct: +1 206 215-8238 Main: +1 206 292 1200

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From: Jake, Nevie [mailto:Nevie.Jake@CenturyLink.com]

Sent: Thursday, September 03, 2015 10:18 AM

To: Patrick A. Hansen-Lund; 'Ryan Keane (ryan@pinest.com)'

Cc: Jake, Nevie

Subject: RE: Washington State Convention Center - CTL Impacts

Good Morning Pat & Ryan, I would like to talk today and if necessary I am available to meet tomorrow. My cell phone is listed below, thank you.

Nevie J. Jake 23315 66th Ave S Kent, WA 98032 (425)761-0471 Cellular Nevie.Jake@CenturyLink.com



From: Patrick A. Hansen-Lund [mailto:phansen-lund@mka.com]

Sent: Tuesday, September 01, 2015 4:24 PM

To: Jake, Nevie

Cc: Ryan Keane (ryan@pinest.com)

Subject: RE: Washington State Convention Center - CTL Impacts

Hello Jake, checking in with you again – any updates on CTL's review of our project?

Thanks, -Pat

Patrick A. Hansen-Lund, P.E.

Senior Associate

Magnusson Klemencic Associates
1301 Fifth Avenue, Suite 3200

Seattle, WA 98101-2699

United States

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www.mka.com

From: Ryan Keane [mailto:ryan@pinest.com]
Sent: Friday, August 28, 2015 3:11 PM
To: Nevie.Jake@CenturyLink.com

Cc: Patrick A. Hansen-Lund

Subject: RE: Washington State Convention Center - CTL Impacts

Hi Nevie,

I just left you a voicemail. Also, per Patrick's e-mail below, please let us know how we can help with your review of this project. We are currently at a point where we can't move forward until we receive feedback from your team.

Feel free to give Patrick or myself a call if you have any questions.

Thanks,

Ryan Keane Pine Street Group L.L.C. 1500 Fourth Avenue, Suite 600 Seattle, WA 98101 O 206.428.3015 M 425.999.2961 ryan@pinest.com

From: Patrick A. Hansen-Lund [mailto:phansen-lund@mka.com]

Sent: Friday, August 21, 2015 9:54 AM
To: Nevie.Jake@CenturyLink.com
Cc: Ryan Keane < ryan@pinest.com>

Subject: RE: Washington State Convention Center - CTL Impacts

Jake, any status updates on CTL's review of the Convention Center's duct bank relocation project? If an over-the-shoulder would be easier for CTL, let me know and we'll set up a meeting with you to discuss.

Thanks, -Pat

Patrick A. Hansen-Lund, P.E. Senior Associate Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699 United States

Direct: +1 206 215-8238 Main: +1 206 292 1200

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From: Patrick A. Hansen-Lund

Sent: Thursday, August 20, 2015 8:01 AM

To: Nevie.Jake@CenturyLink.com

Cc: Ryan Keane (ryan@pinest.com)

Subject: RE: Washington State Convention Center - CTL Impacts

Importance: High

Hi Jake.

We really need to push ahead with our conversations with both CTL and SCL on the proposed duct bank realignments on Howell Street per the below string: has CTL had a chance to review our drawings? Any update you can provide would be helpful as your feedback is critical path to the decision-making process.

Thanks,

-Pat

Patrick A. Hansen-Lund, P.E. Senior Associate **Magnusson Klemencic Associates** 1301 Fifth Avenue. Suite 3200 Seattle, WA 98101-2699 **United States** Direct: +1 206 215-8238

Main: +1 206 292 1200 www.mka.com

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From: Patrick A. Hansen-Lund

Sent: Monday, August 17, 2015 9:29 PM

To: Nevie.Jake@CenturyLink.com

Subject: RE: Washington State Convention Center - CTL Impacts

Hi Jake,

Have you had a chance to review the drawings for the Convention Center project utility relocations yet? We'd like to meet with CTL as soon as you are ready to discuss.

Thanks, Pat

Patrick A. Hansen-Lund, P.E. Senior Associate **Magnusson Klemencic Associates** 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699

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From: Jake, Nevie [mailto:Nevie.Jake@CenturyLink.com]

Sent: Tuesday, August 4, 2015 4:28 PM

To: 'Patrick A. Hansen-Lund' < phansen-lund@mka.com>

Cc: Ryan Keane <<u>ryan@pinest.com</u>>; Jake, Nevie <<u>Nevie.Jake@CenturyLink.com</u>>

Subject: RE: Washington State Convention Center - CTL Impacts

Patrick, the earliest I can get back with you is Tuesday of next week. Can you send the drawings and then we can lock down a time on Tuesday, preferably after 930am?

Nevie J. Jake 23315 66th Ave S Kent, WA 98032 (425)761-0471 Cellular Nevie.Jake@CenturyLink.com



From: Patrick A. Hansen-Lund [mailto:phansen-lund@mka.com]

Sent: Tuesday, August 04, 2015 4:25 PM

To: Squyres, Brandon

Cc: Jake, Nevie; Ryan Keane (ryan@pinest.com)

Subject: RE: Washington State Convention Center - CTL Impacts

Thank you much Brandon. Jake, let me know when you have time to speak or meet. We can share some drawings for your info to help explain our project:

Thanks, -Pat

Patrick A. Hansen-Lund, P.E. Senior Associate Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699 United States

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From: Squyres, Brandon [mailto:Brandon.Squyres@CenturyLink.com]

Sent: Tuesday, August 04, 2015 4:20 PM

To: Patrick A. Hansen-Lund

Cc: Jake, Nevie

Subject: RE: Washington State Convention Center - CTL Impacts

Hi Pat,

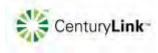
Chris Mapes actually left the company about a month ago. Your contact now will be Nevie Jake who I'll copy on this email.

Thanks,

Brandon Squyres

Engineer II CenturyLink, Inc. 1208 NE 64th St. (Rm #402) Seattle, WA 98115 Main: (206) 345-6117 Fax: (206) 345-5754

Email: Brandon.Squyres@CenturyLink.com



From: Patrick A. Hansen-Lund [mailto:phansen-lund@mka.com]

Sent: Monday, August 03, 2015 2:25 PM

To: Squyres, Brandon

Cc: Christopher.Mapes@CenturyLink.com

Subject: Washington State Convention Center - CTL Impacts

Importance: High

Hi Brandon.

I'm working on a project downtown on Howell Street between 9th Ave and Boren Ave (the Washington State Convention Center Addition project), and I need to talk with Centurylink about impacts to your existing facilities.

The existing communication duct banks on Howell that I believe to be owned by CTL would be required to be shifted in location and we need to define that scope with you. Can you give me a call or e-mail and let me know if CTL can meet this week to discuss? I have been unsuccessful in my attempts to reach Chris Mapes so far...

Thanks,
-Pat

Patrick A. Hansen-Lund, P.E. Senior Associate Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699 United States

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Patrick A. Hansen-Lund

From: Um, Gene <Gene.Um@pse.com>
Sent: Thursday, October 01, 2015 4:11 PM

To: James D. Johnson
Cc: Patrick A. Hansen-Lund

Subject: RE: Existing deactivated gas line confirmation for the Washington State Convention

Center Expansion project

Attachments: PLAT 190070A, 190070C.pdf

Hi James,

It was good speaking to you. See attached. These PLAT Maps show where the active portion of the gas mains are around the project. Let me know if you have any questions.

Also, let me know when you would like to meet to discuss the deactivation of the 4" PE main on Olive Way. I can organize all the parties that will be involved with it.

Thanks, Gene

Gene Um

Project Manager | Customer and System Projects - Seattle

Puget Sound Energy

1140 N 94th ST, Seattle, WA 98103 Cell: 425-516-3188 | Office: 206-517-3433 | Mailstop: NSO-01 | pse.com

From: James D. Johnson [mailto:JJohnson@mka.com]

Sent: Monday, August 24, 2015 1:54 PM

To: Um, Gene

Cc: Patrick A. Hansen-Lund

Subject: RE: Existing deactivated gas line confirmation for the Washington State Convention Center Expansion project

Gene,

This is James with Magnusson Klemencic Associates. I would like to follow up with you and ask for your assistance on an urgent design matter. I am hoping to identify from my project's survey, which existing gas mains and services are either deactivated or still in service within the new Washington State Convention Center Expansion project.

We are hoping to complete and submit a 90% Utility Major Permit set of plans to the City soon. Out design is based on assumptions relating to where the gas lines appear to be deactivated. Any help you can provide with confirming the status of these gas lines is most appreciated.

Please refer to the 2 page PDF attached which shows the gas lines inside the project construction limits we are looking to confirm. The PDF has an enlarged plan showing gas lines on Howell Street, these are the most critical right now. The PDF also contains a complete site plan which hi-lights the gas pipes within the project limits. I am hoping to identify the active gas line areas in order to avoid any future potential utility conflicts.

I am happy to give you a call to discuss further if you could kindly forward me your phone number.

Thank you for your time, James

Magnusson Klemencic Associates

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From: James D. Johnson

Sent: Monday, July 27, 2015 11:31 AM

To: 'Gene.Um@pse.com'

Cc: Patrick A. Hansen-Lund; Kathryn A. DeBenedetto

Subject: Existing deactivated gas line confirmation for the Washington State Convention Center Expansion project

Greetings Gene,

Zach Mendelsohn from my office at MKA pointed me your way. I am hoping that you could point me in the right direction or verify the status of an existing gas main network within the project limits of the Washington State Convention Center Expansion project. (See attached PDFs).

What I would like to verify is which, if any of the existing gas pipes shown within the project limits are still active. And, for the areas of gas main that are labeled "deactivated," what are their extents?

The area includes:

- From Pine Street north to Howell St.
- From 9th Ave east to Boren Ave.
- Including all interior streets (Olive Way and Terry St.)

If you would please refer to the attached PDF called "WSCC Entire Site – Gas", you will see the extents of the project. I am looking for confirmation on all existing gas main pipes/valves, etc, which are colored "red." There is also an enlarged PDF showing a small area on Howell Street that notes a stretch of gas main is "deactivated" on Howell Street.

Any information you can provide is appreciated. You are welcome to call me if you have any questions relating to our request, or simply reply via email.

Thank you very much for your time and assistance.

Regards, James Johnson

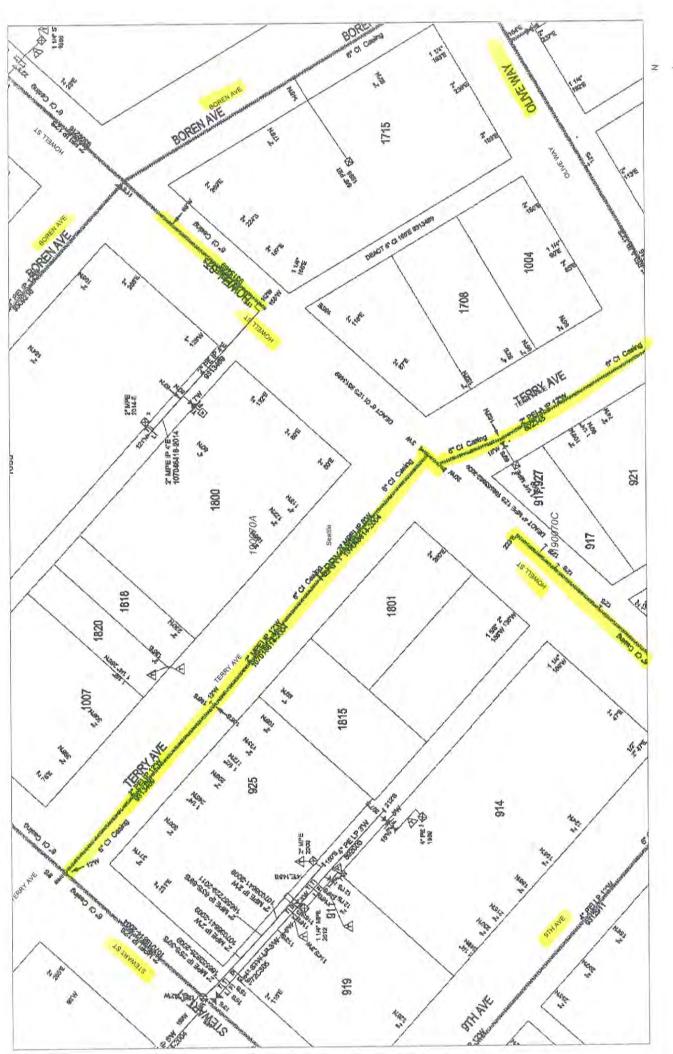
James D. Johnson

Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101-2699 United States

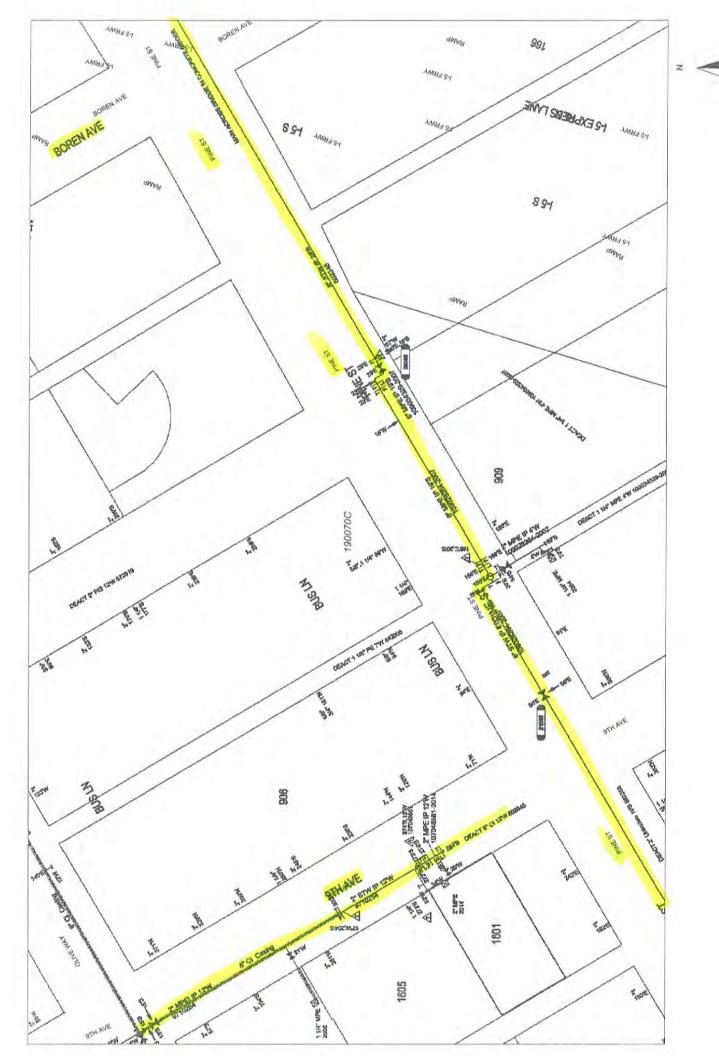
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SCL Meeting #11

Thursday, October 1, 2015 1:34 PM

Pine Street Group L.L.C.

Meeting Details

Date	9/17/15
Title	SCL Coordination Meeting
Time	1:30
Location	700 5 TH Ave (Seattle Muni Tower) Please check in on the 32 nd Floor
Purpose	Bi-Weekly Update

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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29	30					

December 2015								
Sun	Mon	Tues	Wed	Thurs	Fri	Sat		
		1	2	3	4	5		
6	7	8	9	10	11	12		
13	14	15	16	17	18	19		
20	21	22	23	24	25	26		
27	28	29	30	31				

Attend	dees		
	Name	Company	Attendance
1	Ryan Keane	PSG	✓
2	Richard Johnson	LMN Architects	
3	Patrick Hansen-Lund	MKA Engineers Civil	✓
4	Betsy Price	Arup Engineers Electrical	✓
5	Gerard Legall	Seattle City Light	✓
6	Kosea Kalebu	Seattle City Light Network	✓
7	Owen Kohashi	SCL Civil Engineering	✓
8	Shayan Arya	Seattle City Light Network	✓
9	Mehari Gebrewold	Seattle City Light Network	
10	Hamed Zadehgol	Seattle City Light Network	
11	Tammy Frederick	SDOT	✓
12	Nhut Nguyen	Seattle City Light Network	✓
13	Sailaja Tumuluri	SDOT	
14	Sandi Fukumoto	SCL AEO	
15	Alan Hall	Sr. SCL Planner	
16	Kristi Barton	Seattle City Light	✓
17	Jim Bradford	Skanska Hunt	
18	Peggy Wang	Skanska Hunt	✓
19	Phillippe Phanivong	Seattle City Light	
20	Hien Trinh	Seattle City Light	✓
21	Bill Ames	SDOT	
22	Tom Borek	SCL / Street Lighting	
23	Shane Dewald	SDOT - LA/UF	

Area	Discussion Item	Action By	Due Date
1	Schedule		
Schedule Review	 9/17/2015: Schedule review comments: 77 - update per MKA comments on re-design due to CL 82 - update 87 - add float in this line time 88 - 6 months - 4 Feeders - 1 feeder per month - bus ties, secondary work 2 months. Gerard noted that if the date to energize WSCC should slip, it helps the connection to Denny substation - early July of 18. if earlier will connect to Broad substation and then have to connect back to Denny. 10/1/2015: Dates in schedule for design and UMP submittals and reviewed. Updates will be reflected in the updated schedule (see attached to the minutes) 	PSG	On-Going
Relocate / Install Durations	Install requires 1 month per feeder {Existing 8 @ 4" diameter and 2 @ 2" diameter} to be relocated. SCL has requested six months to pull new feeders due to the amount of work.	Information	
Permanent Power	Targeting July 2018 to energize WSCC	Information	
2	Services and New Applications		
Existing power	The existing power in the area is 13.8 KV. SCL policy must be transformed to 600 amp @ 480 or 1000 amp @ 208.	Information	
208 Service - Metro Service Request for the new TPSS	 7/23/2015: Shayan needs MKA to provide a sketch of the intended routing prior to starting the process. MKA can get a preliminary drawing to SCL now so they can get the service letter, just needs to be reasonably accurate and shows the routing. Shayan prefers the termination to be a CT can. 8/6/2015: Drawing was reviewed. Shayan wanted MKA to revise to enter the adjacent vault. MKA needs to do some field verification on SCL's desired vault to determine if it is in private property on the 9 Pine Apartments. 8/20/15: MKA still needs to provide a drawing to Shayan. 9/17/2015: MKA still owes the drawing. MKA noted they were working with BRH to confirm if the vault was in private property. Shayan note the service can come from the alley. 10/1/2015: Shayan is looking for a drawing showing the termination point in the cut and cover. Ideally show a CT Can. Patrick to forward to Shayan. 	MKA	10/8/15
WSCC ADDN	Review Application and Service • 6/11/2015: 24000 AMP Service. Gerard has established service numbers for all of the applications and forwarding to Shayan for action. • 7/23/2015: Not discussed. • 8/20/2015: Hold until drawings are approx 60%.		
Co-Develop East	Review Application and Service • 6/11/2015: Gerard has established service numbers for all of the applications and forwarding to Shayan for action. • 7/23/2015: Not discussed.		

	• 8/20/2015 : Hold until drawings are approx 60%.		
Co-Develop West	Review Application and Service • 6/11/2015: Gerard has established service numbers for all of the applications and forwarding to Shayan for action. • 7/23/2015: Not discussed. • 8/20/2015: Hold until drawings are approx. 60%.		
3	Design		
Network Design	• 10/1/2015 : Not reviewed.	SCL	On-Going
Civil Design	• 8/20/2015: No presentation from MKA. They feel they are at a point where they can formally submit for review. MKA will incorporate all SCL / SDOT comments to date. • 9/17/2015: MKA presented the latest UMP design showing impacts with Century Link. • Com Vaults shown - Hien to confirm if they're actually needed on Howell - these likely can be deleted. • Patrick to e-mail SDOT and SCL engineers the latest drawing for review and comment. MKA to formally resubmit the Olive to Howell duct relocations for SDOT. MKA to provide full size hard copies. • 10/1/2015: SCL / SDOT Comments: • Vault on Howell has potential conflicts with sewer. Patrick to check with SPU - we may need to relocate the sewer on Howell. • Boren Howell Vault - SDOT is taking exception as it will conflict with drainage and sidewalk ramp. • Boren Olive Vault - SDOT is taking exception as it will conflict with drainage and sidewalk ramp. If the vault moves more into the intersection, this will not work for SCL for maintenance. • Team seems to be at an impasse for resolution on 2 vaults. • ACTION: • Need to schedule a meeting with SDOT, SCL, Signaling and other interested parties to review together. Tammy to coordinate with SDOT to get parties to the meeting in 2 weeks. In the interim, MKA to give SDOT and SCL color coded exhibit of the entire project to have SCL and SDOT review and confirm what they want. • Tammy noted that signaling has an interconnect in the existing duct bank - Tammy should have something from SCL Signaling confirming next week. • RE: Comm. Vaults, Hien confirmed they need them on Boren only.	MKA	On-Going On-
In-Building Vaults	 9/17/2015: Not reviewed in two weeks based on some changes that are occurring in the loading dock. 10/1/2015: Not reviewed. 	ARUP	No Action
Vault Ventilation / Cooling	 8/20/2015: SCL provided comments on ARUP's proposed cooling of the vaults. SCL noted that the Air needs to be 100% Exhausted - cannot be recycled into the vault. SCL noted at this point, they will not be permitting or approving ARUP's proposal. 9/17/2015: Question asked if air intake can come from a loading dock or garage. Intake air for vaults can come from loading dock if it is open to outside. Design team to show the locations vs. truck parking. 10/1/2015: Not reviewed. 	ARUP / LMN	10/1/15

Communication lines	 8/20/2015: Hien to review the drawings to see if there are any conflicts with the communication lines running through the vaults. Action is for Hein to redline drawings and send back to MKA if comm. Vaults are to be added. 9/17/2015: SDOT lighting interconnect in Olive. Tammy noted that there may be signaling needs in Olive that need to be relocated. Tammy to send MKA's most recent drawing to signaling to confirm if there are any ties. 10/1/2015: Tammy noted above. Should have confirmation from signaling next week. 	SCL	9/3/15
Monitoring	Telephone lines will be needed for voltage monitoring. • 9/17/2015: Pulse monitoring is likely a need or want from the client - want to confirm sooner than later as it's cheaper to confirm sooner than later. • 10/1/2015: Not discussed.		
Landscape	 8/20/2015 - Street tree locations preliminarily reviewed for Bill. Bill Requested a set of the drawings. Requested Shane Dewald be copied. MKA to forward. 9/17/2015 - Shane attended meeting however due to re-design around CL fiber, MKA/PSG determined they weren't ready to discuss final locations of trees with their landscape team. Noted that Shane should attend on 10/15/15. 10/1/2015 : Tammy to inform Shane that she should attend in 4 weeks. 	MKA	10/15/15
Street Lighting	 8/20/2015 - Tom Borek, SCL needs to attend the next meeting and comment on distribution relocation and requirements for Olive Way. 9/17/2015 - Street lighting source - appears to be sourced from Terry. Tammy noted there is an internal meeting on the 29th. To determine depth requirement on Olive for utilities to go-back in the street. 10/1/2015 : Tammy noted the Vacation Petition is circulating. Sounding like the required cover will be 8 feet. Thinking by the end of next week confirm direction. 	ТВ	10/1/15
Shoring Plan	 8/20/2015 - Noted that once our shoring drawings are complete, we should submit them to Knut ASAP. We will be the final reviewer on SCL's end. 10/1/2015: Not discussed. 	PSG	Information
4	Procurement		
Transformer Lead Times	Lead times for transformers are 14-16 Months. • 7/9/2015: It was noted that SLU will be requiring +- 200 Transformers during this same time. Lead times may be longer. The team needs to keep monitoring this. Note 8 - 2 MVA Transformers • 10/1/2015: Not discussed.	Information	
Street Vaults	 8/6/2015: Skanska Hunt has confirmed the vaults are tracking 12 weeks. 8/20/2015: Noted, Denny Substation will need 30 at that time. May want to remind Old Castle of this when talking to them. 9/17/2015: Hot Vaults - Gerard reviewed the sequence of hot vaults. Gerard noted that we may need to write a letter showing where 	Skanska Hunt	On - Going

	schedule is critical so SCL Mgmnt. can allow a private contractor do the work. Currently 3 Hot Vaults • 10/1/2015 : Not discussed.		
5	Temporary Power		
Temporary Power	 Note: Current Denny Substation Schedule is the first Quarter of 2018. Putting us on to Denny directly initially would be something to look at. They would be ok with the network live date slide to the right. • 8/6/2015: SCL reviewed temp power loads in the meeting. Shayan to look into locations to bring from. Gerard and SCL team to discuss. • 8/20/2015: Skanska Hunt to submit temp service application. They're also required to submit a one-line diagram. This should include all gear, connections, connected load. • 9/17/2015: Skanska Hunt needs to submit application - has been waiting for Electrical to be on board. SCL noted it is OK to submit the application now and the one-line diagram will follow. • 10/1/2015: Identify buildings to be demolished, SCL will need notice 2 weeks prior to demolition. • Every service will be a separate work order. • PSG and SH need to determine the correct billing information. 	Skanska Hunt	9/3/15
6	Work orders		
Systems Network work orders	 200 hours needed for design. Gerard to send work orders to PSG for authorization 8/20/2015: Kristi sent over to PSG. In PSG's court for review and approval. 9/17/2015: PSG requested a planning level estimate - SCL to send over. 10/1/2015: Not discussed. 	PSG	9/3/15
7	General		
CPS Site Utilities	Existing Services on CPS Site - what is the process / timeline for SCL to decommission these. Duration would be 5-6 Weeks. • 7/23/15: Not discussed. • 8/6/2015: Existing vault on the South wall may be possible for temp power. Shayan noted that it is 208 could be 1500 AMP. • 8/20/2015: Not discussed. • 9/17/15: Not discussed. • 10/1/2015: Not discussed.		
	New Business		
	New Business		

MEETING FILES

END OF MEETING

Please send any corrections or comments to ryan@pinest.com

Project Information				
SDOT Permit Number	265846			
Project Address	1600 9 th AVE			
SIP Project Manager	Sailaja Tumuluri			

Project Description:

The project is proposing to expand the existing Washington State Convention Center (WSCC) by adding new exhibit hall, flex hall, meeting and ball rooms. The proposed 150,000 SF exhibit hall will be located below grade under existing Olive Way. Once the project is completed, Olive way will be reconstructed to existing grade. The proposed five level, 200' tall building will be fronting 9th Ave, Pine, Boren and Olive way. Parking for 500-800 cars is proposed to be located within the primary structure. The project has two future co-developments onsite, one for commercial and one for a residential. Freight access is proposed to be off of Boren Ave and parking access through Olive Way.

New curb, sidewalk and pavement restoration is proposed along all street frontages surrounding the project site. Street impacted under the project include Pine, Olive way, Howell, 9th Ave, Terry Ave and Boren Ave. The project is proposing pedestrian connection from Pine and Olive to Capitol Hill.

The convention center hosts 3 –day exhibition shows which typically requires 2 days of load/unloading. The project has acquired existing Honda Dealer sites and is in process of leasing WSDOT property located in the project site.

Project is anticipating beginning construction in 1st quarter of 2017.

Attendees are listed on attached sign in sheet for each meeting.

	Meeting Log						
Mtg	Review	Date	Meeting Objective				
No	Number						
1	115602	6/02/2015	Design guidance for 0-30% SIP.				
2	118980	8/25/2015	Design guidance for 0-30% SIP.				

	Key Decisions						
No	Decision	Responsible Party					
Me	Meeting #1						

	Action Items					
No	Action Item	Responsible Party	Due Date	Estimate: hr(s) needed to complete Action Item	Action Item Resolution	Completion Date
Mee	ting #1					
1	Provide turning movements for trucks on Terry and Howell.	Applicant				
2	Traffic study report for the entire project site.	Applicant				
3	Update 30% SIP plans and work with SDOT Traffic team on curb alignment	Applicant				
4	Provide basemap for the project site.	Applicant				
5	Work with SDOT Transit Team for Transit related questions – Keep SIP in the loop.	Applicant / SDOT Transit				
6	Work with SDOT Traffic Team on curb alignment along various streets surrounding the project site.	Applicant / SDOT Traffic				
7	Work with metro on trolley feeders in the project area	Applicant / Metro				
Meeting #2						
1	Project Team to research on existing trees located on the triangular lot at 9 th ,Olive and Howell intersection	Applicant				
2	SCL to follow up with	SCL	9/8/15			

	Network team (Hamed and Kosea) for any future structure on Olive Way and Terry Ave	(Gerard's Team)			
3	Follow up meeting with SCL St lighting and KC Metro	Sailaja Tumuluri	9/1/15	Scheduled on September 4 th , 2015	
4	SPU to follow up with Water department to determine existing and future water supply needs in Olive Way and Terry St.	Jim Mahady	9/8/15	Following our meeting yesterday, I met with Jim McNerney from the Water LOB to review his thoughts about the existing and future water supply needs in the Olive Way and Terry St area. He said that if the existing looped system in Terry between Howell and Olive Way is removed he wants the following system elements to maintain and restore the water system grid in this area and to facilitate future water supply and system maintenance, rehabilitation, and repair: 1. a new 12-in DIP in Olive Way from 9th Ave to Boren Ave. 2. the new pipe should tie into the existing system at both ends. Each endpoint should have a 12-in cross, three 12-in to 8-in reducers, 3 gate valves, one flange and a thrust block. 3. the minimum depth for the subterranean vacation in Olive Way to accommodate this pipe and potential meters or vaults is 8 ft.	8/26/15



Meeting Notes					
Meeting No	1	Date	06/02/2015		
Item No	1	Reviewer	Freight Access		

- The project is proposing freight access off of Boren Ave and exiting from Terry Ave. The freight entrance at Boren can stage 3 trucks at a time. No staging or backup anticipated on Howell St.
- The key point for the WSCC project is the freight movement in and out of the WSCC. Large freight shows involve 200 trucks in a day.
- Heavy and light truck movements include 7 trucks/ hour and 1-2 trucks/hour respectively.

Item No 2 Reviewer Meeting Agenda It	tems
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1. DPD involvement status and anticipated review timelines

- Completed first EDG meeting and next EDG meeting is scheduled on July 21st,
 2015
- Project Team is planning to submit street vacation packet to City by end of 2015.

2. Anticipated street + alley vacation scopes and approval timelines

 Street vacation application to be submitted by the applicant at end of 2015 after the EDG submittal.

3. Roadway over structure (Olive Way from 9th Avenue to Boren Avenue)

- 1. The project is proposing an Olive Way pavement section of 2" AC over 10" PCC over 6" Mineral Aggregate. Since Olive Way is a bus lane, SDOT recommended the pavement restoration to be 2" AC **over 12" PCC** over 6" mineral aggregate.
- Project is proposing for full vacation of Terry Ave, three alley ways within the project site and a subterranean vacation of Olive Way from 9th Ave to Boren Ave.
- The project is planning to remove all existing City infrastructure present below grade on Olive Way and reinstall them in a 6' clear opening below grade located on top of the proposed exhibit hall.

a. Below-grade vacation and Roadway section, clear depth, and subsurface design requirements

- SDOT Street vacations team (Beverly) clarified that the assumed depth of 6' for the subterranean vacation may not be enough and will be reviewed under the street vacation process. Beverly clearly stated that any depths that are not realistic will not be considered by the City.
- During the vacation process, all departments (SCL, SPU, SDOT, etc.) will review the street vacation packet and input whether the requested clear depth is acceptable or not to include all existing and future utility infrastructures.
- The clear depth of the subterranean vacation is not only dependent on the existing infrastructure present but also on any future development proposed on this right

- of way. Any future developments are not limited just to the Capital Improvement Projects and may extend further in the future (next 30 to 50 years).
- So the 6' depth assumed by the applicant should not be considered final depth of the subterranean vacation.
- It is important for the City to maintain the street as stable as possible and make available for all future operations.
- All roadway pavement restoration shall be per COS Pavement Opening and Restoration Rule (PORR).
- The Project Team is currently working with SCL on their UMP to remove and relocate existing SCL infrastructure on the project site. 90% UMP packet needs to be submitted to SDOT before the 60% SIP approval.

b. Construction phase traffic considerations

- All construction phase traffic considerations will be reviewed under the
- Construction Management Plan (CMP). The Project Team should submit their CMP to DPD for review.
- Through SIP process, the Project Team can meet with SDOT HUB group (in separate biweekly meetings) to coordinate construction related traffic issues.
- The Project Team can submit their draft CMP early on for review as the SIP is still in progress.
- (The Project Team is currently interviewing General Contractors)

4. Roadway widths, curb alignments, and alternatives

- Boren -Olive -Howell Keep existing curb to curb width. Possible narrow 9th Ave.
- Transit requires minimum 11' lanes.

a. Reconciliation of PAR-required sidewalk widths w/ SDOT-required arterial widths

- Since the proposed project is located in Class I and Class II pedestrian streets, as per the Land Use Code, the project has to provide the required sidewalk widths listed in PAR. Additional sidewalk widths required to meet the code criteria should be provided by building setbacks and sidewalk easements.
- Similar to the Arena project, DPD indicated that most likely, at grade setbacks will be required for this Project.

$\it b.$ Green street components for 9th Avenue and Terry Avenue, vacation impacts

- The project is proposing raised street section for the vacated Terry Ave with pedestrian tabling space.
- SDOT Street Vacation lead (Beverly) mentioned that typically after a street is

vacated, it is no longer accessed as a street and opened to public.

c. General landscape requirements (PAR requirements)

- Optimize the canopy cover
- Provide adequate soil volume and structural system under walkways
- Awnings are an important aspect to be considered and shall be clear off trees.
- Emphasis on street trees and sustainability.

d. Intended WSCC ingress / egress and driveway considerations

- Bus stop on Olive and Terry to remain.
- Driveway on Pine Street shown on 0-30% SIP drawings is no longer proposed.
- Curb returns would be preferred at Terry intersection so as to prevent traffic disruption.
- Signalized driveway with driveway approach and without clear pedestrian corridor is preferred for Terry Ave.

e. Pine Street/bus lane

- Pine at 9th Existing bus taper need to remain
- Left side bus lane Howell between Terry and I-5 for future

5. Utility Major Permit(s) scope of work

a. Olive -to-Howell SCL Duct Relocations and UMP status

- The Project Team is currently meeting biweekly with SCL Engineering Team for the design of the SCL duct relocation on Olive St. As the design progresses, the Project Team should update and submit a 90% Utility permit.

b. TPSS Relocation and UMP status

 Project Team is currently working with the SCL team regarding the TPSS relocation design issues. The UMP for the TPSS relocation is underway.

c. Sanitary Sewer Relocation on Pine / 9th

- An existing 12" combined sewer main runs through the project site.
- No easement for the pipe is found in SPU records. Applicant to follow up at 47th floor and obtain existing sewer information.

6. Early concepts for stormwater detention w/in right of way and pervious sidewalk pavements with soil cell detention

- SDOT indicated that Peak Flow Control thresholds are going to be less stringent due to the new SPU storm water code. SPU now gives credit for "existing"

impervious area so even if the project replaces more than 10,000-sf of impervious area in most cases no Peak Flow Control is required. Applicant should design improvements the based on the new storm water code.

Item No 3 Reviewer SCL Comments through email

- These review comments are exclusively for SCL Network. This plan also needs to be reviewed by SCL Street Lighting group.
- SCL Network engineering has been meeting with WA Convention Center project team to go over requirements that SCL Network has for them to vacate SCL's Network facilities on Olive Way from 9th Ave to Boren Ave. Any issues/concerns related to this project need to be addressed during the bi-weekly meeting with WA Convention Center project team. That includes the subject 30% SIP plans.
- For acceptable clearances from SCL, see SCL Construction Standard 0214.00. Locations, dimensions and depths of SCL's vaults, manholes, handholes and duct banks within the plans affecting areas must be verified (e.g. pot hole) prior to construction to avoid any damage to existing SCL facilities.
- New pavement should not affect any SCL facilities. Within design review
 <u>process, please contact SCL should there be any changes in elevation of street/sidewalk/curb ramp which will require elevation change of the manhole risers.</u>
- Trees and other vegetation shall not be planted within 2ft of SCL vaults and ducts per SCL Construction Standard 0214.00.
- SCL has duct banks with energized primary (13,000 volt) cables within the project boundary, contractor needs to exercise care in excavating. Contractor must contact Seattle City Light to arrange a safety standby when working within 5 feet of SCL's electrical facilities.
- Please notify SCL's Mary Kronau at 206-730-1066 four weeks prior to the start of this project, especially if any of SCL vault lids are to be adjusted.

Item No 4 Reviewer Traffic

• Provide (2) curb ramps at intersections instead of (1) bisector ramps as shown along Boren Avenue and Terry at Olive on the 0-30% SIP drawings.

Item No 5 Reviewer Metro

- The 700V trolley lines should be detailed on the SIP plans. 10' clearance required for non-qualified personal and equipment.
- All costs of moving overhead to accommodate construction should be at the owner's expense.
- Lyle McFarland at Metro will be coordinating the impacts to the trolley system

underground in the area.						
Item No 6 Reviewer SDOT Signal Operations						
Include updated signal notes to the 30% SIP Packet. See attached.						
Item No	7	Reviewer	Next Steps			

- Provide traffic study report for the entire project site.
- 90% UMP packet needs to be submitted before the 60% SIP approval.
- Street vacation recommendation needs to be determined before providing 60% SIP approval.
- Include SIP PM in all communications.

•

Meeting No#2		Date	8/25/2015
Item No	1	Reviewer	General

• The primary purpose of this meeting was to discuss the Olive Way subterrean vacation depth requirement based on current and future utility requirements on this street.

Item No	2	Reviewer	SPU
Item No	2	Reviewer	

- Project Team (PT) is proposing subterrean vacation starting 6' below the street grade.
- ROW width for Olive Way will be 66'. Proposed 4.5' of soil under pavement section.

Olive Way

- Project Team indicated that existing 21" PSS sewer on Olive Way is currently serving existing parcels that will be redeveloped. New side sewer connections are proposed from Boren Ave. GSI for the building is currently being developed.
- SPU recommends to CCTV and die test existing 12" diagonal PSS line connecting at Olive Way from the KC metro site. Verify if any other connections exist on this line.
- SPU recommends placing lot of warning tapes on top of the exhibit hall so as to prevent utility pothole damage.
- No grading towards intersection.
- May need a 12" storm main at the intersection of Terry and Olive. 2% min slope for PSD and 6' cover. All new storm drains shall be 12" DI.

Terry Way

 Project Team indicated that existing 16" PSS sewer on Terry will be removed and flow will be directed to??

9th Ave

Project Team to check the capacity of existing 12" pipe on 9th Ave.

Boren Ave

• Boren has existing 21" sewer – most of the connections will be off of Boren Ave.

Water Services

Water in Olive Way is 8" from Boren to Terry. Not serving anything that is being

redeveloped.

• Project is proposing to use Howell and Boren. WAC is done and services are shown in 0-30% SIP plans.

Other connections

- Pine St Bridge does not have a storm line.
- Pine St Tunnel Sound Transit connection. Project team to look at how the drainage would affect the area.

Watermain Requirements

- If the existing looped system in Terry between Howell and Olive Way is removed, the following system elements require to maintain and restore the water system grid in this area and to facilitate future water supply and system maintenance, rehabilitation, and repair:
- 1. A new 12-in DIP in Olive Way from 9th Ave to Boren Ave.
- 2. The new pipe should tie into the existing system at both ends. Each endpoint should have a 12-in cross, three 12-in to 8-in reducers, 3 gate valves, one flange and a thrust block.
- 3. The minimum depth for the subterranean vacation in Olive Way to accommodate this pipe and potential meters or vaults is 8 ft.

SCL Item No 3 Reviewer In general SCL is OK with the proposed 6' vacation depth. No SCL infrastructure except for street lights. SCL to follow up with Network team (Hamed and Kosea) for any future structure on Olive Way and Terry Ave. Item No SDOT Traffic Reviewer Pavement cross section on Olive shall be 12" PCC. Item No 6 Reviewer Urban Forestry MKA to research into the existing tree in the triangular lot at the intersection of 9th and Olive Way. Coordinate with SCL and see if this tree can be retained. UF recommends having Silva Cells for street trees in Olive Way. Item No 7 Reviewer King County Metro Bus stop on Olive Way will stay. It is OK to move the bus stop. Needs coordination with KC Metro. Initial conversations with KC Metro indicated that stain poles or trolley poles will

require up to 19' depth of foundation depending on the type of soil.



LMN Architects 801 2nd Ave Suite 501 Seattle, WA 98104

WATER AVAILABILITY CERTIFICATE Building Permit

For Property: 1600 9th Avenue In: Seattle Map No: 40

Parcel ID:

Requested for: Building Permit Rec'd by SPU: 10/27/2015

DPD Project(s): 6501134 Developer:

Project Description: Parcels 0660001725,0660001700,0660001025 Demolition of existing Convention Place Metro Station. Construction of a new 1.25 million sf highrise convention center.

This Certificate is:

NOT APPROVED; An Approved Water Availability Certificate will be issued when a contract has been signed for installation of the system improvements described below, and the related charges have been paid. Please contact the Development Services Office at spu_dso@seattle.gov or 206-684-3333

Design and Installation of approximately 650 feet of 12-inch diameter DIP water main in Olive Way extending from 8th Ave to Boren Ave including 1 fire hydrant, system appurtenances as required. This water system improvement is eligible to enter into a Latecomer Agreement. Latecomer agreements allow a property owner who has installed water or sewer utility system improvements to recover a portion of the costs of those improvements from other property owners who connect to the improvements. See SPU's website for more information and application materials:

http://www.seattle.gov/util/Engineering/Consulting_Resources/LatecomerAgreements/index.htm. Or call 206-684-3333.

Approval Comments:

Please contact SPU, DSO, main extension project lead @ 206-684-3333 to develop the main extension contract.

Certificate Prepared by: M B Certified by: Michael Barrett Date: 11/04/2015

This Water Availability Certificate ID No. <u>20151688</u> shall be valid for no more than 18 months from the date of certification. Changes after certification date may alter requirements.

Fireflow or other Seattle Fire Department requirements may alter water availability at any time. Water availability requirements will change if existing system cannot support desired water service.

EXISTING WATER SYSTEM INFORMATION

Water Service(s):

Size: 8" Type: Fire/DC Material: Ductile Iron Meter: Active
Size: 2" Type: Domestic Material: Galvanized Iron Meter: Active

Pressure Zone: <u>326</u> Elevation: <u>132</u> Static Pressure: <u>84 psi</u> Recommended design pressure is 20 psi less than static pressure.

Rev. 01/09/2007

Proximity of nearest fire hydrant is: $\underline{200}$ feet $\underline{\text{NE}}$ of Property. Meets Standards Comment:

No current flow test or simulation is available. If more current data is required for design purposes, please contact Seattle Public Utilities Development Services Office (DSO) at 206-684-3333 to request a hydrant flow test.

Property: 1600 9th Avenue WAC ID No: 20151688 DPD Project(s): 6501134

Parcel ID:

Water Main:

Size: 8 inches Material: <u>Ductile Iron</u> Class: <u>52</u> Year: <u>1990</u>

• Standard

Abutting

Water Main is available to serve in: Olive Way

Distance of main to margin of street is 25 feet.

Public ROW width is 67 feet.

New Meter Location: New Main Extension in Olive Way

The water system is in conformance with a County approved water comprehensive plan, and has water right claims sufficient to provide service.

The proposed project is within Seattle's water utility's direct service area.

Water Service Requirements:

- The maximum allowable size for the fire services is the same size as the main; the largest available fire service is 8 inches. The maximum allowable size for irrigation, domestic, and combination services is one size smaller than the main; the largest available domestic or irrigation service size is 6 inches; and the largest available combination service is 10 inches.
- One meter will serve the domestic water needs of a single legal parcel. If the legal parcel is shortplatted prior to approval for occupancy after final inspection of the building permit, then separate meters will be required for each legally described parcel. This may necessitate the installation of a water main by the developer.
- The property owner is responsible for the installation, maintenance and liability of the service line from the City union near the meter to the building served. New water service piping from the City union to the building must be inspected by SPU prior to covering. For an inspection, call (206) 684-5800.
- For new water services, Property owner must sign SPU's Application and Agreement for Water Service, pay all connection service charges, and other charges which may or may not be listed below, and submit the legal description of the property to be served. Apply for service at 700 5th Ave., 47th floor. Seattle, WA 98104. The time between the service order and installation varies depending on workload, service size and type. Wait times are approximately 90 days; call DSO at (206) 684-3333 for the current projected wait time.
- Customers are required to install an approved air gap or reduced pressure backflow assembly (RPBA/RPDA) on all water service connections posing a high health cross-connection hazard (pursuant to WAC 246-290-490). Backflow prevention is also required on water service connections such as fire services, irrigation services, buildings exceeding three stories or 30 ft. in height above the meter (measured to the highest water fixture), and may be required for other water services. SPU and KCHD (King County Health Dept) are the administrative authorities engaged in a joint program identifying actual and potential cross-connections between the public water supply and possible sources of contamination. For answers to specific cross-connection control questions or to request an inspection, please call (206) 684-3536.
- Prior to ordering a new water meter that will serve a back lot, a recorded easement with a
 suggested minimum width of 5' must be provided. If more private water lines will be installed in any
 portion of an easement, a minimum of one additional foot of easement width must be allowed for
 each additional private water line. The easement must be continuous from the water meter to the
 parcel or unit lot served by that meter.
- Underground piping through an easement, from the City union to the property line, must be either type K or L copper, or Ipex Kitec (PE-AL-PE) and fittings.
- A PRV (pressure-reducing valve) on private property is required. The Uniform Plumbing Code requires a PRV when water pressure is 80 psi or greater for domestic water service only.

Required Payments:

- A calculated Connection Charge may apply when any new water service is ordered.
- When required by the Fire Department, or when requested by the developer, standard charges for hydraulic modeling or a hydrant flow test are due.
- Standard charges are due when any new water service is ordered, or when any existing water service is retired or re-established.
- For questions regarding standard charges or other fees for water service, please contact Seattle Public Utilities Development Services Office at 206-684-3333.

General Comments:

- One domestic water meter is allowed to serve one legal parcel. A subdivision must be approved with address(es) assigned prior to ordering additional water service(s). Please provide detailed plans of water services at time of ordering new meter(s). Please realize that water requirements may change when desired water service is requested.
- If the proposed project changes after this review of Water Availability, or if the current plan submitted to SPU does not detail the entire scope of the proposed project, water requirements

may change and a new Water Availability Certificate will need to be issued to supersede the Water Availability Certificate which is based on incomplete or modified data.

- Customers connected to sewers in the King County (KC) service area are subject to the KC capacity charge. Contact King County at (206) 296-1450 or CapChargeEscrow@kingcounty.gov for more information.

Main extension required to serve this project.

Development Matrix

Appendix G Vacation Petitions – Development Matrix

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification:

- Block 33 alley
- Block 43 alley
- Block 44 alley
- Terry Avenue access street
- Olive Way principal arterial

Assessed Value of Adjacent Property:

Block 33 (Site B)

- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.¹
- Parcel 066000-1095 Total Assessed Value = \$0 per sq. ft.²
- Parcel 066000-1113 Total Assessed Value = \$2,497,000 / \$650 per sq. ft.³

Block 43 (Site C)

- Parcel 066000-1670 Total Assessed Value = \$0 per sq. ft.⁴
- Parcel 066000-1659 Total Assessed Value = \$0 per sq. ft.⁵
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft.6
- Parcel 066000-1675 Total Assessed Value = \$0 per sq. ft.⁷

Block 44 (Site A)

- Parcel 066000-1725 Total Assessed Value = \$0 per sq. ft.8
- Parcel 066000-1025 Total Assessed Value = \$0 per sq. ft.⁹

¹ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

² Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

³ Based upon *King County Assessor's Office* data - \$2,497,000 total assessed value/3,840 sq. ft. lot = \$650 per sq. ft.

⁴ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁵ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁶ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁷ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁸ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁹ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

Terry Avenue

- Parcel 066000-1113 Total Assessed Value = \$2,497,000 / \$650 per sq. ft.¹⁰
- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.¹¹
- Parcel 066000-1670 Total Assessed Value = \$0 per sq. ft.¹²
- Parcel 066000-1659 Total Assessed Value = \$0 per sq. ft.¹³
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft. 14

Olive Way

- Parcel 066000-1095 Total Assessed Value = \$0 per sq. ft.¹⁵
- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.¹⁶
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft.¹⁷
- Parcel 066000-1675 Total Assessed Value = \$0 per sq. ft. 18
- Parcel 066000-1725 Total Assessed Value = \$0 per sq. ft.¹⁹
- Parcel 066000-1025 Total Assessed Value = \$0 per sq. ft.²⁰

Lease rates in the General Vicinity for Similar Projects:

- Office \$35-\$40/sq. ft. per year
- Residential \$3/sq. ft. per year

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Below Grade Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

¹⁰ Based upon King County Assessor's Office data - \$2,497,000 total assessed value/3,840 sq. ft. lot = \$650 per sq. ft.

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¹⁵ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

¹⁶ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

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²⁰ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

Size of the Right-of-Way to be Vacated:

- **Block 33** 1,601 sq. ft.
- **Block 43** 3,186 sq. ft.
- **Block 44** 2,879 sq. ft.
- **Terry Avenue** 9,874 sq. ft.
- Olive Way 38,109 sq. ft. (below-grade only)

Added Development Potential Above-Grade: The added above-grade development potential resulting from the right-of-way vacations is dependent on whether or not a Planned Community Development (PCD) is sought, and whether an above-grade or below-grade vacation is sought for Terry Avenue. The added development potential is detailed below.

- With a PCD, the proposed project would not utilize the additional FAR associated with the vacated right-of-ways.
- Without a PCD, the proposed project would utilize the additional FAR associated with the
 vacated right-of-ways. With only the below-grade vacation of Terry Avenue, the proposed
 vacation of the alley on Block 43 would contribute approximately 31,860 sq. ft. to the
 development area of Site C (assuming FAR 10). With a full vacation of Terry Avenue, the
 proposed vacation of the alley on Block 33 would also contribute approximately 16,010
 sq. ft. to the development area of Site C (assuming FAR 10), for a combined total of 47,870
 sq. ft.

Added Development Potential Below-Grade: Approximately 55,649 sq. ft. of additional development area would be added below-grade with the vacations.

Public Benefits Matrix

Overview of Public Benefits Proposal

The public benefits associated with each proposed vacation for the **WSCC Addition** project focus on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design. Listed below is an overview of the public benefits proposal associated with all five proposed right-of-way vacations.

Wayfinding

Wayfinding: The proposal would be to provide special wayfinding and signage for the
public within the project vicinity on all sites. This might include, but is not limited to,
enhanced street name labeling, and stationary or dynamic signage for maps, cultural
information, and activities.

Bikeshare Stations

• **Bike Network Improvements – Bikeshare Stations:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The proposal would be to provide Bikeshare stations at two locations within the project vicinity.

Public Art

• Public Art: The existing convention center has a history of community involvement, including public access to more than 100 permanent and rotating works of art on display. The Addition will expand the convention center's well-respected art program and anticipates installing public art on the primary Addition site. This plan is in its infancy, with the art consultant only just now being engaged by the Addition team, but the project would anticipate working with City and Design Commission to place art in key locations around the block where it can be enjoyed by the public. Because the building design is highly transparent, this could include art installations within the building that are outward facing for public appreciation.

Ninth Avenue & Pine Street Plaza

• Ninth Avenue & Pine Street: Southwest Plaza: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the southwest corner of the project site and pedestrian ROW at the intersection of Pine Street and 9th Avenue. The primary goal of this proposal would be to create a public plaza that forms the nexus for the converging neighborhoods of Capitol Hill, Denny Triangle, First Hill, and Downtown. The plaza is located at the intersection of the most pedestrian traveled roads within the project site, providing a place to pause and linger as people traverse between neighborhoods. It is sited to respond to the specific scale and location of the Paramount, forming a forecourt for which to appreciate its façade and signature marquee. The plaza would be designed to accommodate a range of uses and users, with flexible open hardscape mixed with lush landscaping and ample seating. This plaza would be closed from time to time to the public to enable convention center uses.

Ninth Avenue Pedestrian Improvements

- Ninth Avenue: Pedestrian Improvements between Pine Street and Pike Street (East Side and West Side): The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the east pedestrian ROW between Pine and Pike. This would complement and extend the improvements on Ninth Avenue to the north, creating a continuous Green Street experience for pedestrians and might include, but are not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional street furniture (including seating), additional canopies for overhead weather protection, and improved pedestrian lighting.
- Ninth Avenue: West Side Pedestrian Improvements between Olive Way and Pine Street: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include the west pedestrian ROW between Olive and Pine, the east half being completed as a part of the base project. The plan would be to work with the Camlin to accomplish their street-level goals, which might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, improved pedestrian lighting including potentially lighting the top of the Camlin building, additional street furniture including seating, and additional canopies for overhead weather protection.
- Ninth Avenue: Pedestrian Improvements between Howell Street and Olive Way: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include both east and west pedestrian ROW between Howell Street and Olive Way. This might include, but is not limited to, improved existing conditions as needed such as fresh crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional high-quality street furniture including seating, additional canopies for overhead weather protection, and improved pedestrian lighting.

Pine Street Improvements

- Paramount Hotel Weather Protection: The Paramount Hotel currently does not
 provide continuous canopies for pedestrian weather protection along its street front. The
 project proposes to provide a financial incentive to the hotel to install such canopies,
 covering a portion of the cost to encourage the addition of weather protection.
- Eighth Avenue to Carlile Weather Protection: The north side of Pine Street from
 Eighth Avenue to the Carlile Restaurant is currently undeveloped. When it is developed,
 it will be important to include continuous canopy weather protection for pedestrians. The
 project proposes to put money aside to provide a financial incentive to the ultimate
 developer to install such canopies, covering a portion of the cost to encourage the
 addition of weather protection.
- Pine Street: South Side Pedestrian Improvements Between 9th Avenue and the South Transit Site: The proposed pedestrian improvements would implement a portion

of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the south pedestrian ROW between 9th Avenue and the Sound Transit site to the east of the Paramount Theatre, with the north half being completed as a part of the base project. The Sound Transit staging site has a "back of house" feel for passersby. Improvements to crosswalks and sidewalk surfaces, additional planters and street trees, additional street furniture (including seating), canopies for overhead weather protection, and pedestrian lighting will help frame the Paramount Theatre and provide a significantly enhanced experience for passersby. If the Paramount is interested, discussion of lighting the top of the building to enhance the neighborhood is a potential addition to pedestrian improvements on this stretch of Pine Street.

- **Pine Street Curb Alignment:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north pedestrian ROW on Pine Street between Boren Avenue and 9th Avenue. The proposal with SDOT approval, would be to straighten out the bend in the curb, to create a wider sidewalk that could also accommodate additional street furnishings and an appropriate relocation of the bikeshare station within the ROW, extending the signature view west towards the water and Pike Place Market sign along the length of the block.
- Pine Street: Overpass Improvements: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north and south pedestrian ROW of Pine Street between Boren Avenue and Minor Avenue. The primary goal of this proposal would be to create a gateway between Capitol Hill and Downtown that turns an unfriendly overpass into a more pleasant pedestrian environment. This might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, pedestrian lighting, and the addition of decorative layering, including railings, planters and better separation between pedestrians and I-5.

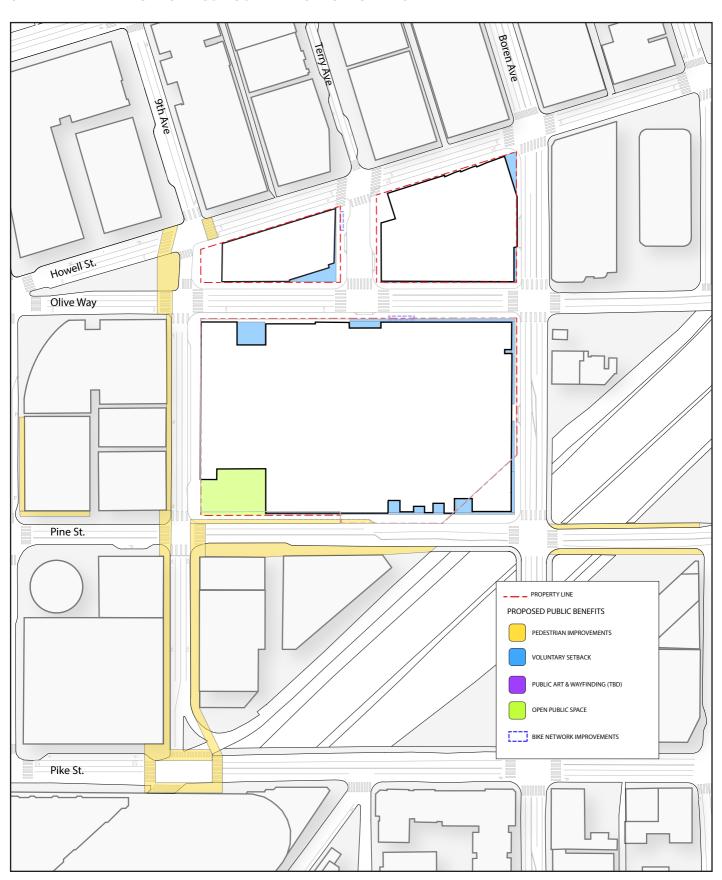
Termination of 9th Avenue Improvements

- **Termination of 9th Avenue at Pike Street: Pike Street:** The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the existing WSCC façade and the south pedestrian ROW of Pike at the termination of 9th Avenue. The primary goal of this proposal would be to create an open and visually interesting terminus to this important Green Street, improving the pedestrian experience along Pike Street, and creating a stronger visual connection between the existing and new facilities. As a segment of the larger Urban Framework Plan, this might also include similar types of pedestrian improvements as is proposed along 9th Avenue.
- Termination of 9th Avenue at Pike Street: 9th Avenue Pedestrian Crossing: The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the reconfiguration of the sidewalk, curb, and crosswalk with the express lane onramp to I-5 crossing at the east side of 9th Avenue at the intersection of Pike Street if allowed by governing agencies. The primary goal of this proposal would be to improve pedestrian access across the intersection to the south side of Pike Street.

Voluntary Setbacks

- Terry Avenue and Olive Way Intersection Voluntary Setbacks: The voluntary setbacks at the intersection of Terry Avenue and Olive Way on Site B open up Terry Avenue, introducing a large landscape node and more generous sight lines to the Convention Center entry beyond on Olive Way.
- Boren Avenue Voluntary Setbacks: The voluntary setbacks along Boren Avenue
 create added depth and layering of the façade and sidewalk to enhance pedestrian
 comfort along this steep and busy stretch of roadway. The setbacks also provide
 additional space for planting to soften and frame the pedestrian experience on both
 sides of the sidewalk.
- Howell and Boren Voluntary Setback: The voluntary setbacks at the intersection of Howell Street and Boren Avenue on Site C provide additional space for pedestrian circulation at this acute corner of the intersection, creating a smoother and more generous transition across the city grid shift at Howell Street.
- **Pine Street Voluntary Setbacks:** The voluntary setbacks along Pine Street articulate the playful retail volumes, creating program-activated space for the public to linger along the slope between Capitol Hill and Downtown. They create visual interest that connects pedestrians across the intersection of Pine Street and Boren Avenue, helping to bridge between the neighborhoods.
- Olive Way Voluntary Setbacks: The voluntary setbacks along Olive Way on Site A include a grand pedestrian entry from the north, a notch at the end of Terry Avenue framing the end of the street and softening the entry to the general purpose parking garage. Additional sidewalk width along Olive Street is also provided between Boren Street and Terry Avenue, where the street classification changes, providing a clear and unified pedestrian experience and approach to the landscaping.

STREET + ALLEY VACATION PUBLIC BENEFIT OPPORTUNITIES



Block 33

Appendix H Block 33 Vacation Petition – Proposed Public Benefits

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification: Alley

Assessed Value of Adjacent Property:

- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.¹
- Parcel 066000-1095 Total Assessed Value = \$0 per sq. ft.²
- Parcel 066000-1113 Total Assessed Value = \$2,497,000 / \$650 per sq. ft.³

Lease rates in the General Vicinity for Similar Projects:

- Office \$35-\$40/sq. ft. per year
- Residential \$3/sq. ft. per month

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

Proposed Public Benefits: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

Vacation Petition Block 33

¹ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

² Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

³ Based upon King County Assessor's Office data - \$2,497,000 total assessed value/3,840 sq. ft. lot = \$650 per sq. ft.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an *Urban Framework Plan* and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill.

The proposed public benefits are described below.

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Pine Street: South side pedestrian improvements between 9th Avenue and the South Transit site: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the south pedestrian ROW between 9th Avenue and the Sound Transit site to the east of the Paramount Theatre, with the north half being completed as a part of the base project. The Sound Transit staging site has a "back of house" feel for passersby. Improvements to crosswalks and sidewalk surfaces, additional planters and street trees, additional street furniture (including seating), canopies for overhead weather protection, and pedestrian lighting will help frame the Paramount Theatre and provide a significantly enhanced experience for passersby. If the Paramount is interested, discussion of lighting the top of the building to enhance the neighborhood is a potential addition to pedestrian improvements on this stretch of Pine Street.
- Pine Street Voluntary Setbacks: The voluntary setbacks along Pine Street articulate
 the playful retail volumes, creating program-activated space for the public to linger along
 the slope between Capitol Hill and Downtown. They create visual interest that connects
 pedestrians across the intersection of Pine Street and Boren Avenue, helping to bridge
 between the neighborhoods.
- **Pine Street Curb alignment:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north pedestrian ROW on Pine Street between Boren Avenue and 9th Avenue. The proposal with SDOT approval, would be to straighten out the bend in the curb, to create a wider sidewalk that could also accommodate additional street furnishings and an appropriate relocation of the bikeshare station within the ROW, extending the signature view west towards the water and Pike Place Market sign along the length of the block.
- Paramount Hotel weather protection: The Paramount Hotel currently does not provide
 continuous canopies for pedestrian weather protection along its street front. The project
 proposes to provide a financial incentive to the hotel to install such canopies, covering a
 portion of the cost to encourage the addition of weather protection.

• **Eighth Avenue to Carlile weather protection**: The north side of Pine Street from Eighth Avenue to the Carlile Room is currently undeveloped. When it is developed, it will be important to include continuous canopy weather protection for pedestrians. The project proposes to put money aside to provide a financial incentive to the ultimate developer to install such canopies, covering a portion of the cost to encourage the addition of weather protection.

Block 43

Appendix H Block 43 Vacation Petition – Proposed Public Benefits

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification: Alley

Assessed Value of Adjacent Property:

- Parcel 066000-1670 Total Assessed Value = \$0 per sq. ft.¹
- Parcel 066000-1659 Total Assessed Value = \$0 per sq. ft.²
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft.³
- Parcel 066000-1675 Total Assessed Value = \$0 per sq. ft.⁴

Lease rates in the General Vicinity for Similar Projects:

• Office - \$35-\$40/sq. ft. per year

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

Size of the Alley to be Vacated: 3,186 sq. ft.

Proposed Public Benefits: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public

Vacation Petition Block 43

¹ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

² Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

³ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁴ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an Urban Framework Plan and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill.

The proposed public benefits are described below.

- Wayfinding: The proposal would be to provide special wayfinding and signage for the public within the project vicinity. This might include, but is not limited to, enhanced street name labeling, and stationary or dynamic signage for maps, cultural information, and activities.
- 9th Avenue: Pedestrian Improvements between Pine Street and Pike Street (East Side): The proposed pedestrian improvements would implement a portion of the *Urban* Framework Plan for pedestrians. The section of improvement identified here would include the east pedestrian ROW between Pine and Pike. This would complement and extend the improvements on Ninth Avenue to the north, creating a continuous Green Street experience for pedestrians, and might include, but are not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional street furniture (including seating), additional canopies for overhead weather protection, and improved pedestrian lighting.
- Voluntary Setbacks: The voluntary setbacks along Boren Avenue create added depth and layering of the façade and sidewalk to enhance pedestrian comfort along this steep and busy stretch of roadway. The setbacks also provide additional space for planting to soften and frame the pedestrian experience on both sides of the sidewalk. voluntary setbacks at the intersection of Howell Street and Boren Avenue on Site C provide additional space for pedestrian circulation at this acute corner of the intersection, creating a smoother and more generous transition across the city grid shift at Howell Street.

Block 44

Appendix H Block 44 Vacation Petition – Proposed Public Benefits

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification: Alley

Assessed Value of Adjacent Property:

- Parcel 066000-1725 Total Assessed Value = \$0 per sq. ft.¹
- Parcel 066000-1025 Total Assessed Value = \$0 per sq. ft.²

Lease rates in the General Vicinity for Similar Projects:

• Office - \$35-\$40/sq. ft. per year

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

Size of the Alley to be Vacated: 2,879 sq. ft.

Proposed Public Benefits: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

Vacation Petition Appendix H

¹ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

² Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an *Urban Framework Plan* and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill.

The proposed public benefits are described below.

- 9th Avenue & Pine Street: Southwest Plaza: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the southwest corner of the project site and pedestrian ROW at the intersection of Pine Street and 9th Avenue. The primary goal of this proposal would be to create a public plaza that forms the nexus for the converging neighborhoods of Capitol Hill, Denny Triangle, First Hill, and Downtown. The plaza is located at the intersection of the most pedestrian traveled roads within the project site, providing a place to pause and linger as people traverse between neighborhoods. It is sited to respond to the specific scale and location of the Paramount, forming a forecourt for which to appreciate its façade and signature marquee. The plaza would be designed to accommodate a range of uses and users, with flexible open hardscape mixed with landscaping and ample seating. This plaza would be closed from time to time to the public to enable convention center uses.
- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Public Art. The existing convention center has a history of community involvement, including public access to more than 100 permanent and rotating works of art on display. The Addition will expand the convention center's well-respected art program and anticipates installing public art on the primary Addition site. This plan is in its infancy, with the art consultant only just now being engaged by the Addition team, but the project would anticipate working with City and Design Commission to place art in key locations around the block where it can be enjoyed by the public. Because the building design is highly transparent, this could include art installations within the building that are outward facing for public appreciation.
- 9th Avenue: Pedestrian improvements between Pine Street and Pike Street (West Side): The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the west pedestrian ROW between Pine and Pike. This would complement and extend the improvements on Ninth Avenue to the north, creating a continuous Green Street experience for pedestrians and might include, but are not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional street furniture (including seating), additional canopies for overhead weather protection, and improved pedestrian lighting.

Boren Avenue Voluntary Setbacks: The voluntary setbacks along Boren Avenue create added depth and layering of the façade and sidewalk to enhance pedestrian comfort along this steep and busy stretch of roadway. The setback also provides additional space for planting to soften and frame the pedestrian experience on both sides of the sidewalk.

Olive Way

Appendix H Olive Way Vacation Petition – Proposed Public Benefits

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification: Street

Assessed Value of Adjacent Property:

- Parcel 066000-1095 Total Assessed Value = \$0 per sq. ft.¹
- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.²
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft.³
- Parcel 066000-1675 Total Assessed Value = \$0 per sq. ft.⁴
- Parcel 066000-1725 Total Assessed Value = \$0 per sq. ft.⁵
- Parcel 066000-1025 Total Assessed Value = \$0 per sq. ft.⁶

Lease rates in the General Vicinity for Similar Projects:

Office - \$35-\$40/sq. ft. per year

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

Size of the Subterranean Street to be Vacated: 38,109 sq. ft.

¹ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

² Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

³ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁴ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁵ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁶ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

Proposed Public Benefits: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an *Urban Framework Plan* and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill

The proposed public benefits are described below.

- 9th Avenue: West side Pedestrian improvements between Olive Way and Pine Street: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include the west pedestrian ROW between Olive and Pine, the east half being completed as a part of the base project. The plan would be to work with the Camlin to accomplish their street-level goals, which might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, improved pedestrian lighting including potentially lighting the top of the Camlin building, additional street furniture including seating, and additional canopies for overhead weather protection.
- Olive Way Voluntary Setbacks: The voluntary setbacks along Olive Way on Site A include a grand pedestrian entry from the north, a notch at the end of Terry Avenue framing the end of the street and softening the entry to the general purpose parking garage. Additional sidewalk width along Olive Street is also provided between Boren Street and Terry Avenue, where the street classification changes, providing a clear and unified pedestrian experience and approach to the landscaping.
- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Pine Street: Overpass Improvements: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the north and south pedestrian ROW of Pine Street between Boren Avenue and Minor Avenue. The primary goal of this proposal

would be to create a gateway between Capitol Hill and Downtown that turns an unfriendly overpass into a more pleasant pedestrian environment. This might include, but is not limited to, improved existing conditions as needed such as crosswalks and sidewalk surfaces, pedestrian lighting, and the addition of decorative layering, including railings, planters and better separation between pedestrians and I-5.

• **Bike network improvements – Bikeshare station:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The proposal would be to provide new Bikeshare stations at two locations within the project vicinity.

Terry Avenue

Appendix H

Terry Avenue Vacation Petition - Proposed Public Benefits

Site and Project Description

Zoning Designation: DMC 340/290-400

Street Classification: Street

Assessed Value of Adjacent Property:

- Parcel 066000-1113 Total Assessed Value = \$2,497,000 / \$650 per sq. ft.¹
- Parcel 066000-1114 Total Assessed Value = \$0 per sq. ft.²
- Parcel 066000-1670 Total Assessed Value = \$0 per sq. ft.³
- Parcel 066000-1659 Total Assessed Value = \$0 per sq. ft.⁴
- Parcel 066000-1655 Total Assessed Value = \$0 per sq. ft.5

Lease rates in the General Vicinity for Similar Projects:

• Office - \$35-\$40/sq. ft. per year

Size of the Project:

- 1,165,000 sq. ft. Washington State Convention Center
 - 120,000 sq. ft. Meeting Room
 - 60,000 sq. ft. Ball Room
 - 250,000 sq. ft. Exhibit Halls
- 25,000 sq. ft. Retail
- 237,000 sq. ft. Parking (700-800 stalls)
- Co-Development
 - 365,000 sq. ft. Residential Building (385-units)
 - 575,000 sq. ft. Office Building
 - 18,000 sq. ft. Retail

Size of the Street to be Vacated: 9,874 sq. ft.

¹ Based upon King County Assessor's Office data - \$2,497,000 total assessed value/3,840 sq. ft. lot = \$650 per sq. ft.

² Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

³ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁴ Based upon *King County Assessor's Office* data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

⁵ Based upon King County Assessor's Office data – this is a government owned parcel (does not pay taxes) and therefore has no appraised value.

Proposed Public Benefits: Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements are intended to provide long term public benefits. The public benefits associated with each proposed vacation for the **WSCC Addition** project focuses on public improvements surrounding the site to improve the overall project in a manner consistent with the public interest and enable better urban design.

In addition to pedestrian ROW improvements and public open space offered as public benefits for this project, several voluntary setbacks are proposed to enhance the public realm. Not only do they offer additional area at grade, but they provide continuity of the pedestrian improvements beyond the ROW, establishing landscaped pockets and eddies of public space along the sidewalk.

As part of the PCD public benefits offered for this project, the applicant intends to track conclusions from the four neighborhood studies currently in process by the City and help implement them on the blocks contiguous to the WSCC project. In the descriptions of the public benefits provided below, these conclusions are referred to collectively as an *Urban Framework Plan* and its intent is to encourage pedestrian movement between hotels, retail, Westlake Transit Hub and other transportation options, and between Downtown and Capitol Hill.

The proposed public benefits are described below.

- Wayfinding: The proposal would be to provide special wayfinding and signage for the
 public within the project vicinity. This might include, but is not limited to, enhanced street
 name labeling, and stationary or dynamic signage for maps, cultural information, and
 activities.
- Termination of 9th Avenue at Pike Street: Pike Street: The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the existing WSCC façade and the south pedestrian ROW of Pike at the termination of 9th Avenue. The primary goal of this proposal would be to create an open and visually interesting terminus to this important Green Street, improving the pedestrian experience along Pike Street, and creating a stronger visual connection between the existing and new facilities. As a segment of the larger Urban Framework Plan, this might also include similar types of pedestrian improvements as is proposed along 9th Avenue.
- Termination of 9th Avenue at Pike Street: 9th Avenue Pedestrian Crossing: The proposed pedestrian and streetscape improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The section of improvement identified here would include the reconfiguration of the sidewalk, curb, and crosswalk with the express lane onramp to I-5 crossing at the east side of 9th Avenue at the intersection of Pike Street if allowed by governing agencies. The primary goal of this proposal would be to improve pedestrian access across the intersection to the south side of Pike Street.
- 9th Avenue: Pedestrian Improvements between Howell Street and Olive Way: The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan*. The section of improvement identified here would include both east and west pedestrian ROW between Howell Street and Olive Way. This might include, but is not

limited to, improved existing conditions as needed such as fresh crosswalks and sidewalk surfaces, additional landscaping such as planters and street trees, additional high-quality street furniture including seating, additional canopies for overhead weather protection, and improved pedestrian lighting.

- Voluntary Setbacks: The voluntary setbacks at the intersection of Terry Avenue and Olive Way on Site B open up Terry Avenue, introducing a large landscape node and more generous sight lines to the Convention Center entry beyond on Olive Way.
- **Bike network improvements Bikeshare station:** The proposed pedestrian improvements would implement a portion of the *Urban Framework Plan* for pedestrians. The proposal would be to provide new Bikeshare stations at two locations within the project vicinity.

Downtown Design Review Board Materials

Washington State Convention Center ADDITION PROJECT

DOWNTOWN DESIGN REVIEW BOARD MEETING EARLY DESIGN GUIDANCE #1 05.19.2015 CONTEXT & URBAN DESIGN ANALYSIS

SITE A

PROPERTY ADDRESS:

1600 9th Avenue

DPD PROJECT #:

3020176

SITE B

920 Olive Way

3018096

SITE C

1711 Boren Avenue

3020177

OWNER:

Washington State Convention Center

800 Convention Place Seattle, WA 98101

ARCHITECT:

LMN Architects

801 Second Avenue Suite 501

Seattle, WA 98104

DPD CONTACT:

Garry Papers 206.684.0916

garry.papers@seattle.gov

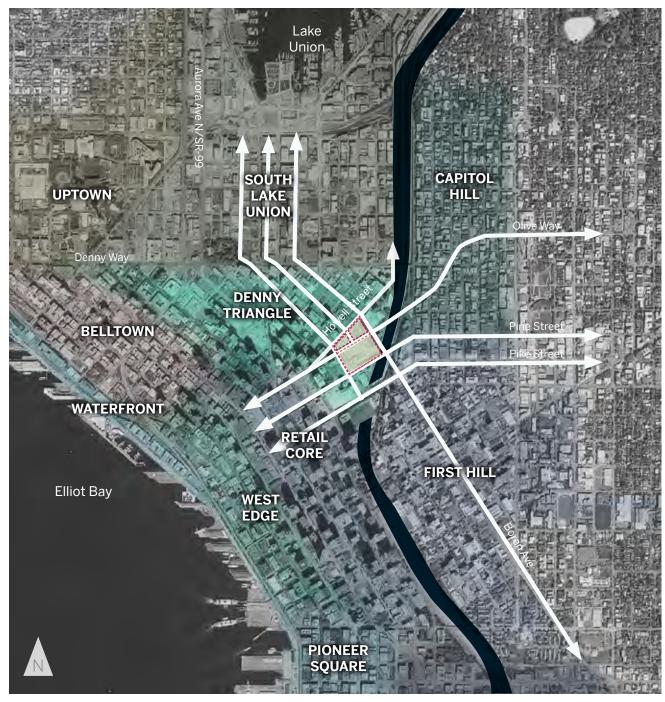


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1 DEVELOPMENT OBJECTIVES VICINITY MAPS

VICINITY



STREETS BORDERING PROJECT SITE

9-BLOCK STUDY AREA



DEVELOPMENT SUMMARY

The proposal is to apply for Master Use Permits for development of a convention center addition on a site consisting of 3 blocks: Site A: 1600 9th Avenue, Site B: 920 Olive Way, and Site C 1711 Boren Avenue, that will collectively form the proposed Washington State Convention Center (WSCC) Addition Project. The 3 block site is bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site on the interior. Street and alley vacations will be required for this project.

The project could add approximately 1,230,000 sf. of gross floor area to the existing Washington State Convention Center. Preliminary analysis indicates that this could include approximately 250,000 sf. of new exhibition space, 120,000 sf. of meeting rooms, a 70,000 st. ballroom space, approximately 23 convention center loading bays, and structured parking for up to 800 additional vehicles. The structure height is approximately 200ft over 5 stories with 2 additional stories below grade.

Co-development on the two blocks north of Olive Way (Sites B & C) is being studied for feasibility and synergistic relationship with the proposed WSCC Addition project, These developments are expected to be be included in a Planned Community Development proposal, and they will be developed through separate Master Use Permits in the future.

NOTE

DPD requested this EDG #1 to focus on the applicant's context and urban design analysis for this large and significant project, and obtain early context and urban design guidance from the downtown design review board (DRB). Subsequent EDG meetings before the downtown DRB will be held to assess preliminary massing options, priority guidelines, and the design response to the context guidance and other issues provided by the DRB at this EDG #1.

SITE CONTEXT

The project site is located within the DMC 340/290-400 Downtown Mixed Commercial zone, within the Denny Triangle Urban Center Village. The Downtown Neighborhood Guidelines will apply to this project.

The project site is bordered by the DMC 240/290-400 zone (Denny Triangle Urban Center Village Overlay) to the north, east, and south, and the DOC 2500/300-500 zone (Commercial Core Urban Center Village Overlay) to the west.

The project occupies the intersection between several distinct and rapidly evolving neighborhoods, including Capitol Hill's Pike/Pine corridor, the Denny Triangle, South Lake Union, First Hill, and the Downtown commercial core.

Capitol Hill's traditional low-rise commercial development is being supplemented with new mid-rise mixed-use buildings. The neighborhood continues to promote a strong pedestrian community, interrupted only by the presence of 1-5. The Denny Triangle and First Hill, connected via Boren Avenue, bookend the site to the north and south. Though a product of different eras, both neighborhoods contain higher density, taller residential and commercial development, along with notable institutional buildings. The Downtown neighborhood is the densest and tallest adjacent neighborhood, containing both high-rise commercial and residential development, but also a retail and cultural center for the city.

The site's proximity to Pike and Pine links itself to the waterfront via Pike Place Market and Westlake Center, and to the existing Washington State Convention Center along Ninth Avenue. Other notable landmarks include the historic Paramount Theatre and former Camlin Hotel, adjacent to the site across Pine Street and Ninth Avenue. Due to the open space established by the presence of 1-5, views to and from the project site to the east are both substantial and long-term. Views to the west, particularly from the higher elevations along Pine Street, provide a meaningful glimpse into the heart of the city.

PROGRAM SUMMARY:

CONVENTION CENTER PROGRAM

5 stories above grade 2 stories below grade

250,000 SF of Exhibition Space* 120,000 SF of Meeting Space * 70,000 SF of Ballroom Space* 280,000 SF of Lobby & Circulation* 510,000 SF of Support Spaces* 500-800 Parking Stalls* 200,000 SF of Loading Area* Street-Level Retail & Restaurants *-Approximate

CO-DEVELOPMENT PROGRAM

Potential Residential or Commercial codevelopment with street level uses is being studied for feasibility to be included in the Planned Community Development.

PROJECT GOALS

- Create a highly efficient design which effectively supports the functional needs of the convention center clients and is competitive in the marketplace.
- Create a unique experience that embodies the special qualities of Seattle, Washington, and the Pacific Northwest.
- Engage the urban framework of downtown Seattle to capitalize on the location at the intersection of major neighborhoods and corridors of the city.
- Create a welcoming street presence that connects the activities of the Convention Center with the pedestrian experience of the adjacent streets.
- Integrate mixed uses such as retail and other possible co-developments, where appropriate, to enrich the urban diversity of the site.
- Create a sustainable design that embraces Seattle's commitment to environmental stewardship.

PROPERTY ADDRESSES

SITEA SITE B SITE C

1600 9th Avenue 920 Olive Way 1711 Boren Avenue

KING COUNTY PARCEL NUMBERS

SITEA	SITE B	SITEC
#0660001025	#0660001095	#0660001655
#0660001700	#0660001113	#0660001659
#0660001725	#0660001114	#0660001670

#0660001675

ZONING SMC 23.49.056 MAP A

SITES A/B/C

Denny Triangle Urban Center Village Downtown Mixed Commercial - DMC 340/290-400

SITE AREA

SITEA	SITE B	SITEC
326,720 sf**	25,551 sf*	50,979 sf*
*Includes vacated alleys	*Includes vacated alleys	*Includes vacated alleys
and subterranear street vacations	1	

202,509 sf*

DESIGN REVIEW SMC 23.41

Required

STRUCTURE HEIGHT 23.49.008

NON-RESIDENTIAL MAXIMUM HEIGHT 340ft

RESIDENTIAL MAXIMUM HEIGHT

290-400ft depending on incentives

15 ft above the applicable height limit.

STREET-LEVEL USE 23.49.009 MAP 1G

PINE STREET - Required* **HOWELL STREET - Not Required** OLIVE WAY - Not Required 9TH AVENUE - Not Required TERRY AVENUE - Required*

* - Minimum 75% of each street frontage must be occupied by qualifying uses & located within 10 ft of the street property line

FLOOR AREA RATIO 23.49.011 SMC-CHART A1

DMC 340/290-400 FAR Base = 5 FAR Max = 10

TOTAL

SITE A + SITE B + SITE C = 279,039 (Above grade site area)

 $279,039 \times 10 \text{ (Max FAR)} = 2,790,390 \text{ sq ft}$

OVERHEAD WEATHER PROTECTION & LIGHTING

23.49.018

Required along the entire street frontage facade located within 5ft of property line or widened sidewalk except: where separate by landscaped areas at least two feet in width, or at driveways into structures of loading docks. Lower ledge must be between 10ft and 15ft above the sidewalk.

DENNY TRIANGLE URBAN CENTER VILLAGE 23.49.056F

Provide landscaping in sidewalk area of the right of way as a square footage of 1.5 times the length of the street lot line. Must be 18" wide, along entire length of street lot line, except at building entrances, vehicular access (not to exceed 50% of the length of the lot line).

PARKING 23.49.019

MINIMUM REQUIRED **PROPOSED** 500 - 800 stalls

NON-RESIDENTIAL MAXIMUM ALLOWED

1 per 1000 sf except with special exception.

PARKING LOCATION WITHIN STRUCTURES

Parking above street level is permitted if separated along all street frontages of the structure by another use.

Parking at street level is permited if separated by other uses on Class 1 Pedestrian Streets, and at least 30% separated by other uses on Class 11 Pedestrian Streets.

ACCESSORY PARKING Permitted outright in areas shown on Map 11 if they contain a total of 20 or fewer parking spaces on the lot. 23.49.045

BICYCLE PARKING

Bicycle parking parking required 1 space per 5,000sf of gross floor area of office or retail over 10,000 sf. Shower facility required for structures containing 250,000 GFA of office use.

1 space for every 2 dwelling units of residential use.

CURB CUT LOCATION

Per Director as a Type 1 decision SMC 23.49.019.H.1.c

LOADING BERTHS

Off-street loading berths required per SMC 23.54.035 TABLE A

MINIMUM SIDEWALK WIDTH 23.49.022 MAP 1C

PINE STREET - 18ft*

HOWELL STREET - 18ft*

OLIVE WAY - 18ft* 9th Ave to Terry Ave/ 12ft Terry Avenue to Boren Ave

BOREN STREET - 12ft

9TH AVENUE - Varies, Green Street; 2ft additional required**

TERRY AVENUE - Varies, Green Street; 2ft required**

- * 15ft if no transit side for one-way street, 15ft on other side.
- ** Per Denny Triangle Urban Center Village Downtown code, 50% of the setback must be landscaped

OPEN SPACE 23.49.016

Provide 20sf for each 1000sf of Office use GFA larger than 85,000sf.

ROOFTOP FEATURES

^{*} Above grade footprint only, includes vacated alleys

COMMON RECREATION AREA 23.49.010

Provide 5% of Residential GFA larger than 20 dwelling units. A maximium of 50% may be enclosed.

STREET FACADE & STREET SETBACKS 23.49.056 MAP 1F

PINE STREET - Class I HOWELL STREET - Class I OLIVE WAY - Class I **BOREN STREET - Class II** 9TH AVENUE - Green Street **TERRY AVENUE - Green Street**

FACADE TRANSPARENCY REQUIREMENTS: SMC 23.49.056C

Class I & Green Streets= minimum 60%

Class II Streets= minimum 30%

BLANK FACADE LIMITS: SMC 23.49.056D

Class I & Green Streets = 15ft max

Class II Streets= 30ft max

UPPER-LEVEL DEVELOPMENT STANDARDS 23.49.058

NON-RESIDENTIAL USE ABOVE 160 FT IN HEIGHT

GREEN STREET SETBACK: 9th Avenue & Terry Avenue Continuous upper-level setback of 15ft on the street frontage abuting the green street at a height of 45ft

FACADE MODULATION: Required above 85ft from the sidewalk for any portion of a structure located within 15ft of a street property line.

MAXIMUM FACADE WIDTH:

0-85ft = No Limit

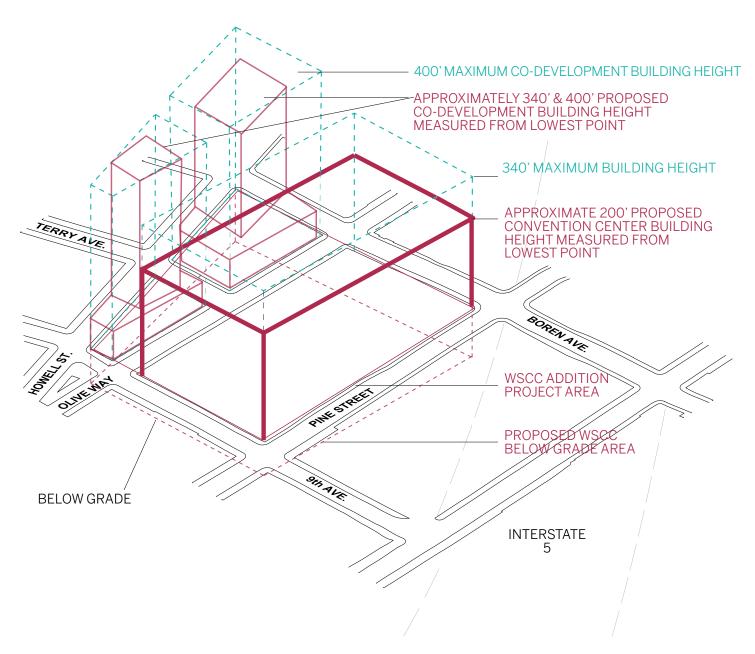
86-160ft = 155ft

161-240ft = 125ft

241-500ft = 100ft

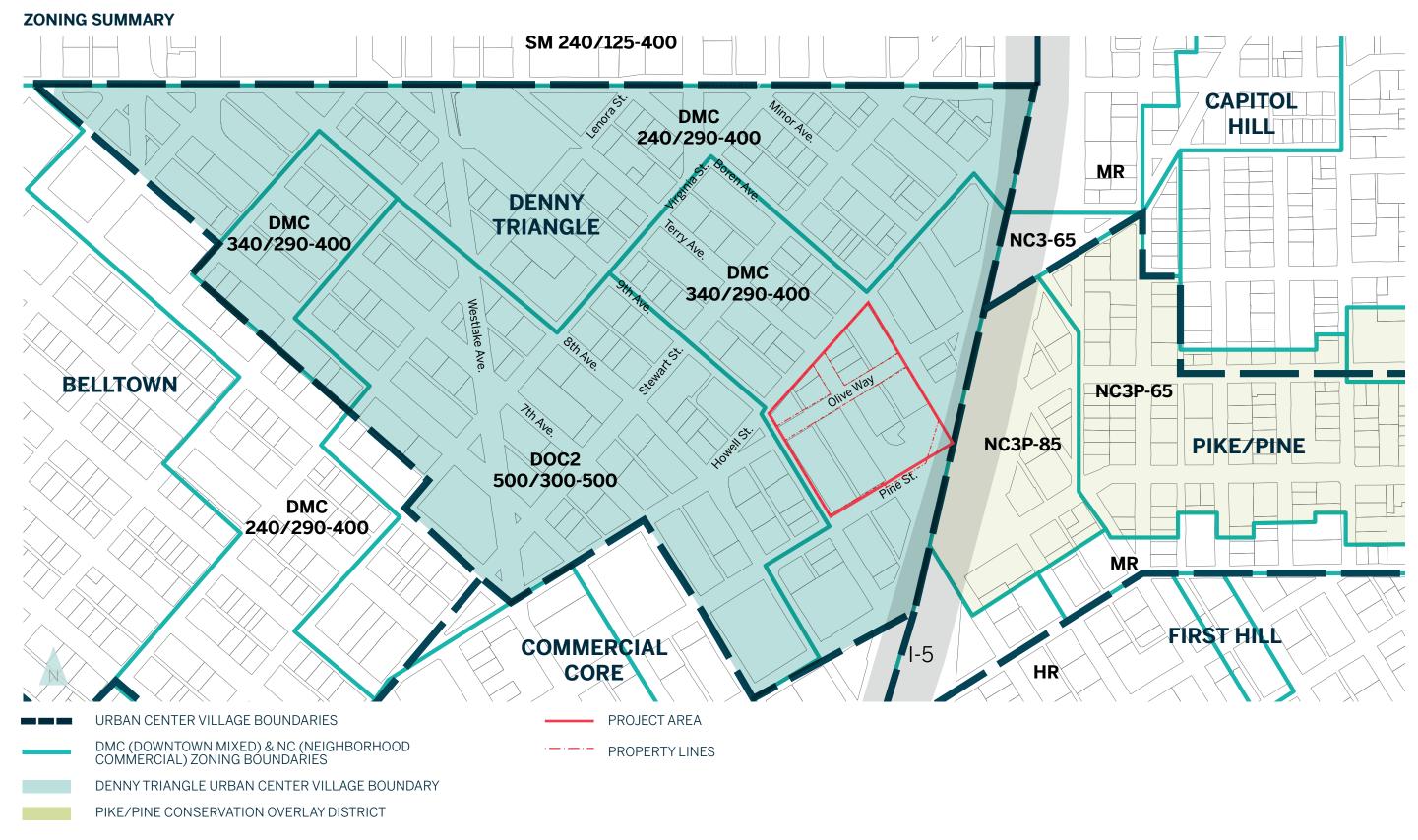
UPPER LEVEL WIDTH LIMIT: For portions of structures in non-residential use above 160ft where any story above 85ft exceeds 15,000sf. Upper-level width limit is required on lots that exceed 200ft in width and depth. Any portion of a building above 240ft shall be 145ft along the general n/s axis of a site (parallel to the Avenues). This portion shall be separated horizontally from any other portion by 80ft at all points.

SIMPLIFIED BUILDING ENVELOPE

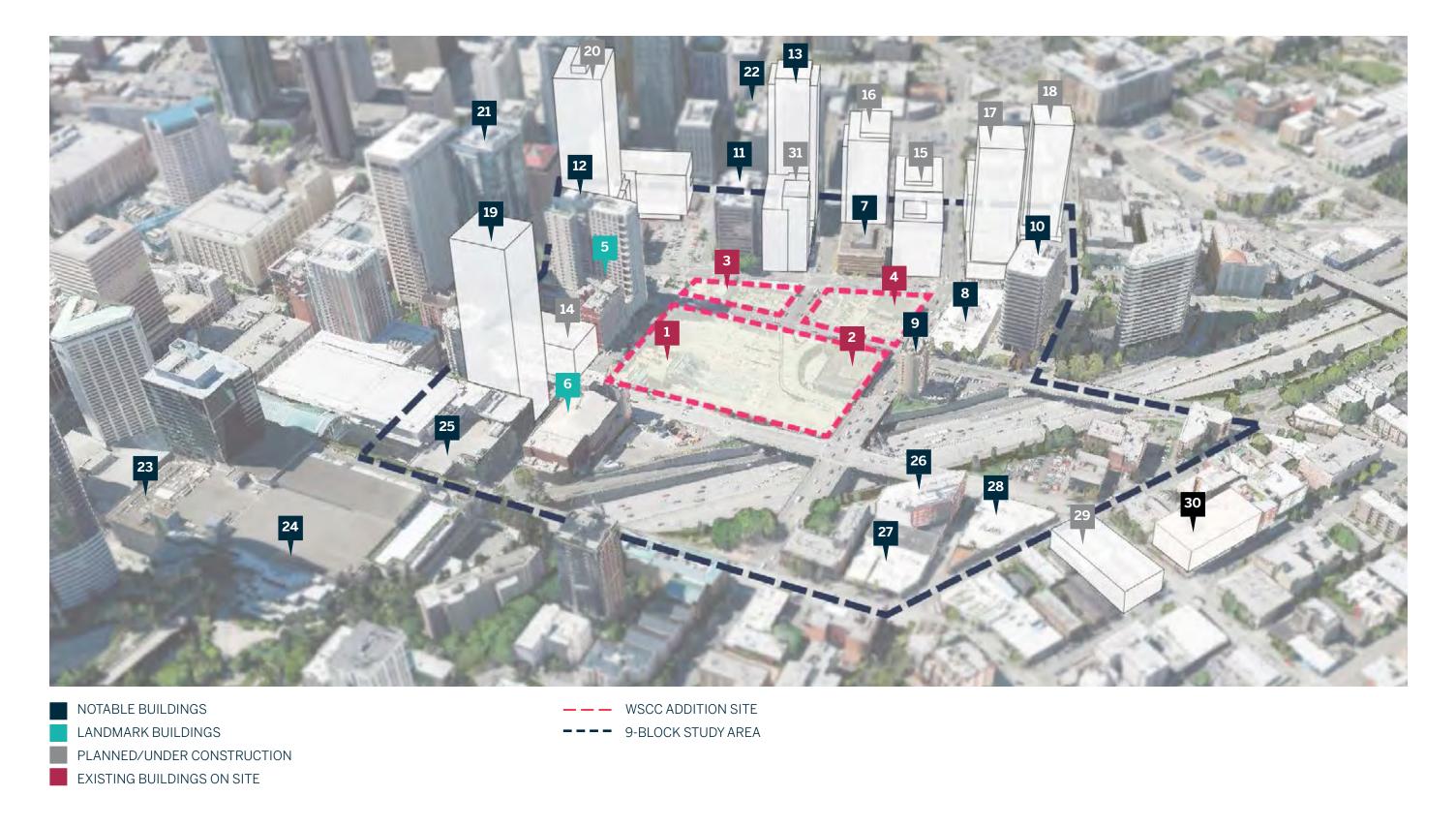


Approximate building mass shown here indicates the general size of the program elements on the site.

It does not include sculpting and modulation of the building form, terraces, porosity, facade treatments, etc., which will be incorporated into the recommended design to integrate this program synergisticly with its urban context.



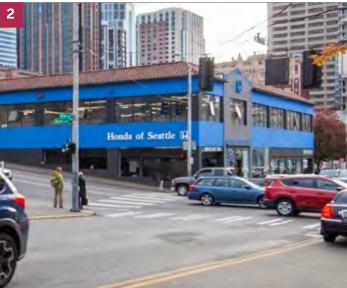
STREET CLASSIFICATIONS SUMMARY FRONTAGE CLASSIFICATION SUMMARY TO CAPITOL HILL TO CAPITOL HILL - 5 SOUTHBOUND 1-5SOUTHBOUND - 5 NORTHBOUND - 5NORTHBOUNIN TERRY NE TOIFROMFIRE TOIFROMFIRSTHILL PRINCIPAL TRANSIT STREET **PROJECT AREA** CLASS I STREET FRONTAGE PROJECT AREA PRINCIPAL ARTERIAL PROPERTY LINE **CLASS II STREET FRONTAGE** PROPERTY LINE **GREEN STREET** ---- APPROXIMATE BUILDING OUTLINE GREEN STREET FRONTAGE APPROXIMATE BUILDING OUTLINE NOTE: LANDSCAPE REQUIREMENT PER DENNY TRIANGLE URBAN CENTER VILLAGE CODE APPLIES TO ALL FRONTAGES





906 NINTH AVENUE

Convention Station Place transit facility



1017 OLIVE WAY

Honda of Seattle (Vacant)



915 HOWELL STREET

Retail/Commercial



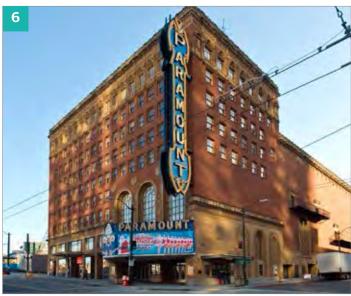
1711 BOREN AVENUE

Honda of Seattle auto sales (Vacant)



1619 9TH AVENUE

Worldmark Seattle: The Camlin



911 PINE STREET

Paramount Theatre



737 OLIVE WAY

Seattle Vault Self-Storage



1100 OLIVE WAY

Seattle Children's Cancer Research



1626 BOREN AVENUE

Olive Tower Apartments



1701 MINOR AVENUE

Metropolitan Parks Office Tower



1800 NINTH AVENUE

Regence BlueShield/Amazon



809 OLIVE WAY

The Olivian Apartment High-Rise



1823 TERRY AVENUE

Aspira Apartments, 37-story apartment building



1601 9TH AVENUE

Nine & Pine Apartments: Mixed-Use Residential



1099 STEWART AVENUE & 1050 HOWELL STREET

Hill 7 Office & Hotel Under Construction: DPD #3013130



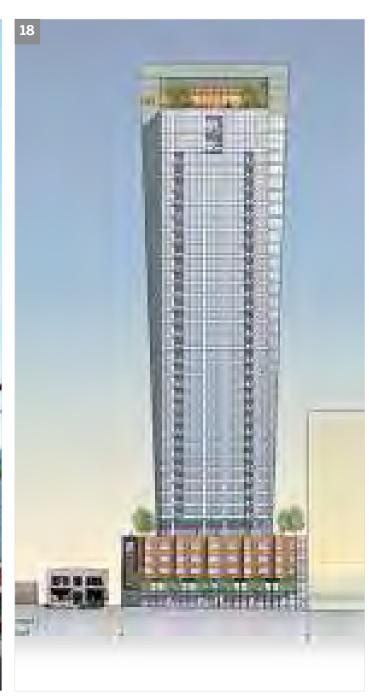
1007 STEWART STREET

Office Under Construction: DPD 016095



1812 BOREN STREET

Tilt 49: Mixed-Use Building Under Construction: DPD #3016574



1823 MINOR AVENUE

Kinects: Office & Hotel In Development: DPD #3004848



815 PINE STREET

The Premiere: Mixed-Use Retail/Residential Under Construction: DPD #000000



808 HOWELL STREET

8th & Howell Hotel In Development: DPD # 3016917



737 OLIVE WAY

Olive 8, 39 story mixed-use with condominium residential and hotel uses.



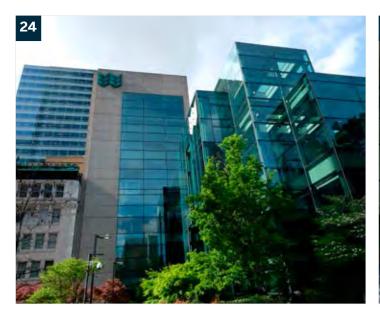
1900 9TH AVENUE

Seattle Children's Research Institute



700 UNION STREET

ACT Theatre



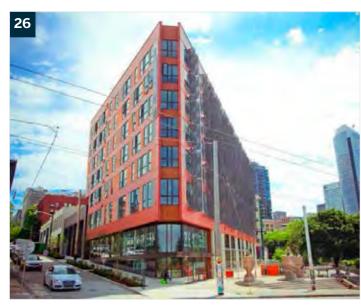
715 PIKE STREET

Washington State Convention Center



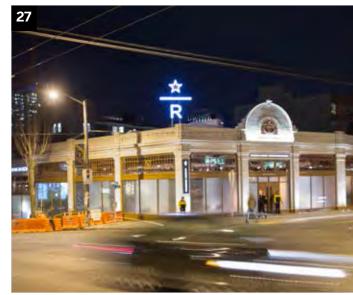
1515 9TH AVENUE

The Washington State Convention Center: Conference Center



1551 MINOR AVENUE

Pike / Minor Apartments



1124 PIKE STREET

Starbuck's Reserve



1531 MELROSE AVENUE

Melrose Market



301 PINE STREET

Melrose Building Under Construction: DPD #3013342



314 PIKE STREET

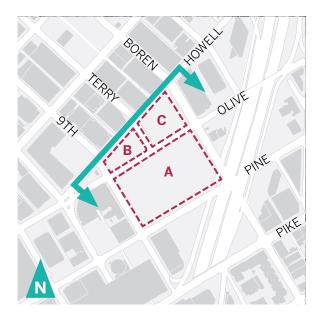
Three20 Apartments: Mixed-Use Building



924 HOWELL STREET

Hotel Under Construction: DPD #3017451

HOWELL STREET



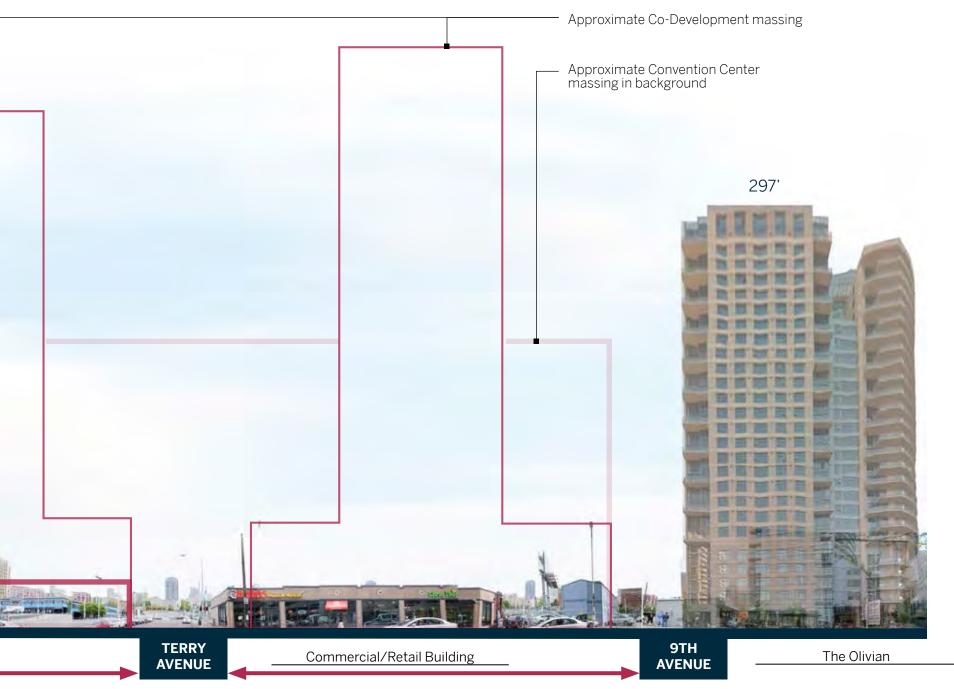
LOOKING SOUTHEAST

OBSERVATIONS

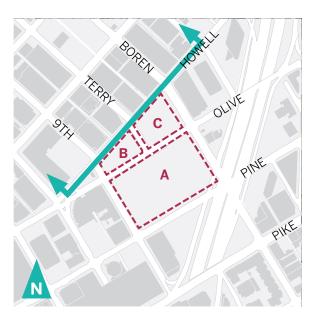
The existing buildings on the site are an example of the low-rise commerical buildings and surface parking lots that once defined the northern edge of the site. The site is flanked on the sides by early high rise development, as well as a Seattle Childern's Cancer Research facility that provides a link to the bio-tech concetration in nearby South Lake Union.



100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE



HOWELL STREET



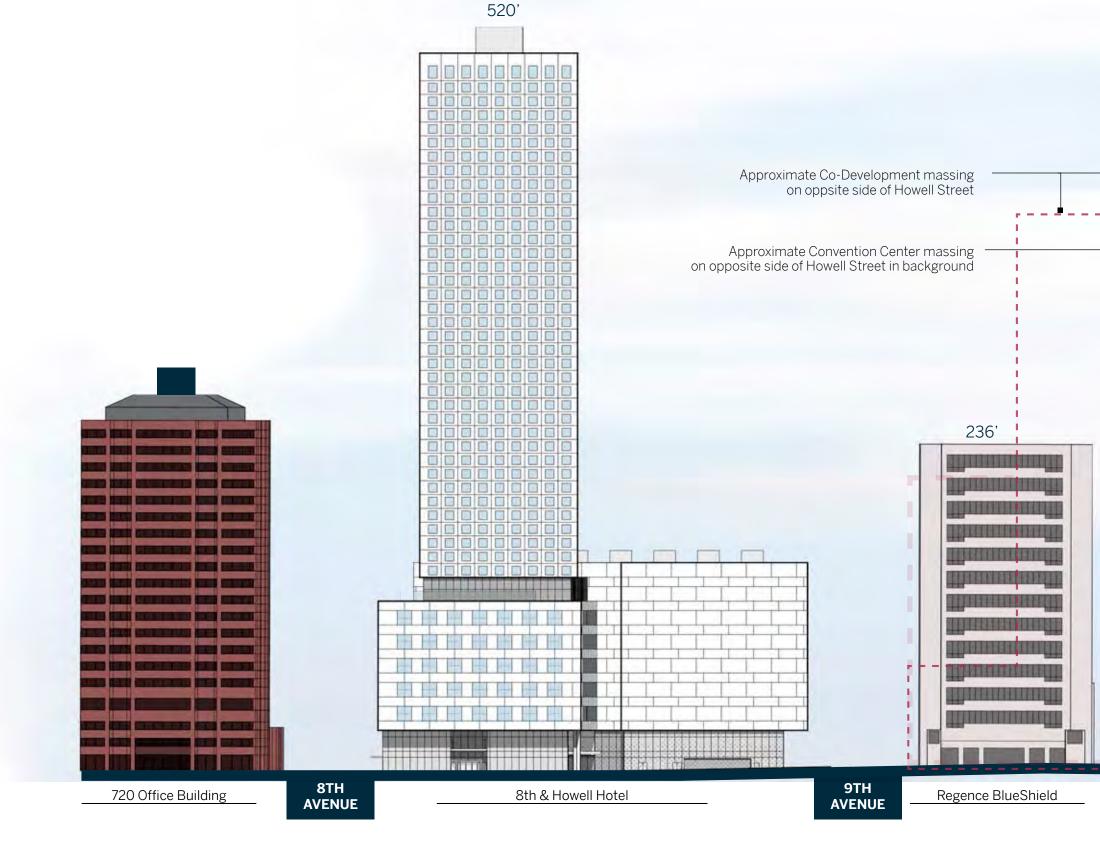
LOOKING NORTHWEST

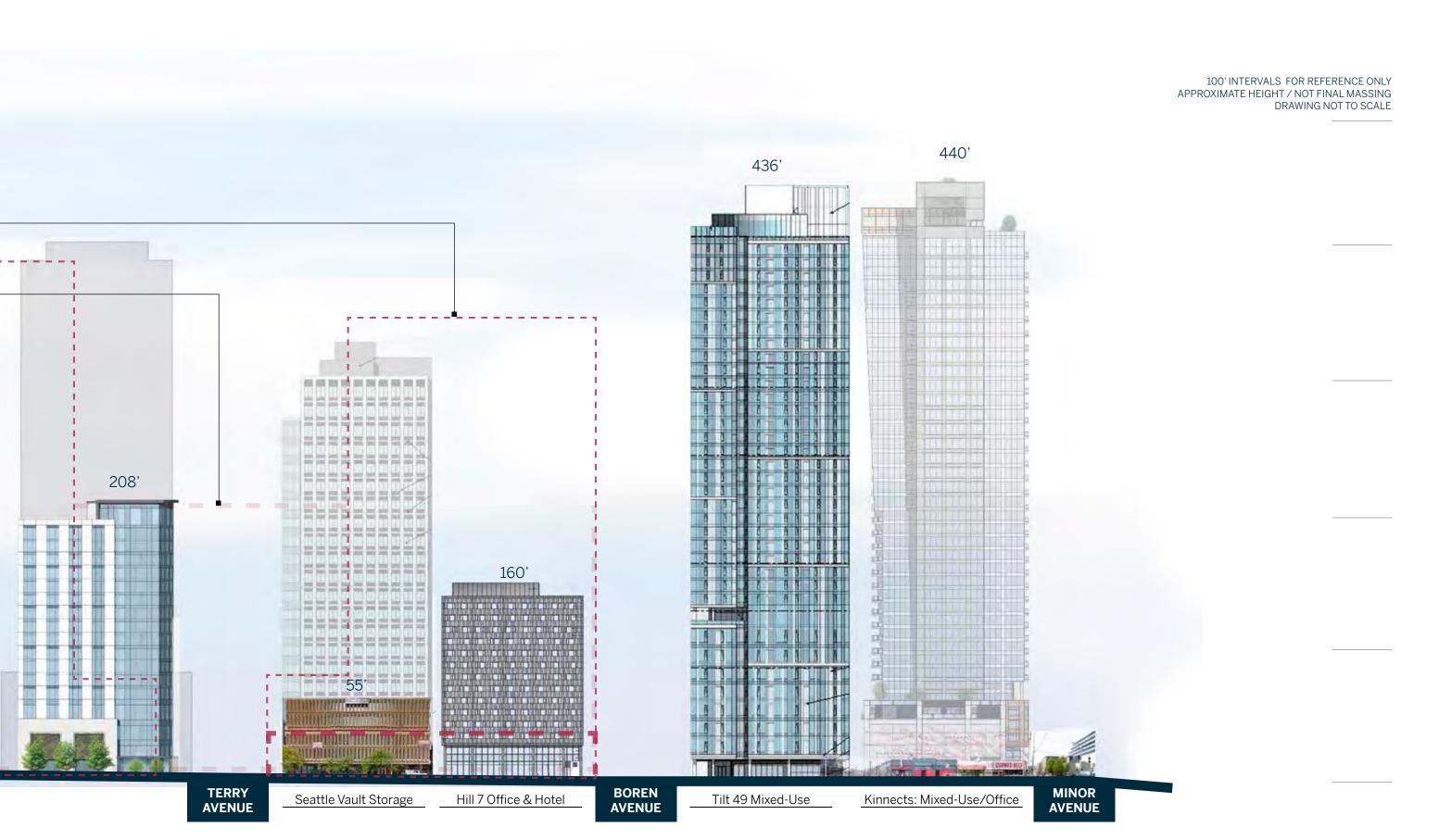
OBSERVATIONS

North of the site, Denny Triangle and South Lake Union beyond are rapidly developing neighborhoods of eclectic commercial and residential buildings. The texture of this transitioning area is represented in the blend of existing smaller buildings and new mixed use towers at heights that are redefining the urban character.

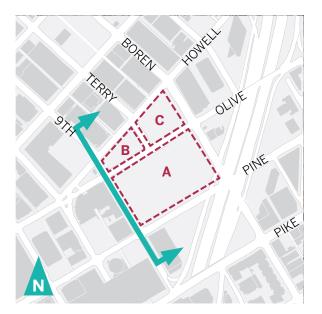
OPPORTUNITIES

The convention center offers the opportunity to articulate the diversity of uses and architectural expression in the neighborhood. As the area continues to transition to taller buildings, the convention center will contribute to development of denser land use and more active, vibrant public streets.





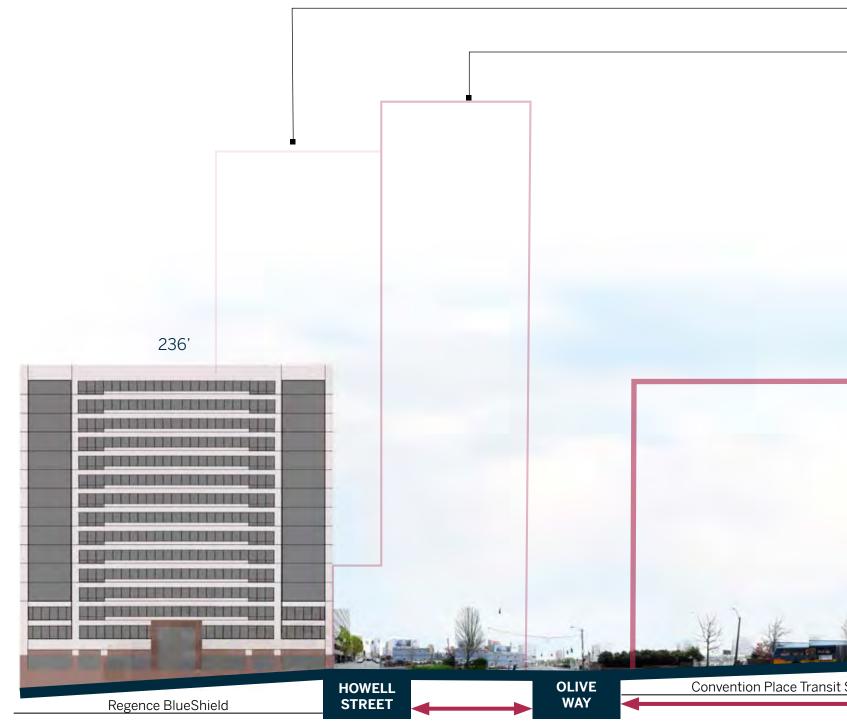
9TH AVENUE



LOOKING NORTHEAST

OBSERVATIONS

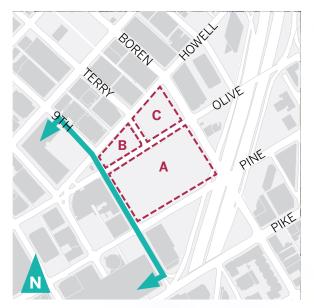
The existing site along this elevation contains the Convention Place Station and a small temporary field office for Sound Transit. Both uses have a diminished street presence due to the limited amount of program above grade contributing to the urban form. The site is flanked by a modest older high-rise and the historic Paramount Theatre - a cultural as well as an architectural landmark distinquished by its expressive facade and signature marque.



100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE

Approximate Co-Development massing in background Approximate Co-Development massing Approximate Convention Center massing 109' 100000 PIKE STREET PINE STREET Station Paramount Theatre WSCC

9TH AVENUE



LOOKING SOUTHWEST

OBSERVATIONS

The Downtown commerical core is an established neighborhood with steady pockets of growth. With notably higher development, it houses a combination of historic and other mid-rise and high-rise buildings with a traditional urban mix of entertainment, hotels, retail, commerial, and tourist attractions - including views along Pine to Pike Place Market.

PROPOSED OPPORTUNITIES

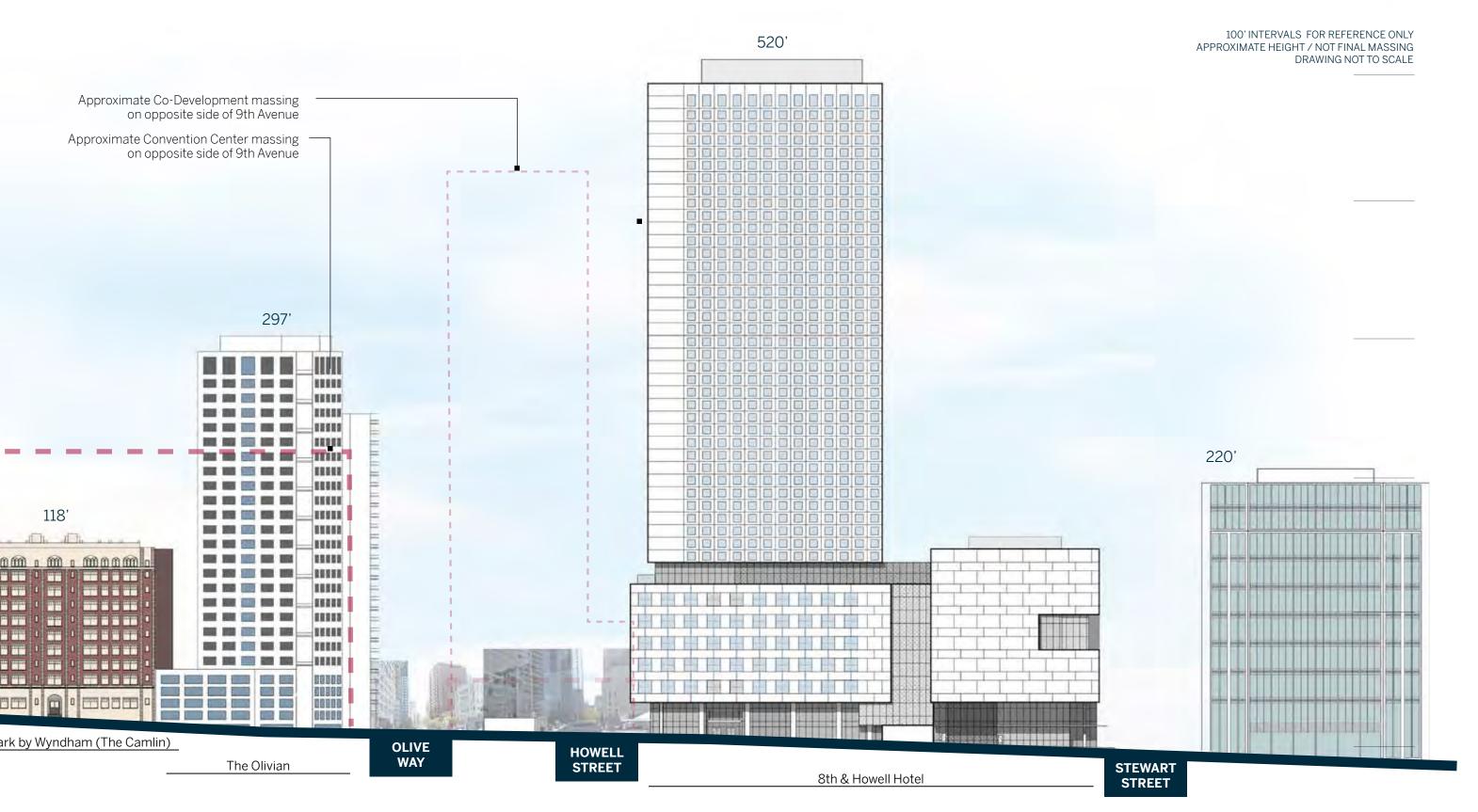
The established large scale retail, hotel, entertainment, office, and mixed uses in the area, as well as proximity to the existing Washington State Convention Center, suggests this orientation as a location for the primary arrival and major public lobby.



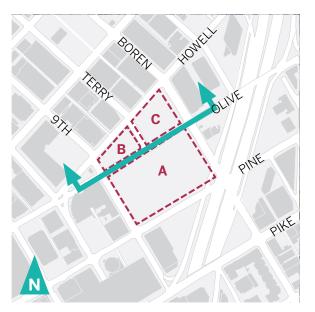
440'

PIKE STREET

WSCC The Conference Center



OLIVE WAY



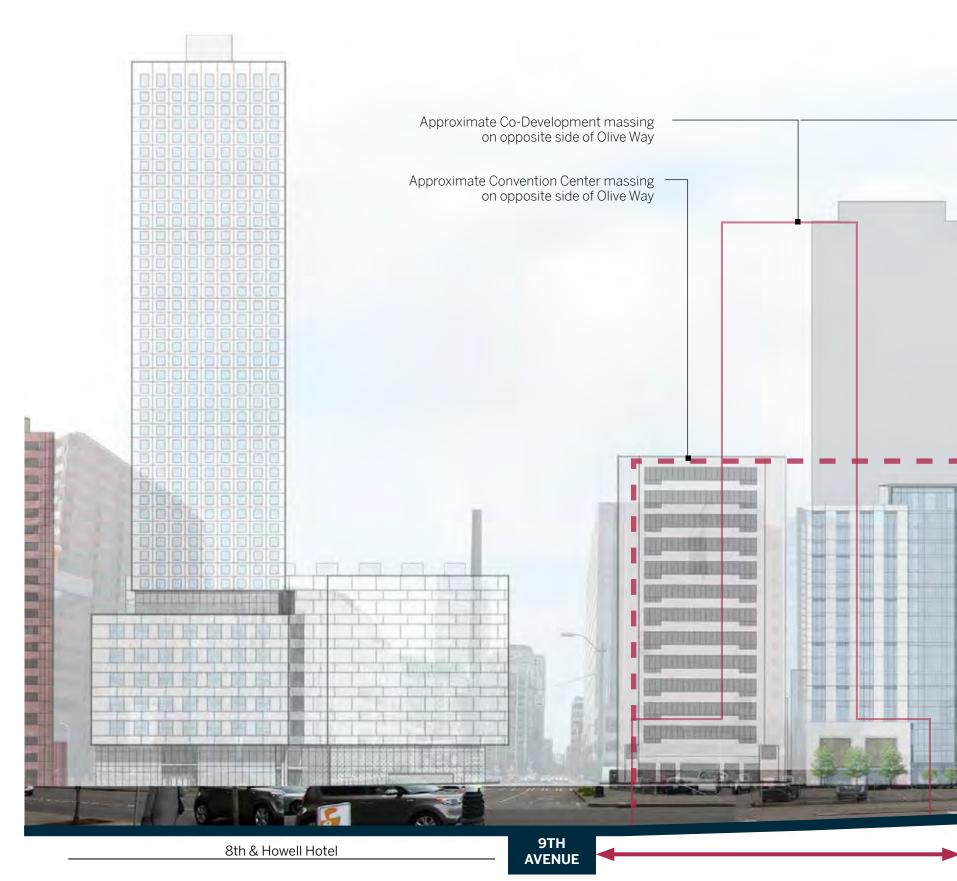
LOOKING NORTHWEST

OBSERVATIONS

The (2) blocks north of Olive Way are oriented toward the functionally and architecturally diverse Denny Triangle and South Lake Union beyond.

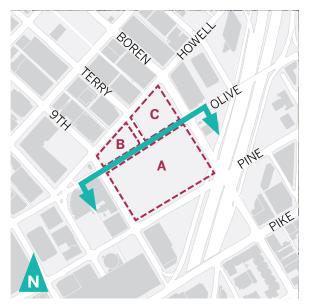
PROPOSED OPPORTUNITIES

These (2) smaller blocks offer the opportunity to break down the scale and introduce diverse uses to transition the large scale public convention center uses to the adjacent neighborhoods.



100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE BOREN AVENUE Seattle Children's Cancer Research Seattle Honda Sales (Vacant) TERRY AVENUE

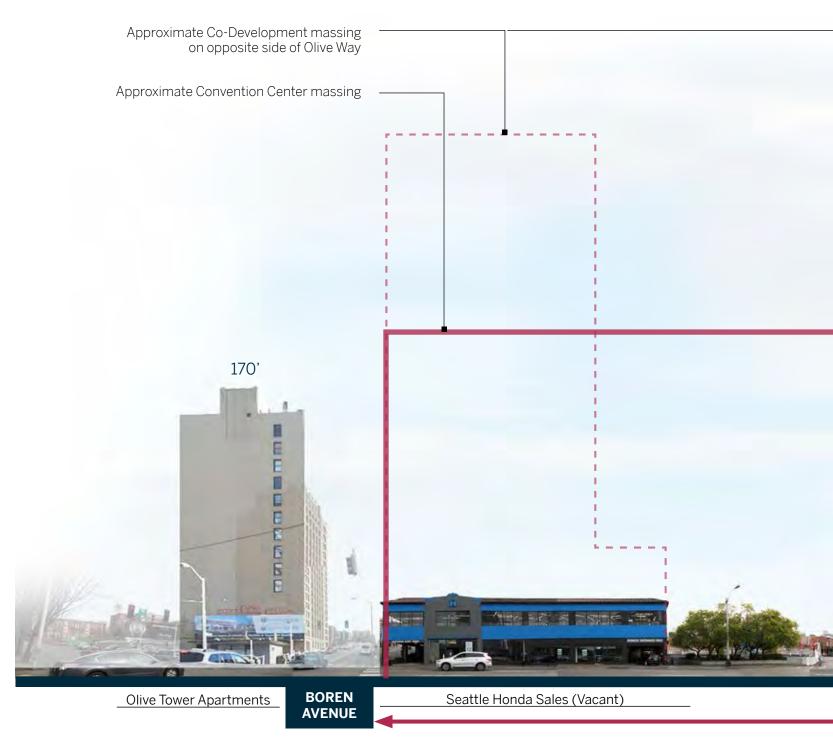
OLIVE WAY



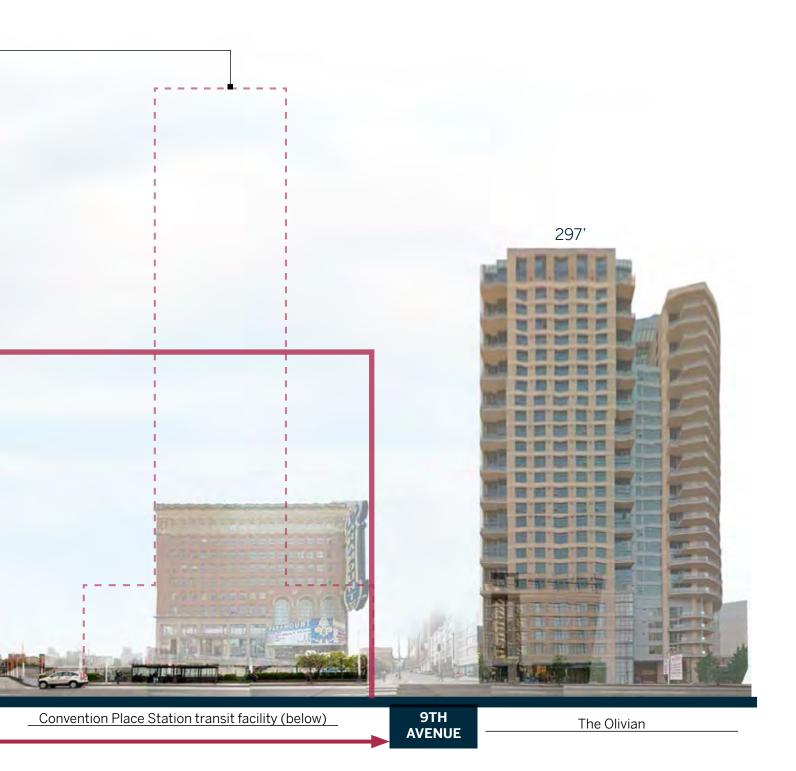
LOOKING SOUTHEAST

OBSERVATIONS

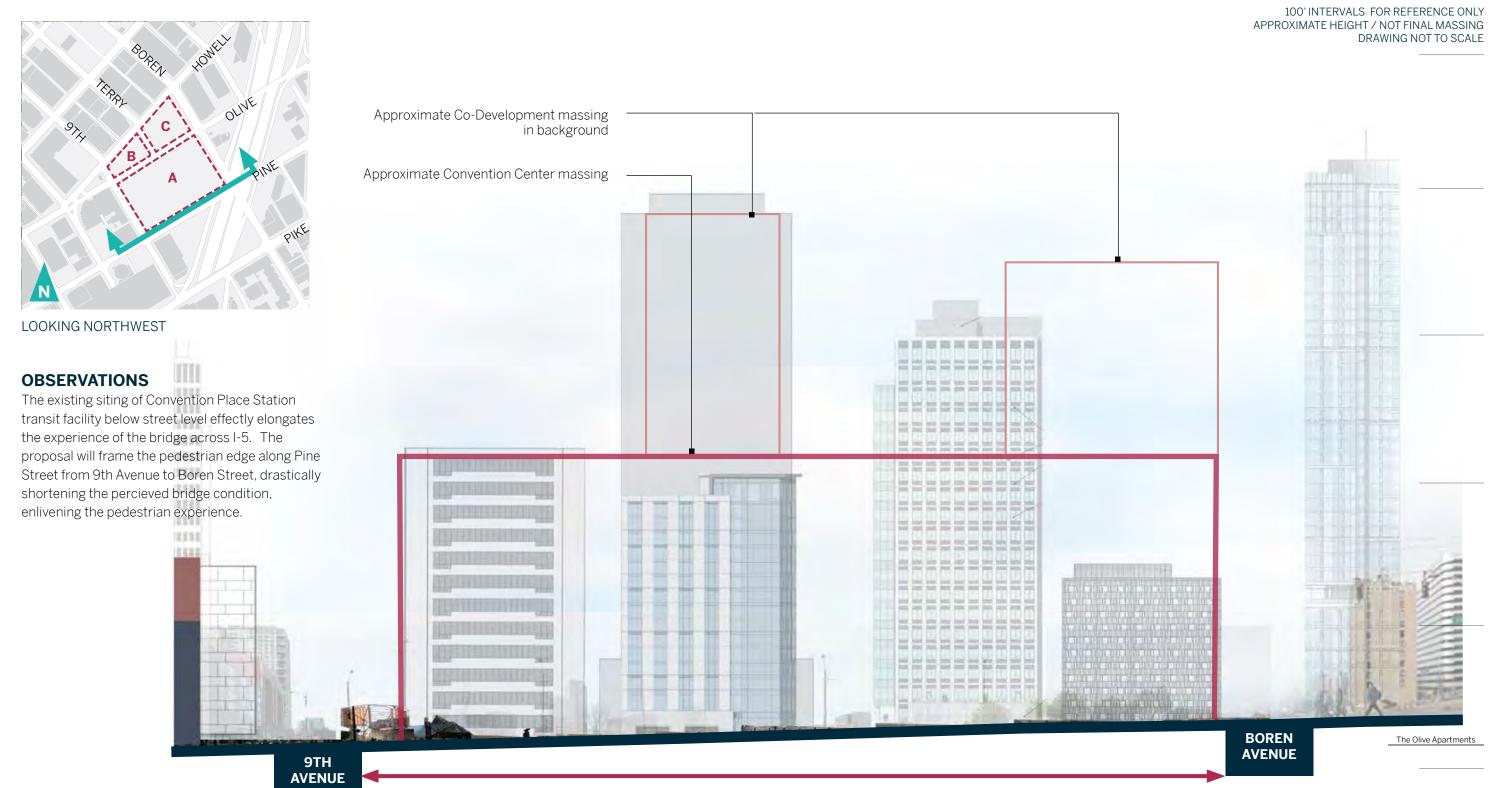
The character of the existing streetscape is defined by the small low-rise former Honda dealership and surface-parking along with the below surface program of the Convention Place Station transit facility, flanked by older smaller high-rises.



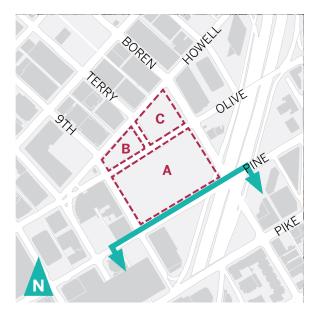
100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE



PINE STREET



PINE STREET



LOOKING SOUTHEAST

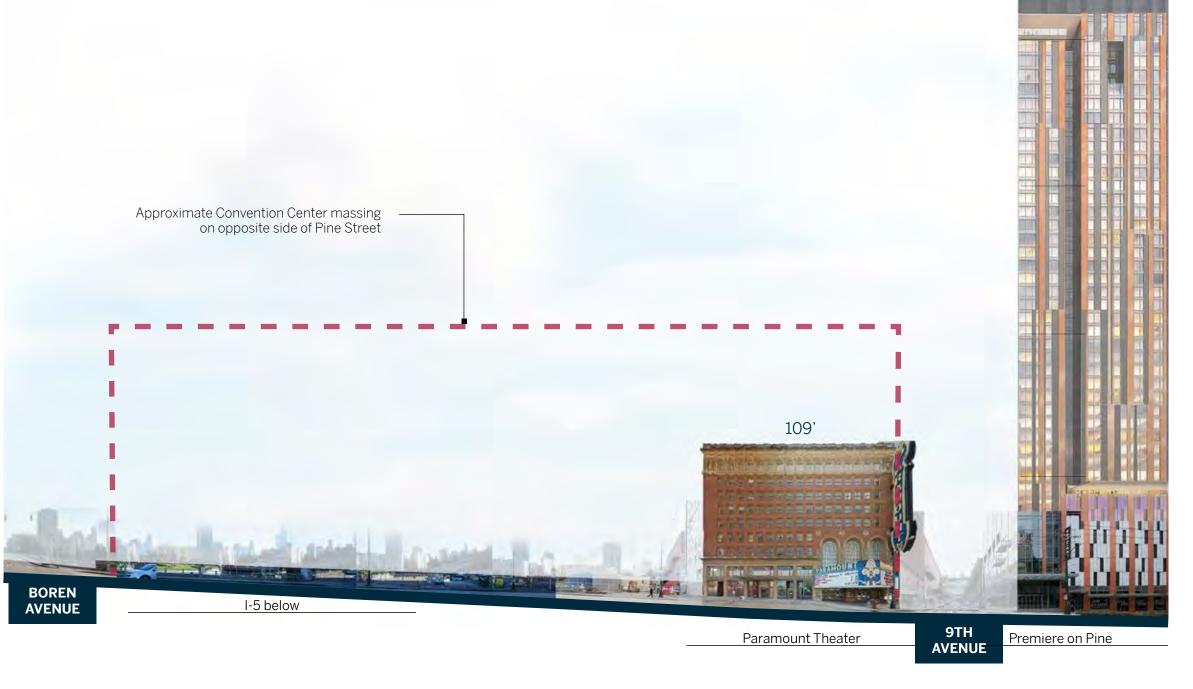
OBSERVATIONS

This stretch of Pine Street as it extends across I-5 presents a profound moment in the city that is both absent of distinctive urban edges linking Capitol Hill and Downtown at a pedestrian level, yet also a unique and expansive view to the city all around. This exposure provides significant visibility for the convention center at this edge, as well as views back to the surrounding context. Pine Street slopes westward towards 9th Avenue.

PROPOSED OPPORTUNITIES

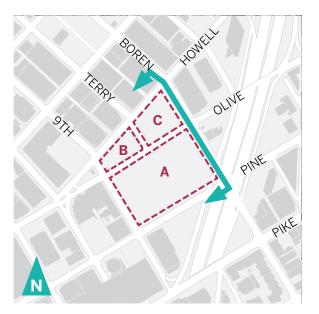
The proposal will strengthen the pedestrian connection between Capitol Hill and Downtown. The slope on Pine Street offers the opportunity for pedestrians to engage the convention center at multiple levels along its edge. The proposal will introduce a new pedestrian edge along Pine Street as well as create a transition in scale from mid-rise Capitol Hill, the Paramount, and the highrises of Downtown.





100' INTERVALS FOR REFERENCE ONLY

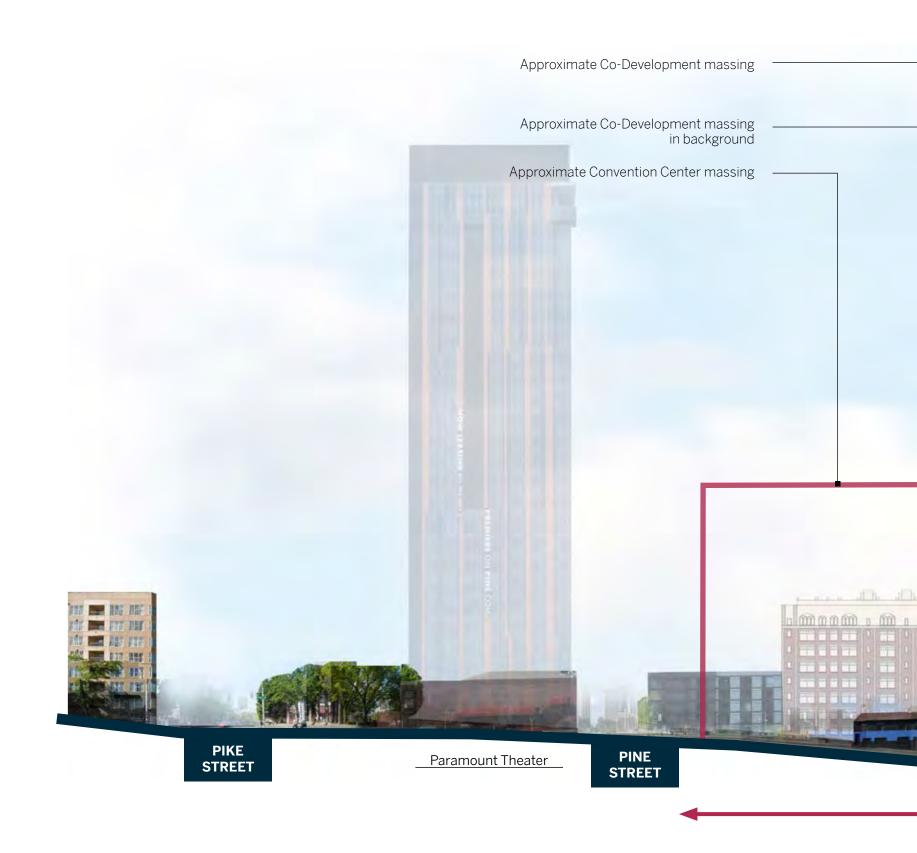
BOREN AVENUE



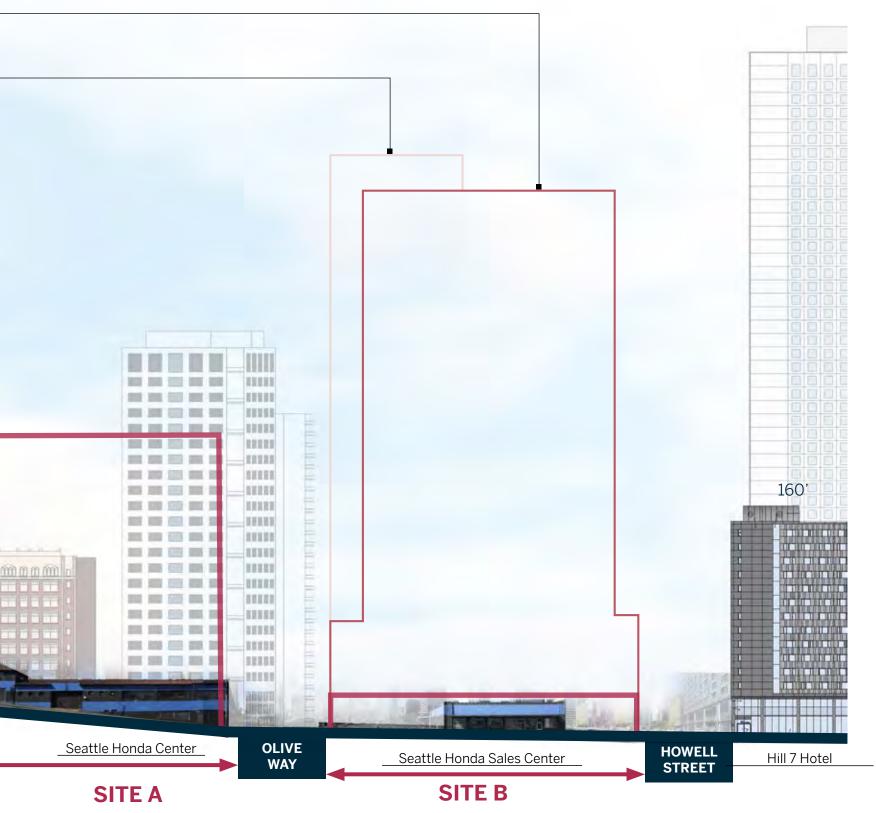
LOOKING SOUTHWEST

OBSERVATIONS

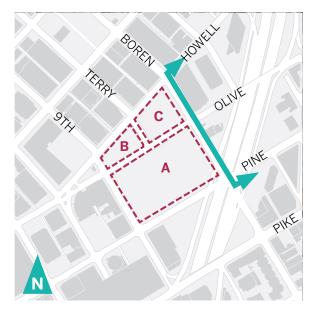
The existing low-rise former Honda Dealership is visible along Boren Avenue, where he grades drop most steeply of any on this site. Though flanked with some defined urban edges, Boren is another bridge across I-5 and an active vehicular thoroughfare that links First Hill to South Lake Union.



100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE



BOREN AVENUE



LOOKING SOUTHWEST

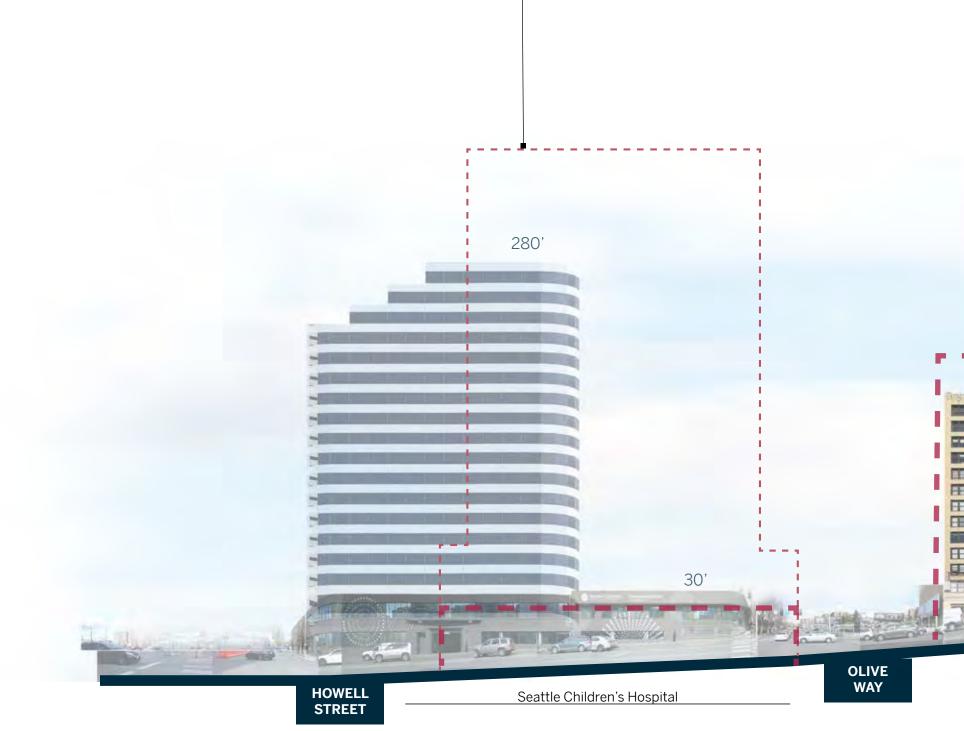
OBSERVATIONS

The perception of bridging across I-5 along Boren Avenue is less exposed than along Pine Street, being contained by a few lowrise buildings to the north, and the modest highrise isolated in the middle. It offers a prominent exposure of the proposed convention center, setting it clearly within the larger context of the city.

PROPOSED OPPORTUNITIES

The proposal will complete the empty edges of the site, acknowledging its visual prominence along this exposed edge, while also creating a much more generous pedestrian experience.

The topography intersects with the proposed building sectionally across many levels, presenting both challenges and opportunities for access and activity vertically within the program.

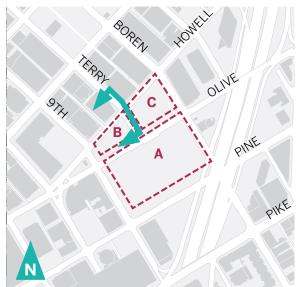


100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE

Approximate Co-Development on opposite side of Boren Avenue Approximate Convention Center massing on opposite side of Boren Avenue 170' PINE STREET Pine + Minor Apts

The Olive Apartments

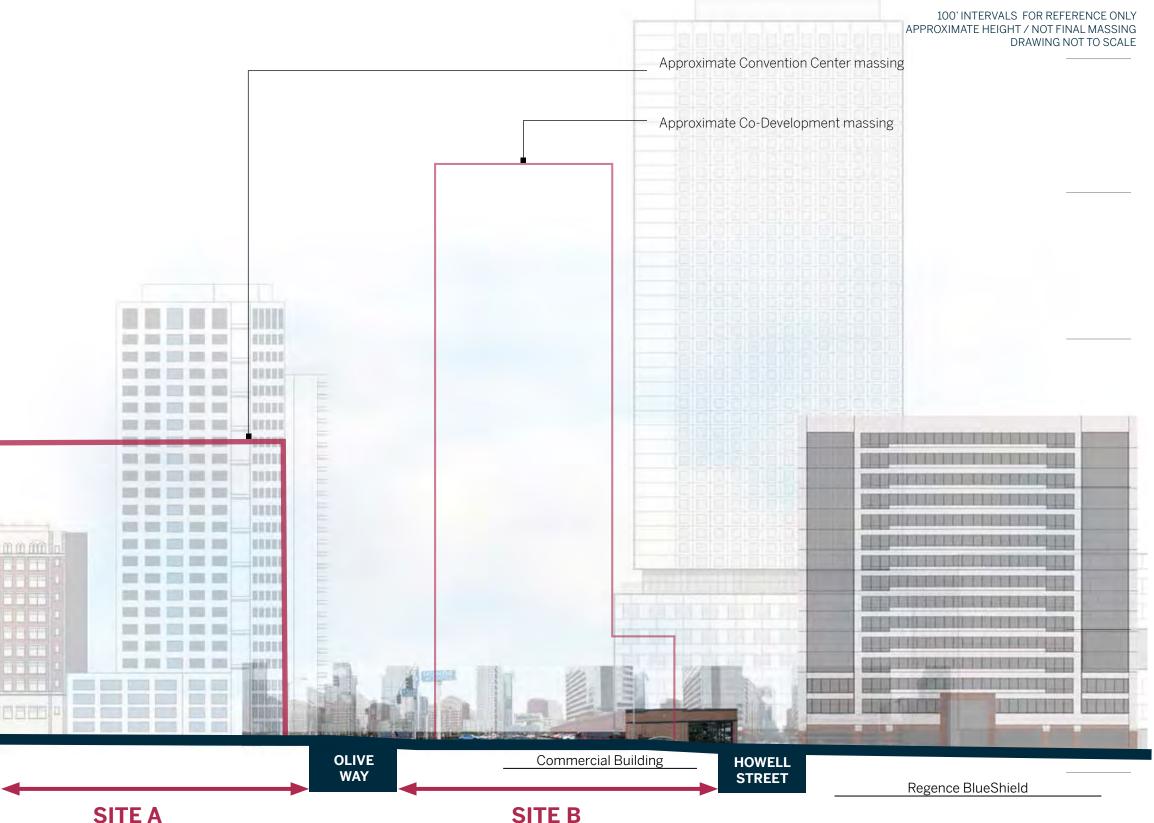
TERRY AVENUE



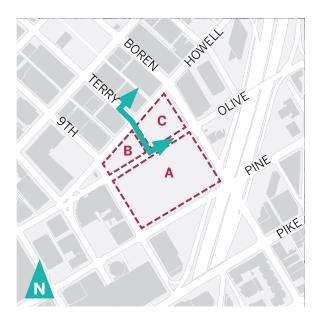
OBSERVATIONS

LOOKING SOUTHWEST

This small leg of Terry Avenue created by the shift of the city grid at Howell Street establishes a logicial terminus of this green street connection to South Lake Union and a distinctive wedge shaped block pointing towards downtown. The current one-story structures and surface parking is dwarfed by the sequence of high-rise towers filling out downtown.



TERRY AVENUE

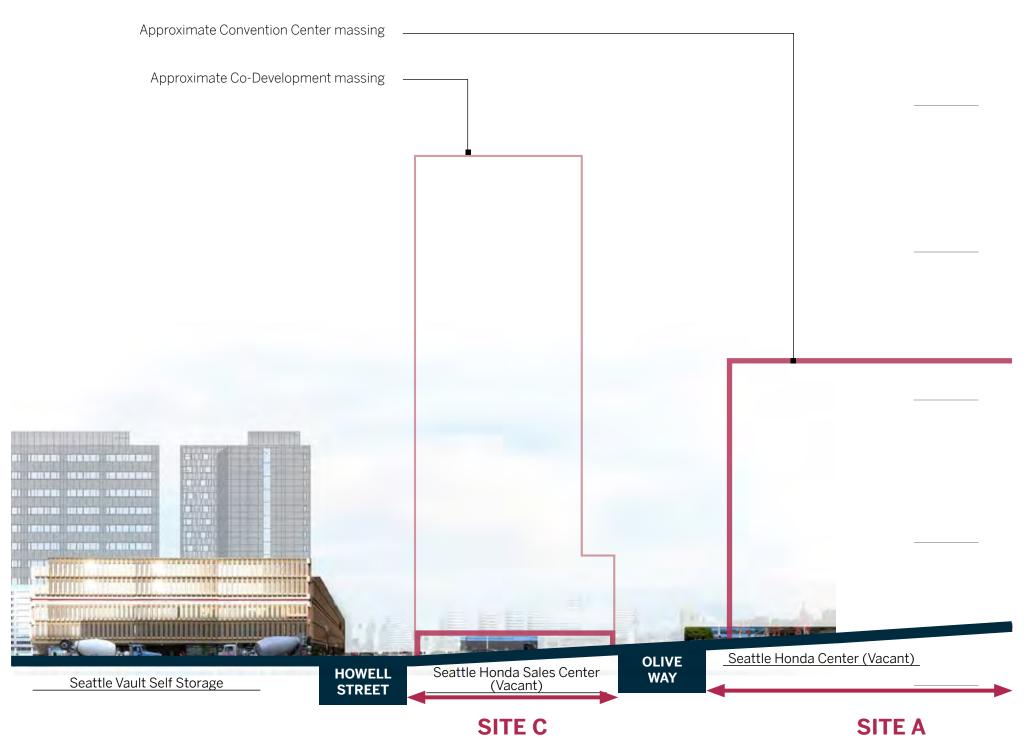


LOOKING NORTHEAST

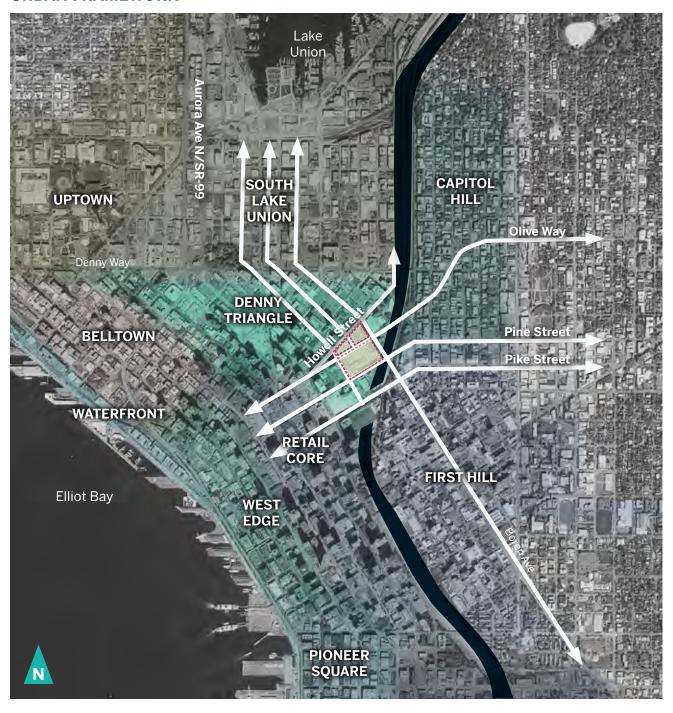
OBSERVATIONS

The east side of Terry is also defined by the shift in the city grid at Howell Street, creating another wedge shaped block at the terminus. The existing low-rise commerical and surface parking on this site is set in a backdrop of older mid-rise and modest high-rise buildings with I-5 and Capitol Hill beyond.

100' INTERVALS FOR REFERENCE ONLY APPROXIMATE HEIGHT / NOT FINAL MASSING DRAWING NOT TO SCALE



URBAN FRAMEWORK



INTRODUCTION

In developing a successful convention center within the heart of the city, it is critical that the project establish clear organizational functionality at the grade level, take advantage of the site's relationship to the existing urban infrastructure, and meet all of the urban context goals. Operationally, the building will need to accommodate a variety of competing requirements of entries, including passenger loading, event loading, retail, emergency egress, parking, and others — all within a topographically complex street configuration.

The extended urban context surrounding the convention center encompasses over seven of the city's most dense and vibrant neighborhoods. These neighborhoods contain a majority of Seattle's most iconic components: a thriving downtown retail core and Pike Place Market, the historic homes and hip nightlife of Capitol Hill, the regional medical hub of First Hill, the eclectic mixed-use neighborhood of Denny Triangle, the rapidly expanding South Lake Union neighborhood, and the future renewed waterfront district.

The existing and proposed convention center site itself engages the four most prominent streets that connect these areas: Olive Way, Pike Street, Pine Street, and Boren Avenue. Each of these streets is a major vehicular and pedestrian thoroughfare with connections to neighborhoods in the city.

Despite the convergence of these prominent connecting streets at the proposed site, its current state obstructs the connection and integration of these areas. The lack of retail and commerical continuity, uninhabited sidewalk edges, long and uninterrupted vechular throughfares all contribute to this urban void.

This project offers the opportunity to help re-connect these distinctive neighborhoods, allowing this new, larger urban-framework of the convention center to be the heart of a unique, welcoming experience for both delegates and local residents.

In approaching the design for this project, it is important to understand the components and qualities of the surrounding spaces that will play a part in the urban framework of the convention center development. Following is an analysis of the surrounding street and their potential relationships with this project.



3 URBAN DESIGN ANALYSIS URBAN CONNECTIONS

POINTS OF INTEREST MAJOR TRANSPORTATION NETWORKS Cal Anderson Park Pike Place Market Seattle Aquarium Frye Art Museum MONORAIL WSCC ADDITION SITE **ENTERTAINMENT** WSCC ADDITION SITE STREET CAR **EXISTING WSCC FOOD & DRINK LOCATION EXISTING WSCC** LIGHT RAIL 9-BLOCK STUDY AREA HOTELS 9-BLOCK STUDY AREA PRONTO STATIONS **ENTERTAINMENT VENUES** PARK/PLAZA OPEN SPACE **EXISTING BUILDING GREEN STREET EXISTING BUILDING INTERSTATE-5 BICYCLE LANES INTERSTATE-5**

Note: Map includes building footprints planned, permitted, or under construction.

Note: Map includes building footprints planned, permitted, or under construction.

PINE STREET





Note: Map includes building footprints planned, permitted. or under construction.

Pine Street is one of Seattle's most iconic streets. It connects major commercial and public spaces from the waterfront to Capitol Hill. The Convention Center Addition will mark another destination along the chain of Pike Place Market, Westlake Park, and Melrose Market. Though I-5 currently creates a gap between Capitol Hill and downtown, this portion of Pine Street offers clear site lines to the Pike Place Market sign and the water beyond, highlighting the potential to unite the downtown core for visitors and residents. Despite the steep slope of Pine Street adjacent to the WSCC project site, the route is heavily trafficked by pedestrians and bicyclists.

OLIVE WAY





Note: Map includes building footprints planned, permitted, or under construction.

Though Pike Street and Pine Street are often highlighted as the key connections to Capitol Hill, Olive Way marks a third critical "bridge" between Downtown and Capitol Hill. Olive connects a series of "grid-shift" triangles beginning with the Sequoia Tree at 3rd Avenue. The shift with Howell Street offers another prominent corner. To the east of the site, Olive Way rises steeply to cross the freeway and meet Capitol Hill. This multi-block stretch currently has a mixture of building setbacks and, along with the freeway on-ramps east of I-5, makes for poor pedestrian experience. The intersection with Boren Avenue marks an important transition to downtown and an opportunity to give clarity and definition that will begin to counter the presence of the freeway.

HOWELL STREET





Howell Street marks the grid shift between the primary Downtown grid and that of the Denny Neighborhood Triangle. Compared to surrounding streets, Howell is relatively level and contained. To the west, Howell merges into Olive Way at 9th Avenue creating a prominent grid-shift corner. To the east, it terminates at the freeway.

Note: Map includes building footprints planned, permitted, or under construction.

9TH AVENUE





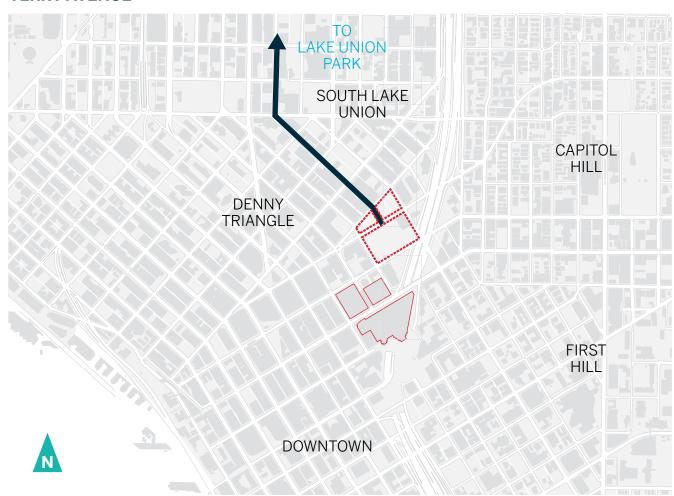
It presents an opportunity to become a significant north-south pedestrian corridor linking convention center and other downtown activities with Denny Triangle and South Lake Union.

underdeveloped between Olive Way and Pine Street.

9th Avenue is a green street relatively

Note: Map includes building footprints planned, permitted, or under construction.

TERRY AVENUE

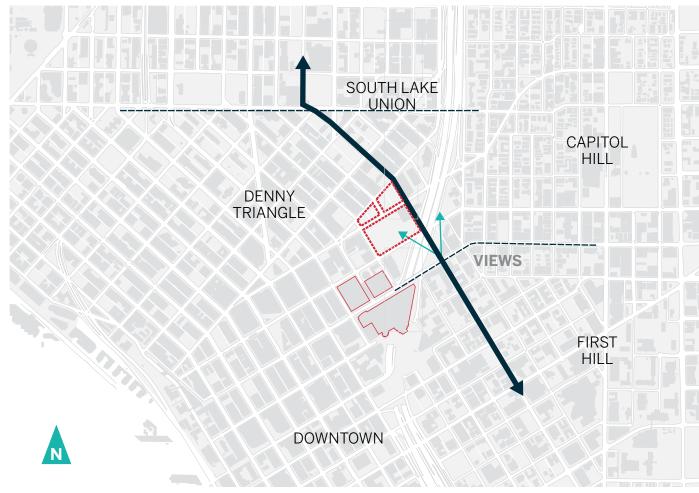




Though only a single-block continues into the project south of the Howell grid shift, Terry Avenue is undergoing major green street improvements and provides a direct connection between the convention center and South Lake Union Park. As a green street, it features mixed modes and a varied character along its length that speaks to the industrial past of this part of the city.

Note: Map includes building footprints planned, permitted, or under construction.

BOREN AVENUE

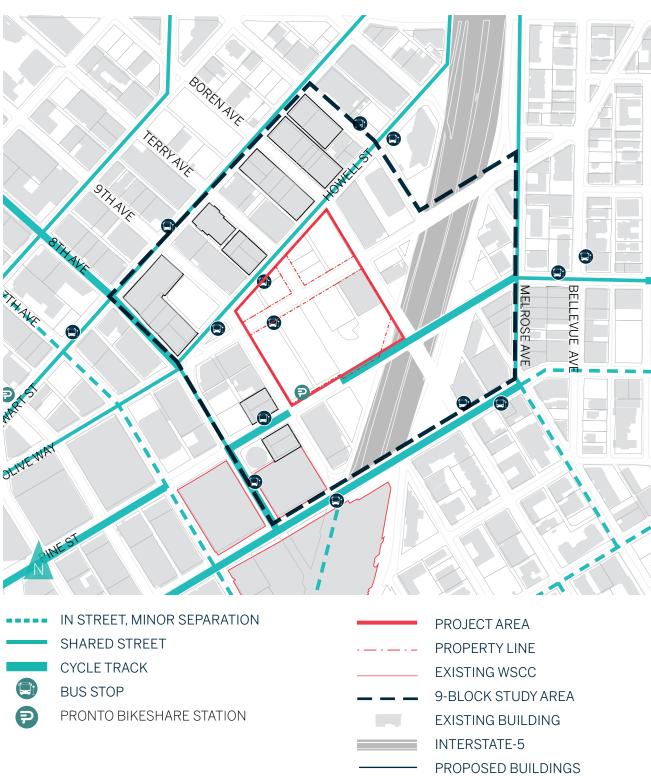




Note: Map includes building footprints planned, permitted, or under construction.

Though lacking a strong identity for many Seattle residents today, Boren Avenue is one of the city's most continuous streets linking South Lake Union all the way to the Rainier Valley. Boren's north to south slope orientation reflects its direction connection to First Hill to the south. This slope gives particular prominence to the southwest corner of the WSCC Addition and a gateway between First Hill and the Denny Triangle. As it crosses over the freeway adjacent to the project site, Boren Avenue is confined by narrow sidewalks and dominated by the presence of the vehicles. Existing building facades, create an irregular street edge that also constrains sidewalk widths.

LOCAL TRANSPORTATION NETWORKS



LOCAL STREET LEVEL ACTIVITY



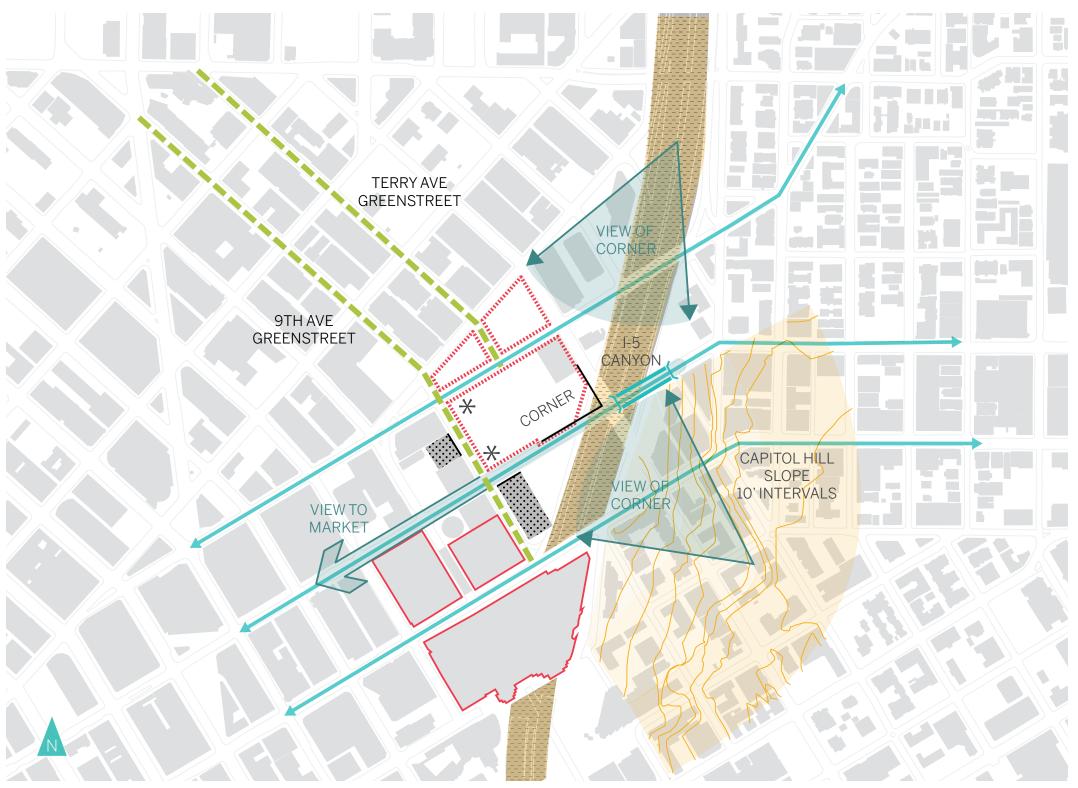
OBSERVATIONS

An analysis of the street level uses in the study area reveals a consistant pattern of activity, trancending of the unique qualities and scale of each adjacent neighborhood. The warm tones highlight the denser vibrant attractors such as retail, restaurants, and nightlife, while the cool tones depict the stable flow of office and residential lobbies.

OPPORTUNITIES

The WSCC Addition project has the opportunity to stitch the adjacent neighborhoods together with a similar blend of street level activities, making the proposed facility an intergral player in the richness and identity of this urban setting.

TERRY AVENUE



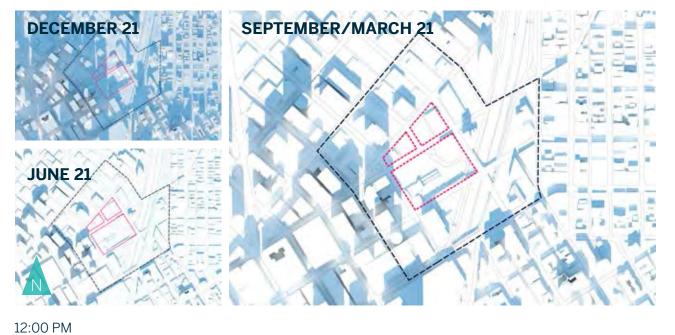
OPPORTUNITIES

These unique site conditions create a variety of opportunities that contribute to richness of the place. The project will be informed by capturing these moments at different scales, establishing a presence that is equally compelling at street level as it is a significant addition to the city skyline.

- Use the building form and massing to complete the exposed edge along Pine Street and shorten the bridge to Capitol Hill
- Promote the connection from Capitol Hill to Downtown by creating an attractive pedestrian experience, highlighting views to Pike Place Market.
- Fill in the corner of the block at Pine Street and Boren Avenue to help remedy the void created by I-5.
- Take advantage of the exposure created by I-5 and the topography to create a distinctive and memorable presence in the city.
- Establish 9th Avenue as an active forecourt to the primary entries and public lobby.
- Imagine 9th Avenue as a future connection to the existing convention center.
- Take advantage in the shift of the city grid at Howell Street to create a sense of place along 9th and Terry Avenues.
- Use the sites north of Olive Way to create a meaningful terminus to Terry Avenue and a transition to the Denny Triangle and South Lake Union neighborhoods.

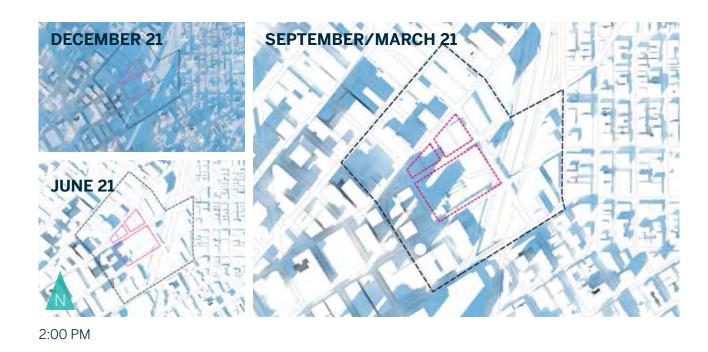
SHADOW STUDY WITH EXISTING CONDITIONS

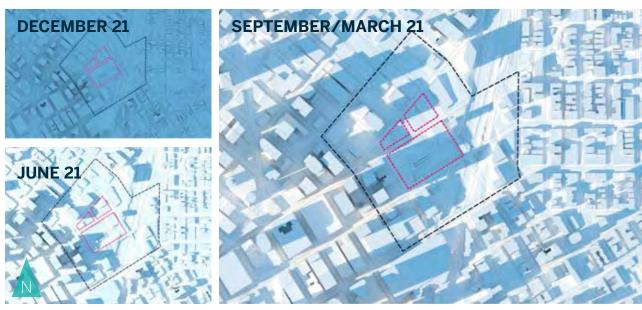




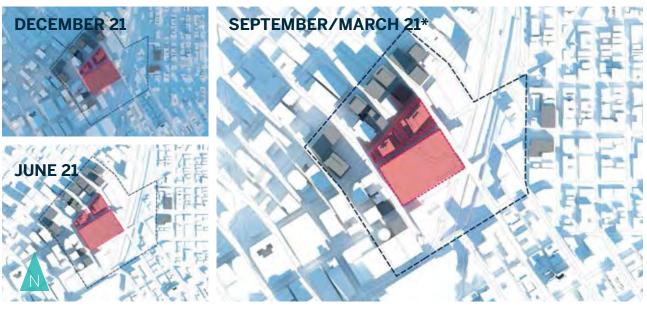
10:00 AM

12.00 F IV

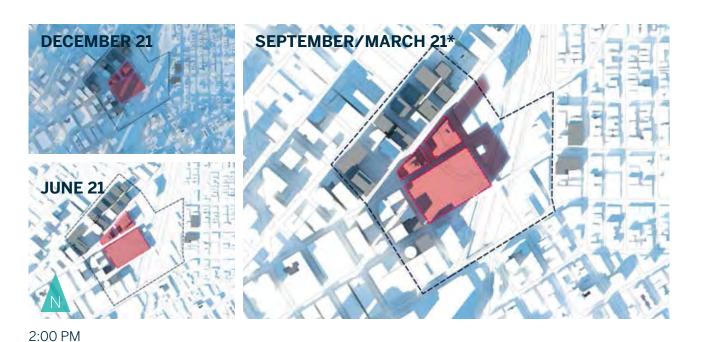




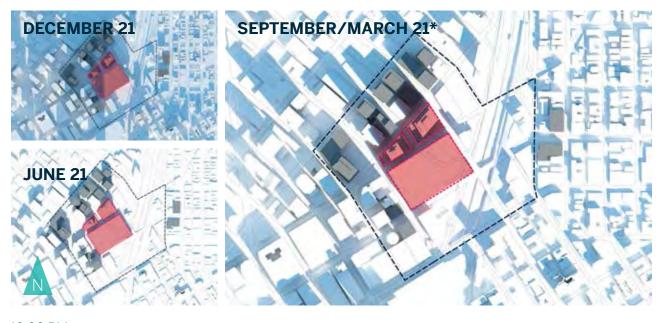
SHADOW STUDY WITH APPROXIMATE CONVENTION CENTER BUILDING MASS



10:00 AM



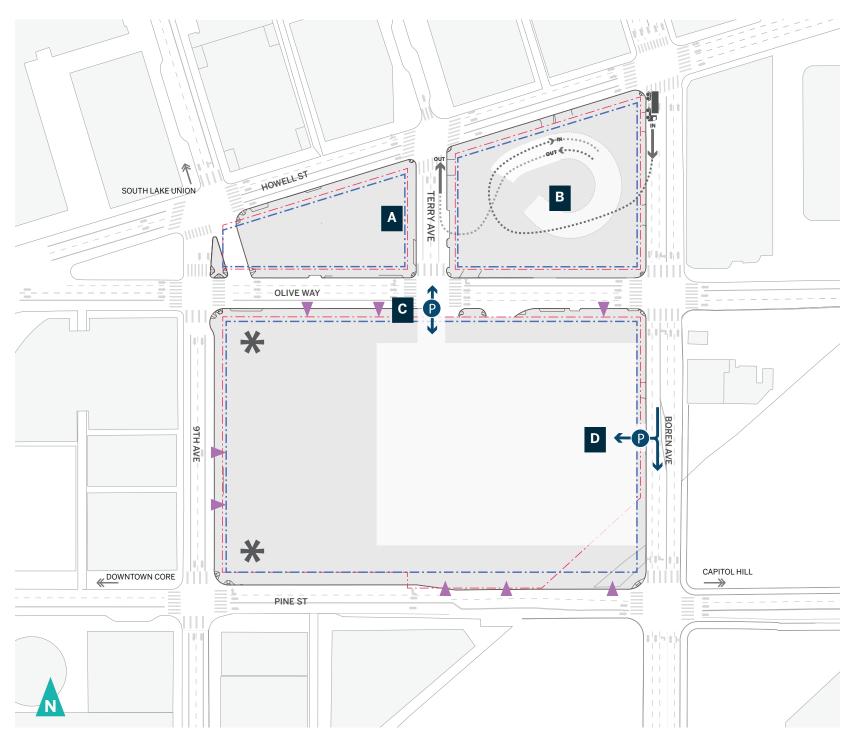
* APPROXIMATE SHADOW IMPACT HIGHLIGHTED IN RED FOR SEPTEMBER/MARCH STUDIES



12:00 PM



4:00 PM



NOTE: Proposed access locations noted are shown overlayed on the existing site conditions. Proposed street improvements are yet to be determined.

PRELIMINARY SITE CIRCULATION/ACCESS

Preliminary site analysis indicates the following prefered locations of pedestrian, passenger vechicle, and truck circulation on and through the site overlayed on the existing site conditions. Proposed street improvements are yet to be determined.

АВ

LOADING ACCESS

Truck access for the WSCC Addition is proposed to arrive at "B" via Boren Avenue from the north, exiting 1-5 at Mercer Street. The flow through the block is one way from east to west - ingressing off of Boren Avenue and egressing at Terry Avenue. Trucks will have a marshaling area for approximately (3) trucks within the facility that allow them to wait off of city streets before being directed to the loading docks below grade. Future potential co-development would also require loading access at "A" and shared with "B".



PARKING ACCESS

Passenger car access, vans, and hand carried freight are proposed to have access to the WSCC Addition facility at locations "C" & "D". The intersection of Terry Avenue at Olive Way, provides a familiar break at the street grid and provides an opportunity to control safe garage access through a signalized intersection. Boren Avenue is an additional access point that connects to the facility at a higher elevation, providing right turn only ingress and egress.



PRIMARY CONVENTION CENTER ENTRY

Primary lobbies for the WSCC Addition facility are envisioned along 9th Avenue and extending upward along Pine Street. 9th Avenue's proximity to downtown amenities, connection to the existing WSCC facility, and comparatively shallower grades makes it an ideal location for the signature public entry.



ADDITIONAL ENTRIES (TBD)

Additional entries along the perimeter of the facility will support employee access, pedestrian parking access, and various retail opportunities.

CONVENTION CENTER PROGRAM

EXHIBITION HALL

- Lower Hall: 150K contiguous
- Access to daylight
- 90' x 90' column grid or larger
- 30'x30' planning grid
- Rectangular configuration
- 60/40 split

FLEX HALL

- Upper Hall: 100K contiguous (35ft+ desired)
- Strong visual connection to lower hall
- Access to daylight & views
- Long span structure, approximately 80'
- 60/40 split
- Highly flexible

SUPPORT

- Approximately 510K SF of space
- 30ft width at edges of exhibit halls

PRE-FUNCTION/LOBBY AREAS

- Approximately 280K SF of space
- 50ft width at Exhibit Halls

MEETING ROOMS

- Area: 120K SF
- Flexibility
- Access to daylight & views

BALLROOMS

- Area: 70K SF + potential flex space
- Flexibility
- Access to daylight & views

LOADING

- Approximately 200K SF of space
- Inbound: Boren, Outbound: Terry
- Locate docks adjacent to Lower Hall
- Elevators to Upper Hall

RETAIL

Potential retail locations

PARKING

• Program for 500-800 parking stalls

CO-DEVELOPMENT PROGRAM

RETAIL

Potential retail locations

LOBBY AREAS

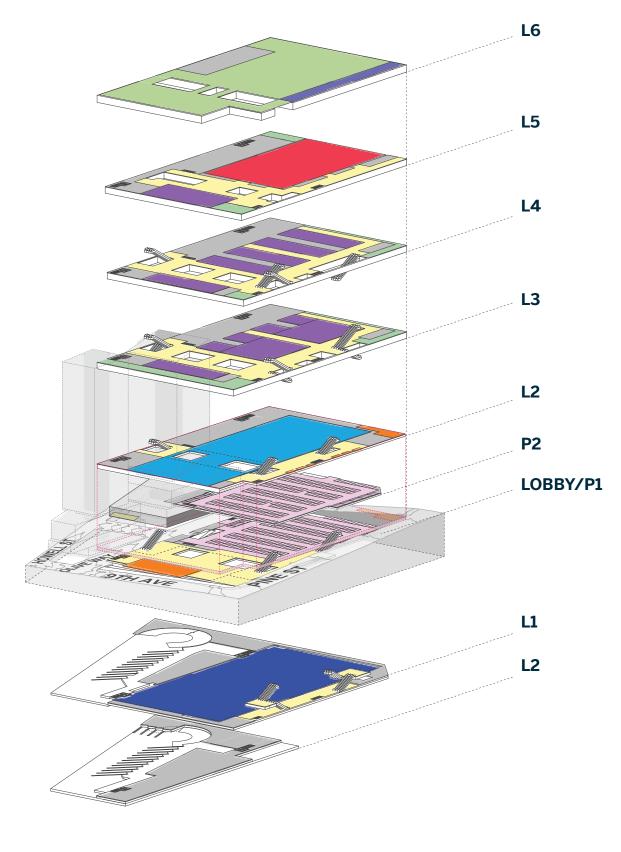
Potential lobby locations

RESIDENTIAL

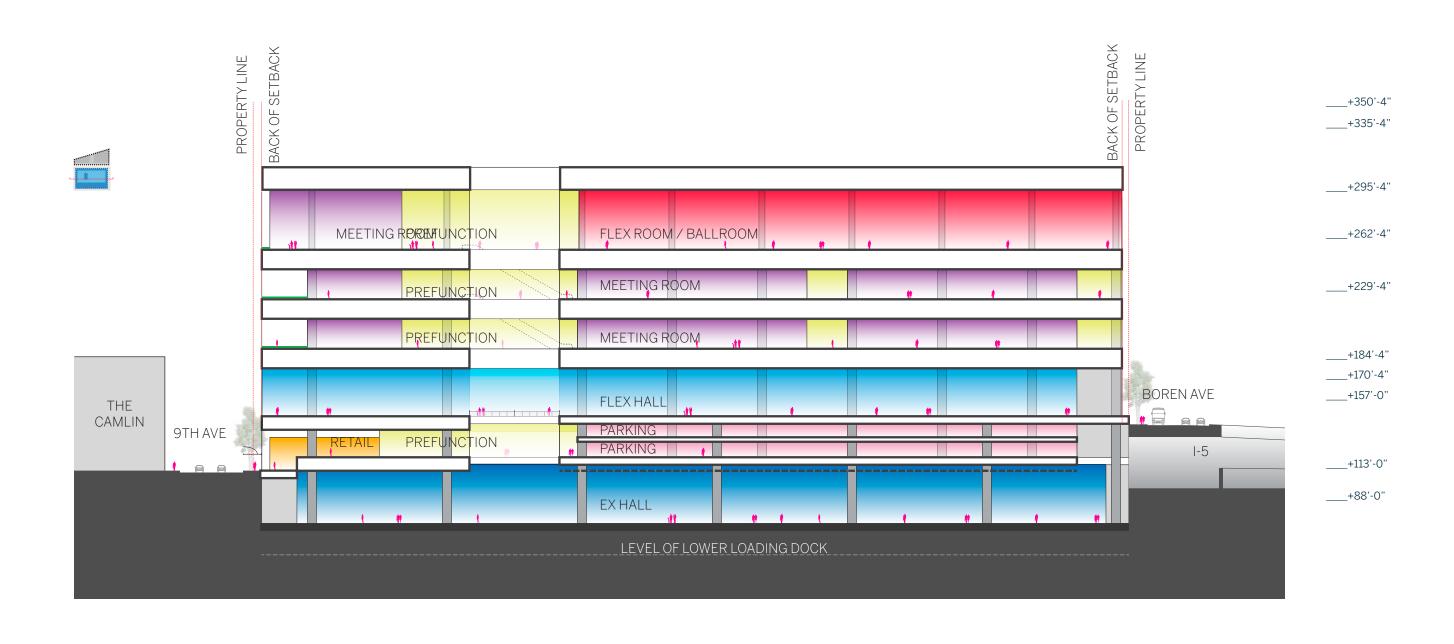
Potential residential use

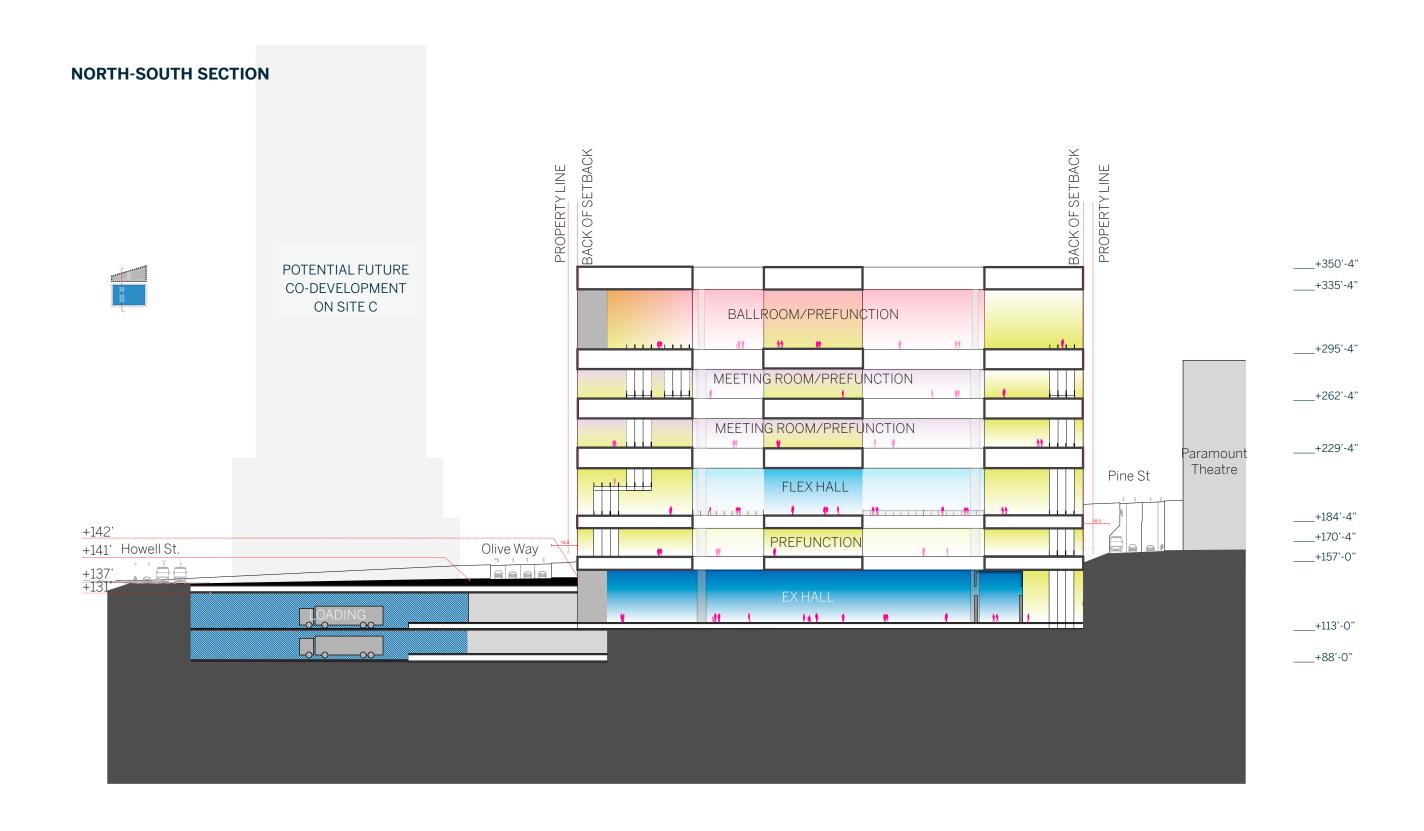
OFFICE

Potential commerical office use

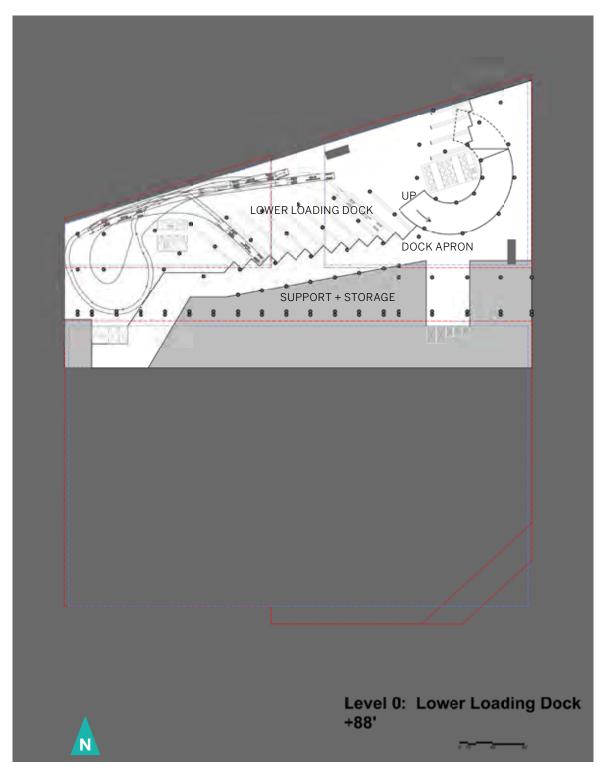


EAST-WEST SECTION

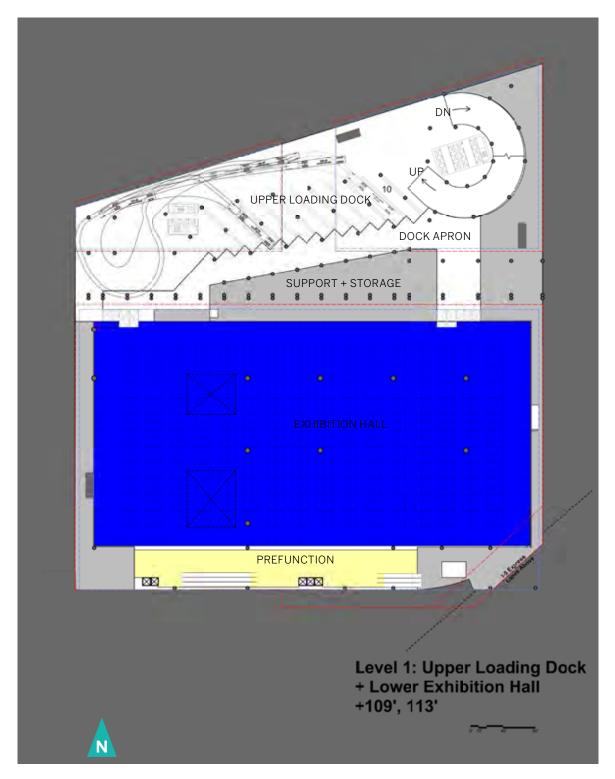




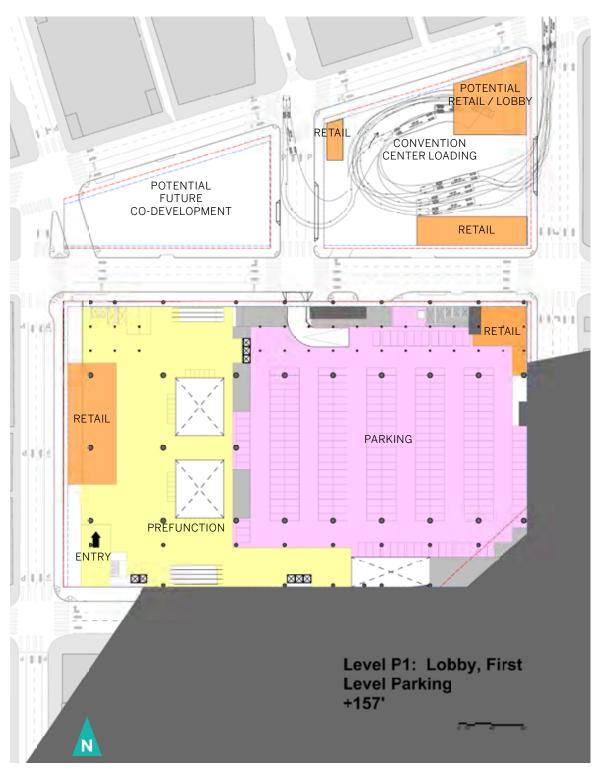
LEVEL O



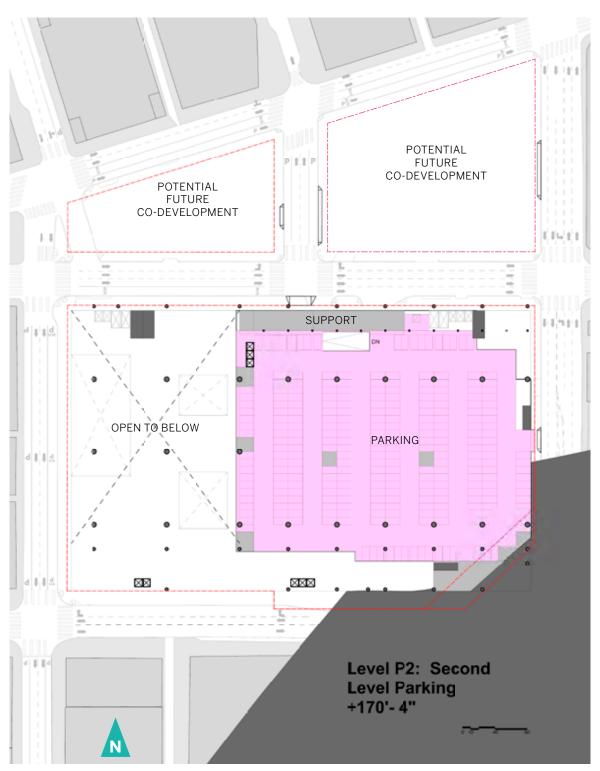
LEVEL 1



LEVEL P1



LEVEL P2



LEVEL 2 POTENTIAL FUTURE P 1 1 P CO-DEVELOPMENT POTENTIAL FUTURE CO-DEVELOPMENT 1.15-21.1 SUPPORT d # # d FLEX HALL d | | | d PREFUNCTION 415-111 d | | d XXX Lith til Level 2: Flex Hall +184'- 4"

LEVEL 3



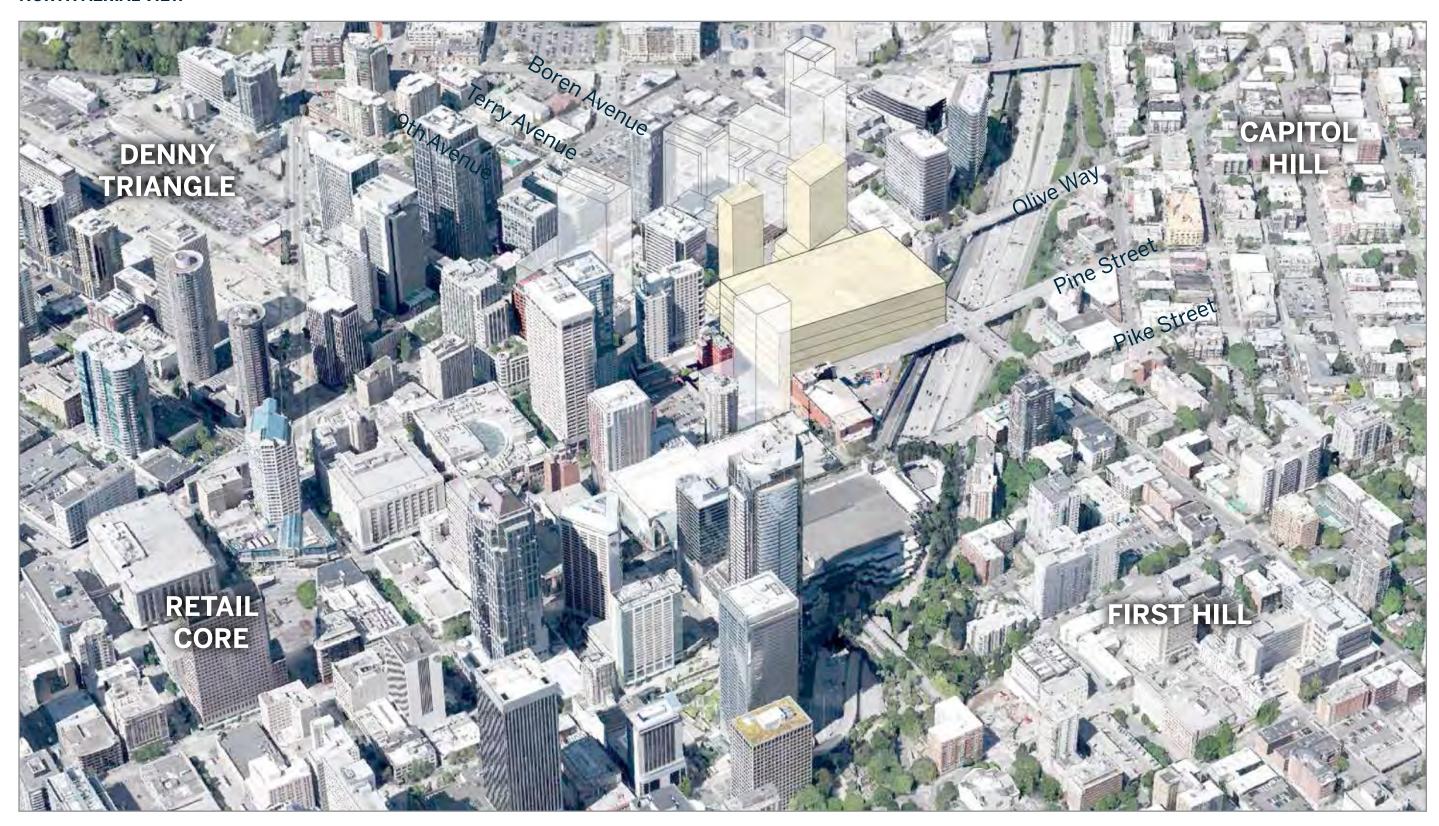
LEVEL 4 LEVEL 5 POTENTIAL POTENTIAL FUTURE CO-DEVELOPMENT FUTURE CO-DEVELOPMENT POTENTIAL POTENTIAL FUTURE CO-DEVELOPMENT FUTURE CO-DEVELOPMENT SUPPORT FLEXIBLE MEETING ROOMS FLEXIBLE
MEETING ROOMS BALLROOM MEETING ROOMS PREFUNCTION PREFUNCTION **OUTDOOR SPACE** [™]⊠⊠⊠ Level 5: Ballroom Level 4: Meeting Rooms +295'- 4" +262'- 4"

Approximate building mass shown here indicates the general size of the program elements on the site.

It does not include sculpting and modulation of the building form, terraces, porosity, facade treatments, etc., which will be incorporated into the recommended design to integrate this program synergisticly with its urban context.

New Development within 9-block study area is shown in white.

NORTH AERIAL VIEW



Approximate building mass shown here indicates the general size of the program elements on the site.

It does not include sculpting and modulation of the building form, terraces, porosity, facade treatments, etc., which will be incorporated into the recommended design to integrate this program synergisticly with its urban context.

New Development within 9-block study area is shown in white.

EAST AERIAL VIEW

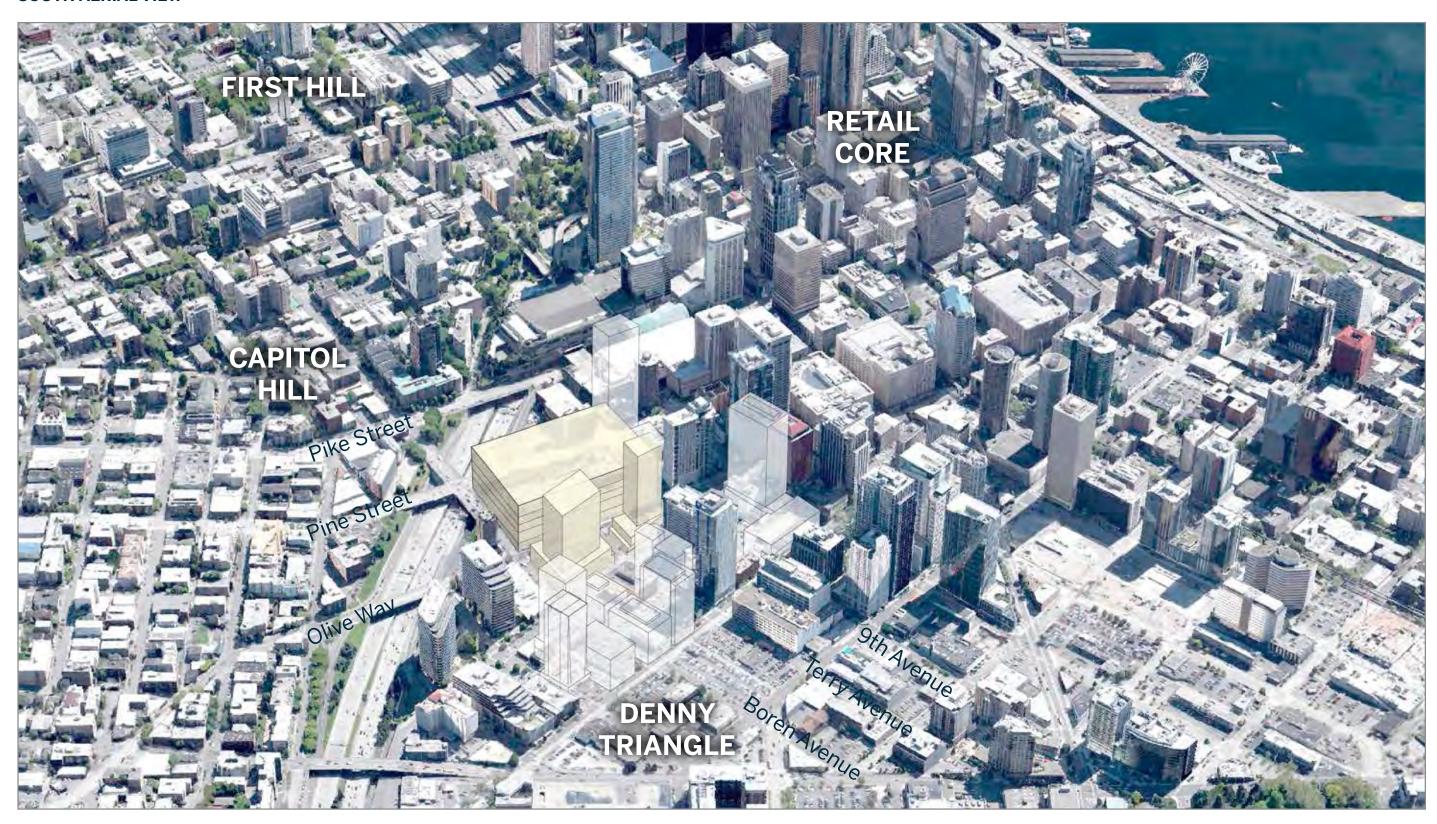


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New Development within 9-block study area is shown in white.

SOUTH AERIAL VIEW

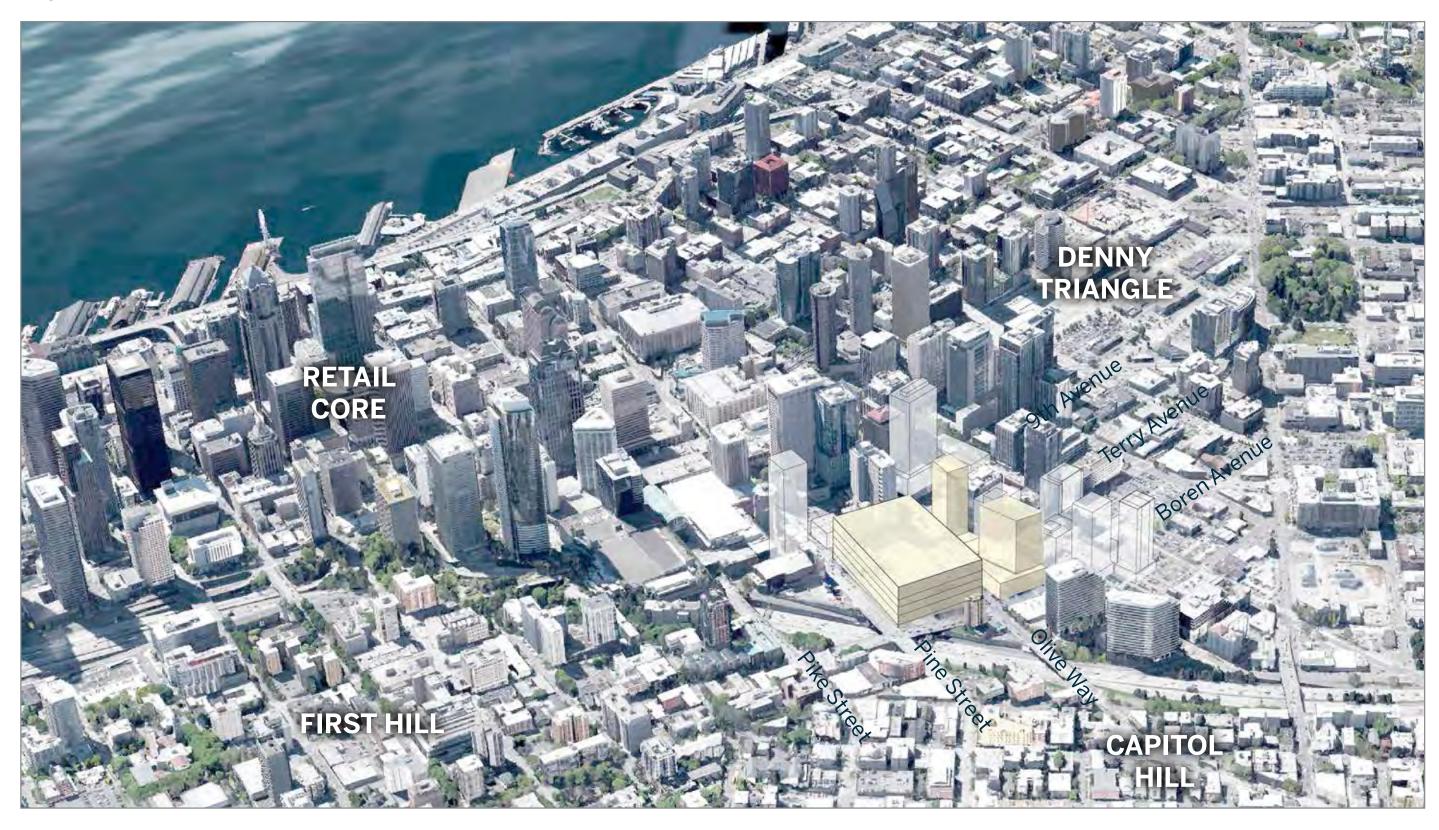


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New Development within 9-block study area is shown in white.

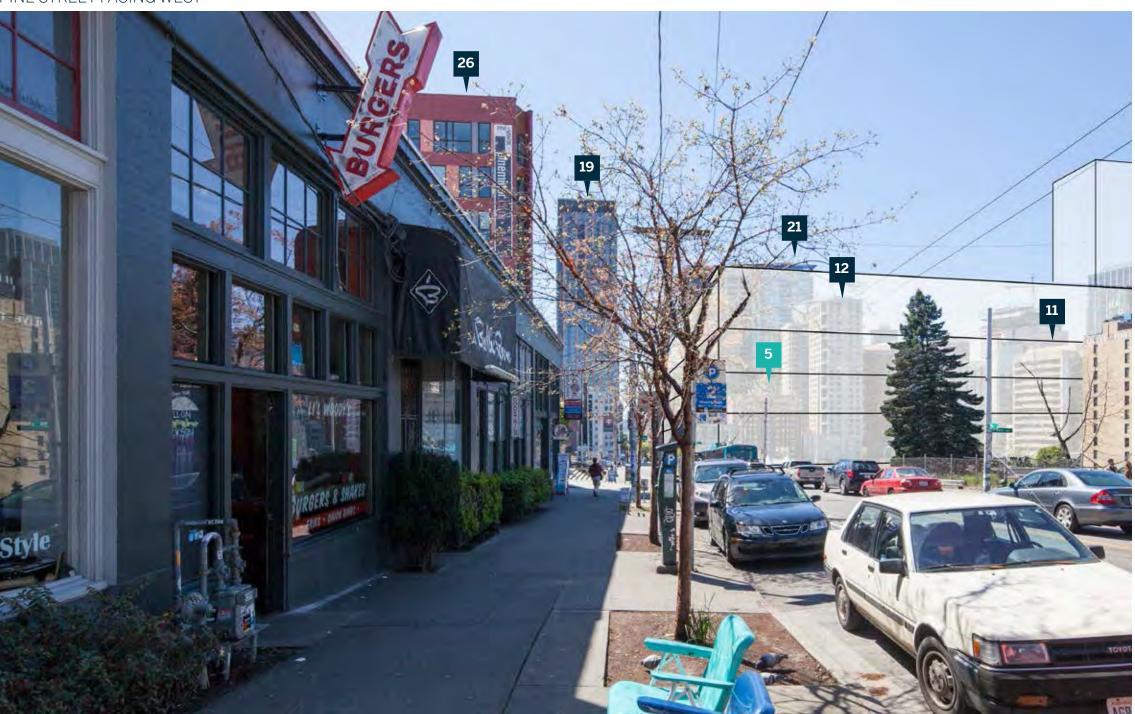
WEST AERIAL VIEW

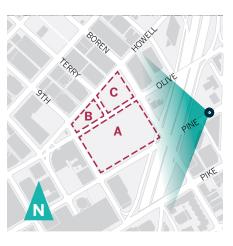


Approximate building mass shown here indicates the general size of the program elements on the site.

It does not include sculpting and modulation of the building form, terraces, porosity, facade treatments, etc., which will be incorporated into the recommended design to integrate this program synergisticly with its urban context.

PINE STREET FACING WEST





OPPORTUNITIES

- Bridge the gap between Capitol Hill and downtown.
- Capture both the dynamic granular character of the Captiol Hill and the large-scale civic character of Downtown.
- Encourage pedestrian activity through urban streetscape amenities.

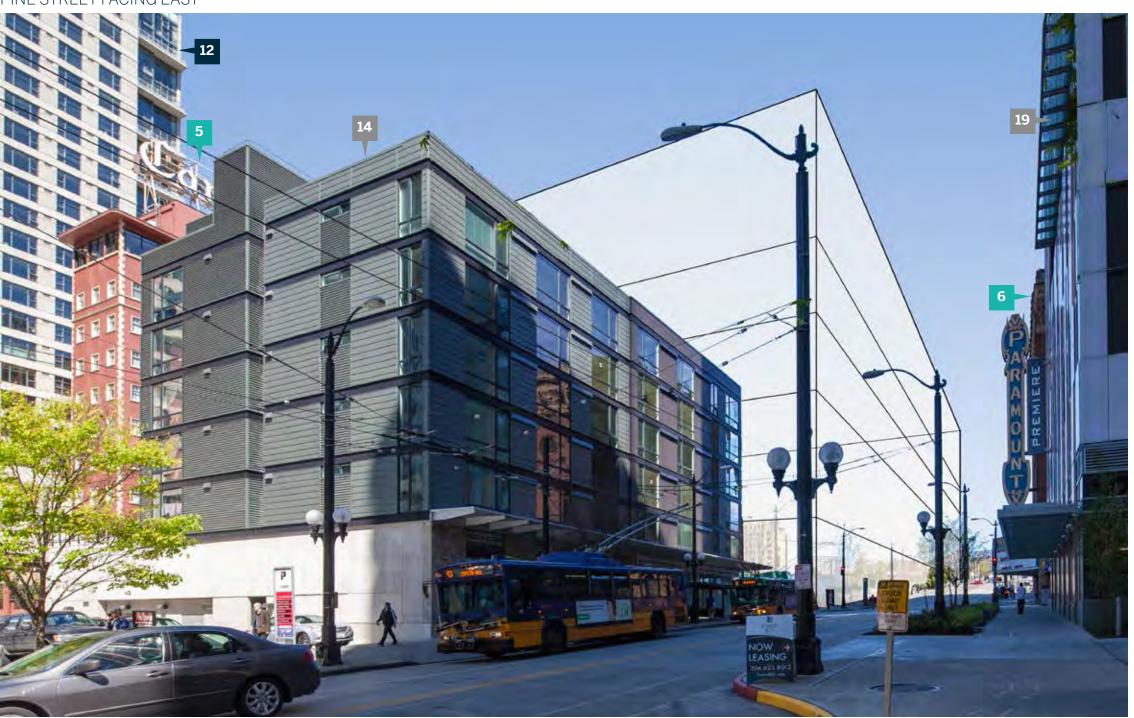
BUILDING KEY

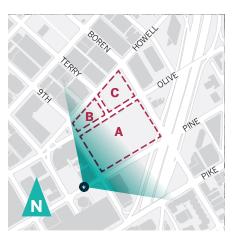
Refer to page 11-15 for noted buildings.

Approximate building mass shown here indicates the general size of the program elements on the site.

It does not include sculpting and modulation of the building form, terraces, porosity, facade treatments, etc., which will be incorporated into the recommended design to integrate this program synergisticly with its urban context.

PINE STREET FACING EAST





OPPORTUNITIES

- Engage in meaningful dialog with the adjacent landmarks of the former Camlin Hotel and Paramount Theatre.
- Create a transition in scale between Downtown and Capitol Hill.
- Create an identifiable public presence and primary entry.

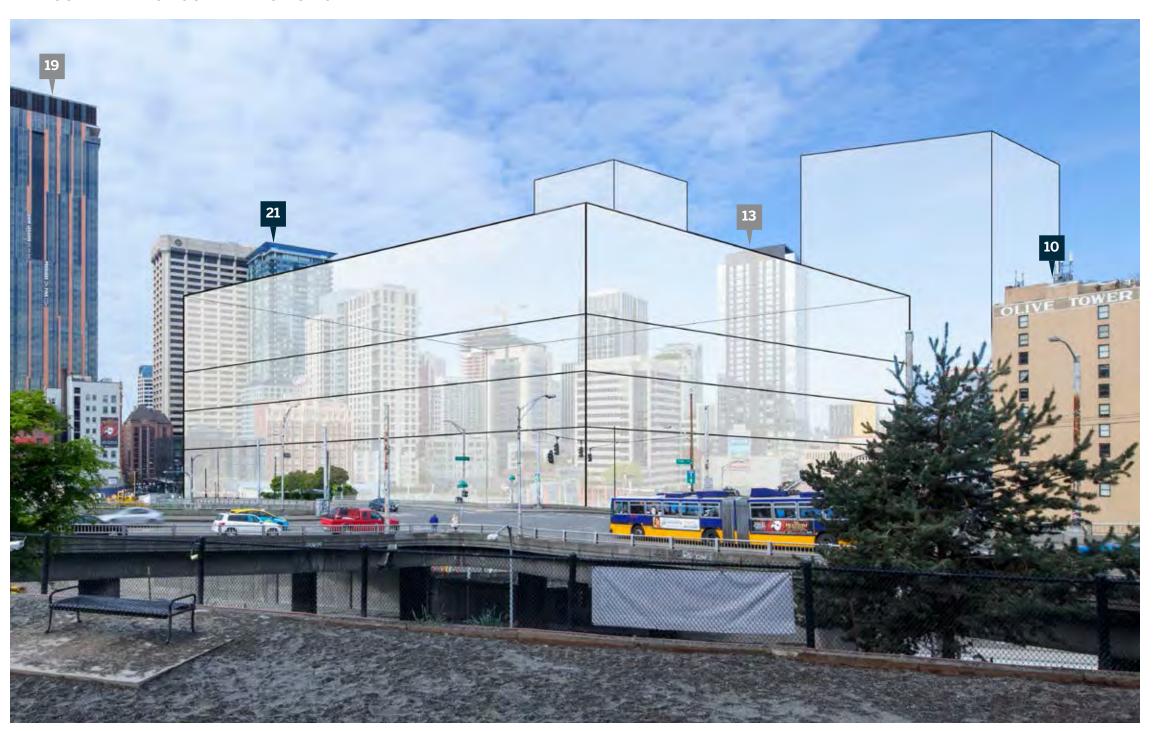
BUILDING KEY

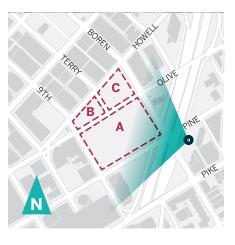
Refer to page 12-17 for noted buildings.

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PLYMOUTH PILLARS DOG PARK FACING NORTH





OPPORTUNITIES

- Fill in the corner of Pine Street and Boren Avenue to complete the urban block.
- Shorten the bridge over I-5.
- Take advantage of the exposure created by the I-5 canyon and site topography to create a meaningful addition to the Downtown skyline.

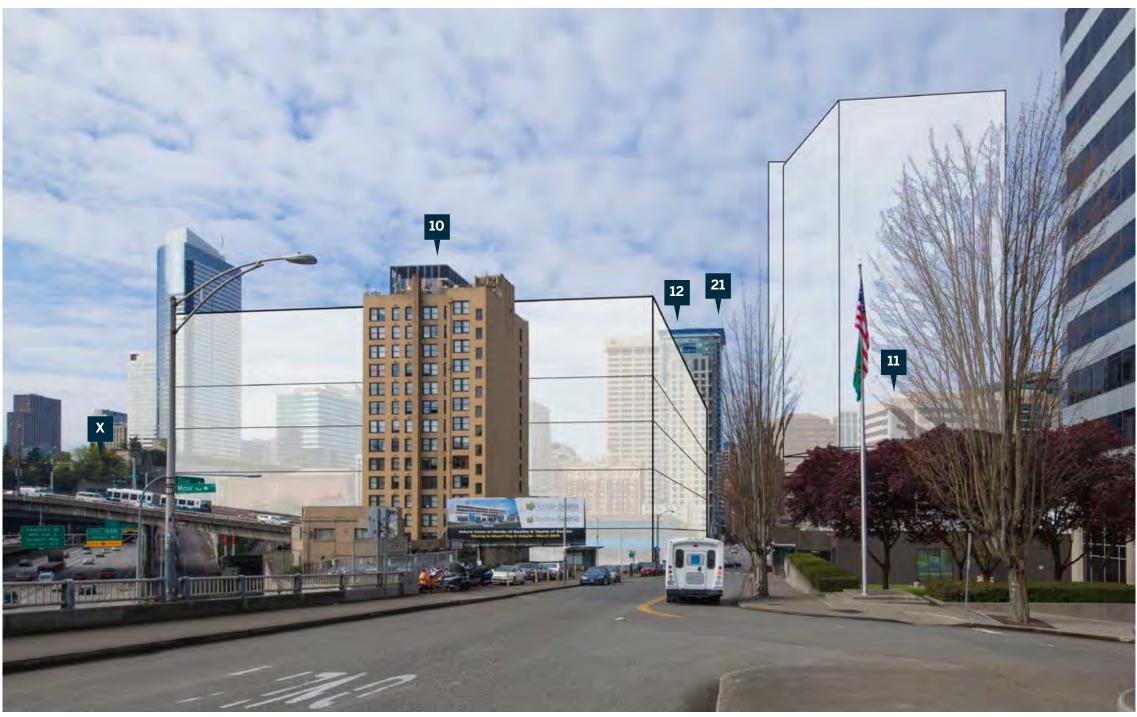
BUILDING KEY

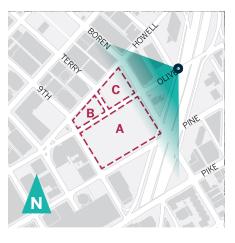
Refer to page 11-15 for noted buildings.

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OLIVE WAY FACING WEST





OPPORTUNITIES

- Contribute to the evolving character and increasing density of the transitioning neighborhood.
- Promote Olive Way as a desirable pedestrian connection across I-5 connecting Capitol Hill to Downtown.
- Create a prominent corner at the edge of I-5.

BUILDING KEY

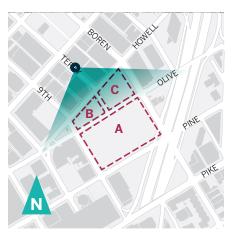
Refer to page 11-15 for noted buildings.

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TERRY AVENUE FACING SOUTH





OPPORTUNITIES

- Create a logical terminus to
 Terry Avenue Green Street and
 a gateway to the proposed
 project.
- Fill in the hole in the urban fabric and contribute to the density of this rapidly evolving neighborhood.

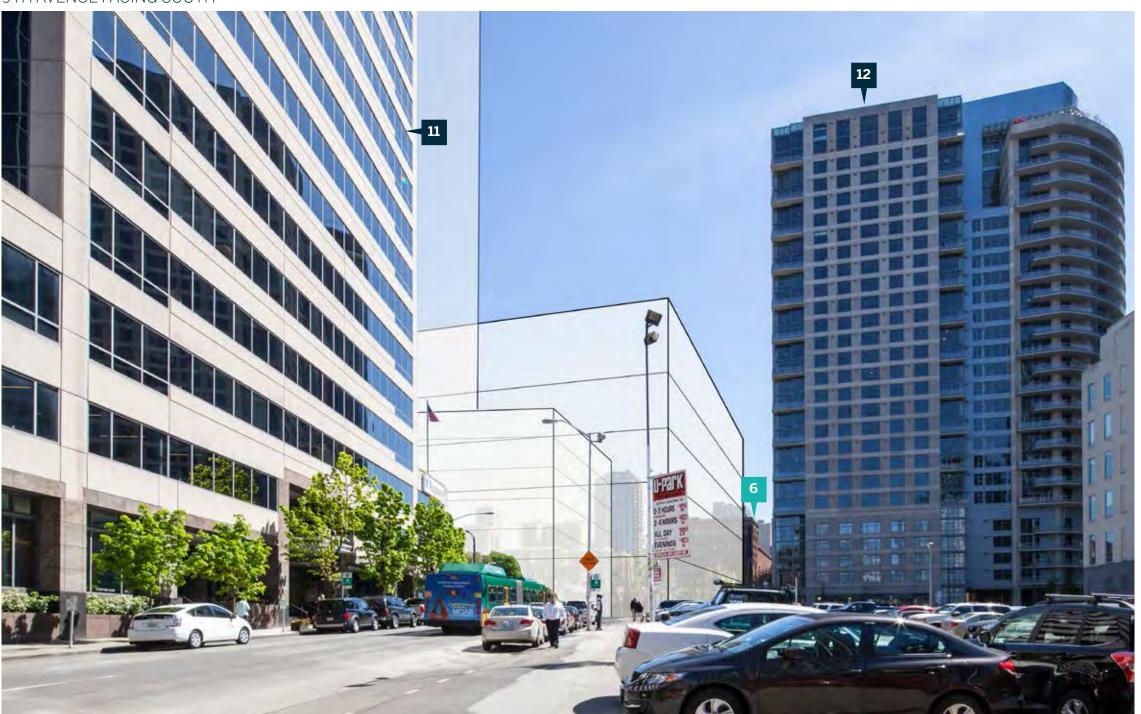
BUILDING KEY

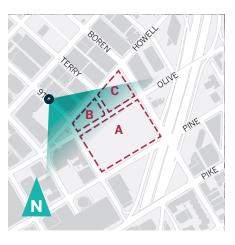
Refer to page 11-15 for noted buildings.

Approximate building mass shown here indicates the general size of the program elements on the site.

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9TH AVENUE FACING SOUTH





OPPORTUNITIES

- Participate in the completing urban edges and filling in the gaps in the urban form.
- Create attractive pedestrian connections through great urban streetscapes.
- Add interest to the skyline through the use of massing and facade design.
- Distinguish this corner as s memorable shift in the city grid.

BUILDING KEY

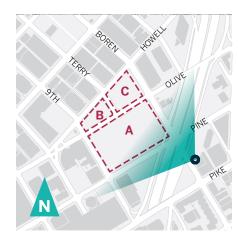
Refer to page 11-15 for noted buildings.

Approximate building mass shown here indicates the general size of the program elements on the site.

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BOREN AVENUE FACING EAST





OPPORTUNITIES

- Bridge the gap between First Hill and South Lake Union.
- Fill in the corner at Pine Street and Boren Avenue to complete the urban fabric.
- Improve Boren Avenue as a pedestrian connection.

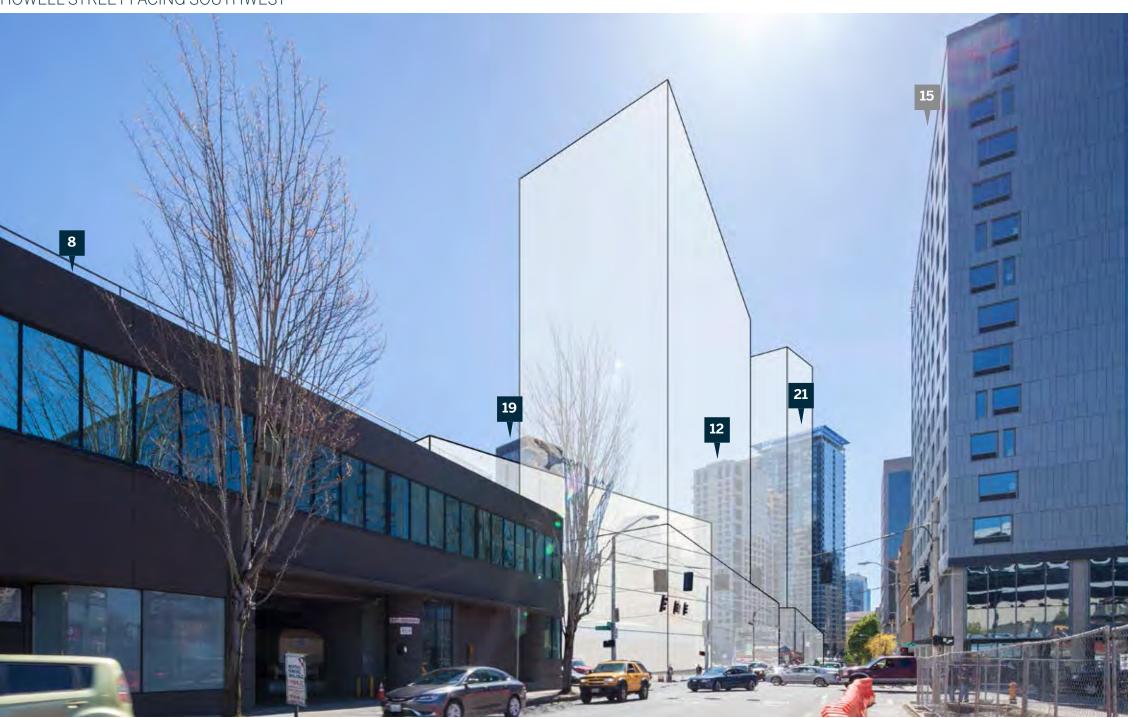
BUILDING KEY

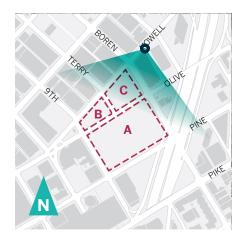
Refer to page 11-15 for noted buildings.

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HOWELL STREET FACING SOUTHWEST





OPPORTUNITIES

- Participate in the dynamism of a rapidly evolving neighborhood.
- Plan for future co-development that provides the desired height and density for the neighborhood.
- Promote Howell Street as an attractive pedestrian connection.

BUILDING KEY

Refer to page 11-15 for noted buildings.

SITE PLANNING & MASSING

A-1 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 beyond the immediate context of the building site.

The proposal's massing will include a response to its innate programmatic needs and its location at the intersection of a multiplicity of diverse Seattle neighborhoods.

ARCHITECTURAL EXPRESSION

B-2 CREATE A TRANSITION IN BULK & SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The proposal will occupy a smaller envelope than is possible by code, creating a transition on the edge of downtown to the smaller scale neighborhoods to the east. Terraces, lobbies, and retail provide opportunities to compose the building mass appropriate to its context.

B-3 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.

The proposal will infuse the attributes of the civic scale of downtown with the vibrancy of adjacent neighborhoods like Capitol Hill, reinforcing active urban streets with dynamic architectural character.

THE STREETSCAPE

C-1 PROMOTE PEDESTRIAN INTERACTION

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

The streetscape will be designed to promote a vibrant urban pedestrian experience. Views into the building along with landscape elements, pedestrian amenities, street level lobbies, and retail will be employed to activate the street.

C-2 DESIGN FACADES OF MANY SCALES

Design architectural features, fenestration patterns, and materials 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.

The proposal will incorporate architectural features that will respond to the scale of the pedestrian as well as the larger urban form.

C-3 PROVIDE ACTIVE-NOT BLANK-FACADES

Buildings should not have large blank walls facing the street especially near sidewalks.

The proposal will carefully consider the layout and character of support spaces within the building to limit the amount of blank facades, particularly at the pedestrian level. Pedestrian edges will be designed to create an attractive pedestrian experience.

PUBLIC AMMENITIES

D-1 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.

The proposal will consider opportunities for open space that provide both an amenity to the occupants of the facility, as well as contributing to a vibrant inviting urban streetscape.

D-3 ENHANCE 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.

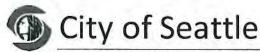
The site's distinct edges create the potential for special moments enriched by the partnering of the building and the streetscape. Each unique condition contributes to the urban framework.

VEHICULAR ACCESS & PARKING

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

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

The proposal will carefully incorporate loading and other service areas into the facility, shielding their adverse qualities and promoting a positive pedestrian experience.



Department of Planning & Development

D. M. Sugimura, Director



FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3020176/3018096/3020177 (Convention Center Expansion)

Address: 1600 9th Avenue/ 920 Olive Way/ 1711 Boren Avenue

Applicant: LMN Architects, for Pine Street Group

Date of Meeting: Tuesday, May 19, 2015

Board Members Present: Murphy McCullough, Chair

Anjali Grant

Peter Krech (substitute)

Alan McWain Gundula Proksch

Board Members Absent: Mat Albores

DPD Staff Present: Garry Papers, M.Arch, Senior Land Use Planner

SITE & VICINITY

Site Zone: DMC 340/290-400; Downtown Mixed Commercial, 340 ft non-residential

maximum height

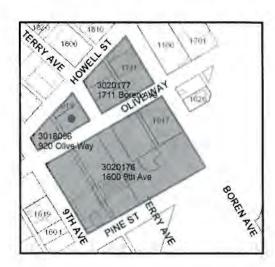
Nearby Zones: (North) DMC 340/290-400

(South) DMC 340/290-400 (East) DMC 340/290-400 (NC3P-85 across I-5)

(West) DOC2 500/300-500

Lot Area: 3020176 Site A: 202,509 sq ft.

3018096 Site B: 25,551 sq ft. 3020177 Site C: 50, 979 sq ft.



Current Development:

The majority of site A consists of a bus and light rail marshalling yard and station, mostly recessed below adjacent grades, plus a 2 story commercial building at the northeast corner. Site B consists of an alley and 2 one-story commercial buildings and surface parking lots. Site C consists of an alley and one, one story commercial building wrapped by surface parking lots.

Surrounding Development and Neighborhood Character:

The largest site A has the Paramount Theatre at its southwest, and one 14 story apartment tower at its northeast, and the rest of the south and east sides face vacant land and the sunken I-5 freeway corridor. There are existing and proposed towers to the north and west of the larger 3-block project area, including office, hotel and residential projects 14-40 stories tall. The surrounding Denny Triangle neighborhood consists of mixed commercial structures and parking lots, rapidly transitioning to tall, dense mixed use structures, consistent with zoning and planning policies.

The project site is a physical and urban design 'hole' in the dense downtown fabric, and is located between two connector streets (Pine and Olive) which bridge the I-5 trough, which is the edge between downtown density and the mid-rise, mixed use fabric of the Capital Hill and First Hill neighborhoods to the east and south.

Access:

Pedestrian access is from the surrounding sidewalks on the following streets: Pine, Olive and Howell running east-west; 9th Ave, Terry and Boren running north-south. Terry Street and alleys were previously vacated from Site A, so vehicular access to it must be off one of the four surrounding street frontages. The two alleys and Terry segment between Olive and Howell are operational at the moment, but are proposed to be fully vacated concurrent with this project; those vacations are assumed to have occurred for the purposes of this Design Review.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed development is a 5 level, approximately 200 ft tall structure containing about 1.4 million sf of exhibition space, meeting rooms, service and support, with associated below grade loading docks and access. The facility is a detached expansion of the Washington State Convention Center. Parking for 600-800 cars is located within the primary structure. A one story structure for a truck holding zone and ramp is proposed on the northeast Block C, with a core and lobby reserved for a future tower above, and some retail filling out that block. The northwest Block B proposes only below grade uses, but also anticipates the core and structure for a future above-grade tower.

First Early Design Guidance: #3018096/3020176/3020177 Page 2 of 20

FIRST EARLY DESIGN GUIDANCE (EDG) May 19, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 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 Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

INTRODUCTION TO EDG #1:

This EDG meeting intentionally focused on context and urban design analysis, for the public and Downtown Design Review Board (the Board) to provide early input and guidance about important contextual concerns, and how context might influence and inspire the building forms and/or program. At EDG#2, the applicants will provide the typical EDG massing options, respond to EDG#1 guidance, and the Board will identify the Priority Downtown Guidelines at that time.

NOTE: While the drawings and general Board comments refer to the co-development towers that may occur above Sites B and C, those two towers are not submitted for detailed review at this time. If and when they are proposed to move forward, they would receive separate reviews, public notice and MUP numbers.

PUBLIC COMMENT

- Stated the project appears overly program-driven and not adequately responsive to context yet.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Concerned that floor slabs and large blank walls appear to occur along many pedestrian eye levels, and the floors should adjust to prevent that.
- Stated the project lacks an overarching goal or idea for such a large and impactful structure.
- Regretted the urban analysis did not include emphasis on the smaller grain of the neighborhoods to the east.
- Emphasized that the sidewalks on Pine and Olive are key connectors and are crowded now, and the project should widen those sidewalks and add amenity to them.
- Reiterated the need for consistent pedestrian activation and practical uses along the sidewalks, since most pedestrians will not be attending actual conventions.

First Early Design Guidance: #3018096/3020176/3020177 Page 3 of 20

- Impressed by other convention centers designed by the architects (Vancouver, BC in particular) and stressed that Seattle deserves the same or better, particularly in terms of activation, transparency, sustainability and nighttime beauty.
- Emphasized that Pine Street should be lined with continuous retail, and that the 'pop-up' retail spaces shown were not viable.
- Requested the project develop how it functions as "a civic building".
- Requested more public open space(s) and attention to the large roof.
- Stressed how the structure will be visible from streets and public viewpoints to the east, in particular 4 Columns Park.
- Stated the project should exhibit a smaller grain, compatible with the character and pattern of adjacent neighborhoods.
- Submitted the project is large but should not be a singular 'icon'.
- Stated the terminus of the Terry Green Street should not be a parking or vehicle entrance.
- Opposed to the large truck portal on Boren, across from a residential building.
- Asked for more nature and green elements in the project, such as small parks and tree clusters, as there "are no parks in Denny triangle".

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references are to the EDG#1 booklet dated 5/19/2015; Citations in parenthesis are to the Downtown Design Guidelines.

FIRST EARLY DESIGN GUIDANCE May 19, 2015

1. Respond to Views & Influences from Adjacent Context:

- a. Context Analysis: The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)
- b. Viewpoints: The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)

First Early Design Guidance: #3018096/3020176/3020177 Page 4 of 20

- c. Street Grid: The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)
- d. Connections: Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

- e. Landmarks: The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theatre's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)
- f. Prominent Corners: The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

2. Massing & Public Realm:

a. Vertical Programming: The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block,

First Early Design Guidance: #3018096/3020176/3020177

but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

- b. Mitigate the I-5 Gap: The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
- c. Terry Street & 'Truck Plaza': The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)
- d. Lobby and 9th Avenue Interface: The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall'—if open typical hours—was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree

- of public porosity into the lobby and what public attractors are within will be critical. (C1-2)
- e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)
- f. Roof Design: The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)
- 3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)
 - a. Ground Floor Edges: The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.
 - b. Pine Street: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.
 - c. **Boren Avenue**: The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.
 - d. Olive Way: The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

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- e. Terry Avenue Green Street Terminus: The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.
- f. Howell Street: Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.
- g. Site C, Northeast Block: The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.
- h. Sites B & C; Co-development: The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

4. General:

- a) The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

DESIGN REVIEW GUIDELINES

The Downtown Design Guidelines are summarized below, for cross-reference to the Board comments above. The Board will identify priority guidelines at the next meeting, while all guidelines remain applicable. For the full text please visit the <u>Design Review website</u>.

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.

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- **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;

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- 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;
 - I, 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;
 - I. grilles, railings, and downspouts;
 - m. window and entry trim and moldings;
 - n. shadow patterns; and

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.

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

- **C4.1. Entry Treatments:** Reinforce the building's entry with one or more of the following architectural treatments:
 - a. extra-height lobby space;
 - b. distinctive doorways;
 - c. decorative lighting;
 - d. distinctive entry canopy;
 - e. projected or recessed entry bay;
 - f. building name and address integrated into the facade or sidewalk;
 - g. artwork integrated into the facade or sidewalk;
 - h. a change in paving material, texture, or color;
 - i. distinctive landscaping, including plants, water features and seating
 - j. ornamental glazing, railings, and balustrades.
- **C4.2. Residential Entries:** To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

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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;
 - I. 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.

D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

- D4.1. Desired Signage Elements: Signage should be designed to:
 - a. facilitate rapid orientation
 - b. add interest to the street level environment

- c. reduce visual clutter
- d. unify the project as a whole
- e. enhance the appearance and safety of the downtown area.
- **D4.2. Unified Signage System:** If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:
 - a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
 - b. signs on blades attached to building facade;
 - c. signs hanging underneath overhead weather protection.
- D4.3. Signage Types: Also consider providing:
 - d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
 - e, sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
 - f. interpretive information about building and construction activities on the fence surrounding the construction site.
- **D4.4. Discourage Upper-Level Signage:** Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

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.
- E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.
- **E2.1.** Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:
 - a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
 - b. Use the site topography to help reduce the visibility of the parking facility.
 - c. Set the parking facility back from the sidewalk and install dense landscaping.
 - d. Incorporate any of the blank wall treatments listed in Guideline C-3.
 - e. Visually integrate the parking structure with building volumes above, below, and adjacent.
 - f. Incorporate artwork into the facades.

- g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
- h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.
- **E2.2. Parking Structure Entrances:** Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:
 - i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
 - j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
 - k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
 - I. Use landscaping or artwork to soften the appearance of the garage entry from the street.
 - m. Locate the garage entry where the topography of the site can help conceal it.

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

- **E3.1.** Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:
 - a. Plan service areas for less visible locations on the site, such as off the alley.
 - b. Screen service areas to be less visible.
 - c. Use durable screening materials that complement the building.
 - d. Incorporate landscaping to make the screen more effective.
 - e. Locate the opening to the service area away from the sidewalk.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on any requested departures 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 EDG#1, possible departures were not explicitly presented, but the applicant anticipates some will be likely at future meetings (see code overview, page 6/7).

RECOMMENDATIONS

At the next meeting, the Board requested the following:

a. **Detailed Context Plan**, showing all adjacent uses (existing or MUP-approved), entries and streetscape for a useful minimum depth on all sides (extent: alley between 8th &

First Early Design Guidance: #3018096/3020176/3020177

- 9th; Stewart ST; alley between Boren & Minor; Pike St, because of link to CC). The purpose is to fully understand existing <u>and future</u> pedestrian flows, destinations and patterns, as the district transforms especially to the west and north.
- b. Large Scale CCX Street Elevations with Floor levels: the Board was particularly concerned by sections showing thick floor slabs above the sidewalks, creating blank walls and no activation (prefer floors that reasonably step with sloping sidewalks).
- c. Detailed Sections (full and sequential around sloping blocks): showing all interior to sidewalk relationships and height and depth of retail, lobbies, canopies, etc. (preliminary sections are troubling as they show especially tall floor slab/trusses at and above sidewalk grades, creating long blank facades, unless columns are recessed and there is an outer ring of stepped/adjustable floor spans)
- d. Detailed Streetscape/Landscape Plans: including Green Streets and roof concept & planting plan; consider widened sidewalks along Pine and Olive, and linear open space along 9th Avenue Green Street.
- e. Street Level perspectives (pg 58-65): Use these as design tools and include all of them in future presentations, and bring the large model again; it's much appreciated and essential.

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board thanked the public, and the applicants for a complete presentation, and eagerly looks forward to the next meeting on this exciting and significant project.

First Early Design Guidance: #3018096/3020176/3020177 Page 20 of 20

3018096- 1st EDG Report sent out 6-4-15BK

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Washington State Convention Center Addition Project

Downtown Design Review Board Meeting

Early Design Guidance #2

07-21-2015

SI

SITE A

1600 9th Avenue

SITE B

920 Olive Way

SITE C 1711 Boren Avenue

DPD PROJECT #

PROPERTY ADDRESS

3020176

3018096

3020177

OWNER

Washington State Convention Center 800 Convention Place Seattle, WA 98101 **ARCHITECT**

LMN Architects 801 Second Avenue Suite 501 Seattle, WA 98104 **DPD CONTACT**Garry Papers

206-684-0916 garry.papers@seattle.gov





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PROCESS OVERVIEW

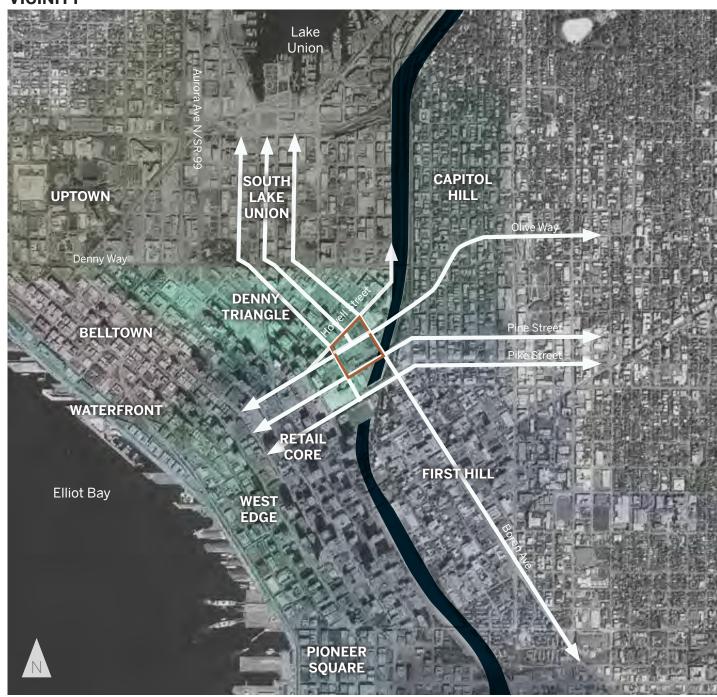
This Early Design Guidance (EDG) #2 meeting before the Downtown Design Review Board, builds on the EDG #1 held on 5/19/2015, which focused on the site context and urban design. The Design Proposal booklet and DPD report from that EDG #1 meeting is available to view at the following link:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/

SearchPastReviews; and typing in the DPD project number: 3018096.

1 DEVELOPMENT OBJECTIVES VICINITY MAPS

VICINITY



STREETS BORDERING PROJECT SITE

9-BLOCK STUDY AREA



- 9-BLOCK STUDY AREA
- WSCC ADDITION PROPERTIES
- — FULL STREET / ALLEY VACATION
- AT GRADE SITE AREA INCLUDING VACATIONS

1 DEVELOPMENT OBJECTIVES PROJECT INFORMATION

DEVELOPMENT SUMMARY

The proposal is to apply for Master Use Permits for development of a convention center addition on a site consisting of 3 blocks: Site A: 1600 9th Avenue, Site B: 920 Olive Way, and Site C 1711 Boren Avenue, that will collectively form the proposed Washington State Convention Center (WSCC) Addition Project. The 3 block site is bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site on the interior. Street and alley vacations will be required for this project.

The project could add approximately 1,230,000 sf. of gross floor area to the existing Washington State Convention Center. Preliminary analysis indicates that this could include approximately 250,000 sf. of new exhibition space, 120,000 sf. of meeting rooms, a 70,000 sf. ballroom space, approximately 23 convention center loading bays, and structured parking for up to 800 additional vehicles. The structure height is approximately 200ft over 5 stories with 2 additional stories below grade.

Co-development on the two blocks north of Olive Way (Sites B & C) is proposed as a part of the WSCC Addition project through the use of a Planned Community Development(PCD; a City of Seattle Provision: SMC 23.49.036). The co-development sites are planned for a 320ft, 428 unit residential and a 264ft commercial building, expected to be office use.

SITE CONTEXT

The project site is located within the DMC 340/290-400 Downtown Mixed Commercial zone, within the Denny Triangle Urban Center Village. The Downtown Neighborhood Guidelines will apply to this project.

The project site is bordered by the DMC 240/290-400 zone (Denny Triangle Urban Center Village Overlay) to the north, east, and south, and the DOC 2 500/300-500 zone (Commercial Core Urban Center Village Overlay) to the west.

The project occupies the intersection between several distinct and rapidly evolving neighborhoods, including Capitol Hill's Pike/Pine corridor, the Denny Triangle, South Lake Union, First Hill, and the Downtown commercial core.

Capitol Hill's traditional low-rise commercial development is being supplemented with new mid-rise mixed-use buildings. The neighborhood continues to promote a strong pedestrian community, interrupted only by the presence of 1-5. The Denny Triangle and First Hill, connected via Boren Avenue, bookend the site to the north and south. Though a product of different eras, both neighborhoods contain higher density. taller residential and commercial development, along with notable institutional buildings. The Downtown neighborhood is the densest and tallest adjacent neighborhood, containing both high-rise commercial and residential development, but also a retail and cultural center for the city.

The site's proximity to Pike and Pine links itself to the waterfront via Pike Place Market and Westlake Center. and to the existing Washington State Convention Center along Ninth Avenue. Other notable landmarks include the historic Paramount Theatre and former Camlin Hotel. adjacent to the site across Pine Street and Ninth Avenue. Due to the open space established by the presence of 1-5, views to and from the project site to the east are both substantial and long-term. Views to the west, particularly from the higher elevations along Pine Street, provide a meaningful glimpse into the heart of the city.

PROGRAM SUMMARY

CONVENTION CENTER PROGRAM

5 stories above grade 2 stories below grade

250,000 SF of Exhibition Space* 120,000 SF of Meeting Space* 70,000 SF of Ballroom Space* 280,000 SF of Lobby & Circulation* 510,000 SF of Support Spaces* 500-800 Parking Stalls* 200,000 SF of Loading Area* Street-Level Retail & Restaurants

*Approximate

CO-DEVELOPMENT PROGRAM

Residential and Commercial co-development with street level uses is proposed to be included in the Planned Community Development.

Residential 30 stories above grade

428 Units* 366,500 SF of Gross Area* 13,600 SF of Outdoor Amenity*

Commercial 16 stories above grade

595.200 SF of Gross Area* 11,500SF of Outdoor Amenity* *Approximate

PROJECT GOALS

- Create a highly efficient design which effectively supports the functional needs of the convention center clients and is competitive in the marketplace.
- Create a unique experience that embodies the special qualities of Seattle, Washington, and the Pacific Northwest.
- Engage the urban framework of downtown Seattle to capitalize on the location at the intersection of major neighborhoods and corridors of the city.
- Create a welcoming street presence that connects the activities of the Convention Center with the pedestrian experience of the adjacent streets.
- Integrate mixed uses such as retail and other possible co-developments, where appropriate, to enrich the urban diversity of the site.
- Create a sustainable design that embraces Seattle's commitment to environmental stewardship.

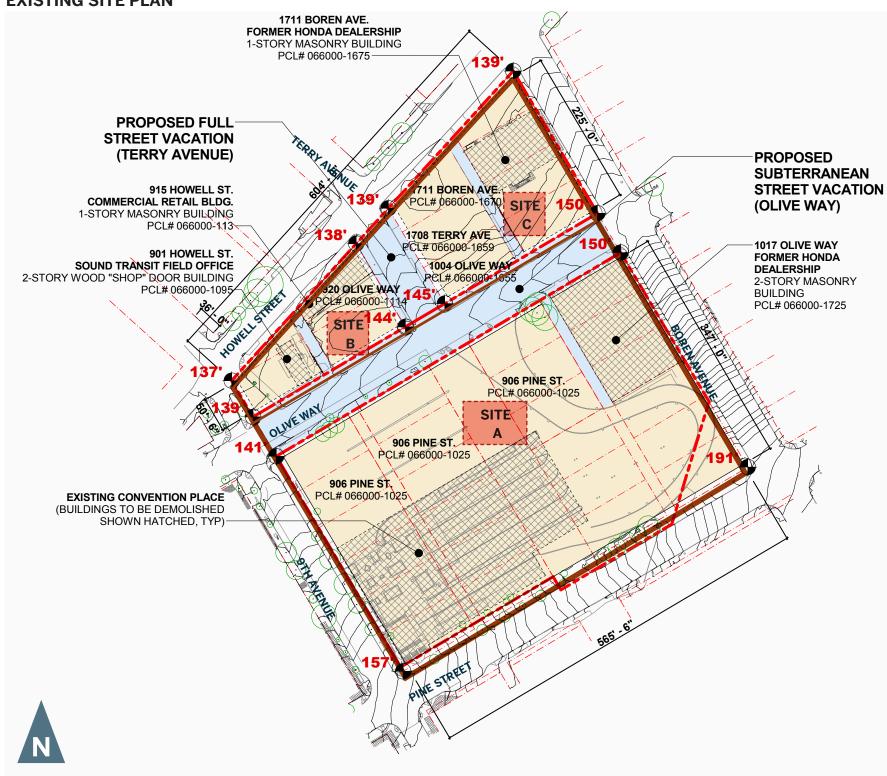
1 DEVELOPMENT OBJECTIVES EXISTING CONTEXT

WSCC URBAN CONTEXT



2 PROJECT BACKGROUND EXISTING CONTEXT

EXISTING SITE PLAN



EXISTING SITE AREA

The project site consist of 3 blocks bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site in the interior. The site slopes significantly from the highest point at the intersection of Boren Avenue and Pine Street where they cross over 1-5 on the southeast corner of the site to the lowest point at the intersection of 9th Avenue and Howell Street on the northwest corner of the site.

Proposed vacations include remaining alleys on Sites A, B, & C, as well as a full vacation of Terry Avenue (ROW to remain open to sky) and a subterranean vacation of Olive Way.

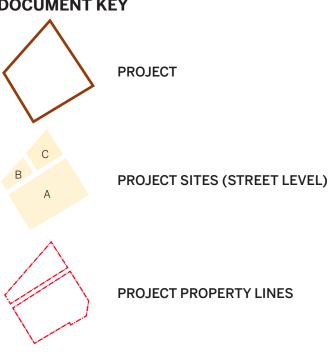
EXISTING BUILDINGS

The current uses on the site are most notably the Convention Place Station, along with a former Honda dealership on the block south of Olive Way. The blocks on the north of Olive Way also contain former Honda dealership facilities, a small commercial retail building, and a Sound Transit field office. The Honda facilities are now vacant.

EXISTING LANDSCAPE

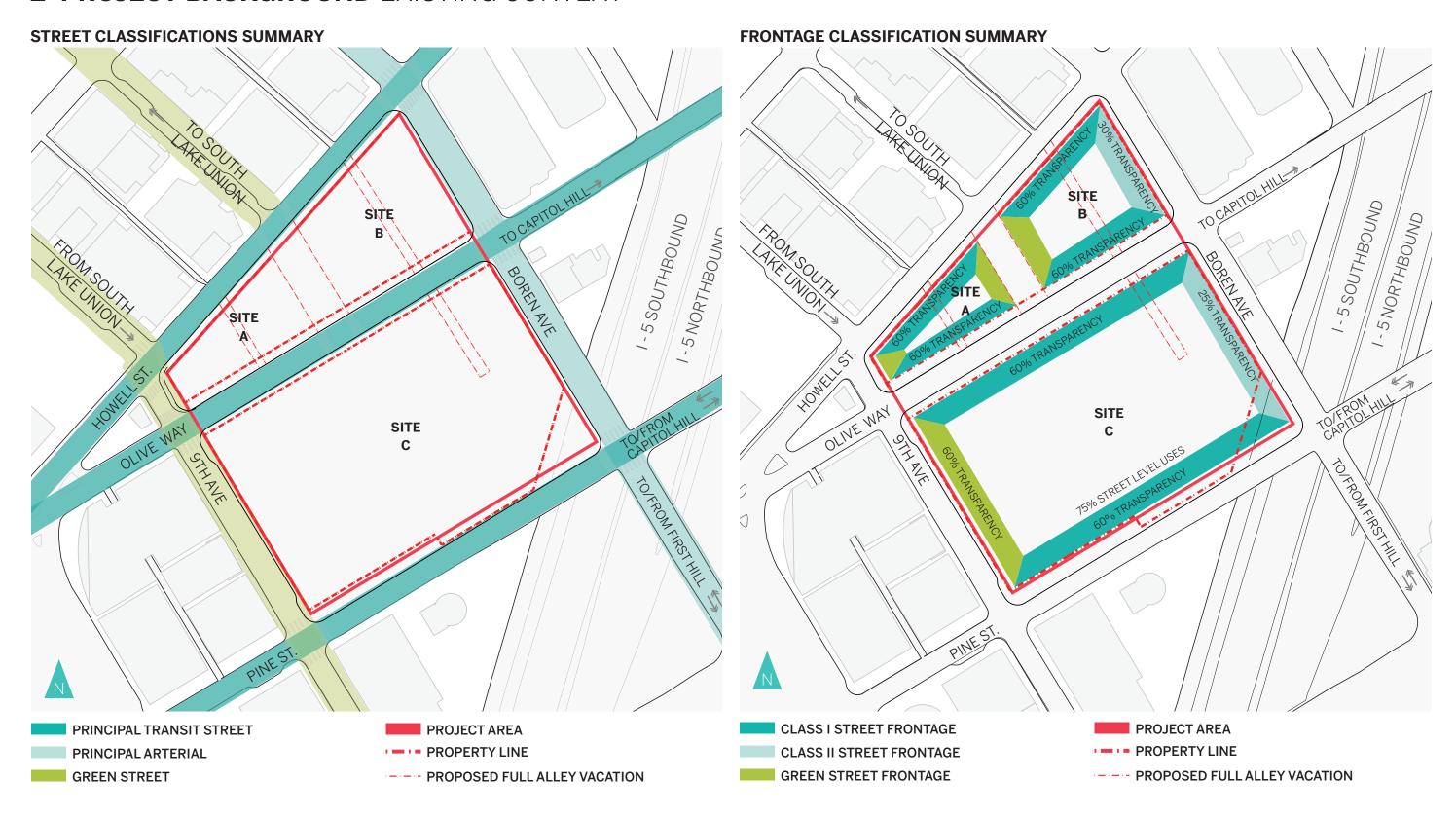
The Arborist collected data (06/25/2015) on all trees of significant size, 6" and greater. The research concluded that no Exceptions trees are located on the site.

DOCUMENT KEY



PROPOSED STREET / ALLEY VACATION

2 PROJECT BACKGROUND EXISTING CONTEXT

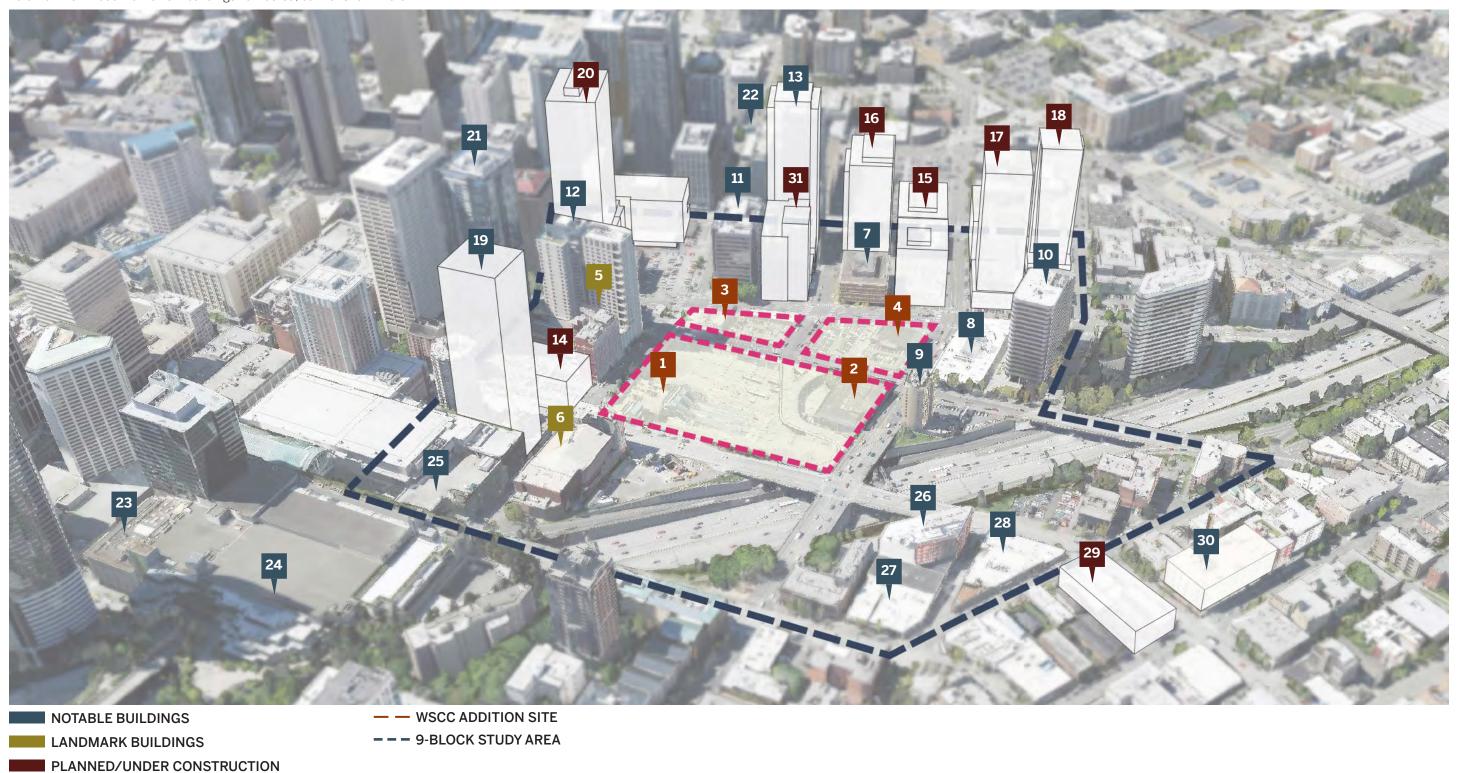


DOWNTOWN OVERLAY MAPS Map 1B Street Classifications

NOTE Landscape Requirement per Denny Triangle Urban Center Village Code applies to all frontages

NOTE Map + building reference images show a sample from EDG #1 book. Refer to EDG #1 book for remain buildings numbered, but not shown here.

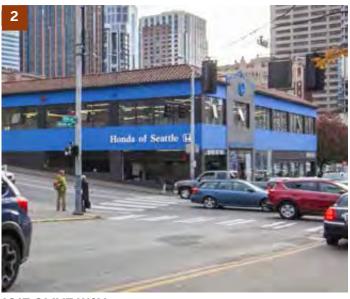
EXISTING BUILDINGS ON SITE



NOTE Map + building reference images show a sample from EDG #1 book. Refer to EDG #1 book for remain buildings numbered, but not shown here.



906 NINTH AVENUE Convention Station Place transit facility



1017 OLIVE WAY Honda of Seattle (Vacant)



915 HOWELL STREET Retail/Commercial



1711 BOREN AVENUE Honda of Seattle auto sales (Vacant)



1619 9TH AVENUE Worldmark Seattle: The Camlin



911 PINE STREET Paramount Theatre



737 OLIVE WAY Seattle Vault Self-Storage



1100 OLIVE WAY Seattle Children's Cancer Research

NOTE Map + building reference images show a sample from EDG #1 book. Refer to EDG #1 book for remain buildings numbered, but not shown here.



1626 BOREN AVENUE Olive Tower Apartments



1701 MINOR AVENUE Metropolitan Parks Office Tower



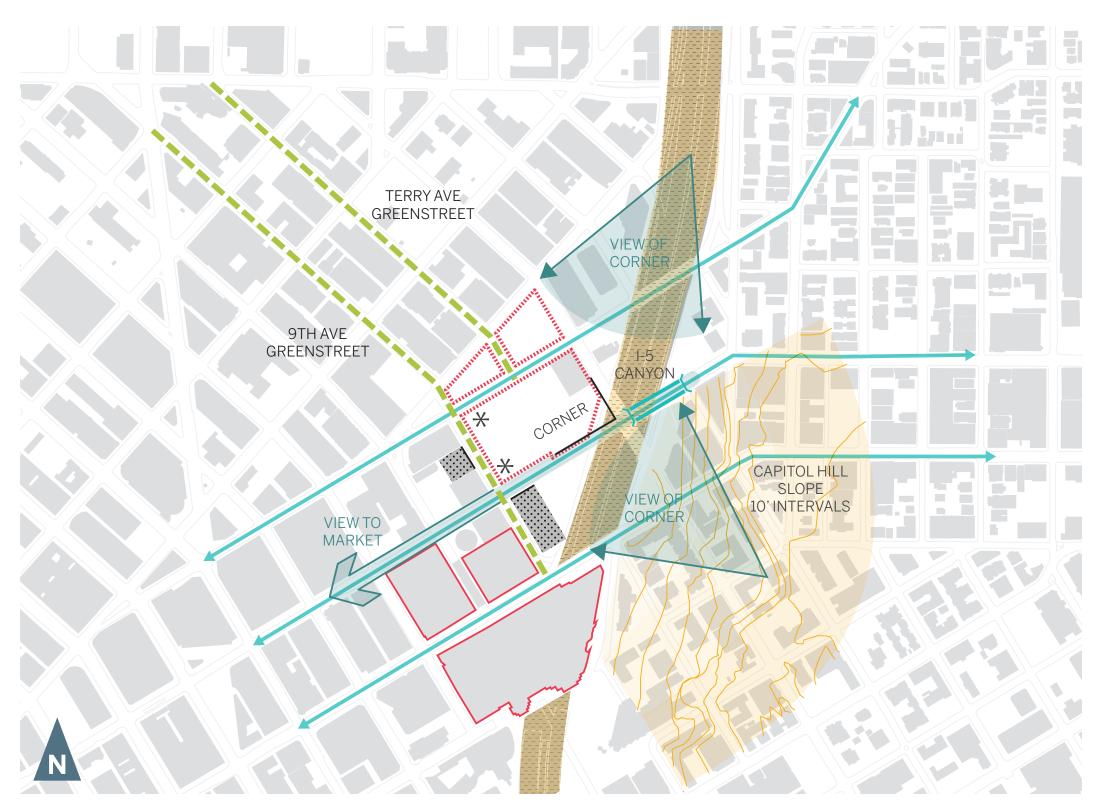
1800 NINTH AVENUE Regence BlueShield/Amazon



809 OLIVE WAY The Olivian Apartment High-Rise



1823 TERRY AVENUE Aspira Apartments, 37-story apartment building



OPPORTUNITIES

These unique site conditions create a variety of opportunities that contribute to richness of the place. The project will be informed by capturing these moments at different scales, establishing a presence that is equally compelling at street level as it is a significant addition to the city skyline.

- Use the building form and massing to complete the exposed edge along Pine Street and shorten the bridge to Capitol Hill
- Promote the connection from Capitol Hill to Downtown by creating an attractive pedestrian experience, highlighting views to Pike Place Market.
- Fill in the corner of the block at Pine Street and Boren Avenue to help remedy the void created by I-5.
- Take advantage of the exposure created by I-5 and the topography to create a distinctive and memorable presence in the city.
- Establish 9th Avenue as an active forecourt to the primary entries and public lobby.
- Imagine 9th Avenue as a future connection to the existing convention center.
- Take advantage in the shift of the city grid at Howell Street to create a sense of place along 9th and Terry Avenues.
- Use the sites north of Olive Way to create a meaningful terminus to Terry Avenue and a transition to the Denny Triangle and South Lake Union neighborhoods.

2 PROJECT BACKGROUND SUMMARY OF EDG #1

SUMMARY OF EDG #1

The first EDG meeting was structured to identify Urban Design and Context issues specific to the project, in order to focus the subsequent design proposals on key site and building relationships. The board identified the following areas as being key to the successful development of the project. A detailed response to board comments can be found in Chapter 6.

Next Generation Convention Center

The project pursues the next evolution of convention centers - firmly rooted in an urban context and supported by a vertically organized program. The density of an integrated mixed-use program overlaps interior and exterior spaces, providing daylight into the event halls. The successful future convention centers are connected to the local ethos, civic identity and pride. They are integrated with their urban context and public infrastructure. This fundamentally establishes convention center activity as viable urban experience.

What Makes This Seattle?

Seattle is a harmonious juxtaposition of big expansive nature and high tech progressive density. The proposal captures this dynamic by bringing the indoors out and the outdoors in. Skylights inside the lobby and event spaces, exterior event areas, and layering of soft and hard landscape elements confirm an ethos of urban nature, pairing distant vistas with rich local flavor.

Character, Massing & Scale

The proposed building form is compact, well below the allowable zoning envelope. The massing opens and shifts to respond to context at multiple scales, while respectfully engaging the scale and character of neighborhood and adjacent landmark buildings. Larger scale moves articulate overall mass and the roofscape, presenting a civic scale identity for the project.

Street Level Activity

The challenge for this project is to balance large scale program requirements on a proportionally small urban site. This creates an integrated, vibrant pedestrian environment as the project recognizes the desire to maximize ground floor activity. The visions for the facility is a layering of curated retail, revealed interior lobby spaces, and views in to event spaces beyond. Mixing up public and delegate spaces establishes the convention center as a critical contribution to the life of the city. Terraces at intermediate heights, and vertical layering of spaces promote visual connections into and throughout the building.

Pedestrian Experience

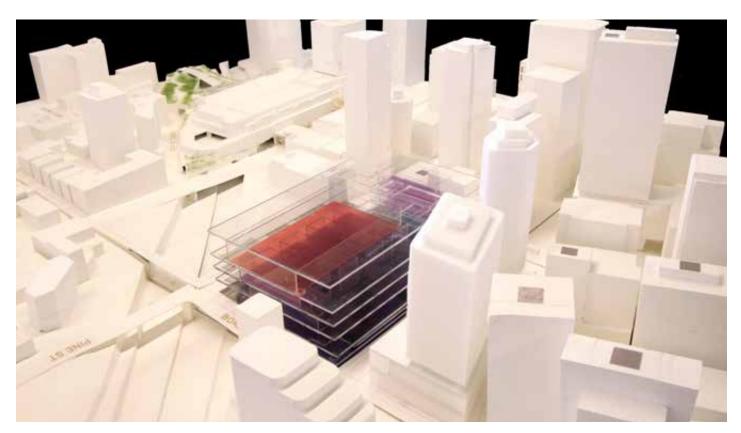
The proposal promotes appropriate scaled sidewalks and open space to balance the potential for crowd capacity with a necessary density of activity required for safe comfortable and interesting pedestrian spaces. The streetscape design further balances the need for vehicle circulation in ways that can mix with planting, hardscape, and pedestrian circulation safely. Other considerations include views to surrounding context landmarks and cityscape. Views into the facility at multiple levels reveal a continually changing program of events, experiences urban reinvention unique to this program.

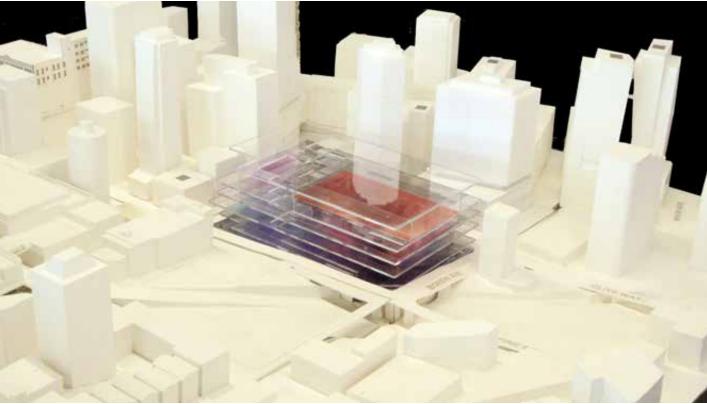
Topography & Landscape

The scale and grade of the site presents a specific set of strategies to the topography throughout site, specifically along Pine and Boren. The pedestrians navigate and read the topography through the careful placement of entries, terraces, circulation and event spaces.

Urban Neighborhood Connections

The project seeks to foster a sense of place that acknowledges the large scale of its intervention by responding to its location at the intersection of distinct urban neighborhoods. These site specific responses create a sense of identity and hierarchy for the project - while fostering connections to the adjacent neighborhoods and the existing WSCC.





NOTE See specific responses to DRB guidance beginning on page 106

2 PROJECT VISION ZONING OVERVIEW

PROPERTY ADDRESSES

SITE A	SITE B	SITE C
1600 9th Avenue	920 Olive Way	1711 Boren Avenu

KING COUNTY PARCEL NUMBERS

SITE A	SITE B	SITE C
#0660001025	#0660001095	#0660001655
#0660001700	#0660001113	#0660001659
#0660001725	#0660001114	#0660001670
		#0660001675

ZONING SMC 23.49.056 MAP A

SITES A/B/C

Denny Triangle Urban Center Village
Downtown Mixed Commercial – DMC 340/290-400

SITE AREA

SITE A	SITE B	SITE C
202,509 sf*	25,551 sf*	50,979 sf*

^{*} Includes vacated alleys

DESIGN REVIEW SMC 23.41

Required

STRUCTURE HEIGHT 23.49.008

NON-RESIDENTIAL **MAXIMUM HEIGHT** 340ft

RESIDENTIAL **MAXIMUM HEIGHT** 290-400ft depending on incentives

ROOFTOP FEATURES
15ft above the applicable height limit.

STREET-LEVEL USE 23.49.009 MAP 1G

PINE STREET - REQUIRED*

HOWELL STREET - Not Required

OLIVE WAY – Not Required

9TH AVENUE - Not Required

TERRY AVENUE - Vacated

* Minimum 75% of each street frontage must be occupied by qualifying uses & located within 10 ft of the street property line

FLOOR AREA RATIO 23.49.011 SMC-CHART A1

DMC 340/290-400 FAR Base = 5 FAR Max = 10 TOTAL SITE A + SITE B + SITE C = 279,039 279,039 x 10 (Max FAR) = 2,790,390 sq ft

OVERHEAD WEATHER PROTECTION & LIGHTING 23.49.018

Required along the entire street frontage facade located within 5ft of property line or widened sidewalk except: where separate by landscaped areas at least two feet in width, or at driveways into structures of loading docks. Lower ledge must be between 10ft and 15ft above the sidewalk.

DENNY TRIANGLE URBAN CENTER

VILLAGE 23.49.056F

Provide landscaping in sidewalk area of the right of way as a square footage of 1.5 times the length of the street lot line. Must be 18" wide, along entire length of street lot line, except at building entrances, vehicular access (not to exceed 50% of the length of the lot line.

PARKING 23.49.019 MINIMUM REQUIRED

None

PROPOSED 500 – 800 stalls

NON-RESIDENTIAL MAXIMUM ALLOWED

1 per 1000 sf except with special exception.

PARKING LOCATION WITHIN STRUCTURES

Parking above street level is permitted if separated along all street frontages of the structure by another use.

Parking at street level is permitted if separated by other uses on Class 1 Pedestrian Streets, and at least 30% separated by other uses on Class 11 Pedestrian Streets.

ACCESSORY PARKING Permitted outright in areas shown on Map 1I if they contain a total of 20 or fewer parking spaces on the lot. 23.49.045

BICYCLE PARKING

Bicycle parking required 1 space per 5,000sf of gross floor area of office or retail over 10,000 sf. Shower facility required for structures containing 250,000 GFA of office use.

1 space for every 2 dwelling units of residential use.

CURB CUT LOCATION PER DIRECTOR AS A TYPE 1 DECISION SMC 23.49.019.H.1.C

LOADING BERTHS

Off-street loading berths required per SMC 23.54.035 TABLE A

2 PROJECT VISION ZONING OVERVIEW

MINIMUM SIDEWALK WIDTH

23.49.022 MAP 1C

PINE STREET - 18FT

HOWELL STREET - 18FT*

OLIVE WAY – **18FT*** 9th Ave to Terry Ave / **12FT** Terry Avenue to Boren Ave

BOREN STREET - 12FT

9TH AVENUE – Varies, **GREEN STREET**; **20FT** additional required**

TERRY AVENUE – Varies, GREEN STREET; 20FT required**

- * When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.
- ** Per Denny Triangle Urban Center Village Downtown code, 50% of the setback must be landscaped

OPEN SPACE 23.49.016

Provide 20sf for each 1000sf of Office use GFA larger than 85,000sf.

COMMON RECREATION AREA 23.49.010

Provide 5% of Residential GFA larger than 20 dwelling units. A maximum of 50% may be enclosed.

STREET FACADE & STREET SETBACKS

23.49.056 MAP 1F

PINE STREET - Class I

HOWELL STREET - Class I

OLIVE WAY - Class I

BOREN STREET - Class II

9TH AVENUE - GREEN STREET

TERRY AVENUE - GREEN STREET

FACADE TRANSPARENCY REQUIREMENTS SMC

23.49.056C

Class I & Green Streets = minimum 60% Class || Streets = minimum 30%

BLANK FACADE LIMITS SMC 23.49.056D

Class I & Green Streets = 15ft max Class II Streets = 30ft max

UPPER-LEVEL DEVELOPMENT STANDARDS

23.49.058

NON-RESIDENTIAL USE ABOVE 160 FT IN HEIGHT

Green Street Setback

9th Avenue & Terry Avenue Continuous upper-level setback of 15ft on the street frontage abutting the green street at a height of 45ft

Facade Modulation

Required above 85ft from the sidewalk for any portion of a structure located within 15ft of a street property line.

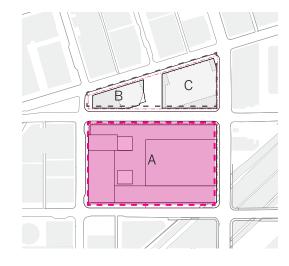
Maximum Facade Width

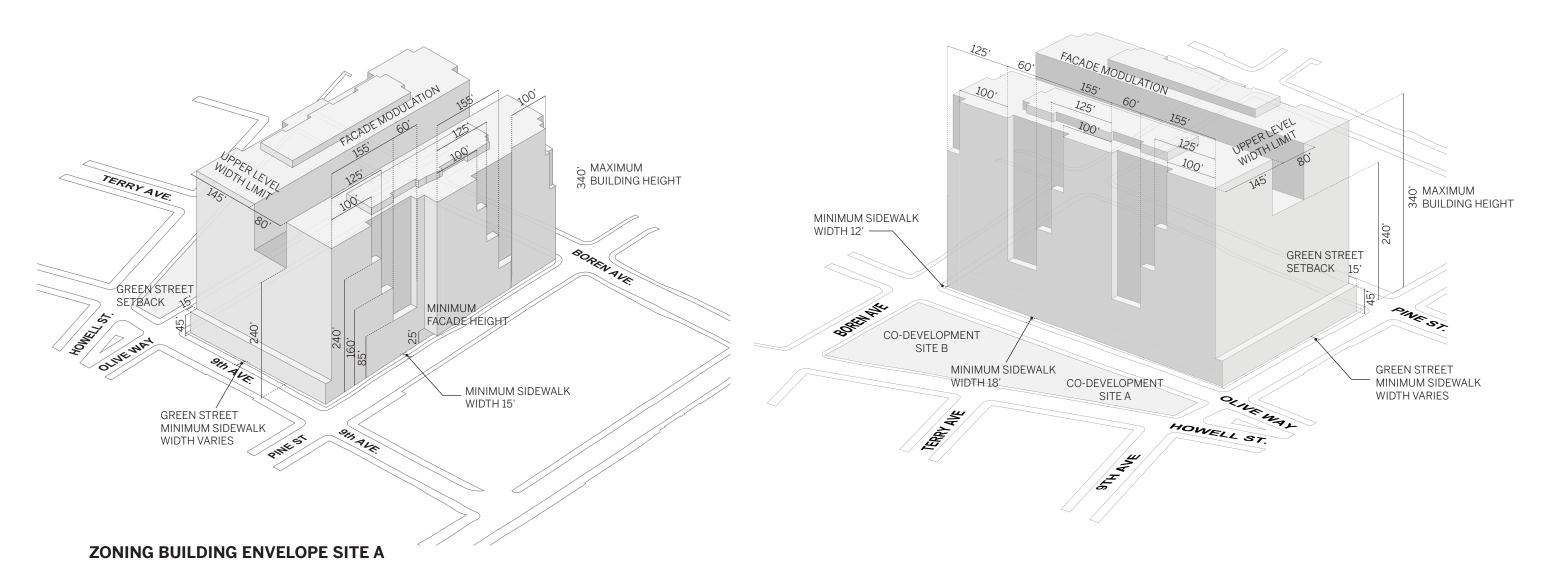
0-85ft = No Limit86-160ft = 155ft 161-240ft = 125ft 241-500ft = 100ft

UPPER LEVEL WIDTH LIMIT For portions of structures in non-residential use above 160ft where any story above 85ft exceeds 15,000sf. Upper-level width limit is required on lots that exceed 200ft in width and depth. Any portion of a building above 240ft shall be 145ft along the general n/s axis of a site (parallel to the Avenues). This portion shall be separated horizontally from any other portion by 80ft at all points.

INTRODUCTION

Concept options were studied for the complete project in order to develop a holistic approach that integrates the convention center and mixed use co-development into the urban context. For clarity in presenting the individual program elements, option 1 and option 2 for the convention center and option 1 and option 2 for the co-development are described separately. Option 3, the preferred option, is combined to show the entire project including the convention center, mixed use program, and associated public realm.





3 ARCHITECTURAL CONCEPT OPTIONS CONVENTION CENTER PROGRAM SUMMARY

CONVENTION CENTER PROGRAM

EXHIBITION HALL

- Lower Hall: 150K contiguous
- Access to daylight
- 90' x 90' column grid or larger
- 30'x30' planning grid
- Rectangular configuration
- 60/40 split

FLEX HALL

- Upper Hall: 100K contiguous (35ft+ desired)
- Strong visual connection to lower hall
- Access to daylight & views
- Long span structure, approximately 180'
- 60/40 split
- · Highly flexible

SUPPORT

- Approximately 510K SF of space
- 30ft width at edges of exhibit halls

PRE-FUNCTION/LOBBY AREAS

- Approximately 280K SF of space
- 50ft width at Exhibit Halls

MEETING ROOMS

- Area: 120K SF
- Flexibility
- Access to daylight & views

BALLROOMS

- Area: 70K SF + potential flex space
- Flexibility
- Access to daylight & views

LOADING

- Approximately 200K SF of space
- Inbound: Boren, Outbound: Terry
- Locate docks adjacent to Lower Hall
- Elevators to Upper Hall

RETAIL

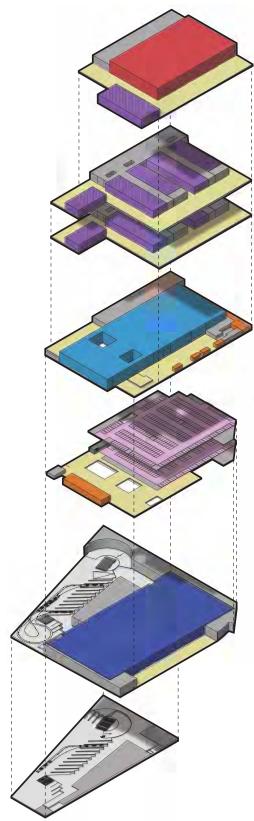
Potential retail locations

PARKING

• Program for 500-800 parking stalls

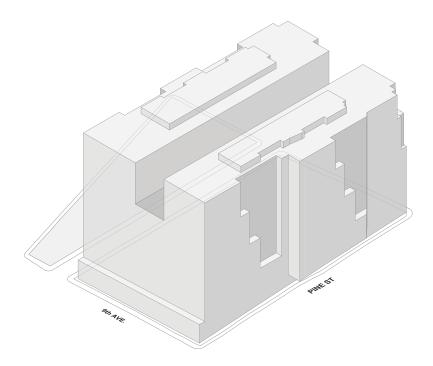
NOTE Preliminary stacking diagram for reference, depending on option

PROGRAM STACKING DIAGRAM



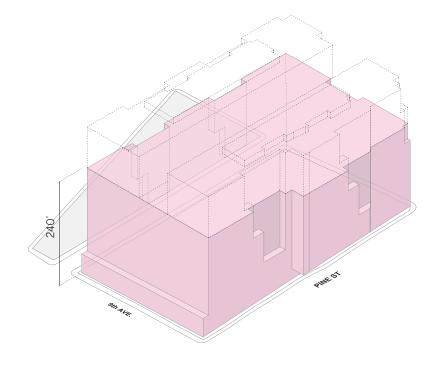
3 ARCHITECTURAL CONCEPT OPTIONS CONVENTION CENTER ZONING ENVELOPE

CONCEPT DIAGRAMS



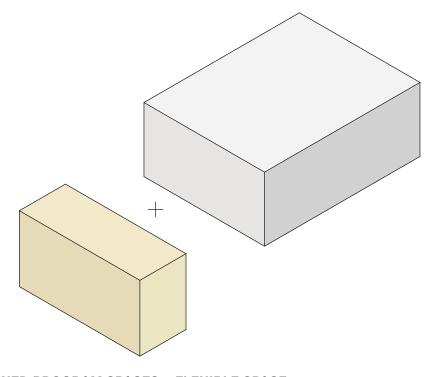
ZONING ENVELOPE FOR SITE A

The Zoning Envelope for Site A illustrates the maximum commercial height of 340ft, setback to accommodate the minimum required sidewalk widths, green street setbacks, minimum facade heights, and upper level development limits. The property line along the eastern portion of the Pine Street edge extends past the sidewalk. The zoning envelope extends over the sidewalk above the required minimum sidewalk width.



PROGRAM MASSING HEIGHT

The proposed convention center program does not maximize the full height and mass allowable by code, keeping the overall height below the 240ft datum that begins the upper level width limit.

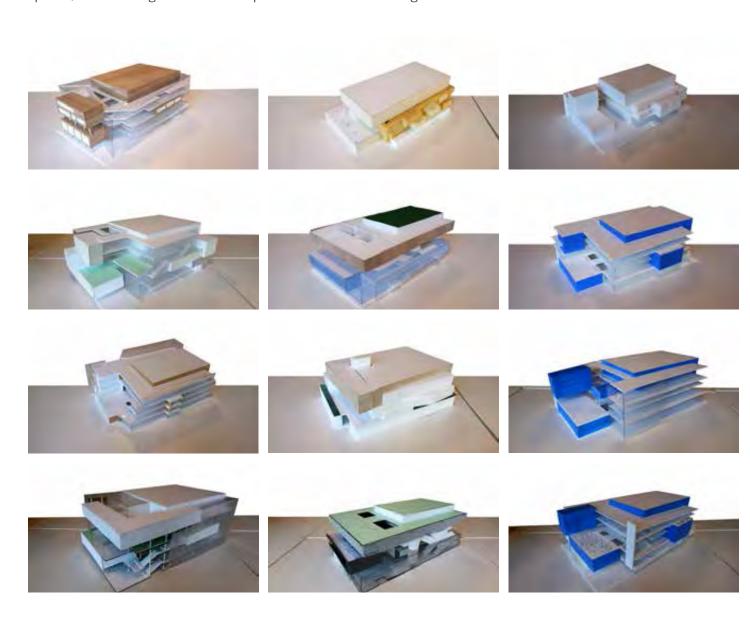


FIXED PROGRAM SPACES + FLEXIBLE SPACE

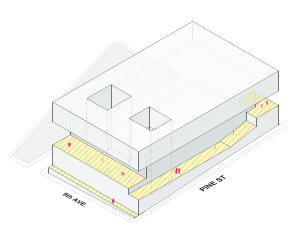
The convention center program includes a Combination of large event spaces with a mixed configuration of malleable prefunction, lobby, and exterior spaces. The following options demonstrate different strategies to arrange the lobbies and exterior spaces to capitalize on opportunities for interior/exterior relationships, daylight into public spaces, and integration into the urban context.

CONCEPT DIAGRAMS

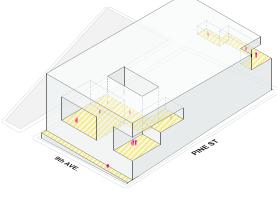
Preliminary design studies were developed to examine possible strategies which integrate functional effectiveness, urban forms, contextual relationships, active building edges, and public spaces. Each of the 4 edges where the project engages the adjacent areas involves unique characteristics suggesting different design strategies. Following are examples of models of those studies. Each is built around a relationship between inside and outside spaces, and the integration of these spaces with the surrounding context.

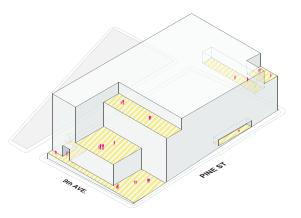


NOTE Concept options shown here are for the convention center facilities alone, framed by 9th Avenue, Boren Ave, Pine street, and Olive way. Co-Development options on the site north of Olive way are shown separately.









OPTION 1 CENTRAL FLEXIBLE SPACES

The first option concentrates the flexible open space internal to the mass of the building focused around a central atrium. The remaining flexible spaces line the perimeter edges at the meeting room levels. This strategy reinforces a central zone for daylight and circulation, serving as a point of way-finding at the visible heart of the project. The edges of the site are clearly delineated with the mass to hold the street wall and contribute to the typical form of the city. The resultant massing is understood as a horizontal layering of forms with the dominate open space cut out of the center and eroded edges at the perimeter.

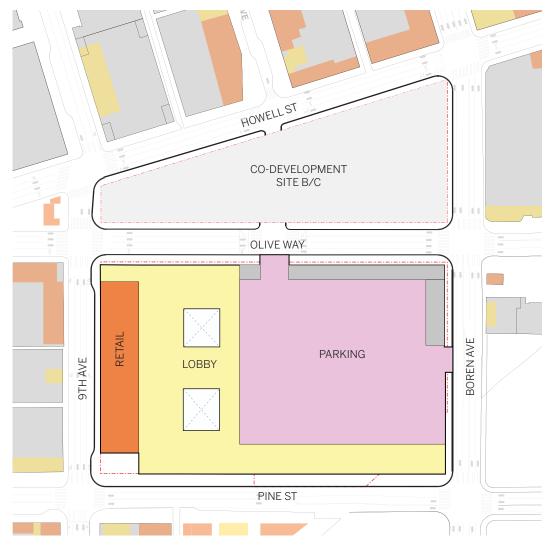
OPTION 2 DISTRIBUTED FLEXIBLE SPACES

The second option distributes proportionally balanced flexible open spaces in medium size increments throughout the mass. This option takes a decentralized approach to the allocation of this space. This strategy emphasizes a combination of interlocking internal and external voids, creating opportunities to bring outdoor spaces into the building. The resultant massing is perceived as a larger singular form with intermediate voids carved out of the volume--exhibiting a variety of shapes and orientations framing views to the surrounding buildings.

OPTION 3 – PREFERRED URBAN COLLAGE

The third and preferred option optimizes both concentrated and distributed flexible space strategies--creating a collection of distinct forms that combine with the surrounding buildings and spaces to create a larger composition. The voids are sized and located to respond to specific contextual relationships features, creating a composition of outdoor spaces focused at the corner of Pine Street and 9th Avenue. The internal light walls are adjacent to the large outdoor terrace. This strategy promotes a hierarchy of scales, with voids that overlap to frame larger spaces and smaller sub-elements of the whole. The resultant massing is characterized by a collection of volumes and voids, collaged into a composition which engages the urban context.

OPTION 1 – CENTRAL FLEXIBLE SPACES



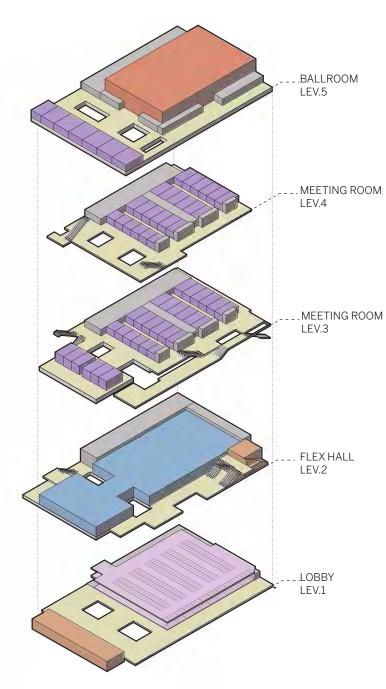
Option 1 concentrates more program spaces at the top floor and reduces the area on the meeting room levels. This enables the use of outdoor terraces contiguous with the meeting spaces above the flex hall level.

PROS

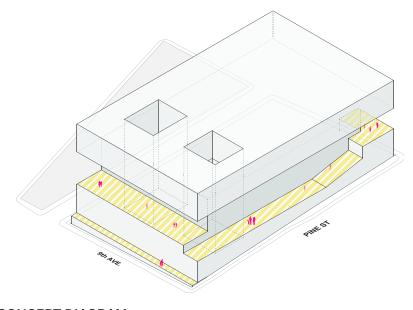
- Holds the urban block edges or street wall
- Establishes a recognizable building form as seen from all sides
- Clear internal way-finding for building occupants around central space

CONS

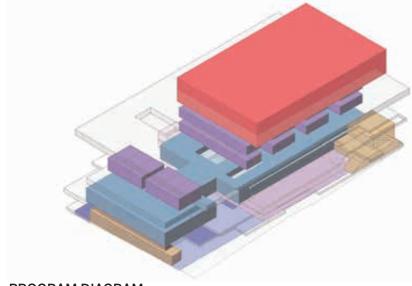
- Flex space is limited on exterior
- Visual mass is the most dominate



PROGRAM STACKING DIAGRAM OPTION 1

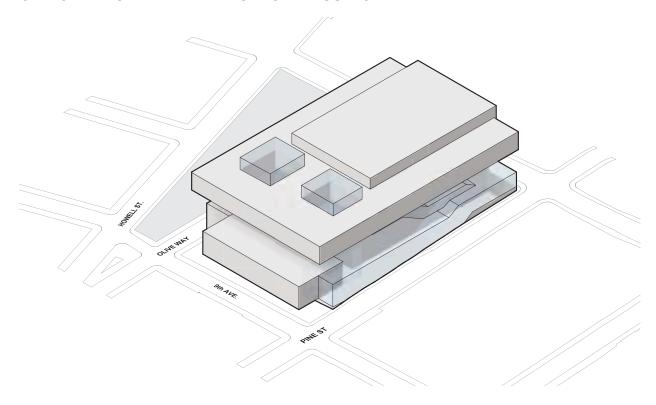


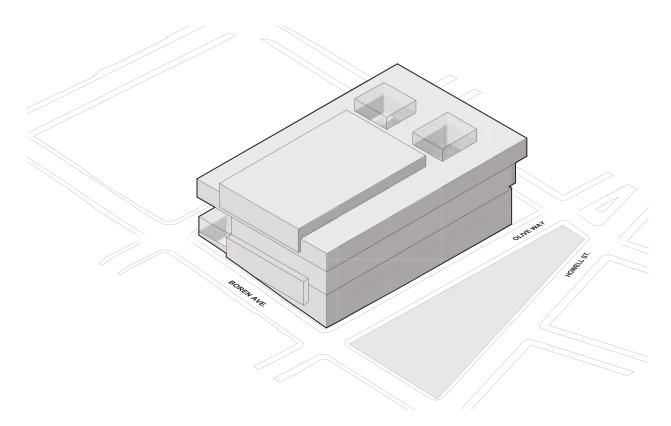
CONCEPT DIAGRAM



PROGRAM DIAGRAM

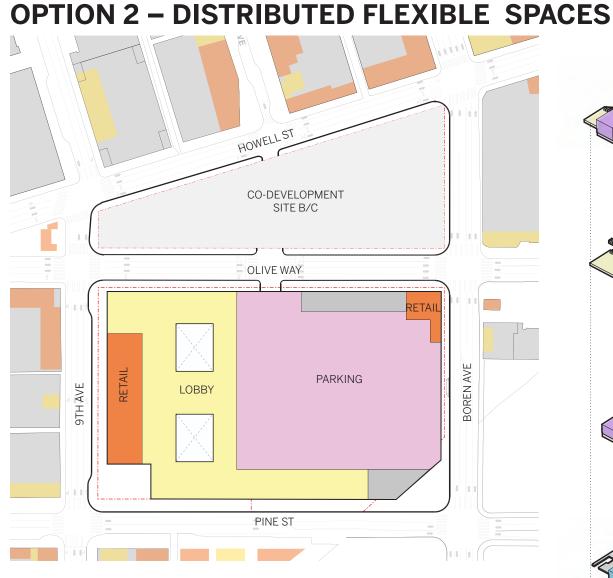
OPTION 1 – CENTRAL FLEX SPACE MASSING











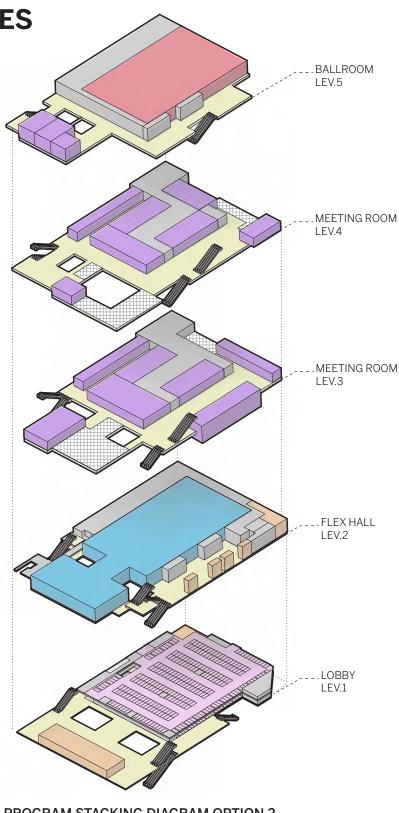
Option 2 distributes the meeting rooms throughout the top three levels of the building. The meeting room blocks are reoriented to minimize the amount of support spaces at the perimeter. Interlocking void create opportunities for bringing outdoor spaces into the building mass, framing a series of interconnected terraces.

PROS

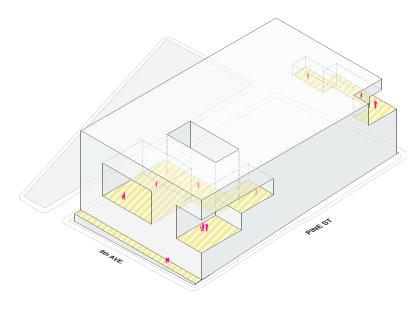
- Creates an unified building form
- Balances interior and exterior spaces
- Distributes larger flex spaces to the exterior
- Provides outdoor spaces at every level
- Meeting room block projected over Pine Street sidewalk animates facade and provides views from inside

CONS

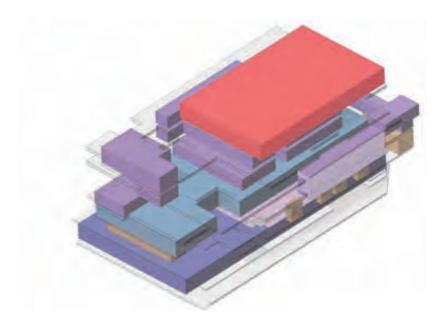
- Volume of mass and voids fill the site
- Less efficient meeting room layout
- Larger areas of planar walls
- Meeting room projection partially blocks west facing views from Pine Street and east of the site.



PROGRAM STACKING DIAGRAM OPTION 2

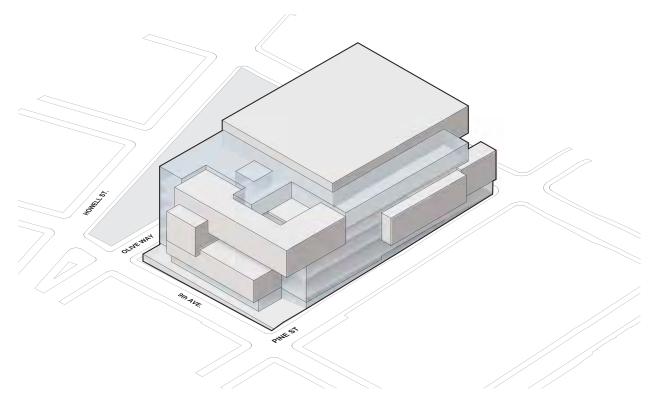


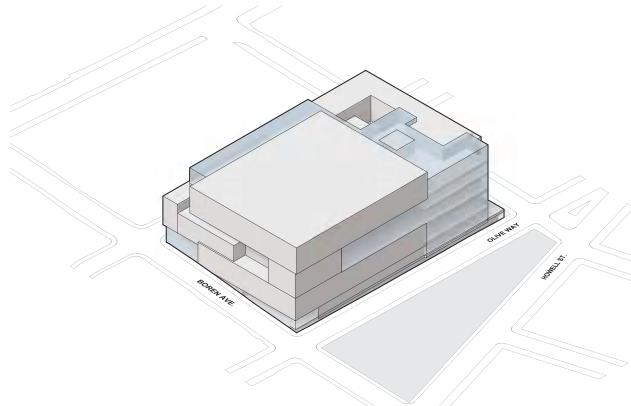
CONCEPT DIAGRAM



PROGRAM DIAGRAM

OPTION 2 – DISTRIBUTED FLEX SPACE STUDIES

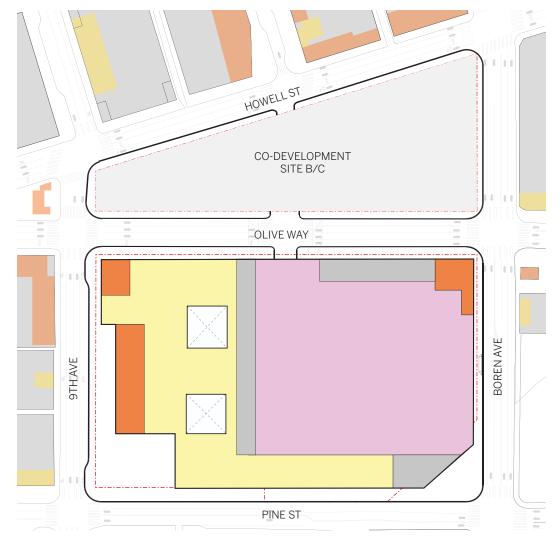








OPTION 3 – URBAN COLLAGE – PREFERRED



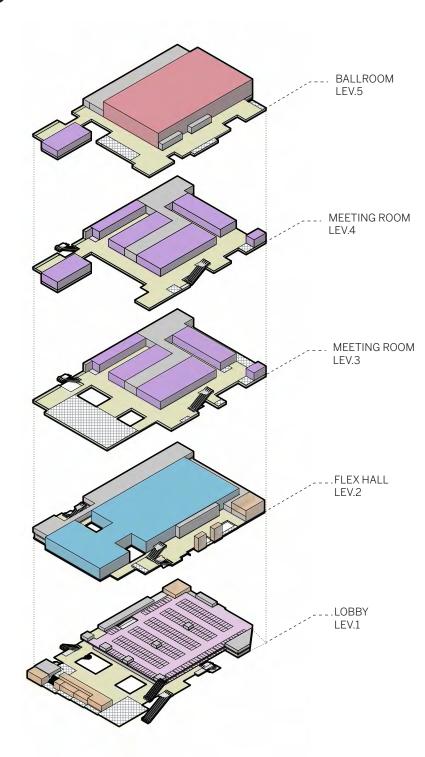
Option 3 (the preferred option) maximizes the amount of active convention center function spaces at the perimeter of the building, siting program to respond to specific contextual relationships. The commercial and residential towers share a streamlined vertical expression to show unity between the two buildings located in a textured and eclectic context. The open space at the ground plane directs Terry Street towards the west to meet the shifted grid and open up towards the primary entrance of the convention center.

PROS

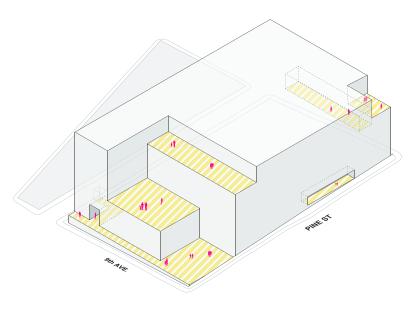
- Provides most exterior flex space
- Larger areas of flex space located near primary public entries
- Building forms engage surrounding buildings and spaces in a related composition

CONS

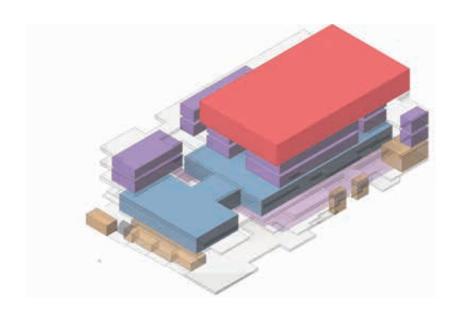
- · Less unified building form
- Fewer interior flex spaces



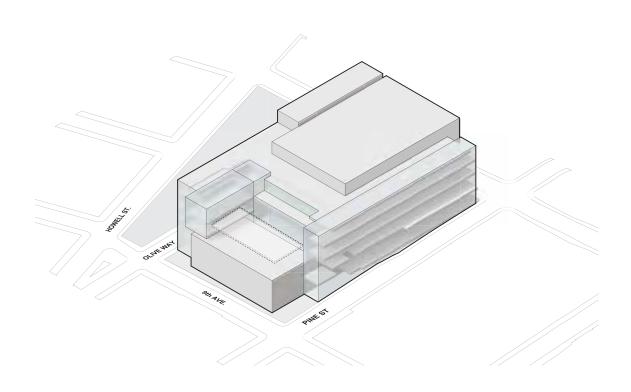


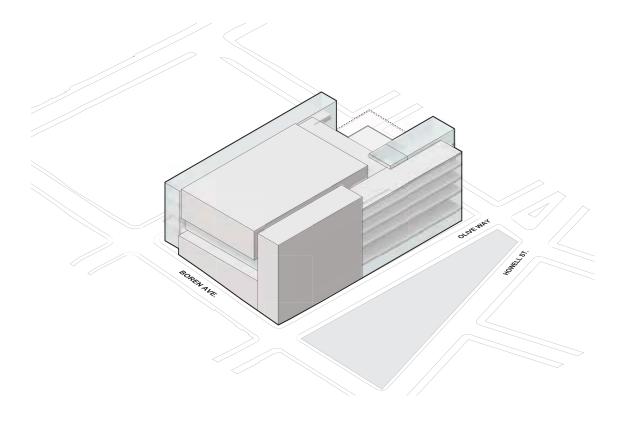


CONCEPT DIAGRAM

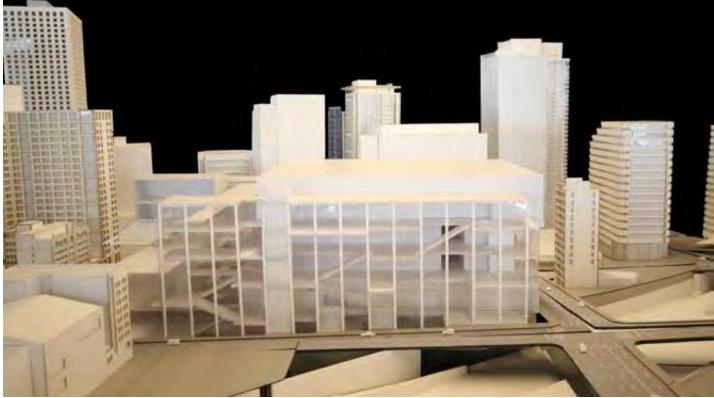


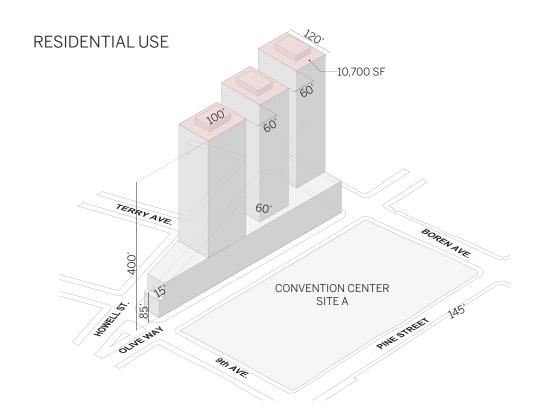
PROGRAM DIAGRAM

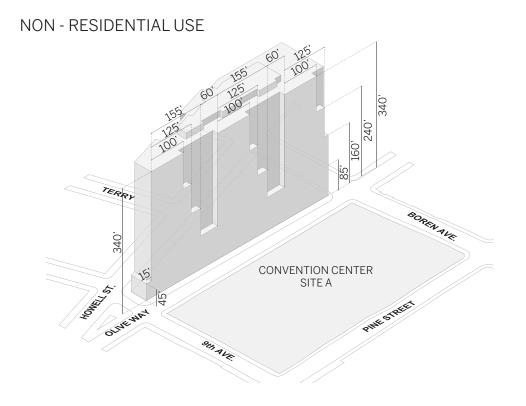


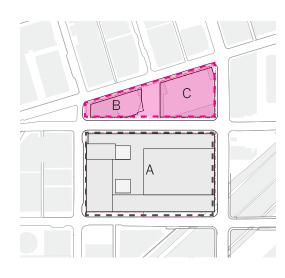


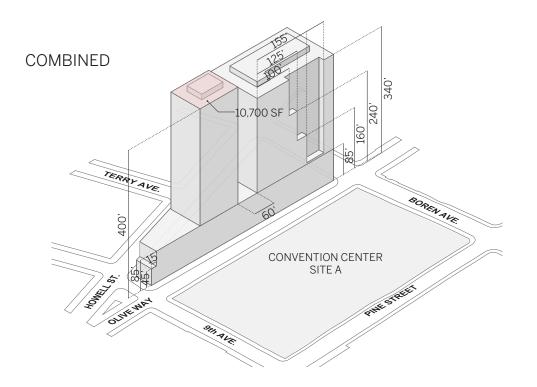


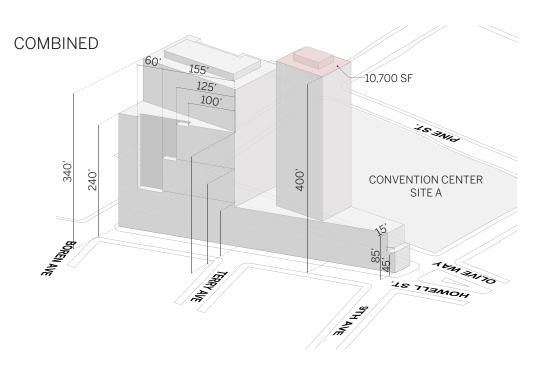












ZONING BUILDING ENVELOPE SITE B / C

NOTE Assumes Full vacation of Terry

3 ARCHITECTURAL CONCEPT OPTIONS CO-DEVELOPMENT PROGRAM SUMMARY

PROGRAM SUMMARY

The co-development program is for two towers with podiums, one residential and one commercial integrated with the convention center loading docks below. The towers will be built as separate developments, providing the most flexibility to meet market demands.

The office program is located on Site C, the larger of the two sites allowing the tower to reach and exceed a desired 35,000 SF floor plate, providing approximately 600,000 GSF of office space.

The residential program is located on Site B, the smaller of the two sites, which can accommodate the residential tower footprint and provide approximately 400 units in both tower and podium.

The podium roof for both towers provides occupants the required outdoor amenity spaces for both developments.

STREET LEVEL USES

Potential street level uses locations

LOBBY AREAS

Potential lobby locations

RESIDENTIAL

Potential residential use

COMMERCIAL

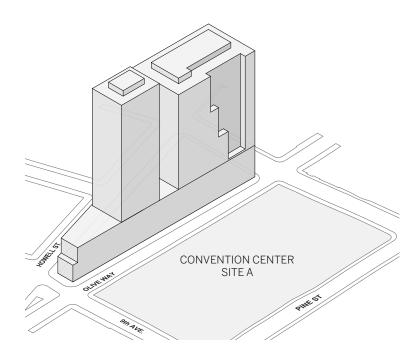
Potential commercial office use

NOTE Preliminary stacking diagram for reference, depending on option

CO-DEVELOPMENT PROGRAM ---OFFICE RESIDENTIAL ----. **TOWER** LOBBY & AMENITY -LOBBY & **AMENITY** RESIDENTIAL PODIUM STREET LEVEL USES & LOBBY & TRUCK ENTRANCE FOR CONVENTION CENTER STREET LEVEL USES & LOBBY

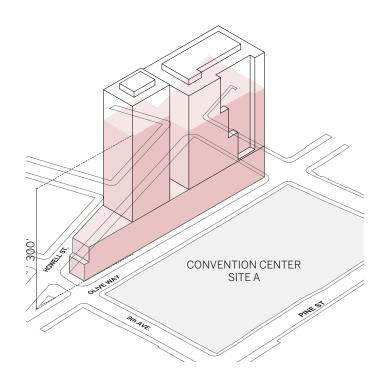
3 ARCHITECTURAL CONCEPT OPTIONS CO-DEVELOPMENT ZONING ENVELOPE

CONCEPT DIAGRAMS



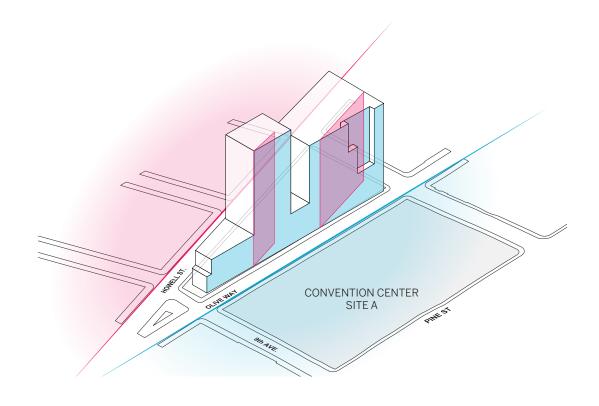
ZONING ENVELOPE FOR SITE B / C

The Zoning Envelope for Site B/C assumes the full vacation of Terry Avenue and the remaining alleys on both blocks. The mass illustrates the maximum residential height of 400ft and commercial height of 340ft, setback to accommodate the minimum required sidewalk widths, green street setbacks, minimum facade heights, and upper level development standards.



PROGRAM MASSING HEIGHT

The proposed residential and commercial program does not maximize the full height and mass allowable by code.

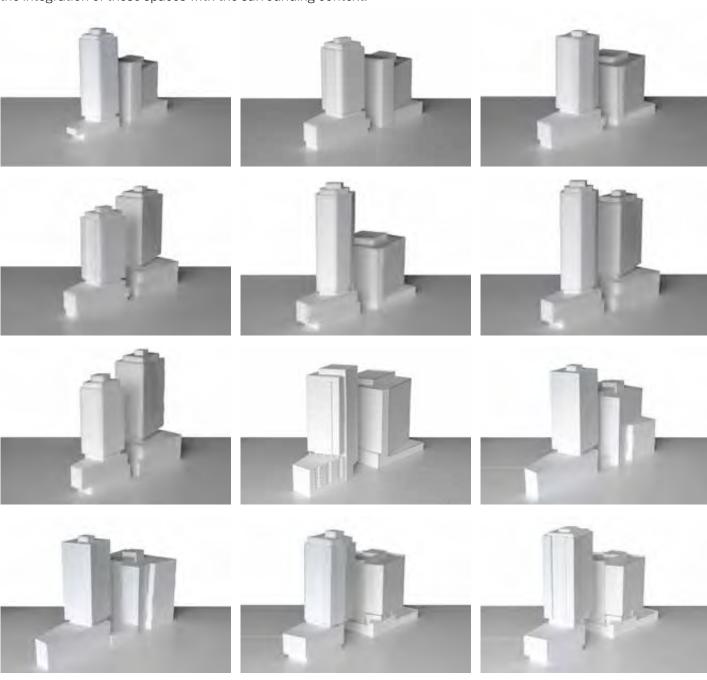


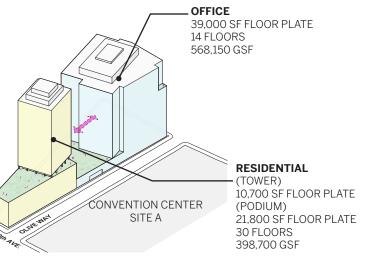
URBAN FORM

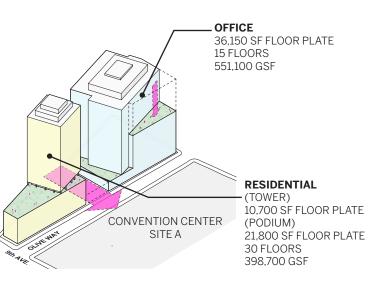
The overall approach to the massing of the residential and commercial program is a composition which engages the podium and towers in relation to the adjacent Denny Triangle neighborhood, the convention center, and the adjacent streets and public spaces. The allowable mass is cut, split, and shifted to respond to the change in orientation in the downtown grid at Howell and Olive Streets.

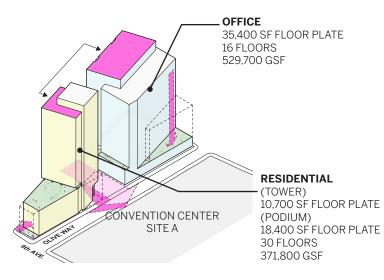
CONCEPT DIAGRAMS

Preliminary design studies were developed to examine possible strategies which integrate functional effectiveness, urban forms, contextual relationships, active building edges, and public spaces. Each of the edges where the project engages the adjacent streets and building forms involves unique characteristics suggesting different design strategies. Following are examples of models of those studies. Each is built around a response to the urban form and shifting city grids, the shaping of outside spaces, and the integration of these spaces with the surrounding context.









OPTION 1 INTERNALIZED LOADING

The first option internalizes the loading function required by the program within the building mass. One continuous podium is connected at the ground plane, defining the street edge. The podium height is lowered at the termination of Terry Avenue to maintain visual connection, light and air through the separation of volumes typical of the existing fabric. The commercial massing maximizes the available footprint for a shorter, wider tower. The resultant massing is read as a set of distinct tower forms that sit on top of a shared podium.

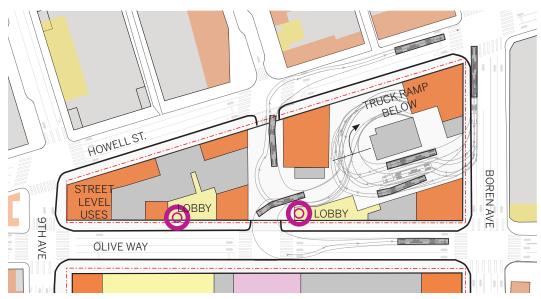
OPTION 2 PAIRED VOLUMES

The second option splits the podium into two distinct towers and podiums. The residential podium is the higher of the two at 85ft, while the commercial podium is lower at 28ft. The mass is further split to respond to the shift of the city grid within the upper level tower forms. The commercial building is narrower and taller to create a more slender appearance. The resultant massing is a pair of distinguishable volumes that reflect the grid shift within the towers distinctly from their podiums.

OPTION 3 - PREFERRED URBAN COLLAGE

The third and preferred option internalizes and expresses the urban grid shift distinctly through a collection of interlocking vertical and horizontal forms. The commercial tower is further slenderized through the use of additional carving and elongation. The residential podium pulls back to create more open space along 9th Avenue. The language of interlocking volumes unifies the residential and commercial program to create a cohesive gateway shifted to orient the public to the primary entry of the convention center. The resultant massing integrates both towers and podiums into one collective gesture.

OPTION 1 – INTERNALIZED LOADING



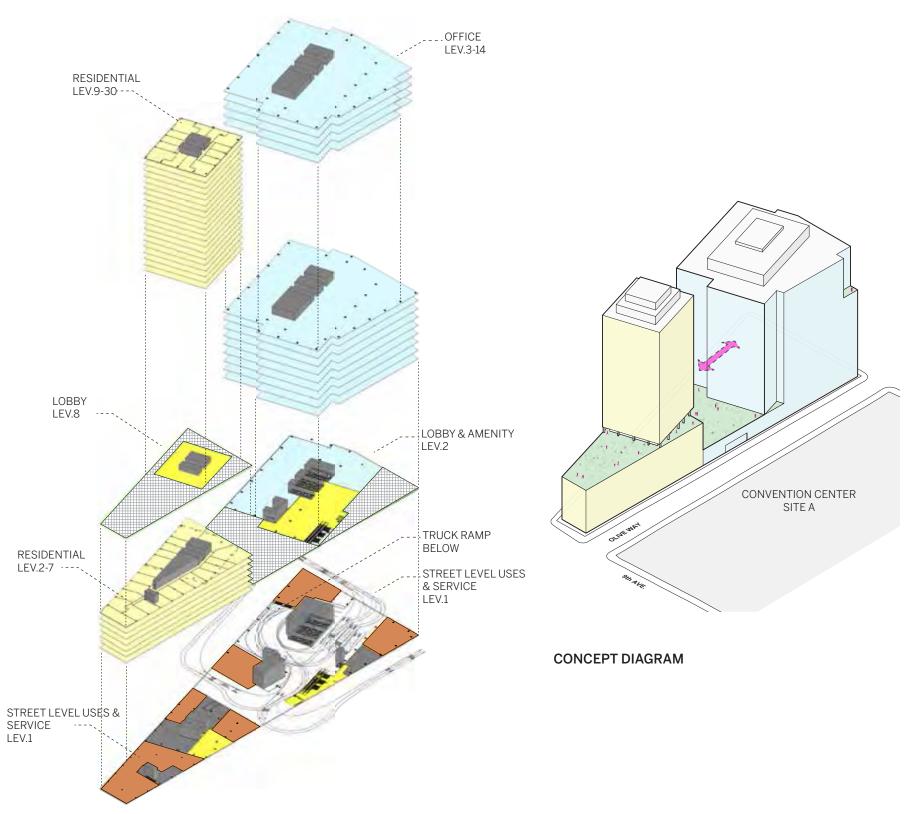
Option 1 utilizes the vacation of Terry Street to focus on defining the street edge with a continuous podium at the ground level and internalizing the truck egress. In this proposal the footprint is maximized for both the residential and office buildings. The residential tower sits on a 85 ft tall podium and is adjacent to a 28 ft tall office podium which serves as a shared outdoor space above the vacated street. The office tower is designed to achieve a minimum floor plate of 35,000 square feet. The maximum footprint for the office building creates a lower and more robust tower massing.

PROS

- Internalizes the truck loading
- Shared and protected outdoor space at second level

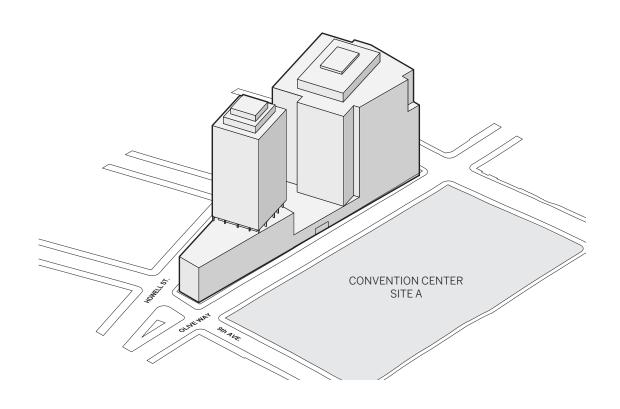
CONS

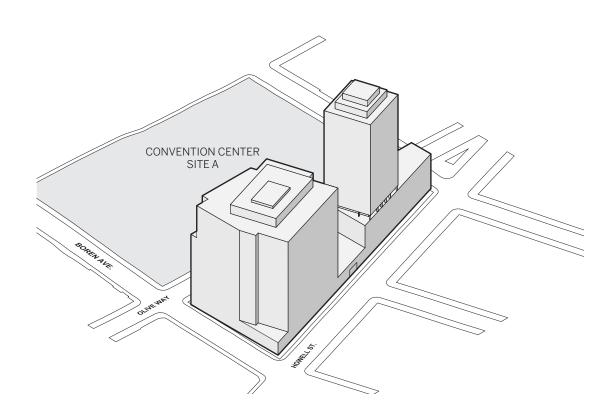
- Large floor plates in office create a short and wide massing
- Public space at vacated Terry St. no longer accessible at grade.
- Less relationship between the residential and office towers

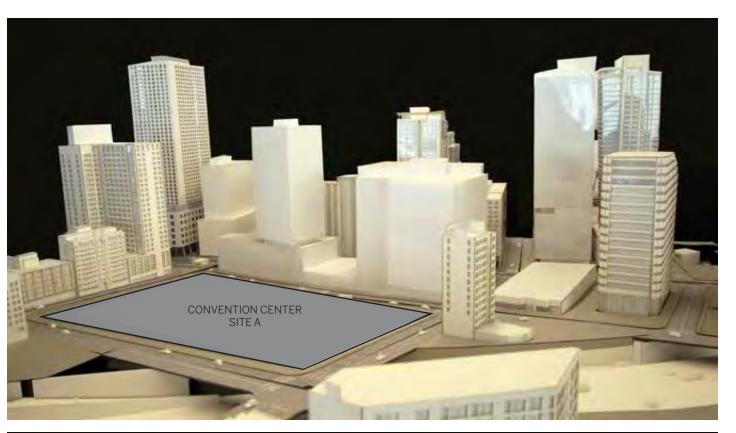


PROGRAM STACKING DIAGRAM OPTION 1

OPTION 1 – INTERNALIZED LOADING MASSING

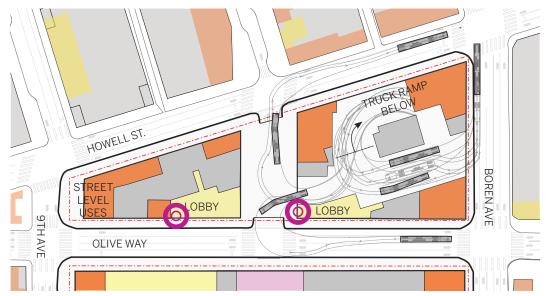








OPTION 2 – PAIRED VOLUMES



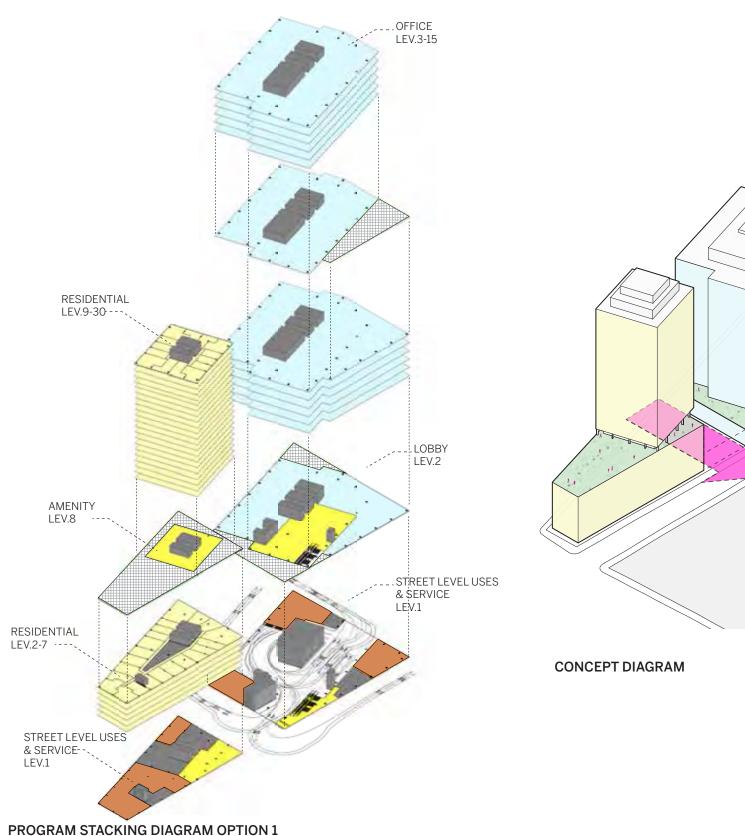
Option 2 divides the site into two distinct towers and podiums by creating an opening at the ground level and providing a visual connection to the convention center. The residential tower sits on top of an 85 feet tall podium that continues to define the street edge at the ground plane similar to Option 1. The office tower sits on top of a 28 feet tall podium and begins to address the shifting grid by carving away the massing to respond to the surrounding context.

PROS

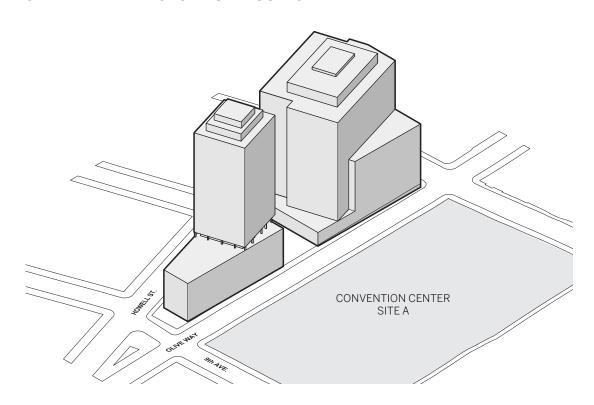
- Divides site into two distinct towers
- Massing begins to address the surrounding context and street grid
- · Office and Residential lobbies visually connected
- Greater setback along 9th Avenue

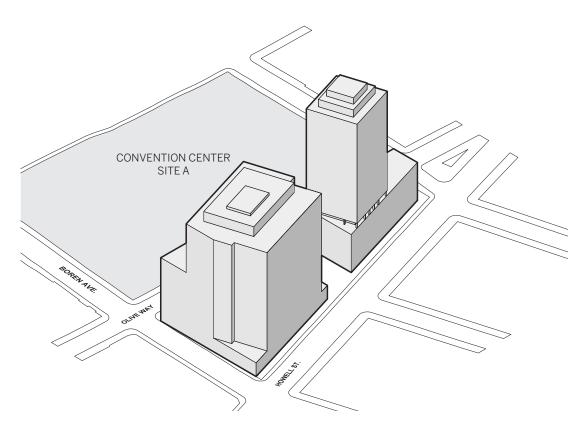
CONS

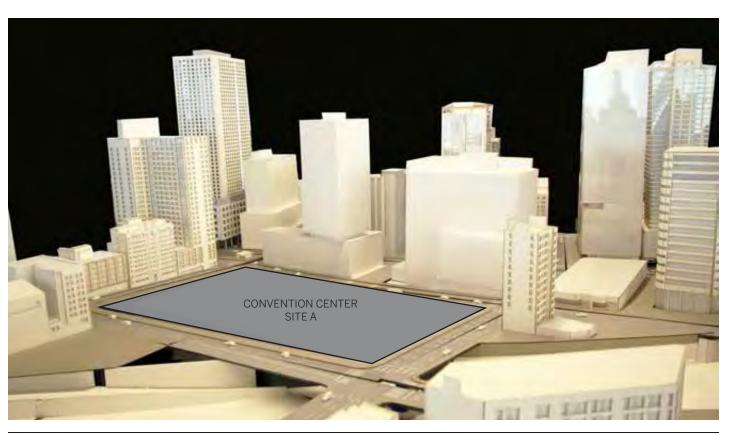
- Residential tower and podium volumes have a limited relationship to the office tower
- Slightly smaller floor plates allow addition of one floor in the office tower but massing is still heavy
- · Office tower has smaller segregated outdoor amenity spaces



OPTION 2 – PAIRED VOLUMES MASSING

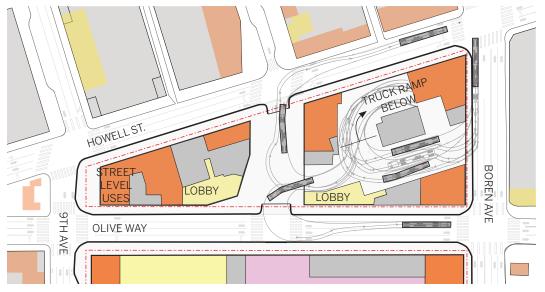








OPTION 3 – URBAN COLLAGE – PREFERRED



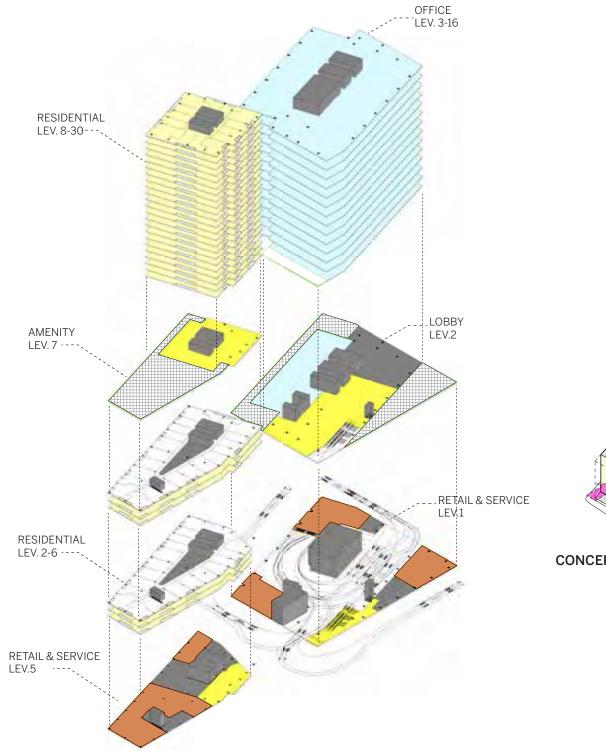
Option 3 (the preferred option) maximizes the amount of street level use spaces at the perimeter of the building, shifting the massing to respond to specific contextual relationships, and maximize the use of exterior spaces. The commercial and residential towers share a streamlined vertical expression to show unity between the two buildings located in a textured and eclectic context. The open space at the ground plane directs Terry Street towards the west to meet the shifted grid and open up towards the primary entrance of the convention center.

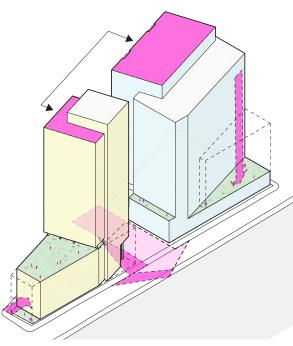
PROS

- Office and residential towers respond to the surrounding context and street grid
- Language of interlocking volumes connects the office and residential towers into one collective gesture
- · Slicing the office massing along Olive Way creates the most slender tower option
- Carving away the residential podium opens up the public circulation space towards the convention center entrance
- Residential podium setback at 9th Ave to create a larger open public space and better visual connection to the convention center

CONS

- Less Residential podium footprint due to increased setbacks
- Office tower has less contiguous outdoor amenity spaces

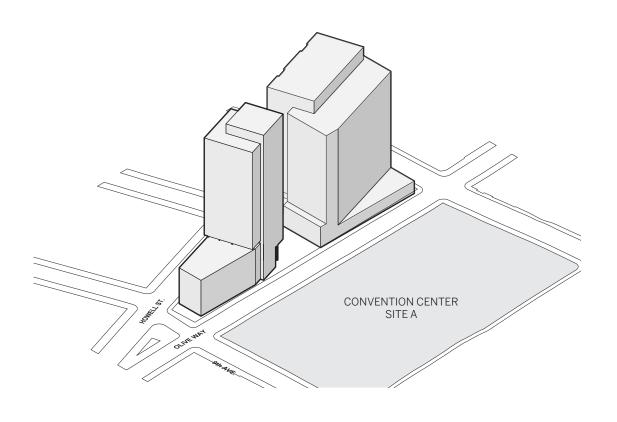


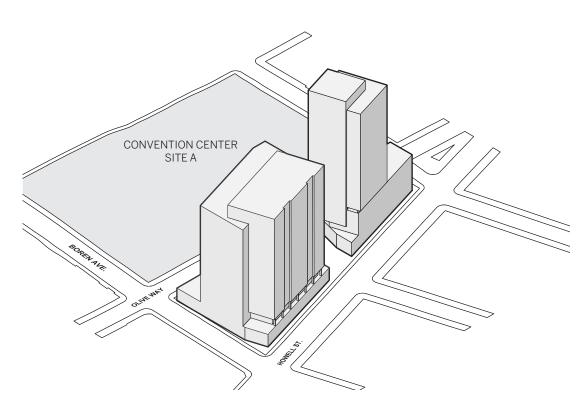


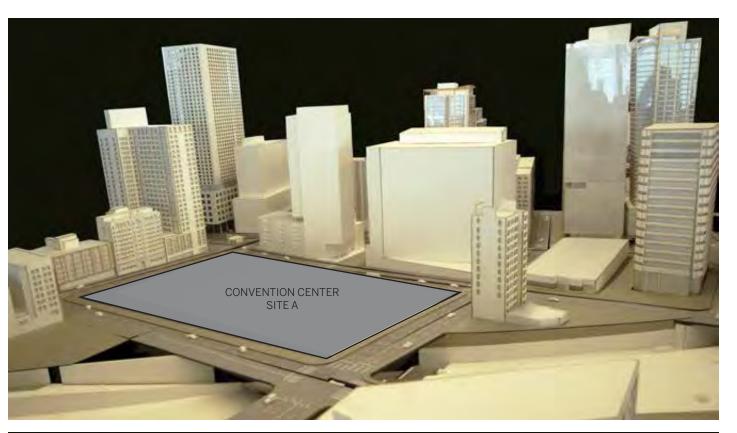
CONCEPT DIAGRAM

PROGRAM STACKING DIAGRAM OPTION 3

OPTION 3 – URBAN COLLAGE MASSING

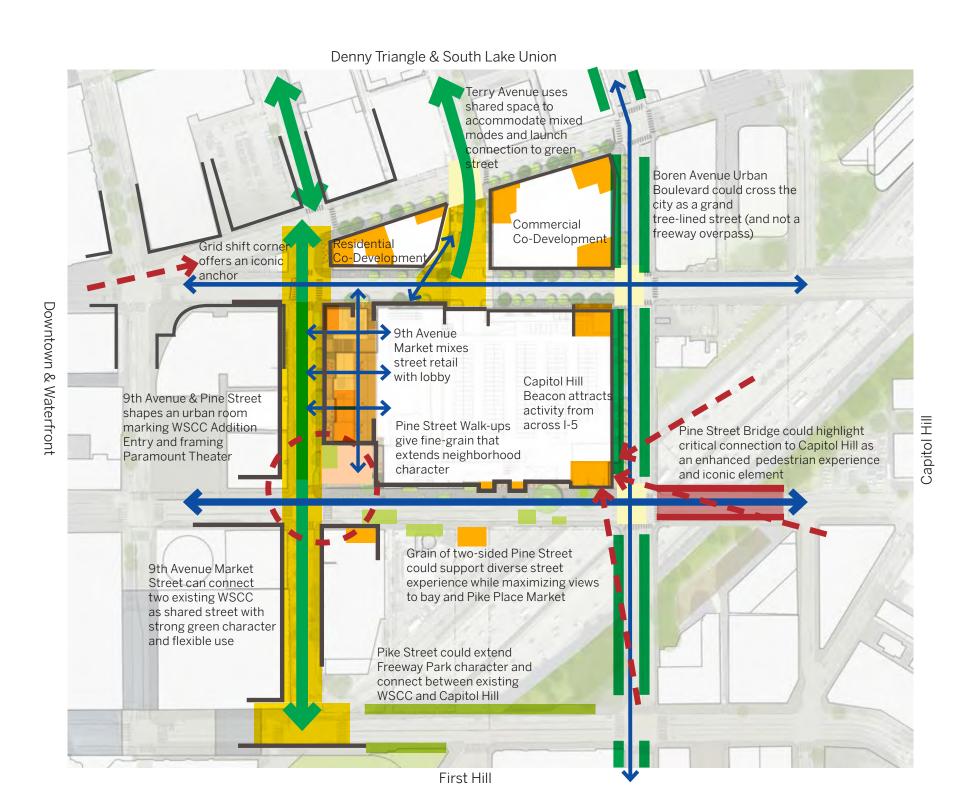








CONTEXTUALLY RESPONSIVE PLACES



INTRODUCTION

This proposal is fundamentally conceived as a highly layered multi-faceted development, defined by the specific and subtle character of its diverse context. Building form, urban street-scape, and vibrant local destinations give the convention center program a distinct sense of place. A destination of continual change, discovery, and reinvention, the convention center is at home in Seattle, forming a synergistic relationship with the city. The project considers both the permitted and possible future context of this site, conceptualizing the larger urban framework for which the project plays an integral role. This diagram imagines the future connectivity the project may inspire.

ARCHITECTURE AND URBAN FORM

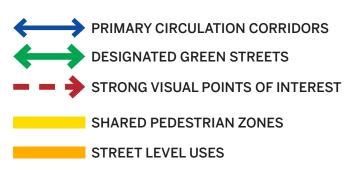
The preferred scheme most effectively uses the geometry of the urban context including adjacent buildings and city grids - to define its massing through specific gestures to the city. The project's distinct edges defined by the Denny Triangle, 9th Avenue, Pine Street, and Boren Avenue each play a significant role in contributing to the holistic experience and identity of the project.

PUBLIC REALM

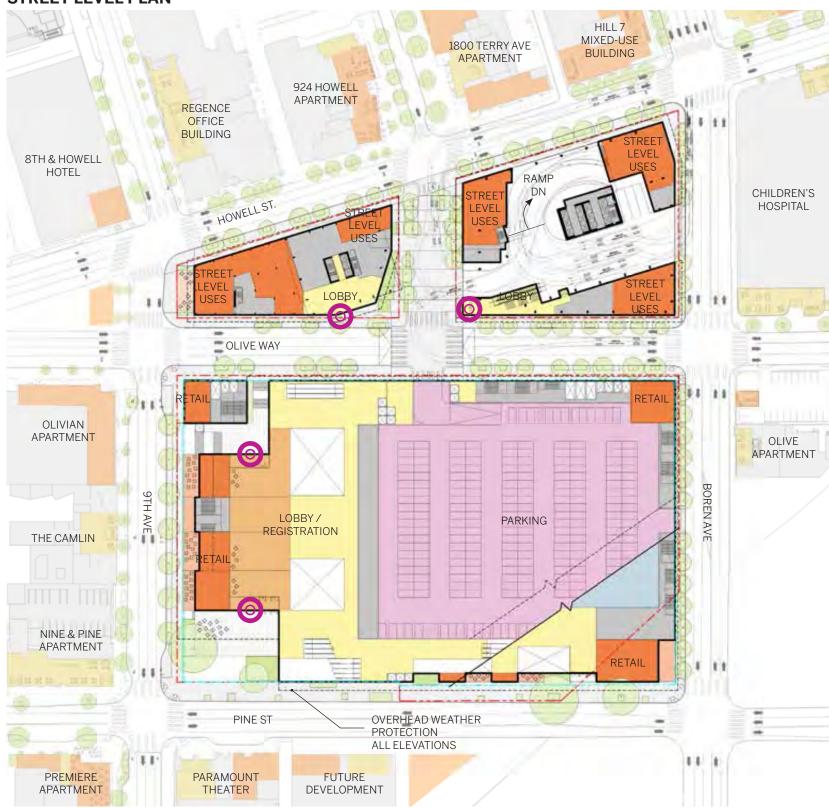
Critical to the success of this urban convention center is the ability to balance the scale and extents of the building program with the grain and texture of the surrounding city. As a multi-block project, the streets and buildings relate to the grain and texture of their surrounding neighborhoods. This grain and variation activates the public realm and extends up through the building, offering a rich and full experience of the environment and surroundings. Primary edges on all sides of the buildings improve the quality of street and welcome visitors and neighbors from surrounding communities.

MIXED USED PROGRAM

This project is on the forefront of typical convention center development, integrating a diverse mixed used program at a significant scale. The range of appropriately scaled and textured public spaces, interesting local retail destinations, paired with the Residential and Commercial co-development towers thoughtfully link the mixed use program with the geometry, structure, and services of the convention center facility.



STREET LEVEL PLAN



INDICATES MAIN ENTRANCE

NOTE The context relationships are described in 4 distinct edges. Each engages the unique conditions of the urban form, program relationships, and the public realm.

DENNY TRIANGLE NFIGHBORHOOD INTEGRATION

PG.40

The areas of the project from Olive Way northward play an important role in integrating the convention center program into the rapidly developing Denny Triangle Neighborhood. The co-development building forms, program and ground floor spaces create a familiar texture that establishes a continuity to the adjacent working neighborhoods. Street-scape design reinforces the neighborhood continuity, while highlighting the connection to the convention center primary entry.

9TH AVENUE MIXING ZONE

PG.56

The west edge of the project along 9th Avenue represents the most public and primary pedestrian link to the existing WSCC facility and nearby hotels. The layering of program circulation and landscape spaces within this zone encourage interaction between the general public and convention center activity, establishing a porous dynamic space that is bound by both the city and the proposed convention center as well as integrated retail and pedestrian spaces along the street-scape.

PINE STREET GALLERY

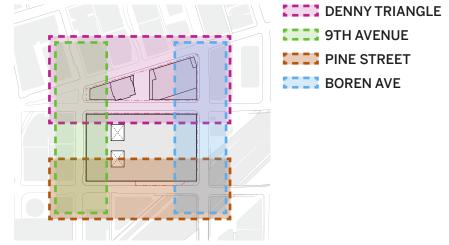
PG.70

The link between the vibrant neighborhood of Capitol Hill and the bustle of Downtown is best captured along Pine Street. In this zone the texture and activity of these distinct neighborhoods mix to form a syncopated rhythm of retail, lobby, terraces, structure and landscape. Changes in grade along Pine Street provide views into the layers of event activity within the convention center.

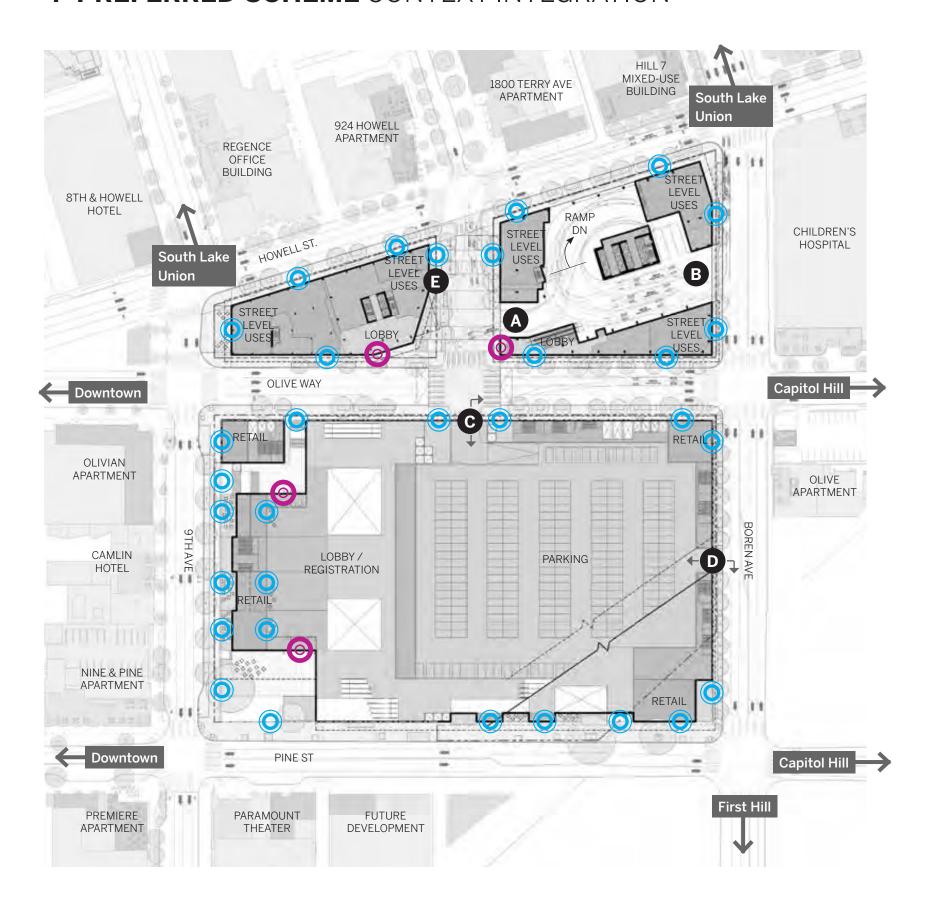
BOREN AVE BEACON

PG.84

Boren Avenue reveals the exposure created by I-5 while providing a link reaching far into the city. The massing along Boren will be visible from Capitol Hill to the east and along I-5 to the north and south - a highly visible, large scale exposure for the project.



NOTE See detailed plans + section starting on pg 91



SITE CONNECTIVITY

The following are preferred locations of pedestrian, passenger vehicle, and truck circulation on and through the site. Vehicle access points and curb cuts are being evaluated to be approved through a separate Type 1 MUP process by the Director of the Department of Planning and Development.

ABE LOADING ACCESS

Truck access for the WSCC Addition is proposed to arrive at "B" via Boren Avenue from the north, exiting 1-5 at Mercer Street. The flow through the block is one way from east to west - ingressing off of Boren Avenue and egressing at "A" primarily onto Olive Way and Howell Street. Trucks will have a queuing area for (3) trucks within the facility that allow them to wait off of city streets before being directed to the loading docks below grade. Residential co-development loading is provided at access "E" and Commercial co-development loading access is shared with "A" and "B".

PARKING ACCESS

Passenger car access, vans, and hand carried freight are proposed to have access to the WSCC Addition facility at locations "C" & "D". The intersection of Terry Avenue at Olive Way, provides a familiar break at the street grid and provides an opportunity to control safe garage access through a signalized intersection. Boren Avenue is an additional access point that connects to the facility at a higher elevation, providing right turn only ingress and egress.

PRIMARY ENTRY

Primary lobbies for the WSCC Addition facility are envisioned along 9th Avenue taking advantage of its proximity to downtown amenities, connection to the existing WSCC facility, and comparatively shallower grades.

ADDITIONAL ENTRIES Additional entries along the perimeter of the facility will support employee access, pedestrian parking access, and various retail opportunities.

CONTINUITY OF STREETS

Streets are the primary public space of the city and one of the greatest opportunities for the WSCC Addition to positively impact its surroundings. These streets can showcase the best the city has to offer in terms of its pedestrian experience, adding to rather than disrupting the larger quality of Downtown Seattle streets. To most effectively reinforce the city fabric, the scale and rhythm of surrounding blocks should be maintained throughout the site and restored where currently lost.

- Use streets as the primary public space to connect surrounding neighborhoods. The WSCC Addition will not feel like leaving the greater city.
- Use sidewalks and public spaces to support the diversity of WSCC programming, properly negotiating the needs of large events and the daily experience of resident and visitor movement through and around the project.

- Prioritize pedestrian ease and comfort over vehicular traffic at intersections, vehicle entries, and sidewalks showcasing the most progressive thinking about streets to all who visit Seattle
- Extend the dimensions and alignment of the adjacent blocks into and through the site to establish continuity with the urban context.
- Add additional width in areas to support specific program functionality and integrate activity of the building with adjacent streets and sidewalks.
- Enhance unique areas with wider dimensions than required by code, functional or programmatic needs to create zones specifically for public use.



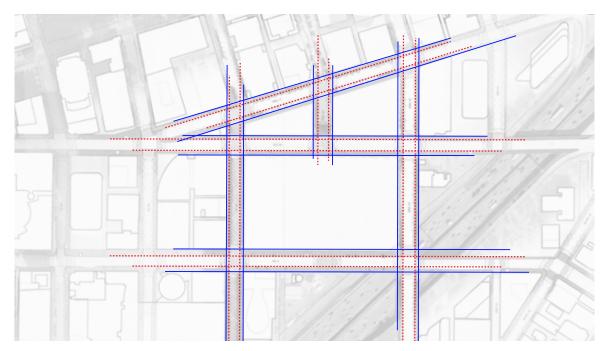
To achieve the goal of a truly urban convention center, street character should prioritize the continuity of the surrounding city streets and orient visitors by building on Seattle's unique topography.



designed to meet WSCC needs without sacrificing the character and feeling of daily Downtown Seattle.

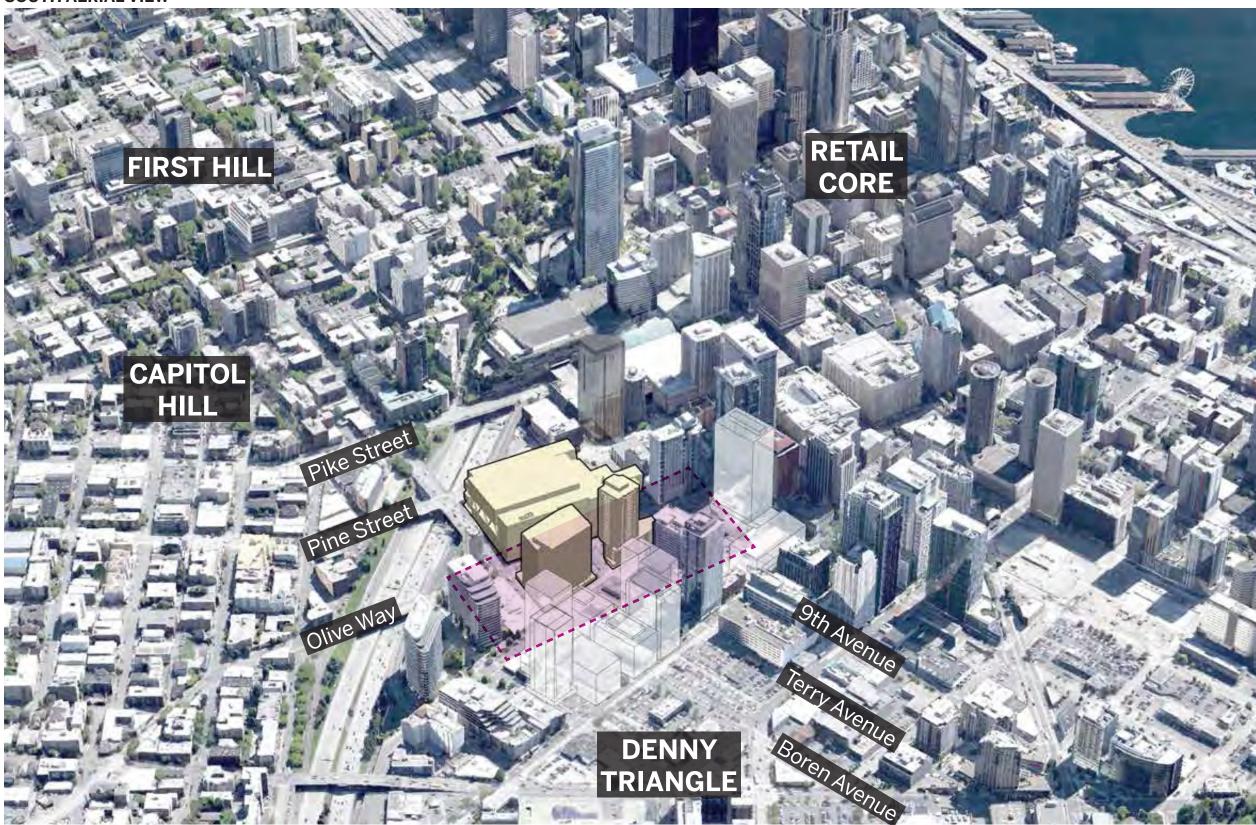


Active sidewalks are crucial for vibrant city life. Sidewalks within this project are Over-scaled sidewalks designed for infrequent, maximum capacity disrupt the grain and character of the city

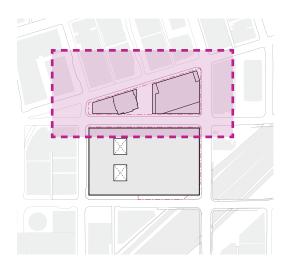


To maximize the continuity of the pedestrian experience, building faces and curb lines should extend in alignment from block to block. This emphasizes the volume of the street as a greater idea than any individual block and allows pedestrians to move in an uninterrupted path.

SOUTH AERIAL VIEW



New Development within 9-block study area is shown in white.



DENNY TRIANGLE NEIGHBORHOOD INTEGRATION

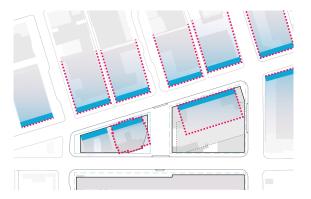
The vision for the area of the north end of the site is to establish a transition from the convention center program through to the Denny Triangle neighborhood beyond, grounding the project to its context.

The area vacated by Terry Avenue is envisioned as a "shared street" minimizing the impact of the truck infrastructure, shifting the emphasis away from service to a more pedestrian-oriented space.

Integration with proposed retail spaces at the intersection of Howell Avenue and Terry Avenue are important opportunities to provide diverse activities within the multi-block project and to relate to new developments across Howell Street. Proposals for Howell Street emphasize continuity with the larger street network and neighborhood connections.

Olive Way is a seam connecting the WSCC Addition and co-development sites to the rapidly growing Denny Triangle neighborhood to the north. The intersection of Olive Way and Boren Avenue will be framed on both sides of the street with new construction as a gateway between Capitol Hill and Downtown. A proposed "makerspace "in the WSCC Addition will anchor this intersection.

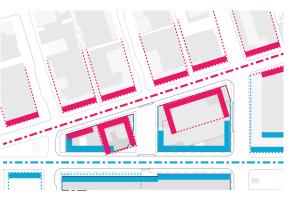




Frame Howell Street with parallel building edges

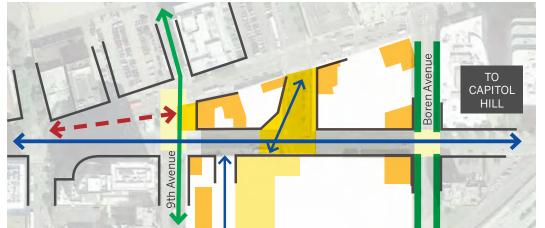


Transition scale of building forms from Denny Triangle neighborhood to Convention Center



Articulate shift in street grids

OLIVE WAY



Olive Way Concept Diagram



Olive Way Project Boundary Plan



Olive Way Existing Condition

HOWELL STREET



Howell Street Concept Diagram



Howell Street Project Boundary Plan

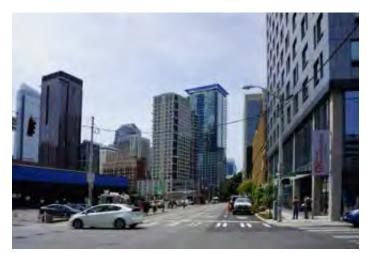


Denny Triangle Neighborhood Street Character

CONCEPT

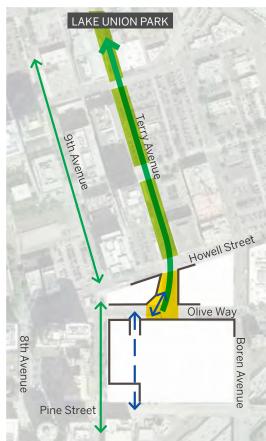
The proposed concept for Olive Way and Howell Street to reinforced the pattern of the city fabric, providing an interesting pedestrian thoroughfare, while also recognizing their necessary role as a vehicular connection to I-5 and Capitol Hill. Both Olive Way and Howell Street are the primary routes of truck egress from the convention center loading dock. Regular streetscape rhythm and planting areas serve to reinforce connections to the surrounding neighborhood and provide the pedestrians comfort from the busy street.

Terry Avenue forms a Green Street couplet with 9th Avenue, terminating into the center of the project site. The preferred scheme proposes maintaining the openness of the block, highlighting the connection across Olive Way with pedestrian friendly street-scape and intersection design. The Terry Avenue component of the Green Street couplet is redirected by the building massing and facade to connect with 9th Avenue along Olive Way, aligning with major building entries and the 9th Avenue Mixing Zone.



Howell Street Existing Condition

TERRY AVENUE



Terry Avenue Concept Diagram



Terry Avenue Urban Vision



Terry Avenue Existing Condition



Street Character Example







PROPOSED DESIGN

- Curb-less street to minimize impacts of truck loading and prioritize pedestrians
- High-quality paving treatment for full width of street between Howell Street and Olive Way to prioritize pedestrian experience and "sharedstreet" character
- · Expanded planting areas where possible to minimize impacts of truck loading and connect to Green Street character north of Howell Street
- Fixed and flexible seating to enhance pedestrian environment and support adjacent building activities
- Potential integration of bike share program

- · Prioritize two-sided street character that builds on city standards and promotes integration with Denny Triangle Neighborhood
- Maintain continuity and alignment of sidewalks from block to block
- Sidewalk material to build on city standards to emphasize continuity with the larger city
- Two-sided street treatment with aligned sidewalks
- Mixed street-scape planting
- · Careful integration of proposed garage entry/exit to minimize impacts

RETAIL EXPERIENCE

The proposed retail strategy for this zone is to focus on creating an activate edge between neighborhoods that provides continuity and transition between the convention center program and the Denny Triangle neighborhood, encouraging travel northward to South Lake Union beyond.

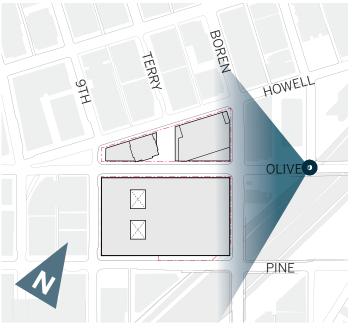
Examples

Cone & Steiner, Seattle Assembly Hall at Via 6, Seattle MadArt at 325 Westlake, Seattle 400 Fairview, Seattle Parklets. Various Locations

OLIVE WAY FACING WEST



- 12 The Olivian: Apartment building
- 19 The Premiere: Mixed Use Retail / Residential
- 21 Olive 8: 39 story Mixed-Use Condominium Residential / Hotel

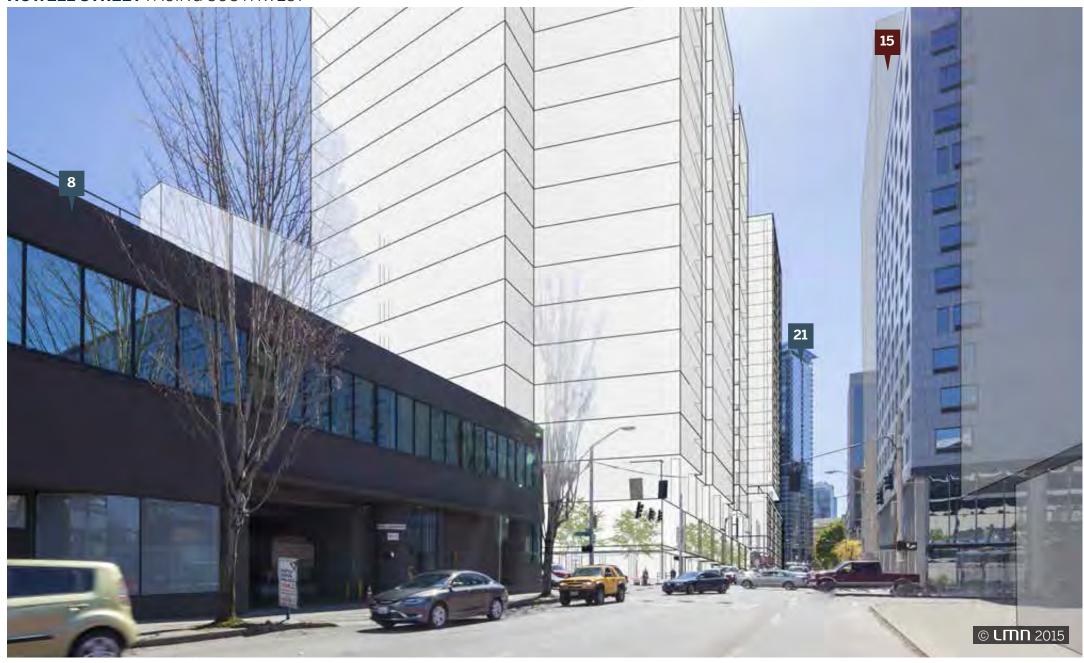


OPPORTUNITIES

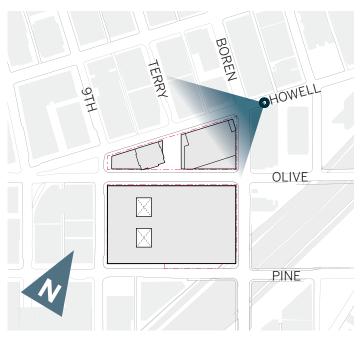
- Contribute to the evolving character and increasing density of the transitioning neighborhood.
- Promote Olive Way as a desirable pedestrian connection across I-5 connecting Capitol Hill to Downtown.
- Create a prominent corner at the edge of I-5.



HOWELL STREET FACING SOUTHWEST



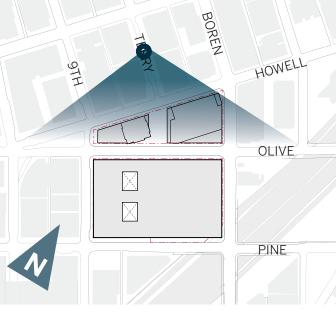
- 8 Seattle Children's Cancer Research
- 15 Hill 7: Office and Hotel
- 21 Olive 8: 39 story Mixed-Use Condominium Residential / Hotel



- Participate in the dynamism of a rapidly evolving neighborhood.
- Plan for future co-development that provides the desired height and density for the neighborhood.
- Promote Howell Street as an attractive pedestrian connection.



TERRY AVENUE FACING SOUTH 7



OPPORTUNITIES

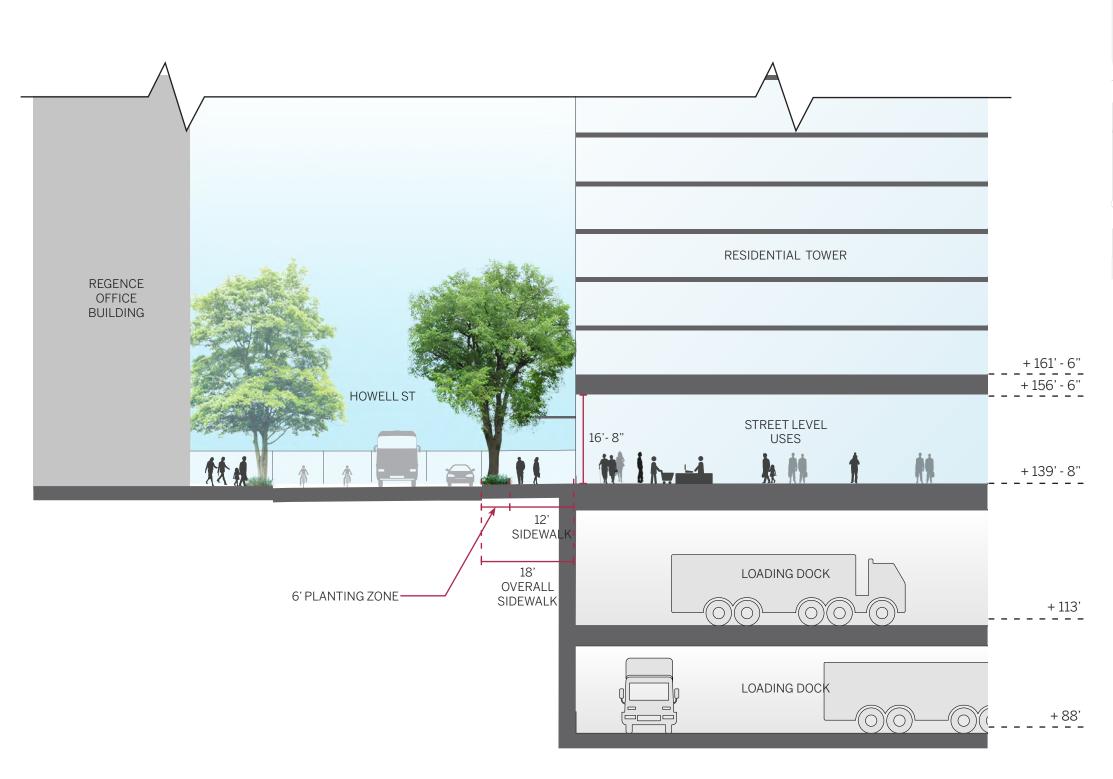
- Create a logical terminus to Terry Avenue Green Street and a gateway to the proposed project.
- Fill in the hole in the urban fabric and contribute to the density of this rapidly evolving neighborhood.

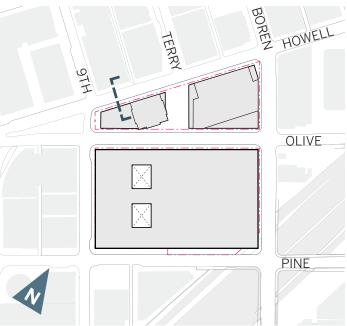


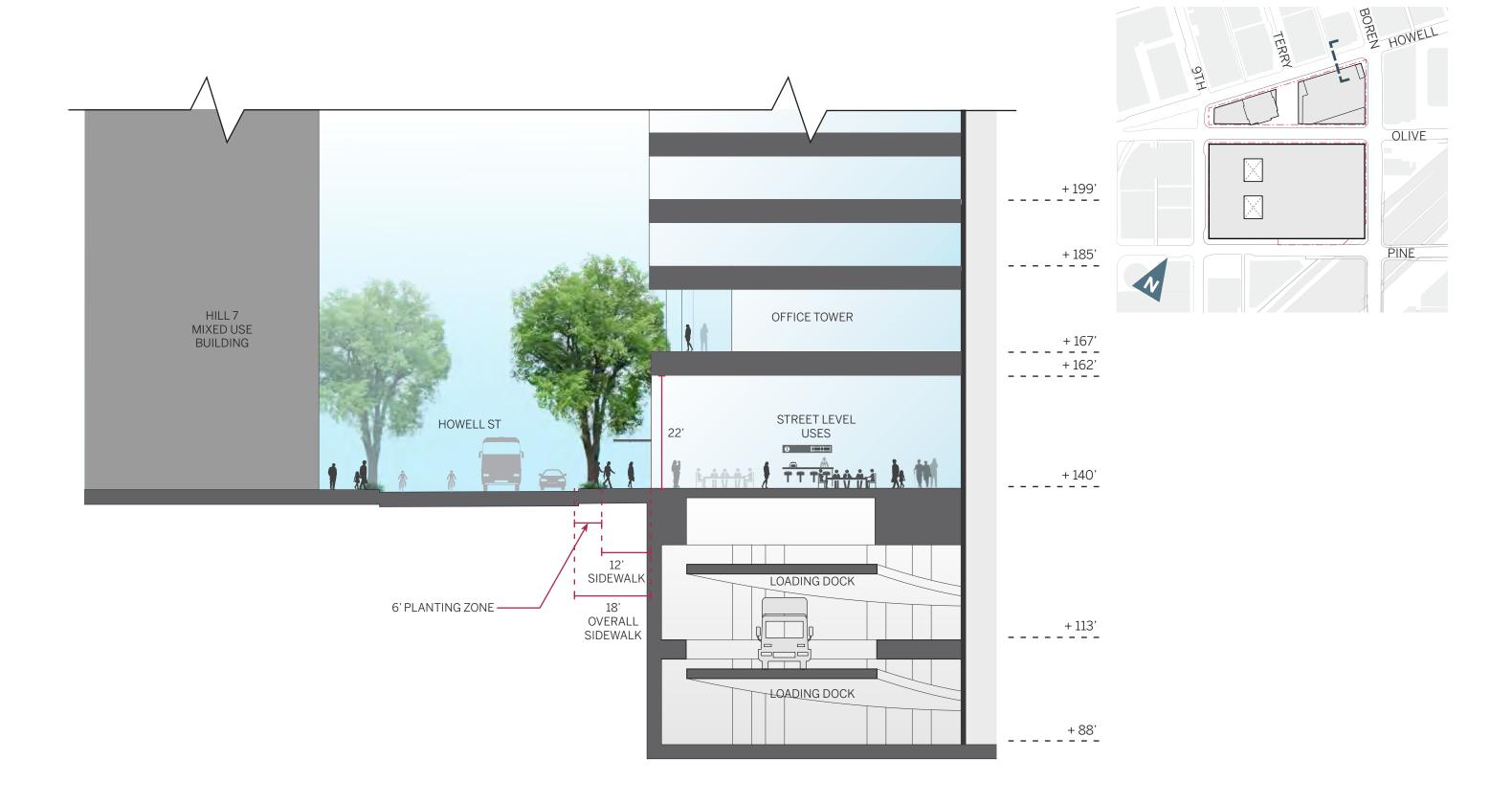
- 7 1800 Terry proposed building
- 12 The Olivian Apartment High-rise

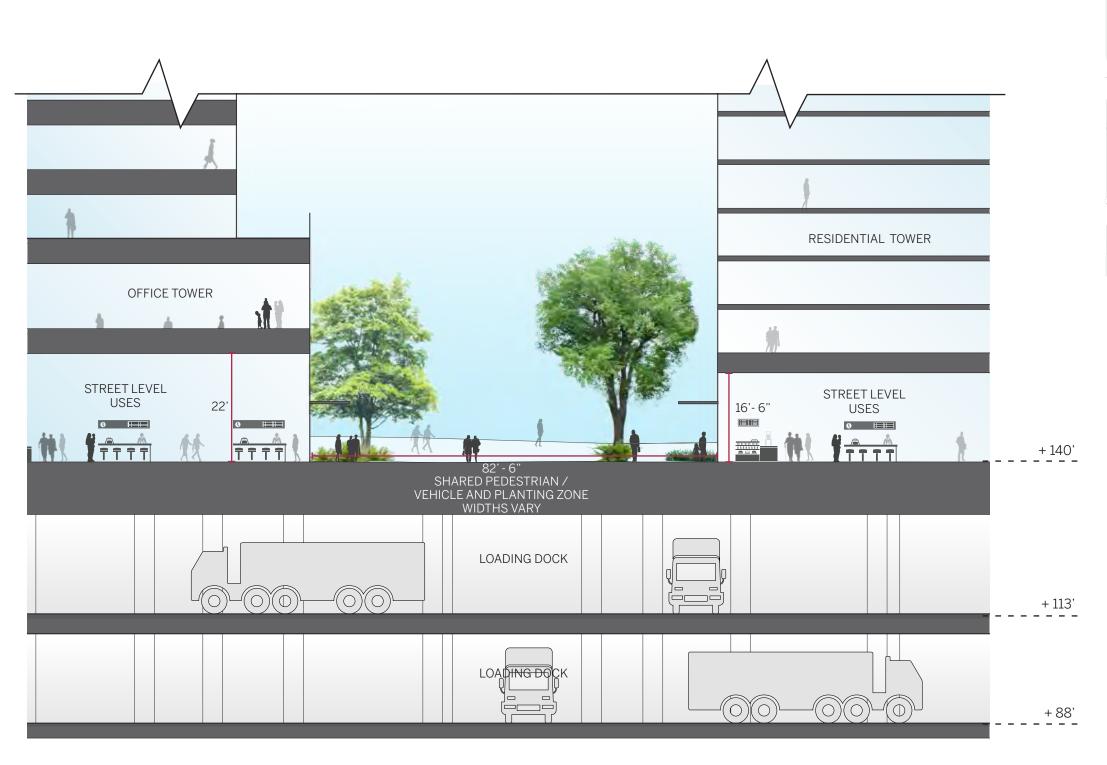
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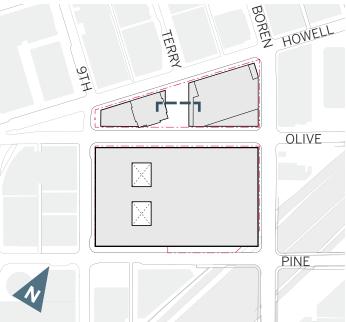


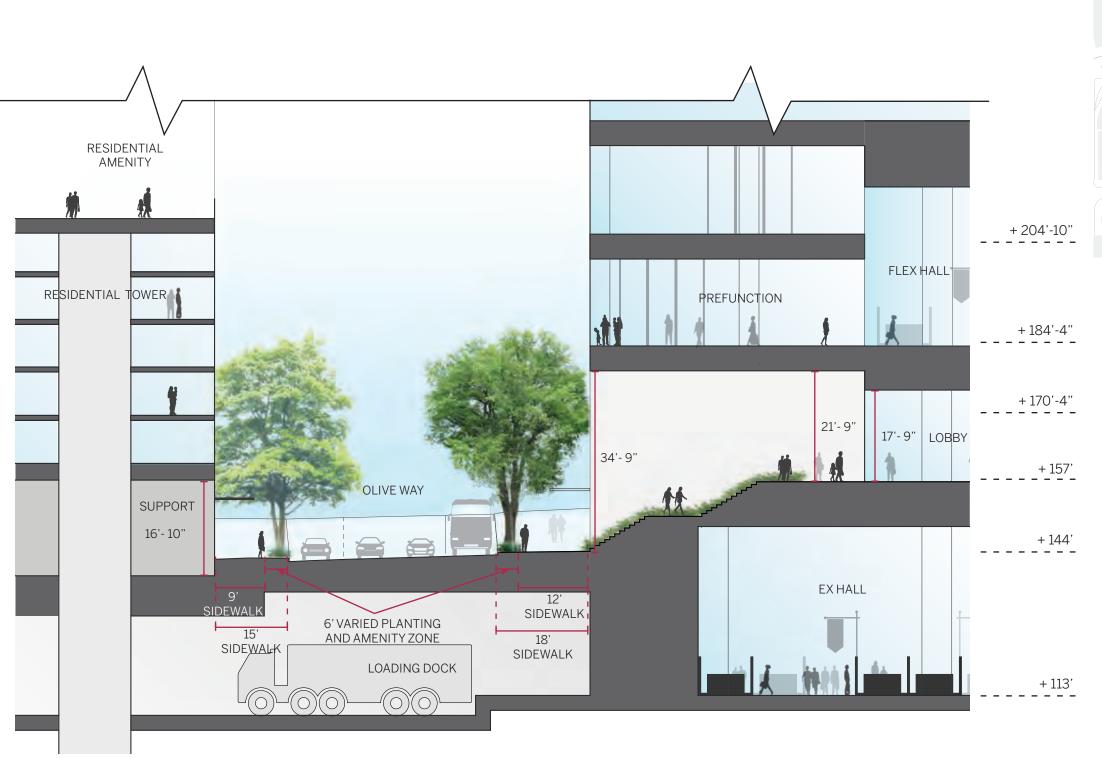


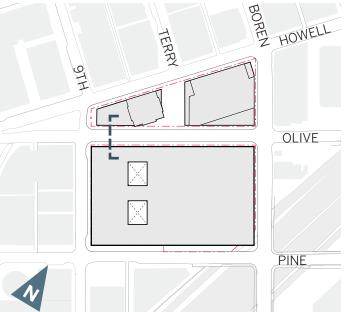


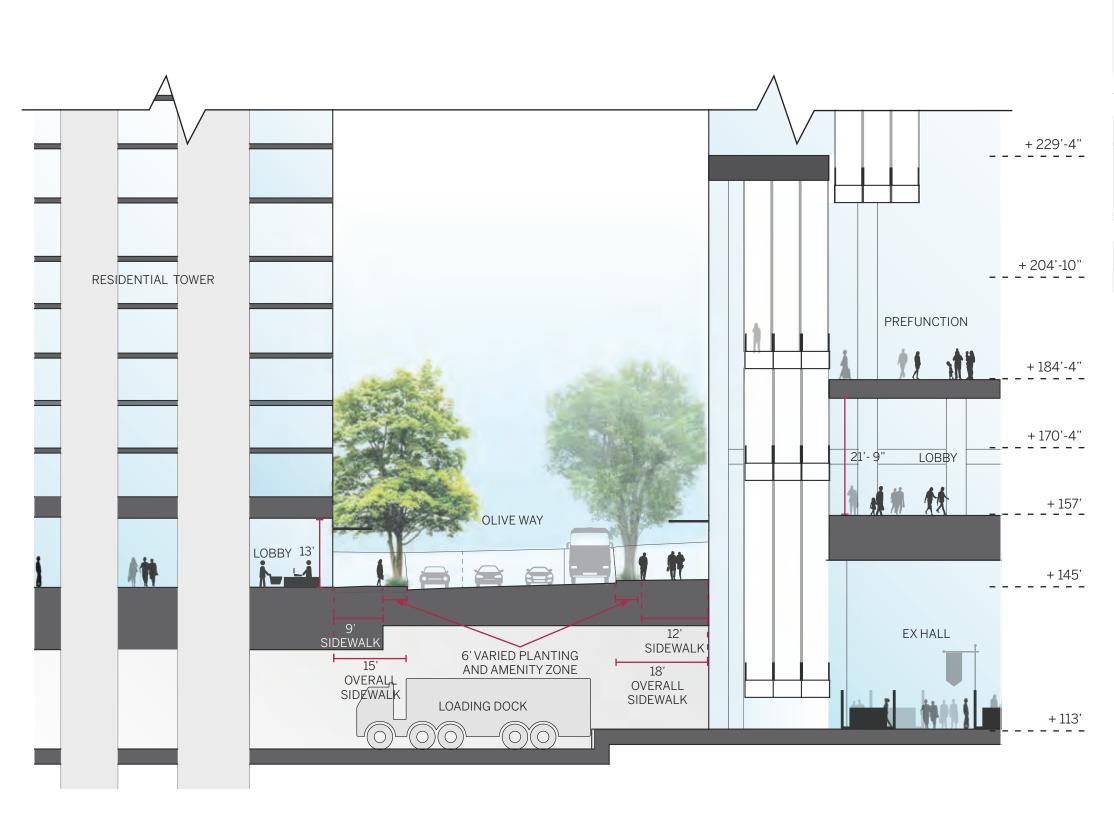


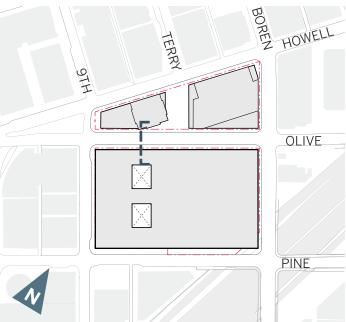


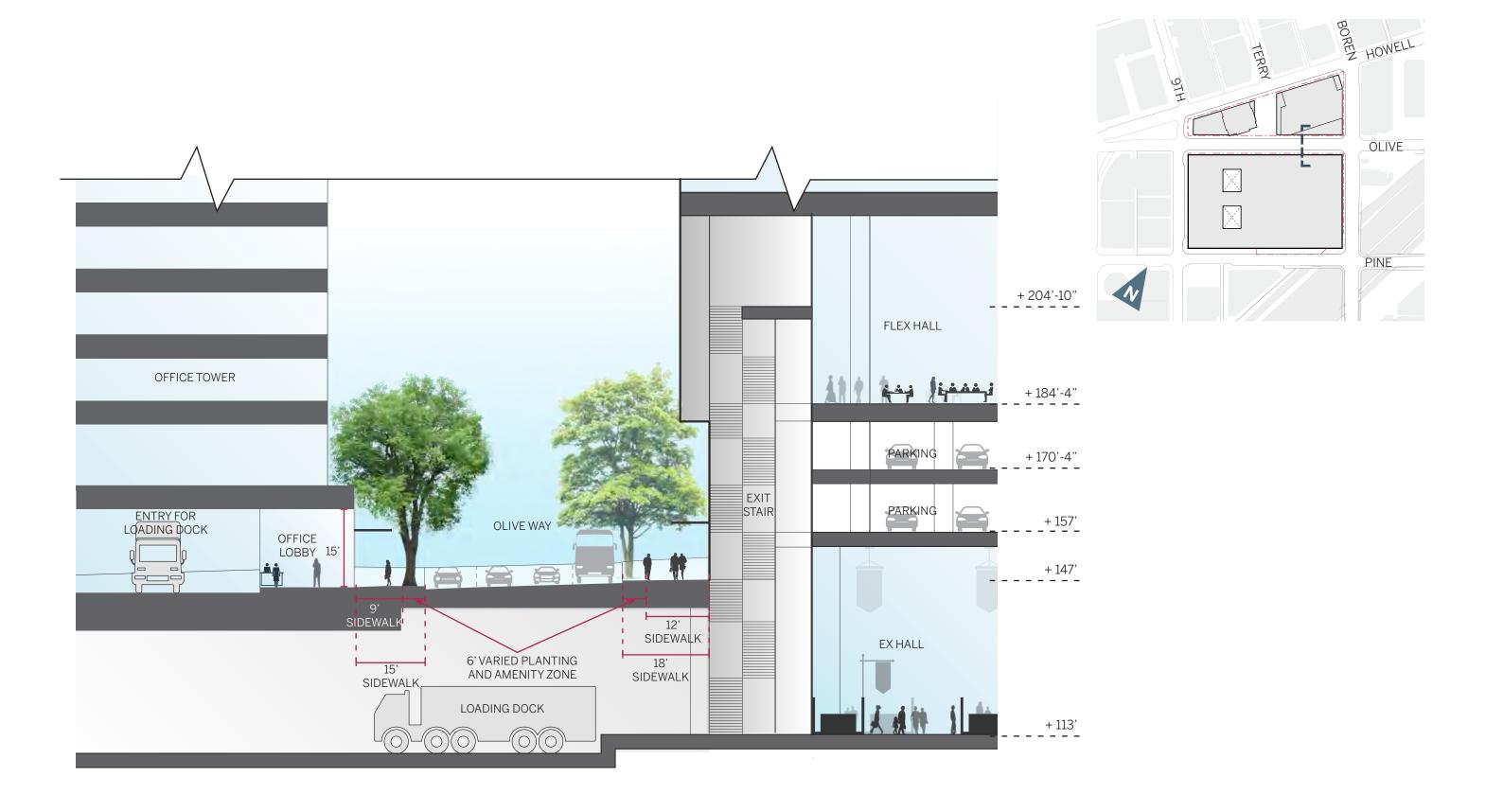


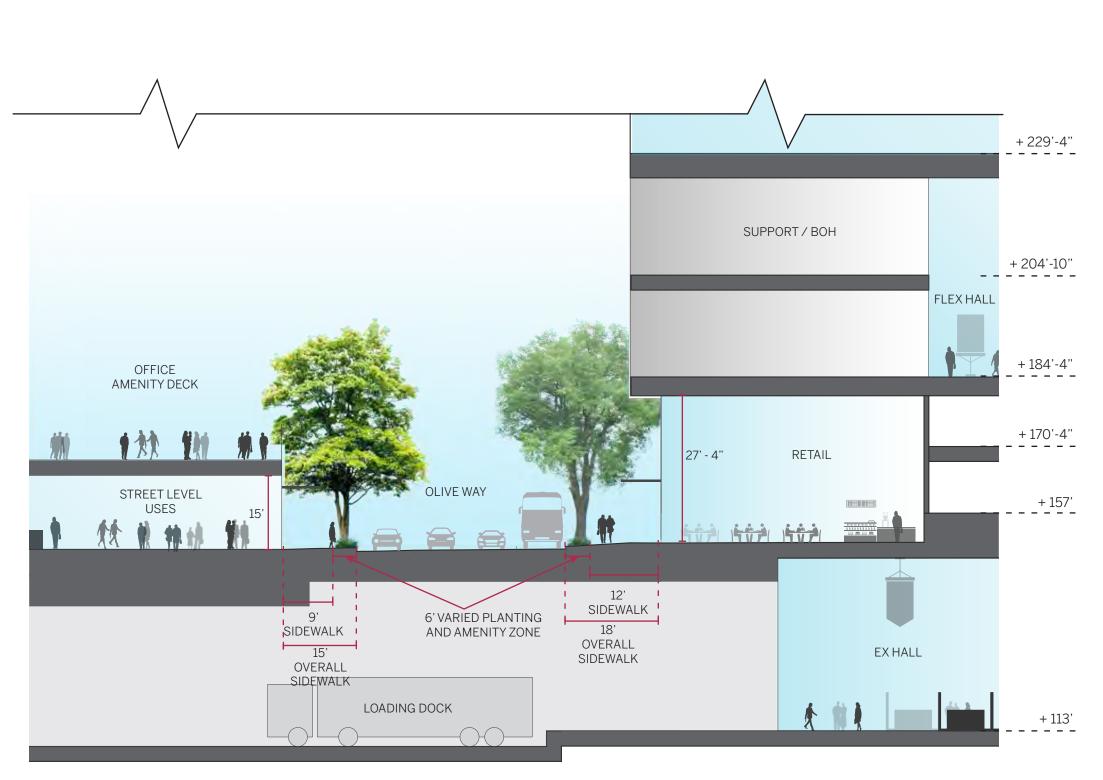


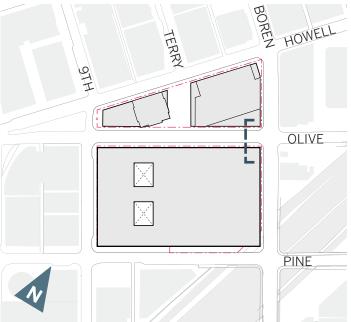




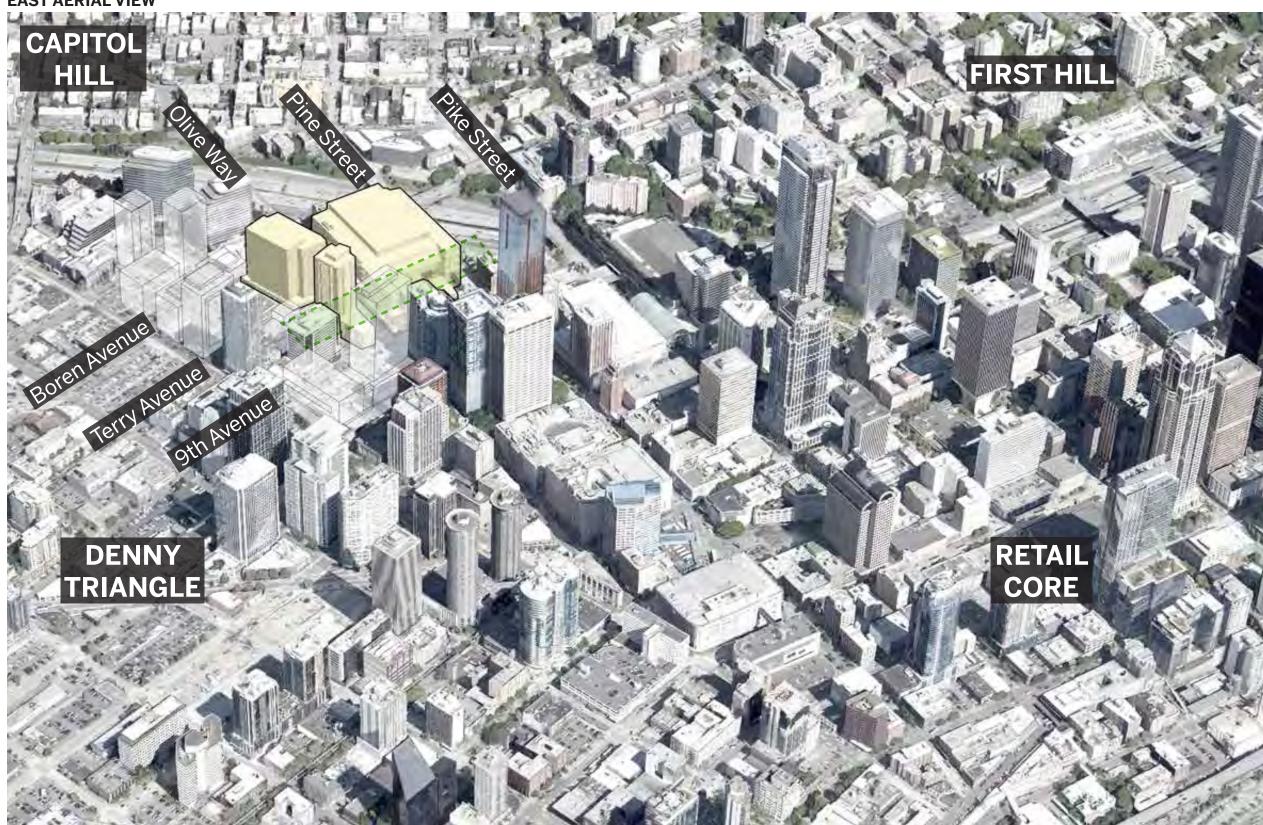




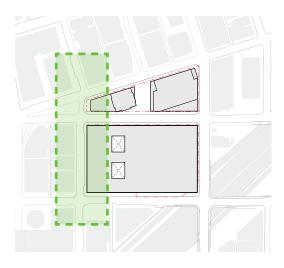




EAST AERIAL VIEW

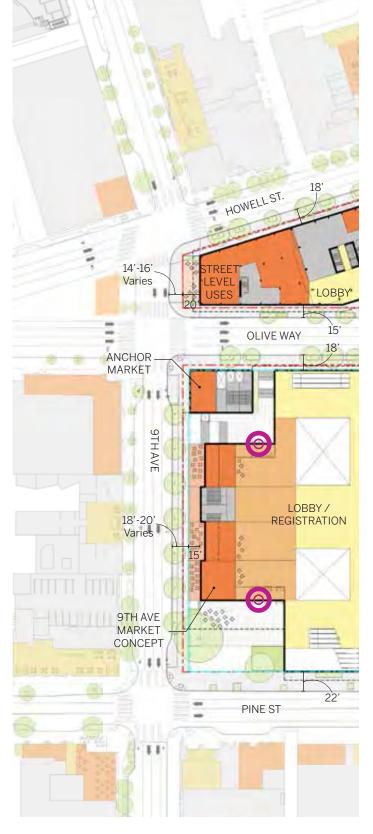


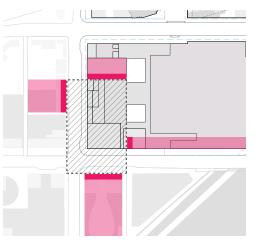
New Development within 9-block study area is shown in white.



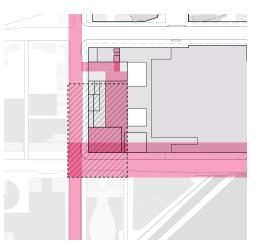
9TH AVENUE MIXING ZONE

9th Avenue is envisioned as the grand mixing zone for the project, where the city and the building program overlap, blurring the edges of the site. 9th Avenue also has the opportunity to become an urban promenade and significant new public space linking existing and new WSCC facilities. This Green Street can showcase Seattle's leadership in northwestern planting and pedestrian-oriented street design. Building on the urban agenda of the WSCC Addition, 9th Avenue becomes a major public-space addition to the city, convention center program can spill out into the daily life of the city. The phenomenon is further reinforced though the retail concept of the "9th Avenue Market" occupying the nexus of overlapping zones, providing a rich locally focused flexible amenity to building occupants and the neighborhoods beyond.

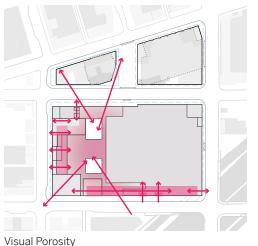




9th Ave / Pine Street Open Spaces Framed by Signature Building Forms



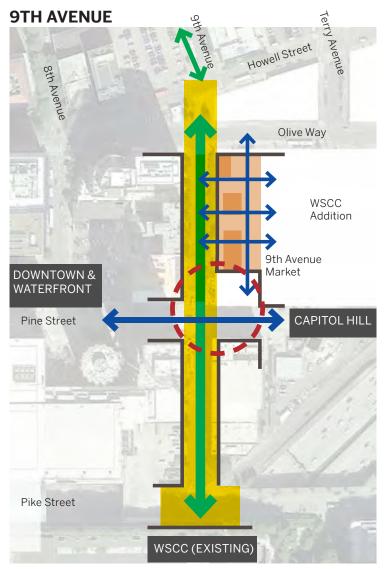
Interlocking Public Spaces



LMN

PROPOSED DESIGN

- Integration of special-event lighting and other WSCC event infrastructure will allow the street to adapt and communicate specific WSCC activities
- Mixture of fixed and flexible seating to support adjacent building activities and maximize potential of 9th Avenue to be a great public space for the WSCC and Seattle
- Storm water treatment in planting areas to maximize Green Street identity and showcase Seattle's innovative sustainability strategies



9th Avenue Vision Concept Diagram



9th Avenue Project Boundary Plan



9th Avenue Existing Condition



Example of a pedestrian focused street with flexible uses

9TH AVENUE AND PINE

Stepping from the street into the convention center entry takes visitors through a lushly planted entry court, designed to frame the Paramount Theatre across the street. Topographic layering of the city's past is highlighted through the feeling of decks or platforms that bridge to a covered entry to the convention center interior. This sequence frames and contains the space allowing the plaza to function as a urban amenity regardless of the convention schedule.

This concept continues through a series of terraces along 9th Avenue that create entry nodes and transition spaces for the market and retail spaces, providing areas for seating as well as texture along the street. A native northwest palette of planting and materials highlights the rich bounty of the region and contributes to the design of the Green Street.



Concept sketch

9th Avenue Market - Project Design





RETAIL EXPERIENCE

The retail concept for 9th Avenue is to create an marketplace to reinforce the connection between Melrose Market on Capitol Hill and Pike Place Market at the waterfront. The market hall will provide the opportunity to promote a unique variety of small scale vendors to enhance activation as a mixing zone between the convention center and the city. The market has the potential to serve conference attendees in search of authentic local souvenirs, to accommodate office workers looking for a quick bite, and possibly to offer grocery options to the growing residential community downtown, all in one place. The intermingling of these populations is crucial to the success of the project's public spaces. By dedicating this space shared use, the building provides a stage for this mixture: a gradation rather than a hard edge between event and city.

Examples

Pike Place Market, Seattle Melrose Market, Seattle Pybus Market, Wenatchee Ferry Building Marketplace, San Francisco Shed, Healdburg Grand Central Market, Los Angeles Torvehallerne, Copenhagen Paper Island, Copenhagen Mathallen, Oslo









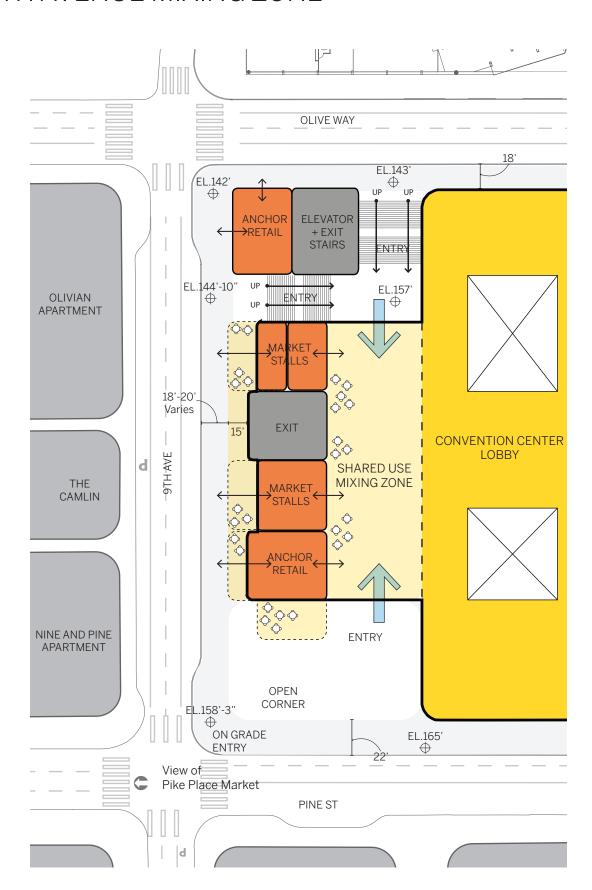






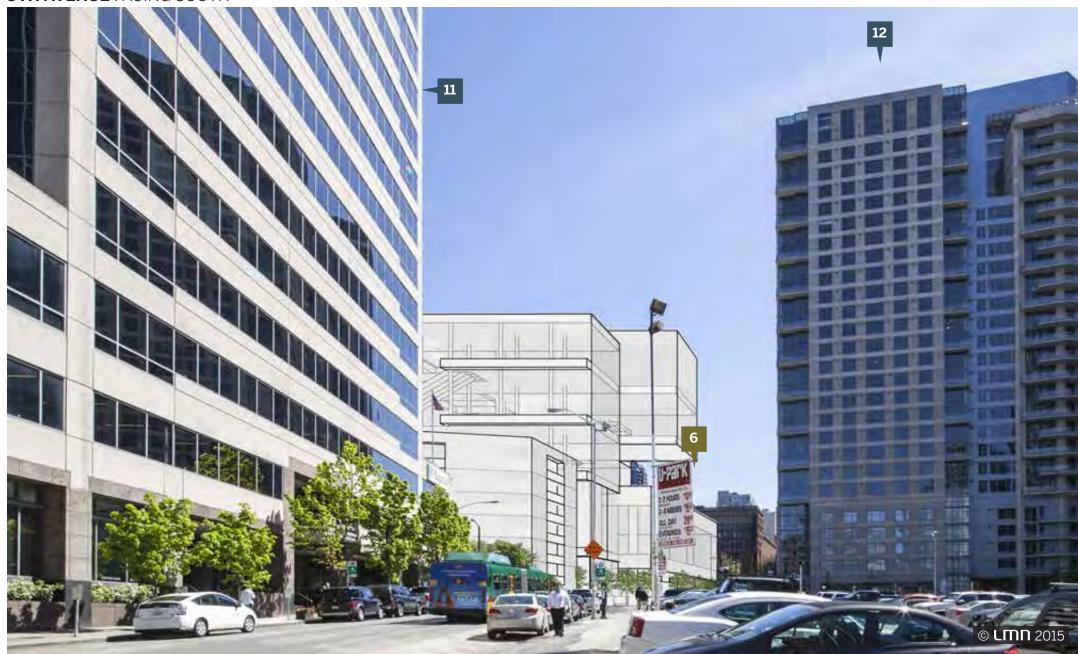
PROPOSED DESIGN

- Open, semi sheltered plaza on Pine to respond to the Paramount Theatre entry, create spill-out space for event crowds and market stalls.
- At-grade entry on Pine Street corner.
- Market tenants create a strong corner anchor for the building on Olive Way / 9th Avenue.
- Stalls at grade to activate the street along 9th.
- Tenants open to the interior to engage the building lobby, with internal circulation to take advantage of mezzanines over street level uses.
- 9th Ave and Olive Way lobby entries to increase circulation options.
- Varied stall depths and sizes to attract varied tenants.

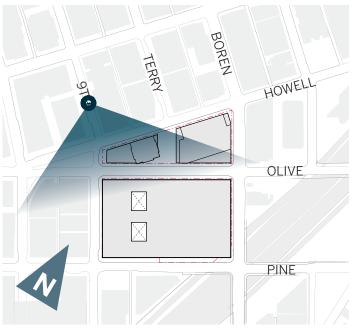




9TH AVENUE FACING SOUTH

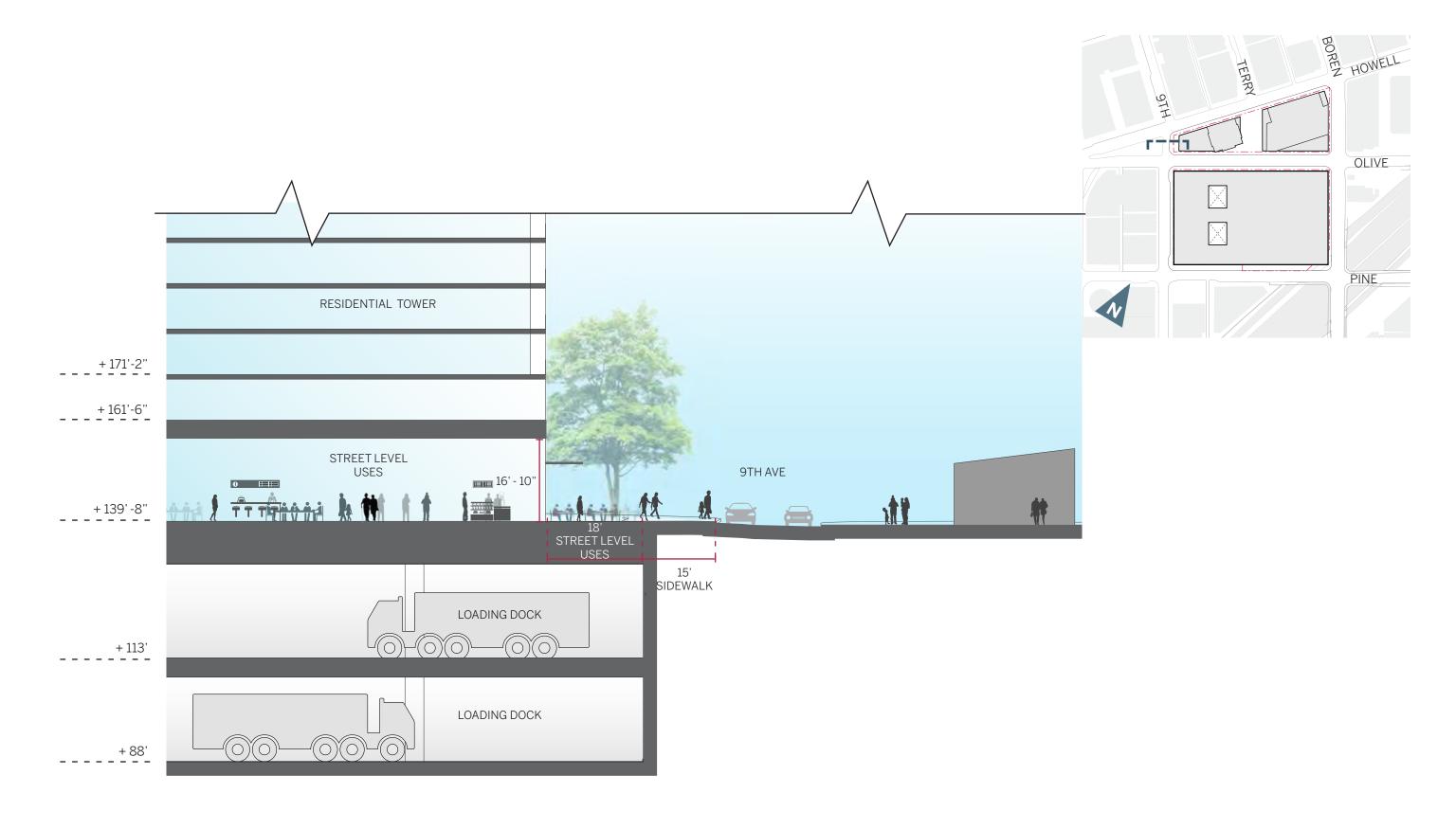


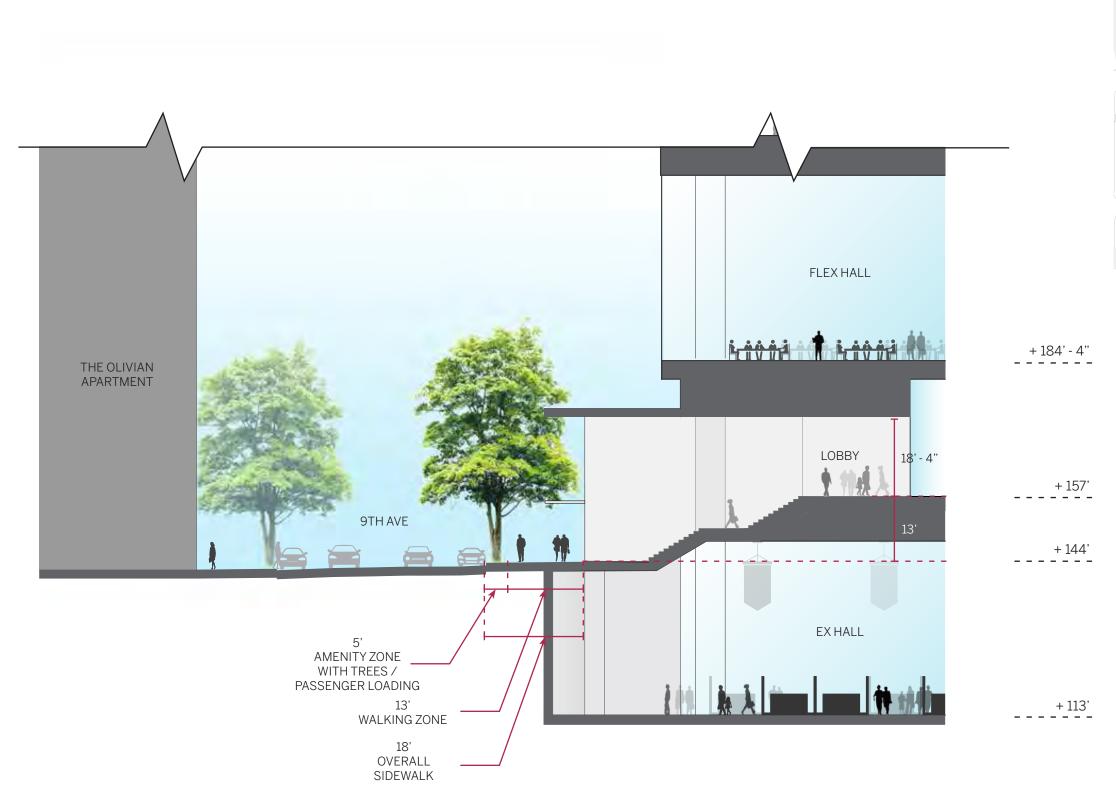
- 6 The Olivian: Apartment building
- 11 Regence BlueShield / Amazon
- 12 The Olivian Apartment building

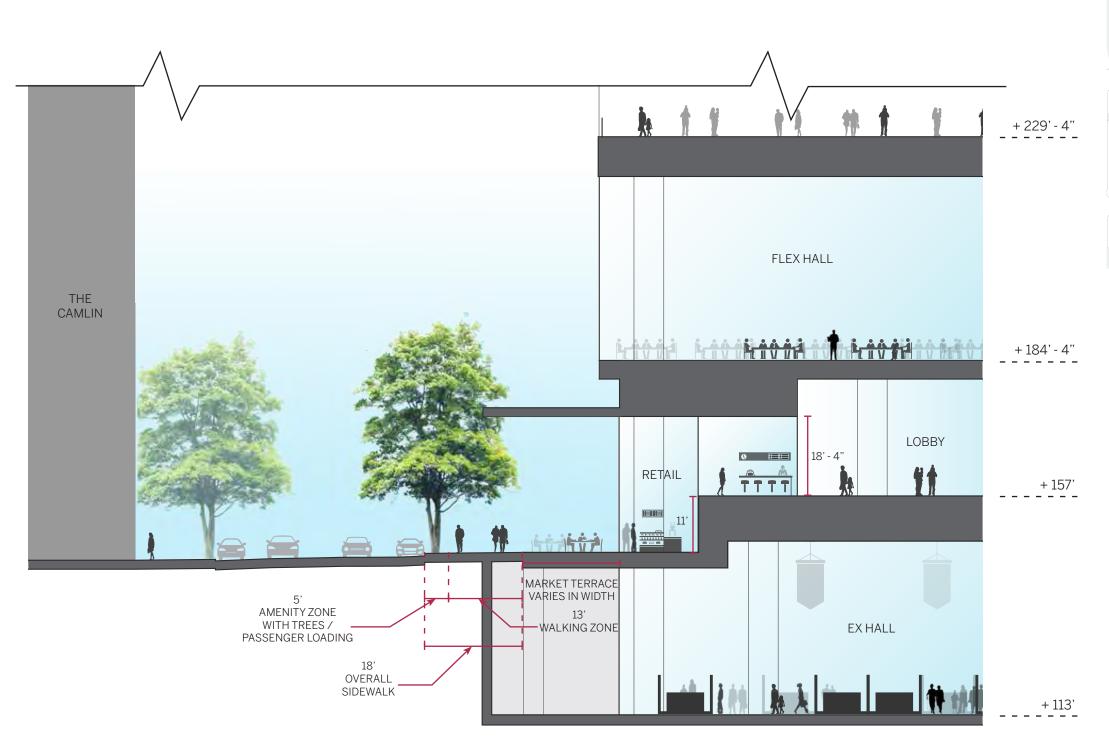


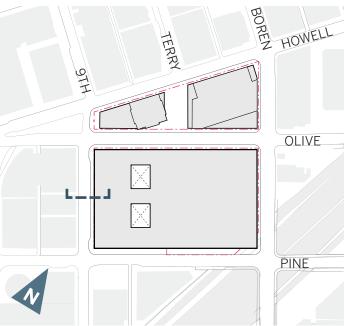
- Participate in the completing urban edges and filling in the gaps in the urban form.
- Create attractive pedestrian connections through great urban streetscapes.
- Add interest to the skyline through the use of massing and facade design.
- Distinguish this corner as a memorable shift in the city grid.

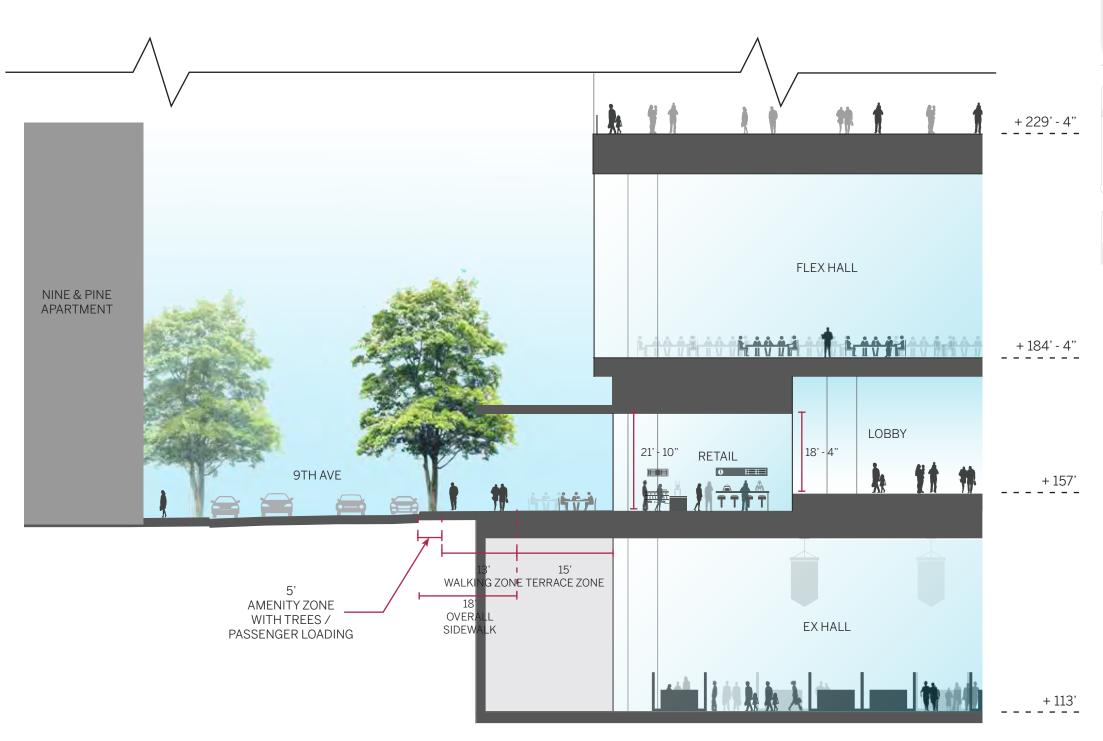


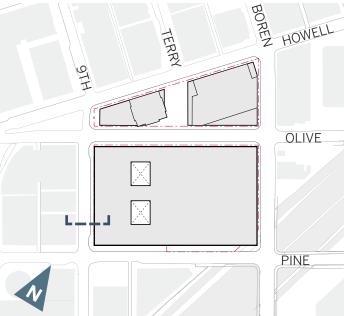


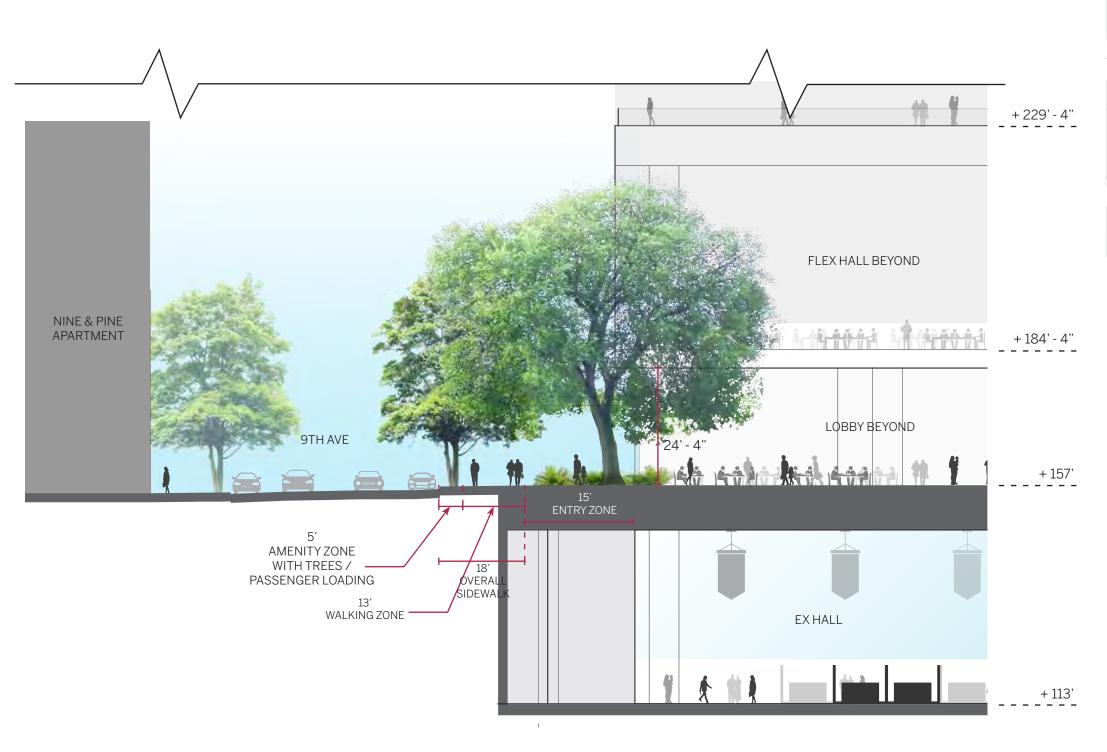


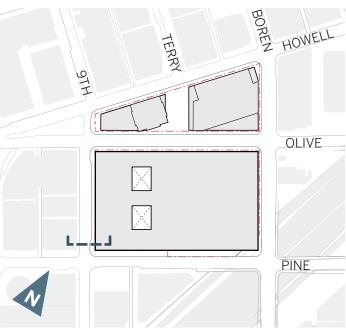


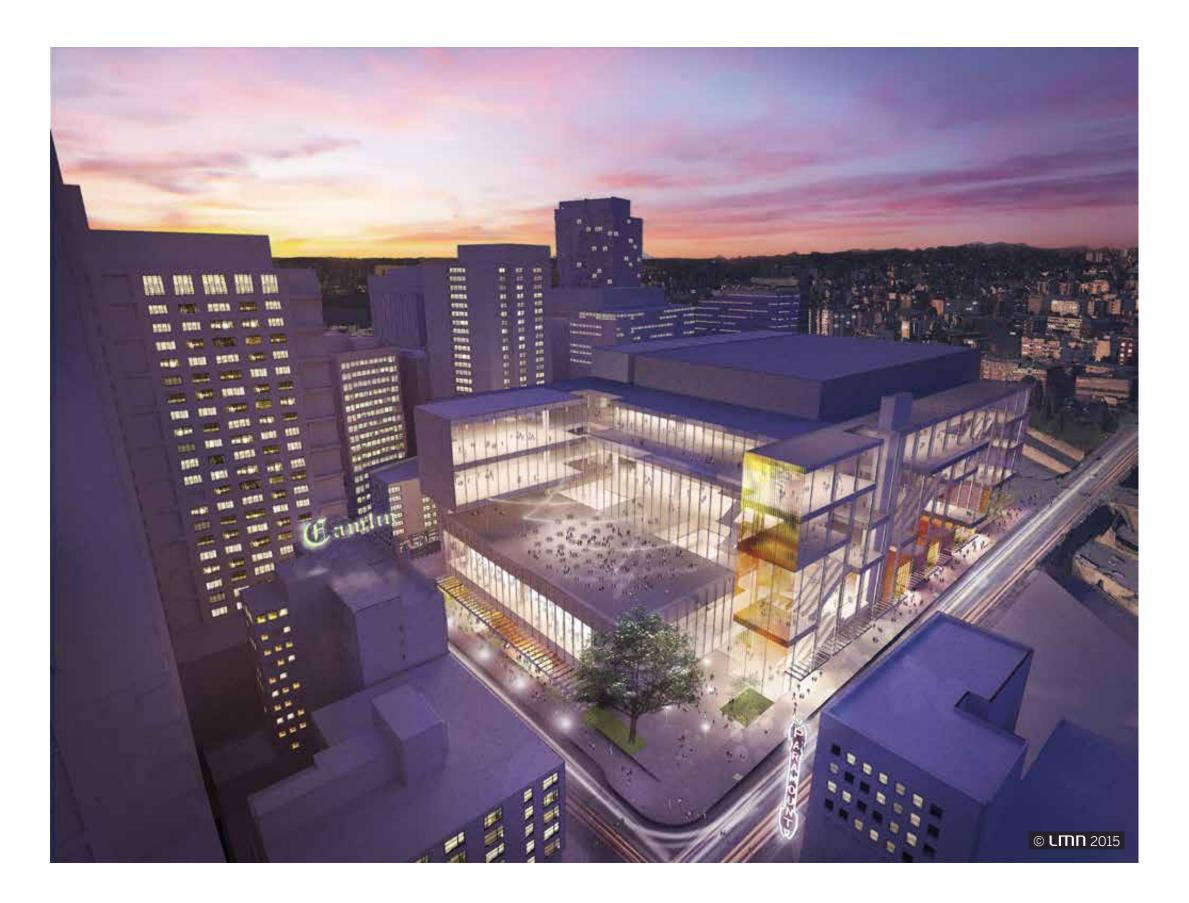




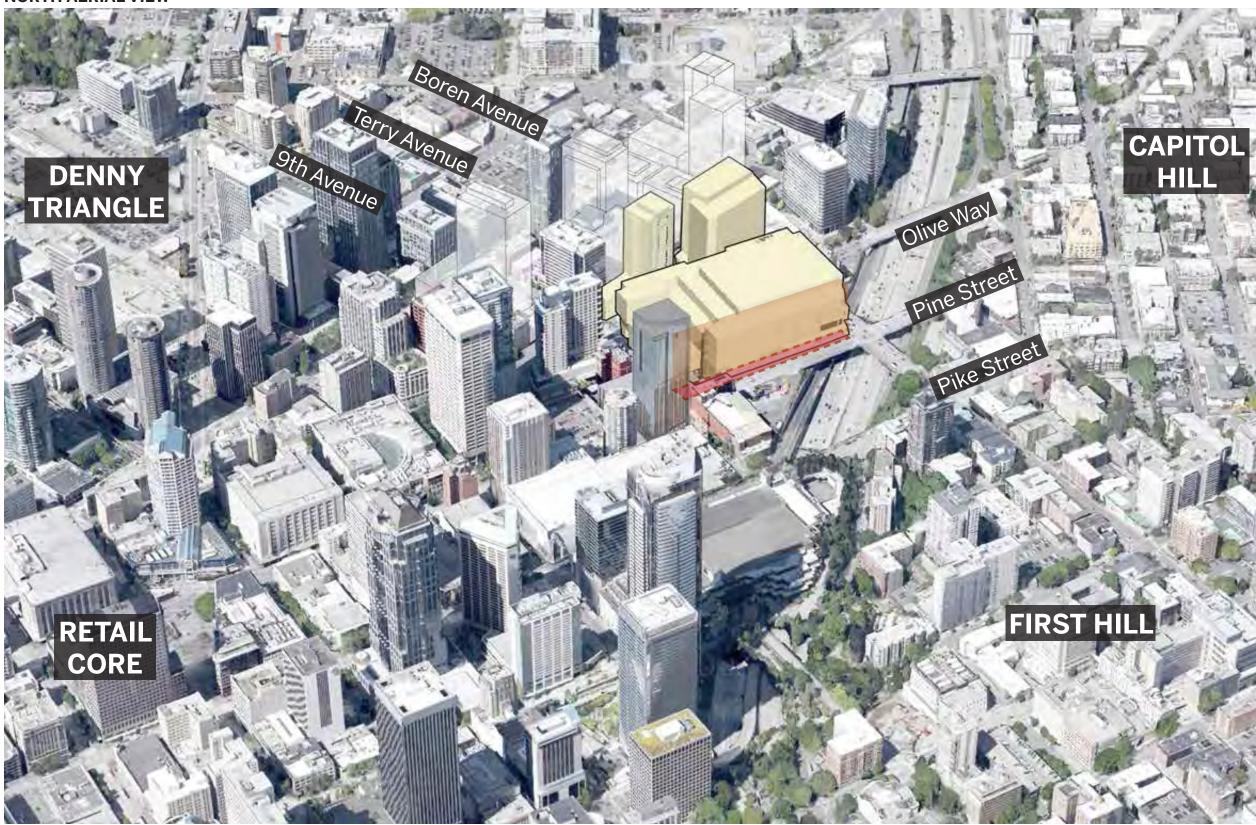




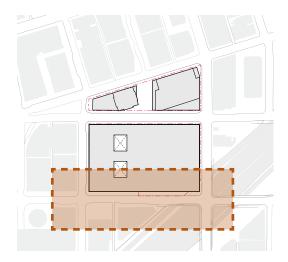




NORTH AERIAL VIEW



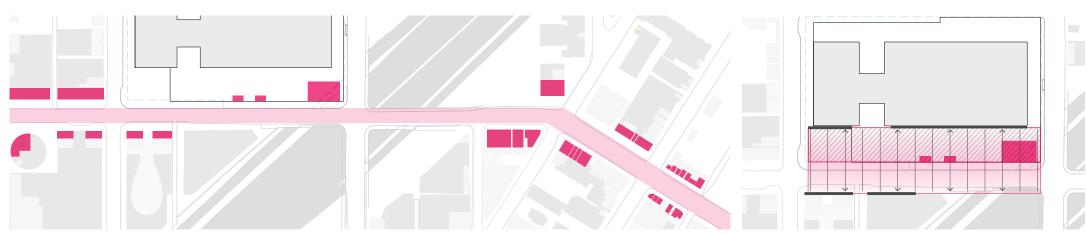
New Development within 9-block study area is shown in white.



PINE STREET GALLERY

The new WSCC Addition will play a key role in connecting Capitol Hill and Downtown. The street experience along the project will maximize variation and relief, navigating the topography for a rich and compelling pedestrian experience offering a smaller scale texture of planting, seating, and access to walk-up retail spaces layered with lobby spaces and terraces above. This character will maximize the feeling of being within a city street, while minimizing the edge of the freeway. The integration of a beacon retail space on the corner of Pine Street and Boren Avenue will create an additional anchor and waypoint visible from across the freeway in Capitol Hill. Once this corner is completed, the character of Pine Street to the east will shift to form short but iconic bridge experience over Interstate-5.





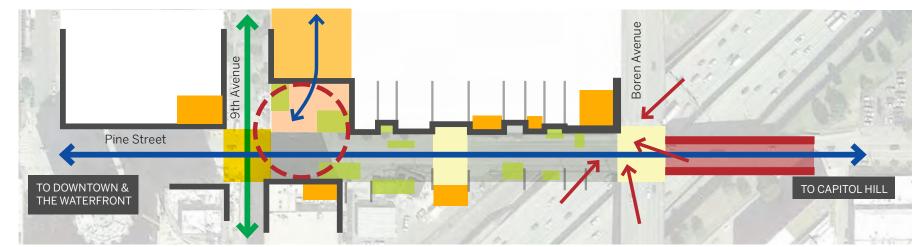
Pine Street Gallery extends Capitol Hill pedestrian scale to 9th Ave

Pine Street Gallery interlocks with Public Realm of Pine street

PROPOSED DESIGN

- Sidewalk material to build on city standards to emphasize continuity with the larger city
- Curbs realigned to continuous alignment, increasing continuity to freeway overpass and maximizing views toward the Pike Place Market and Elliot Bay
- Introduction of planting squares to enhance pedestrian experience
- Integration of seating decks and furnishings to break up the experience of the street surface

PINE ST



Pine Street Concept Diagram



Pine Street- Project Boundary Plan



Street Character Example



Big Seattle view down Pine St

RETAIL EXPERIENCE

As with many edges of the site, Pine Street has a significant change in elevation from 9th Avenue up to Boren. The length of the block makes the grade manageable when broken down into a smaller articulated grain that will activate Pine Street and cultivate a local spirit connecting Capitol Hill and Downtown. The retail concept here is a collection of small scale, grouped walk-up shops that terrace with the landscape along the street. These pedestrian oriented micro-tenants require a carefully studied framework in which they can plug into and a minimum depth of 10ft to be truly viable.

Examples

Molly Moon's Window, Seattle Monorail Espresso, Seattle Little Uncle, Seattle Mamnoon, Seattle Kedai Makan, Seattle The Waffle Wondow, Portland

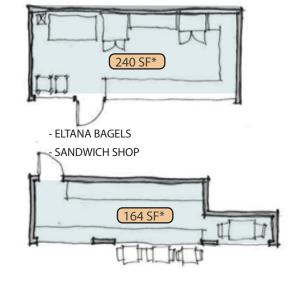








Test-Fit Plans







- ART DISPLAY - TECH TICKER





98 SF*

- ICE CREAM

- COFFEE

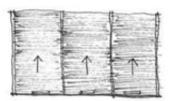
- JUICE

- MILK/EGGS STAND

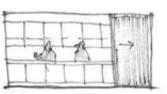
49 SF*

- NEWSSTAND - FLOWERS - MINI-RETAIL

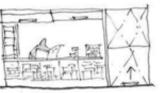
Test-Fit Elevations



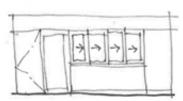
ROLL-UP DOORS GARAGE DOORS



SLIDE-OVER GATES



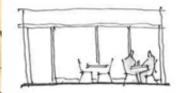
VERTICAL BI-FOLD PANELS



SLIDER WINDOWS



BAR / WINDOW COUNTER SEATING



OUTDOOR TABLES / BENCHES

RETAIL EXPERIENCE

The corner at Pine and Boren is the highest in elevation on the site. It will also serve as a gateway between Capitol Hill and Downtown, and will be prominently visible from I-5 below. In order for urban environments to be successful, a variety of uses must be present to create opportunities for different groups of people to use the streets at different times of the day and night. The Pine and Boren retail concept is to provide a flagship for industrial or maker spaces on the site, taking advantage of its prime vertical location to promote a farm to table theatre of craft experience. Tenants can advantage of the high retail volume and visibility on the corner of an active street to showcase their product.

The plans illustrate how a distillery might function on the site. Stills would be one use to take advantage of double high space and be highly visible within the building, Barrel storage could also be visible on Boren, turning necessary program into a visually interesting pedestrian experience. Access for industrial work would be serviced through internal circulation to the garage. Public entry to a tasting room and retail would be on grade at Pine.

Examples

REI Flagship Climbing Wall, Seattle Woodinville Whiskey, Seattle Starbucks Roastery, Seattle Guinness Storehouse, Dublin









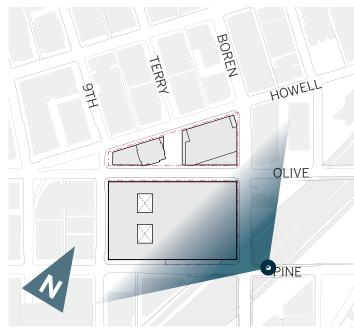




PLYMOUTH PILLARS DOG PARK FACING NORTH



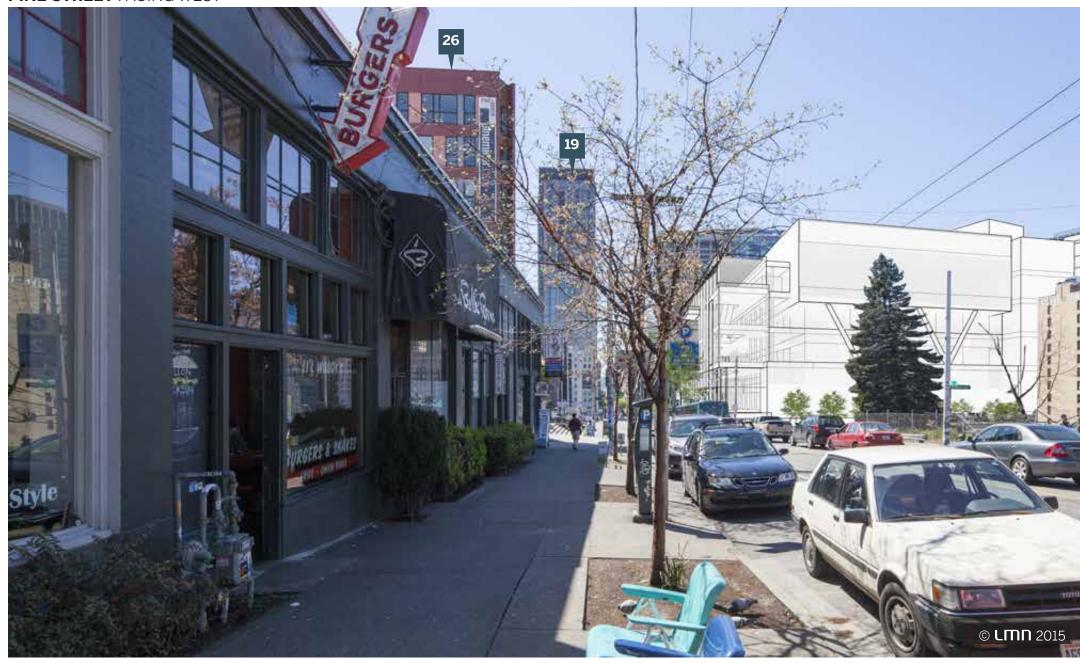
- 19 The Premiere: Mixed-Use Retail/Residential
- 21 Olive 8: 39 story Mixed-Use Condominium Residential / Hotel

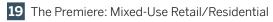


- Fill in the corner of Pine Street and Boren Avenue to complete the urban block.
- Shorten the bridge over I-5.
- Take advantage of the exposure created by the I-5 canyon and site topography to create a meaningful addition to the Downtown skyline.

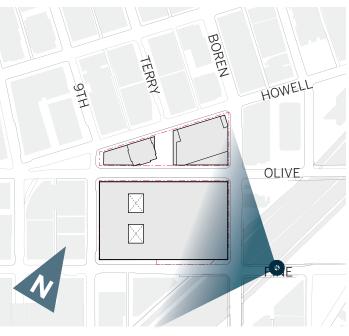


PINE STREET FACING WEST





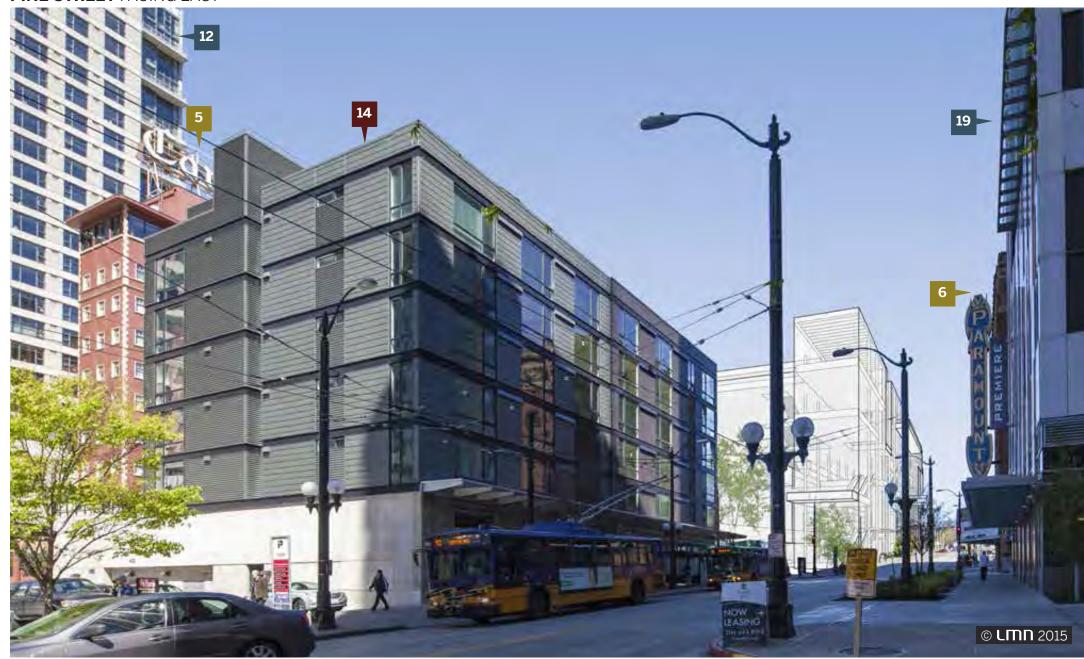
26 Pike / Minor Apartments



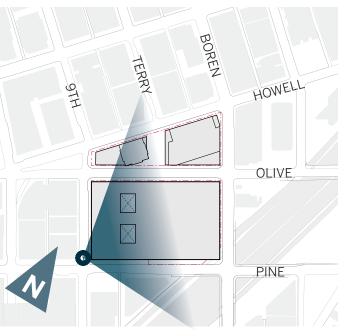
- Bridge the gap between Capitol Hill and downtown.
- Capture both the dynamic granular character of the Capitol Hill and the large-scale civic character of Downtown.
- Encourage pedestrian activity through urban streetscape amenities.



PINE STREET FACING EAST



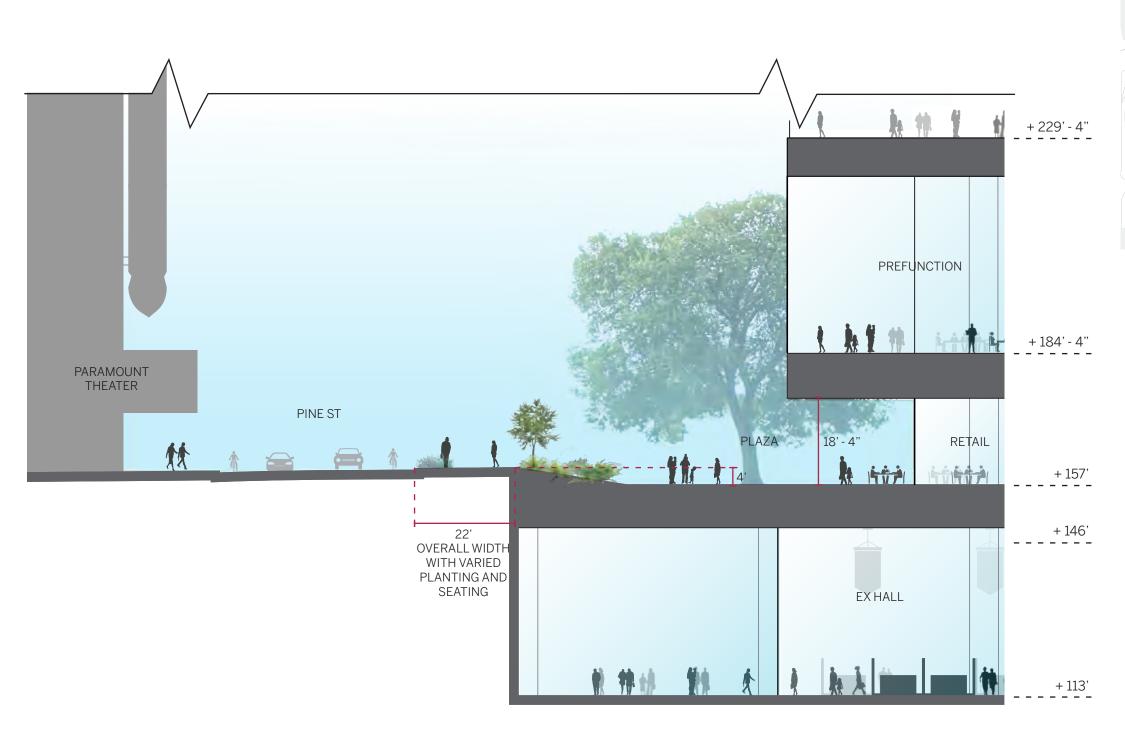
- 5 World mark Seattle: The Camlin
- 6 Paramount Theater
- 12 The Olivian Apartment building
- 14 Nine & Pine Apartments: Mixed-Use Residential
- 19 The Premiere: Mixed-Use Retail/Residential

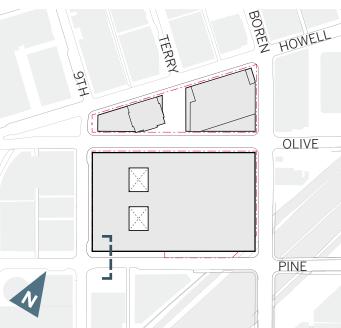


- Engage in meaningful dialog with the adjacent landmarks of the former The Camlin and Paramount Theatre.
- Create a transition in scale between Downtown and Capitol Hill.
- Create an identifiable public presence and primary

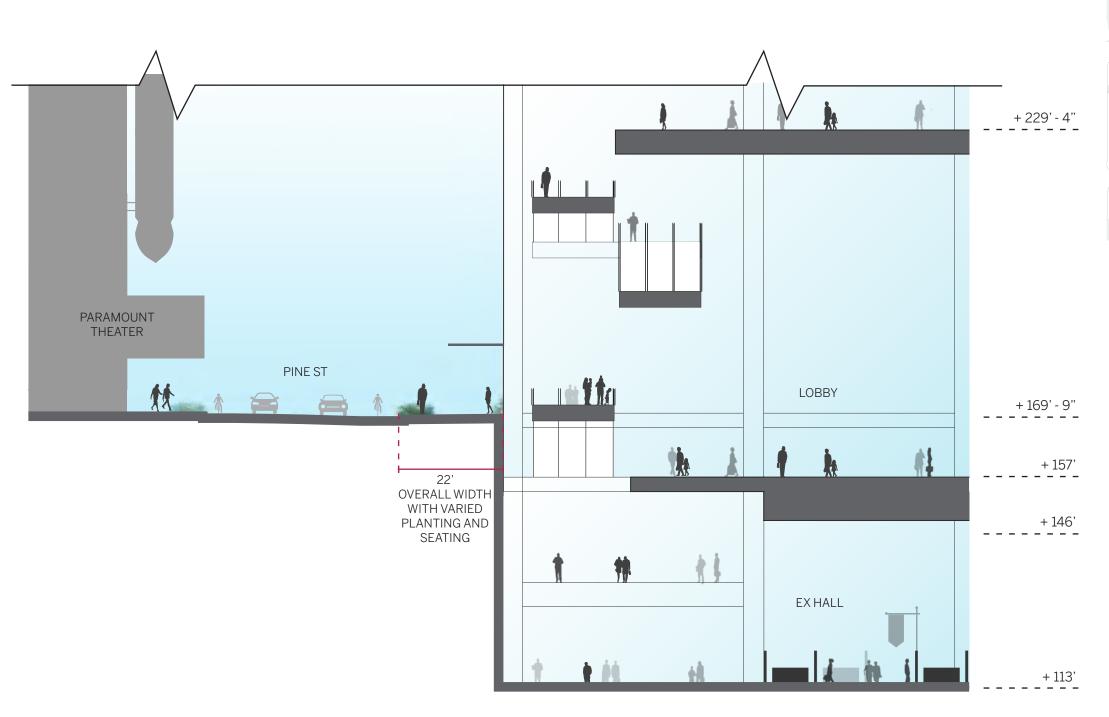


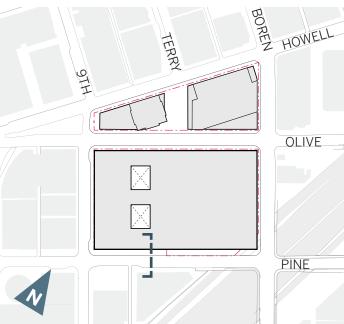




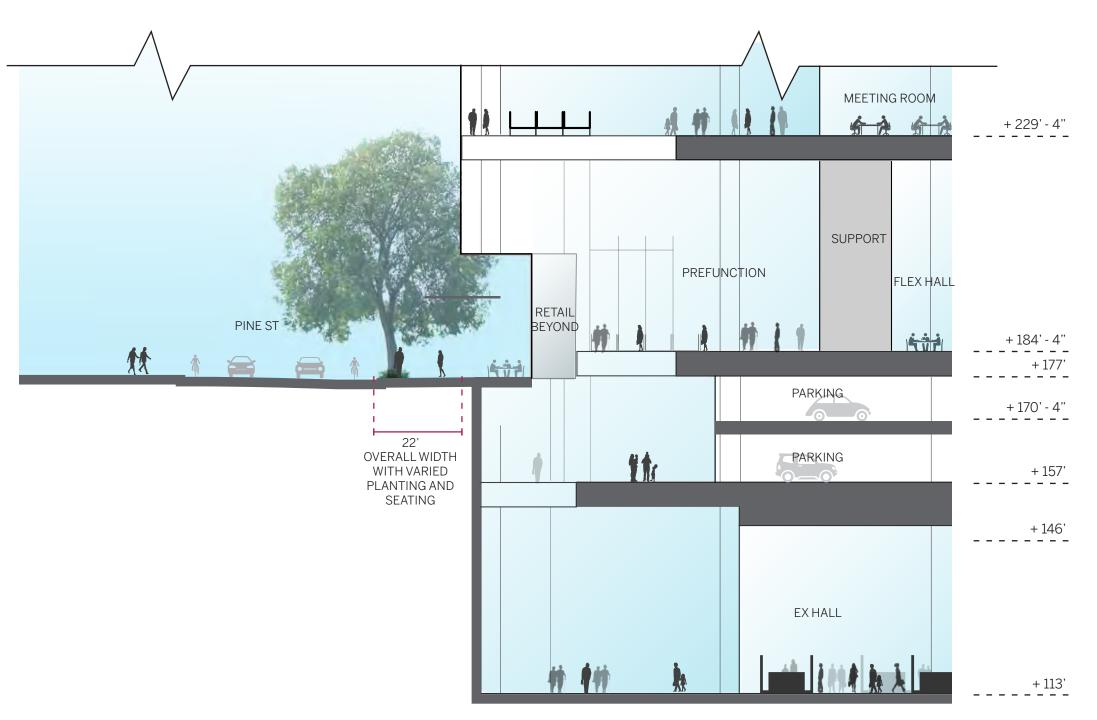


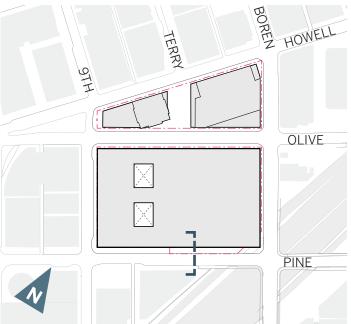
4 PREFERRED SCHEME PINE STREET GALLERY



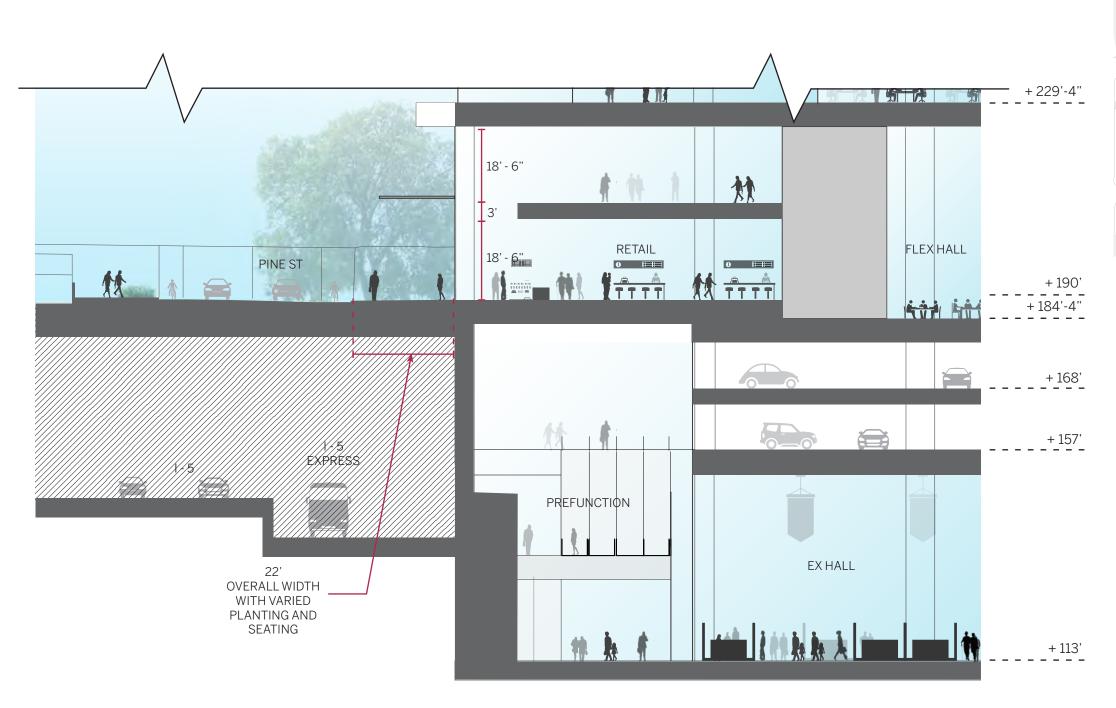


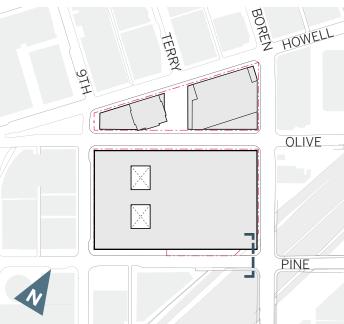
4 PREFERRED SCHEME PINE STREET GALLERY





4 PREFERRED SCHEME PINE STREET GALLERY

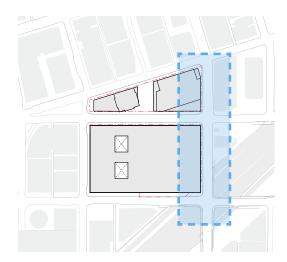




WEST AERIAL VIEW



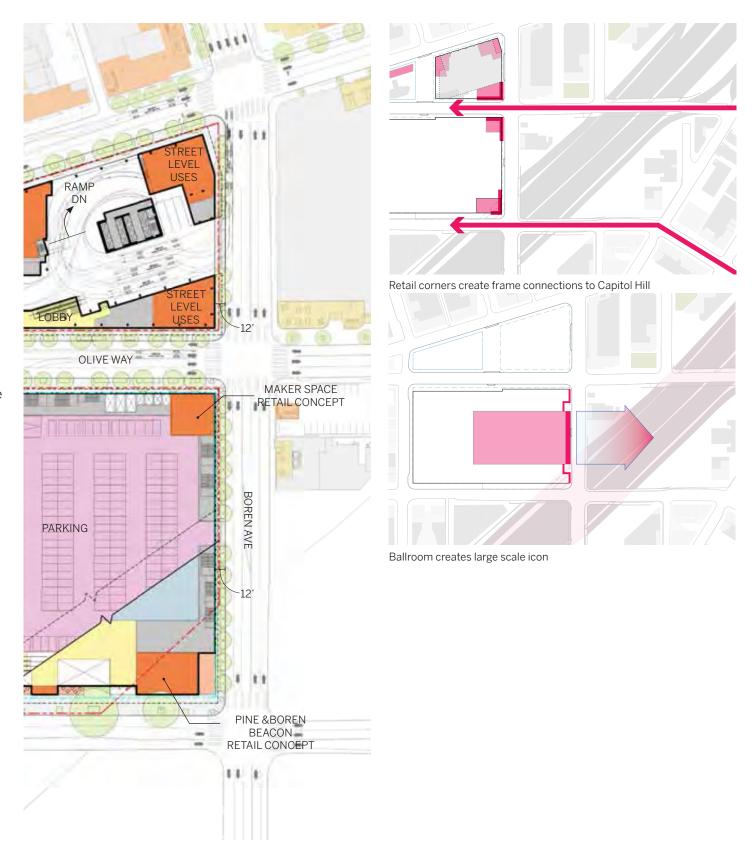
New Development within 9-block study area is shown in white.



BOREN AVENUE BEACON

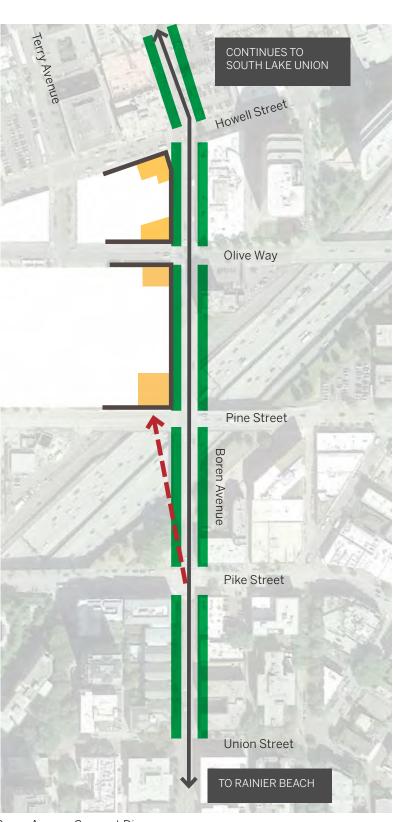
This project envisions Boren Avenue as a great urban connector and central boulevard for Seattle. Redesigned to provide better integration to the sites north and south of the project, through the regularity of street edges, good sidewalks, planting, and street trees. Boren Avenue can provide relief from the freeway and promote local connectivity in the blocks adjacent to the new building.

Along with the major retail spaces at each corner, the Ballroom of the convention center is perched on the top floor of the building, extending both physically and visually out across I-5 to Capitol Hill beyond. Large expansive views of the city are juxtaposed with views back into the Ballroom from the city, revealing the often elaborate ceilings and events. The articulated volume of this space scales the mass of the building against the freeway - creating a highly visible beacon for the project.



BOREN AVE





Boren Avenue Concept Diagram

PROPOSED DESIGN

- Increase sidewalk width from current condition to improve quality and alignment with adjacent blocks
- Introduce outer edge planting and trees to improve pedestrian experience
- Minimize the impact and perception of the freeway overpass through street-scape design
- Maximize opportunities for retail, concentrating at the corners and key intersections



Street Character Example



Boren Avenue Existing Condition

RETAIL EXPERIENCE

The significant change in grade along Boren Avenue encourages the maximization of retail at the corners of Olive Way and Pine Street. The retail concept for Boren Avenue at Olive Way pairs with its opposite corner at Pine Street - reinforcing the concept of craft and connection to Capitol Hill. Here the retail space is imagined as a place for incubation, highlighting the spirit of creativity and collaboration. Opportunities for a tenant to provide make/consume on-site services encourages crosspollination with the city and convention center facility.

Examples

Agnes Underground, Seattle SoDo Makerspace, Seattle The Makers Space, Seattle ADX, Portland The Pantry at Delancey, Seattle Hot Stove Society, Seattle







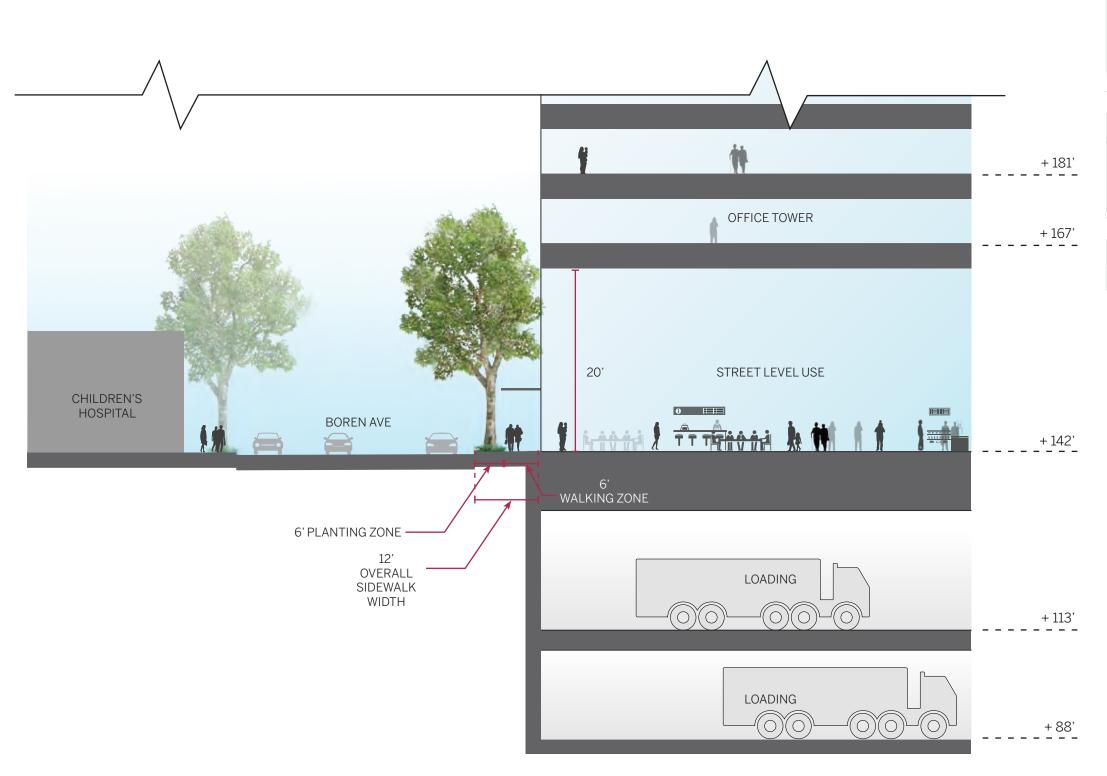


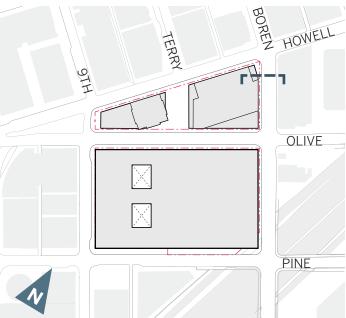


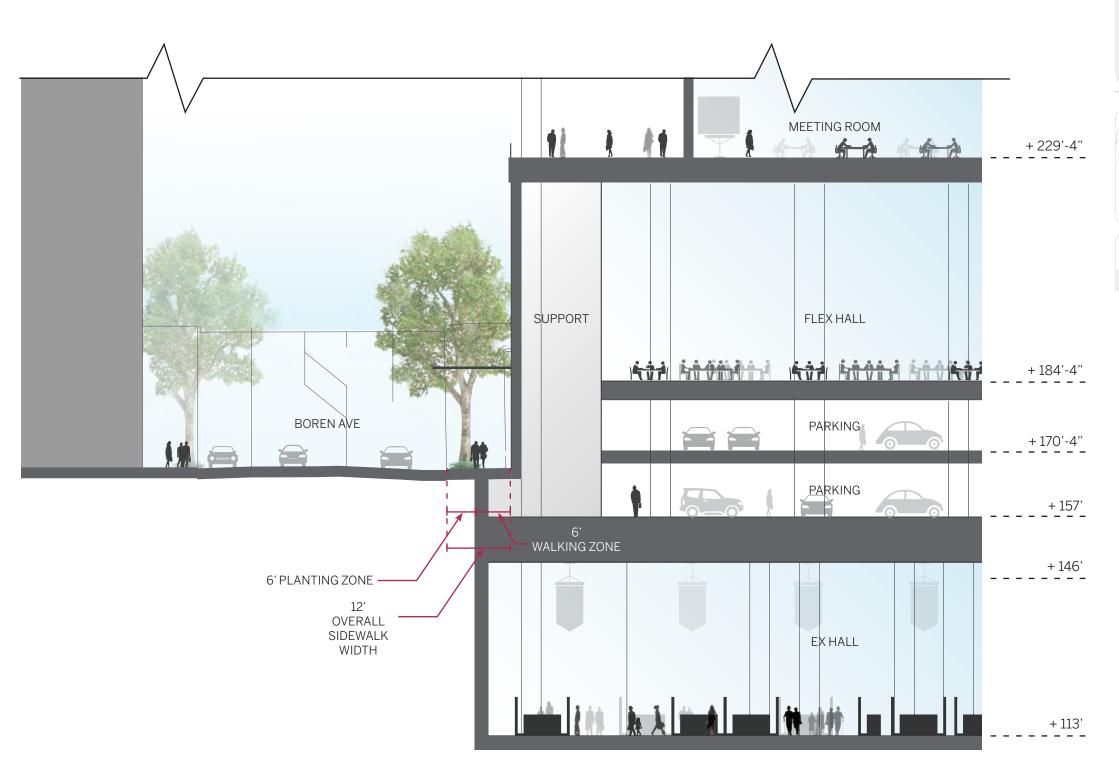


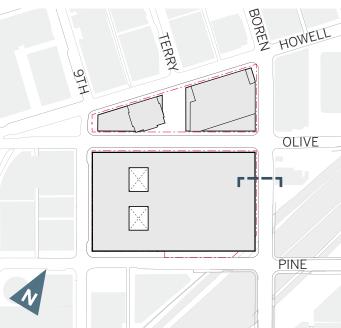


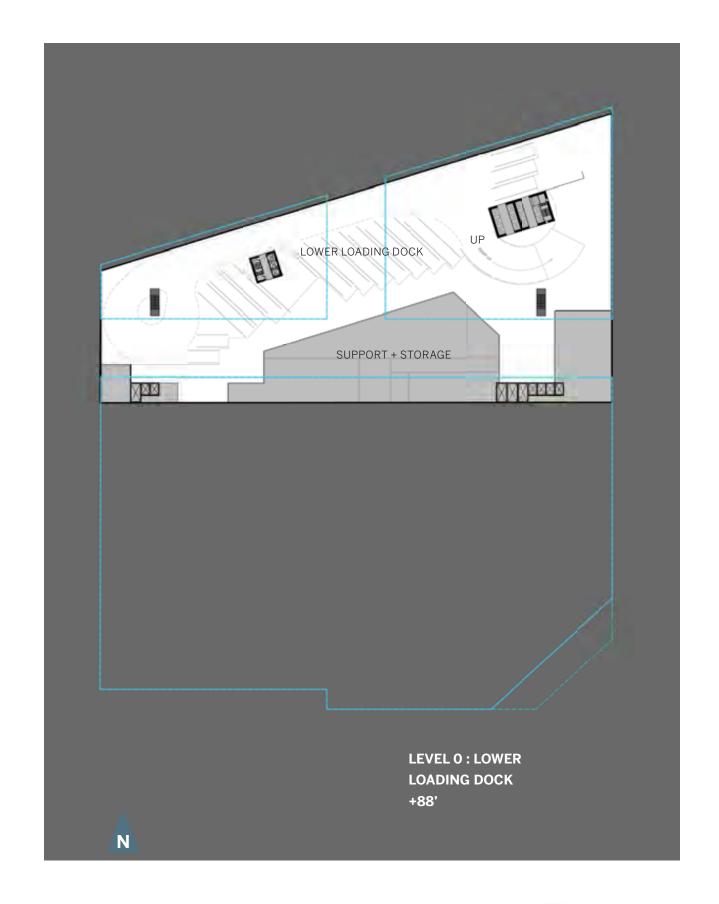


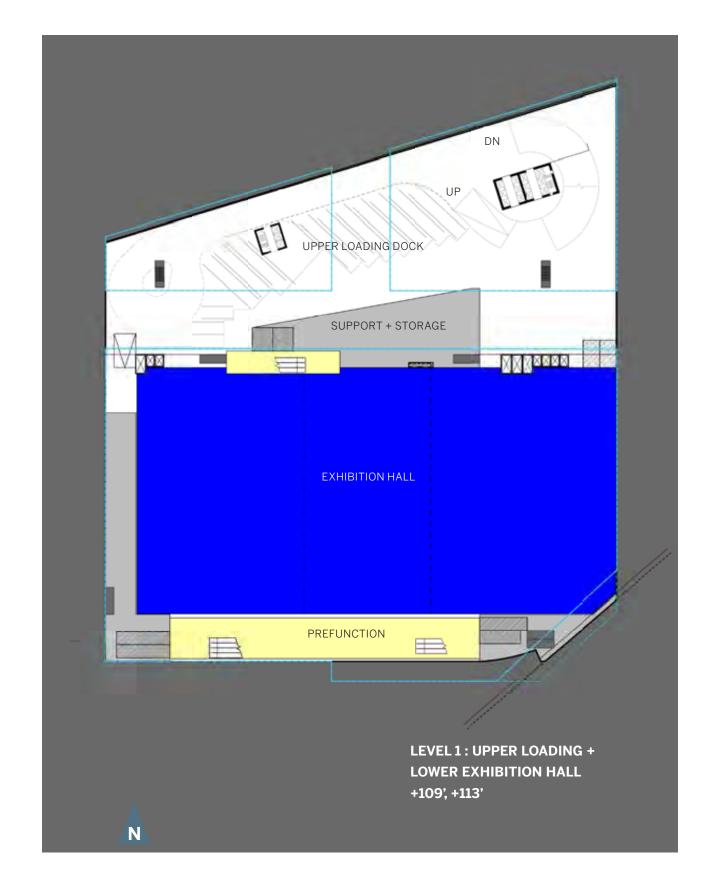


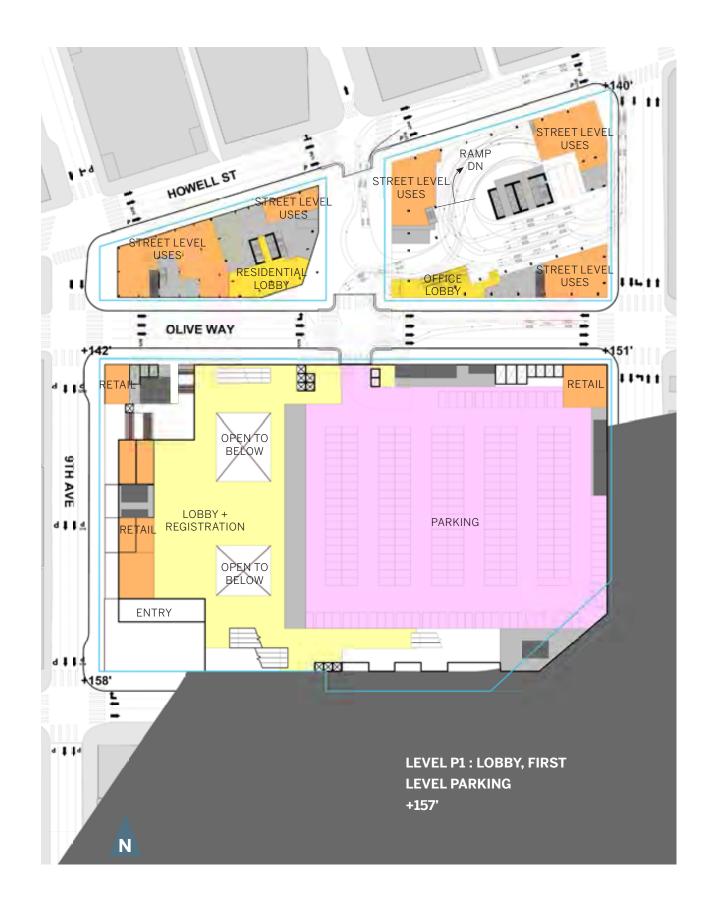


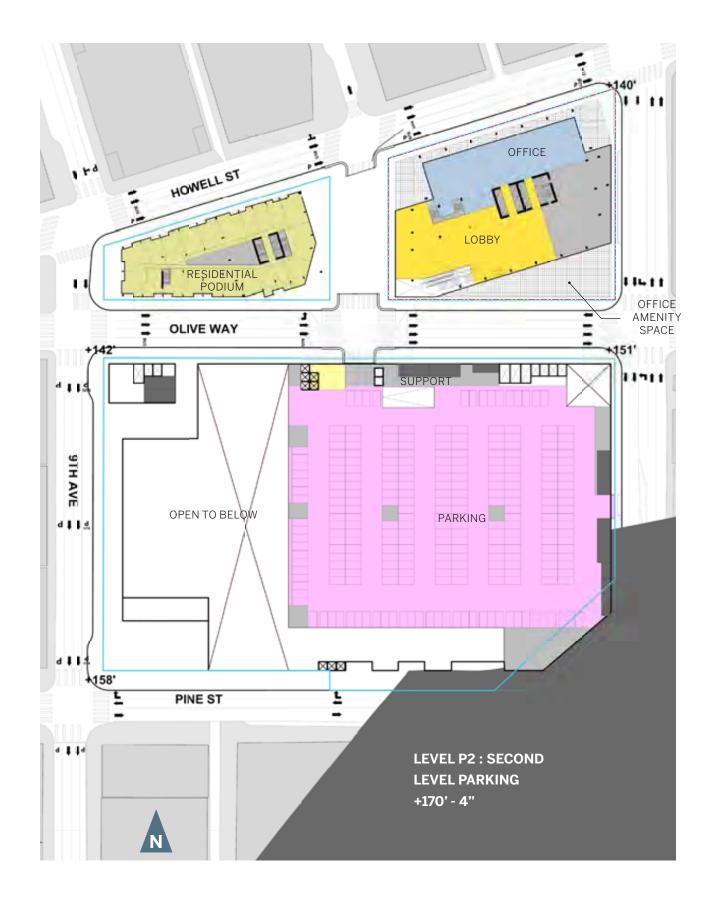


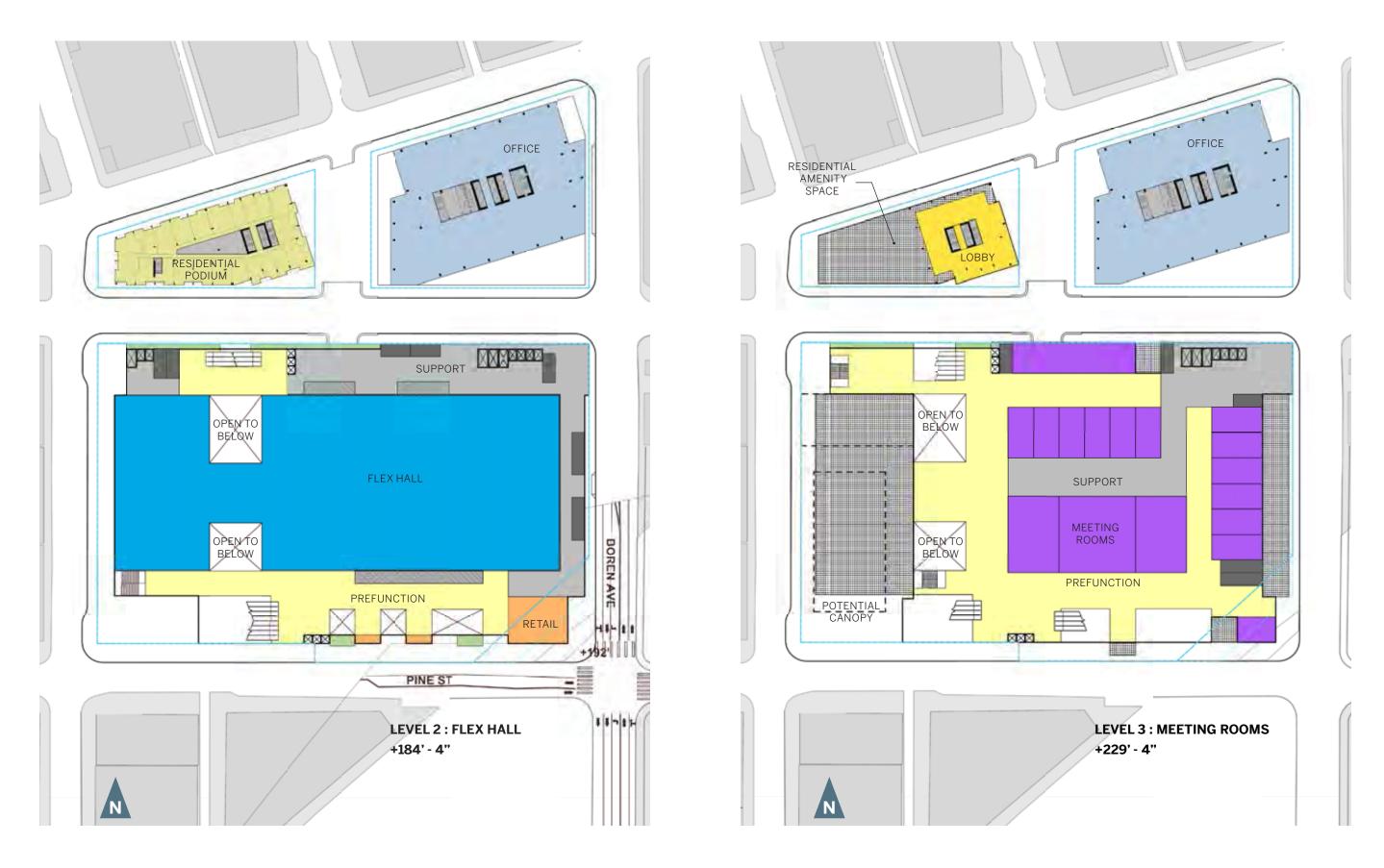


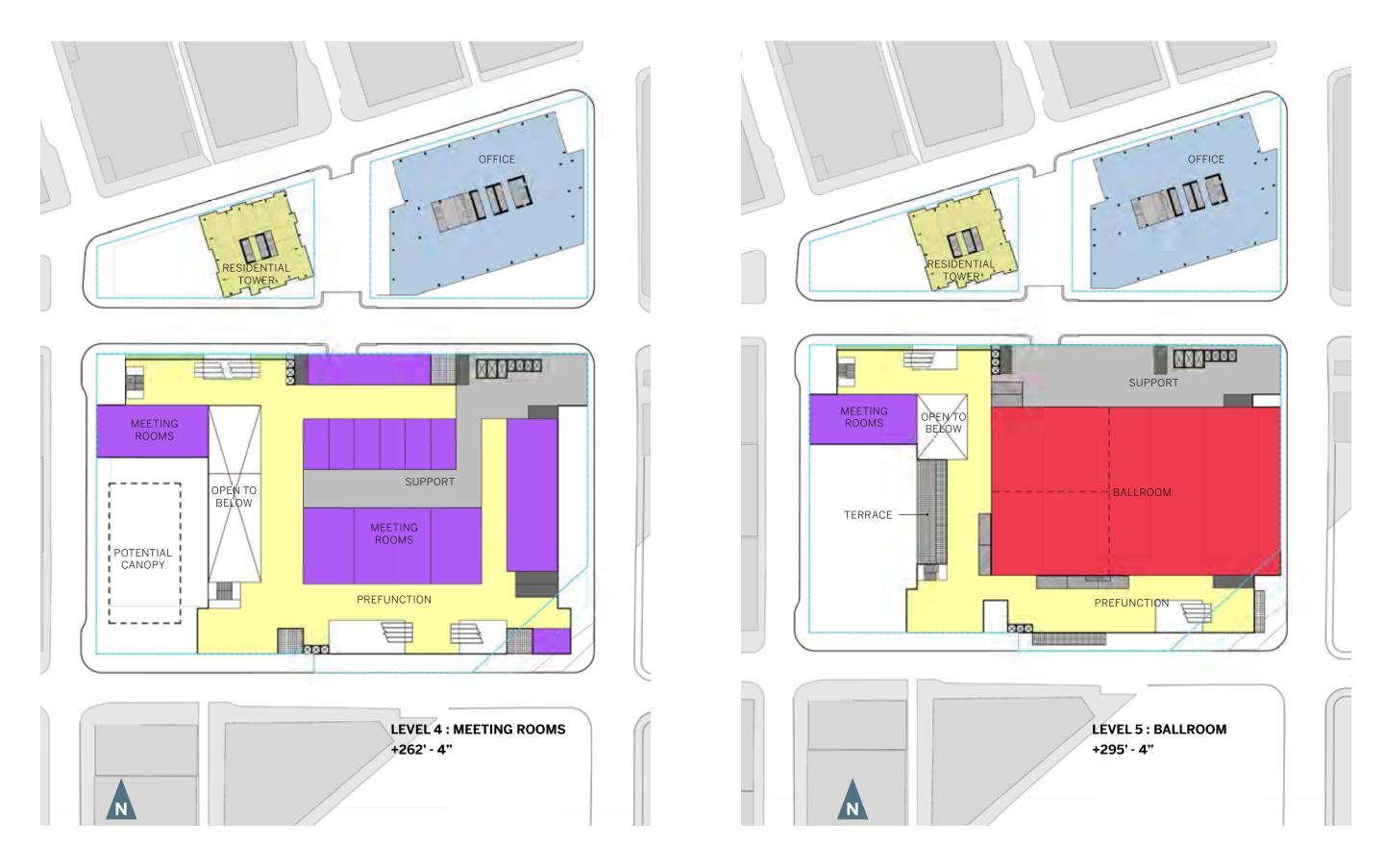


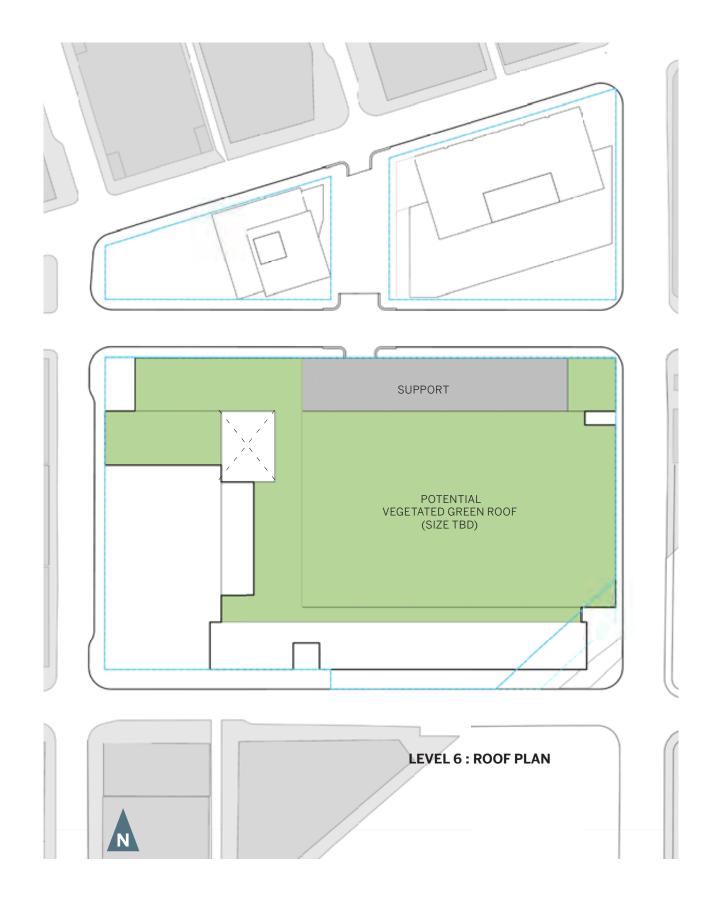


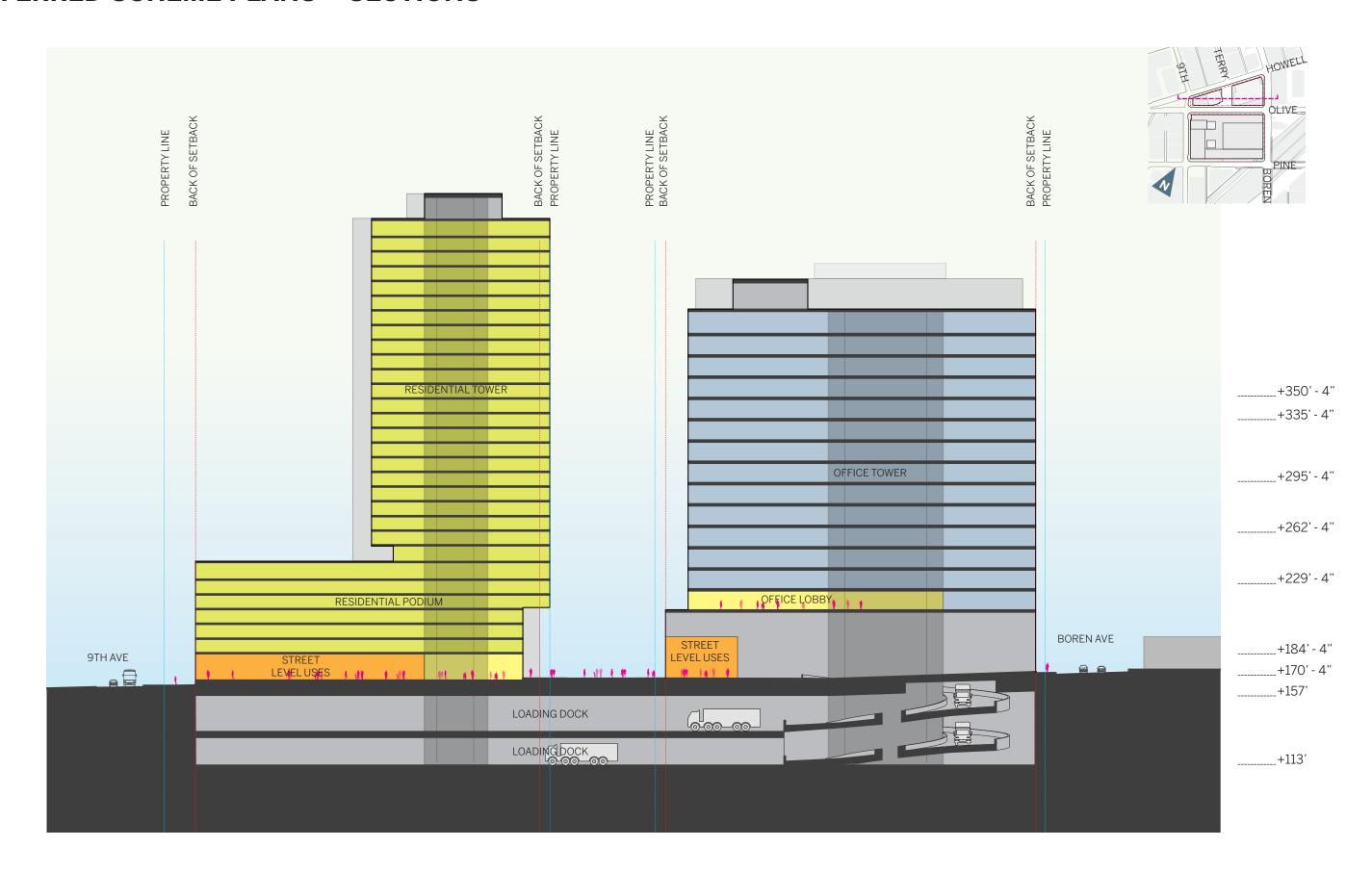




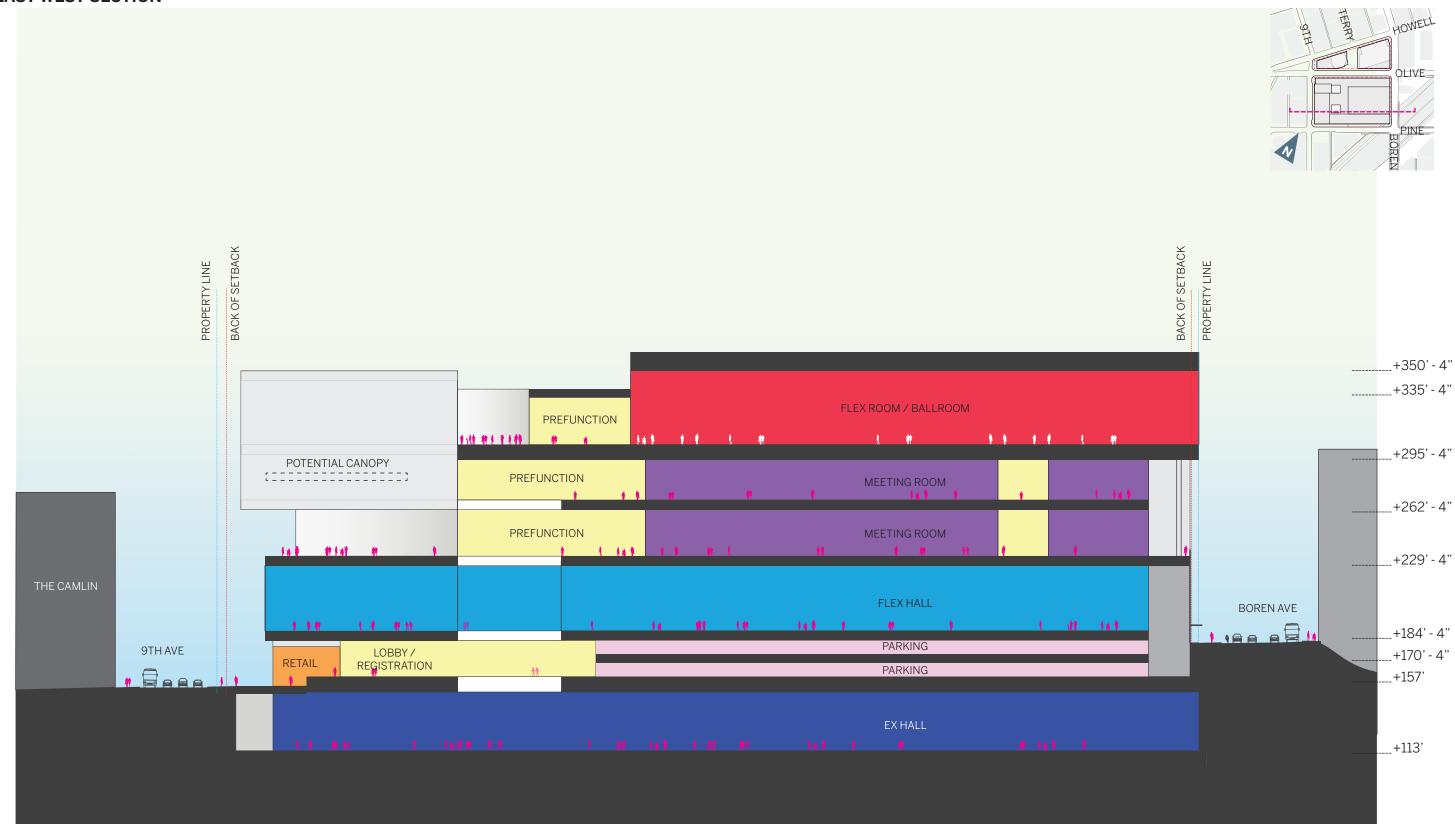




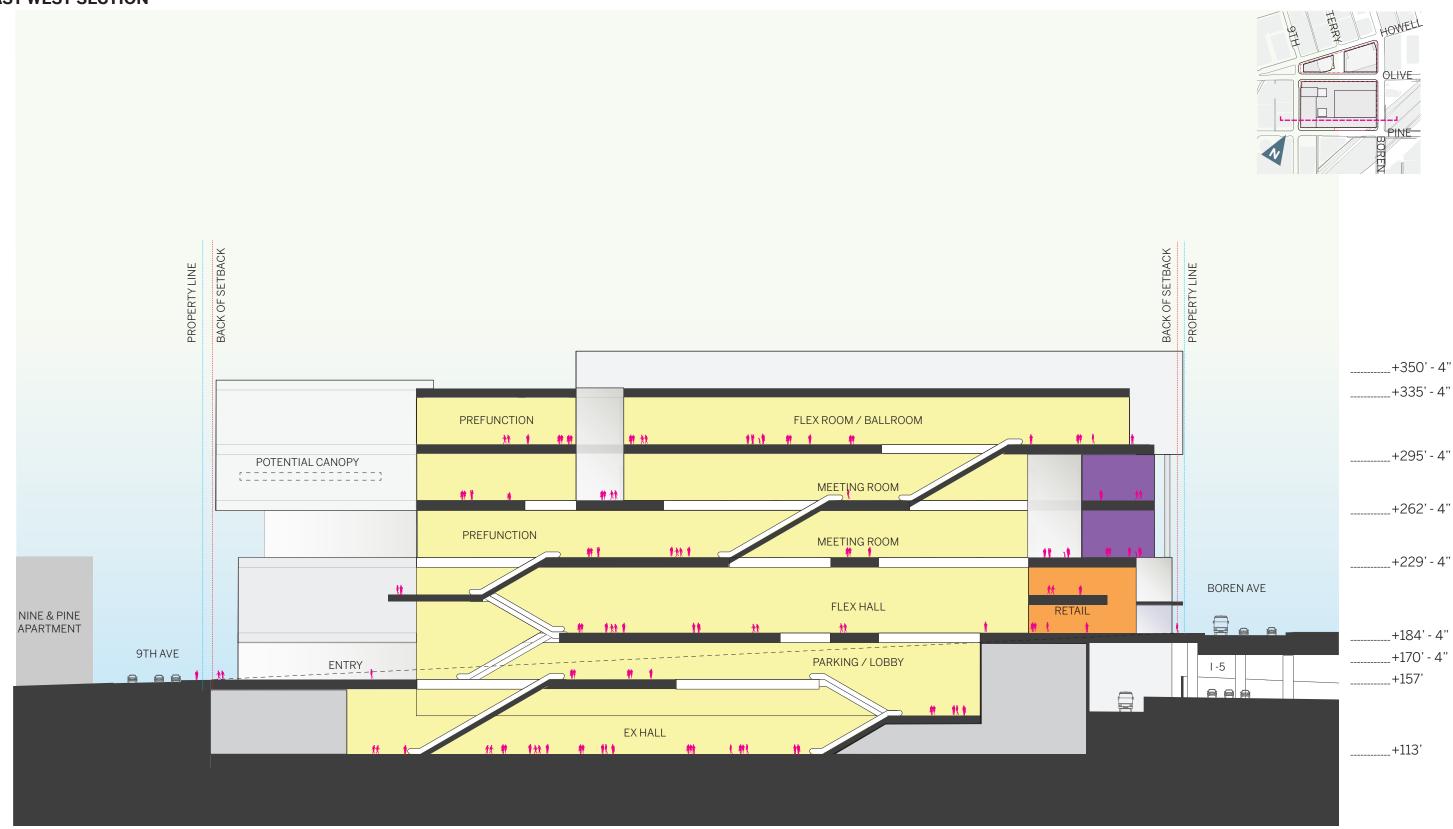


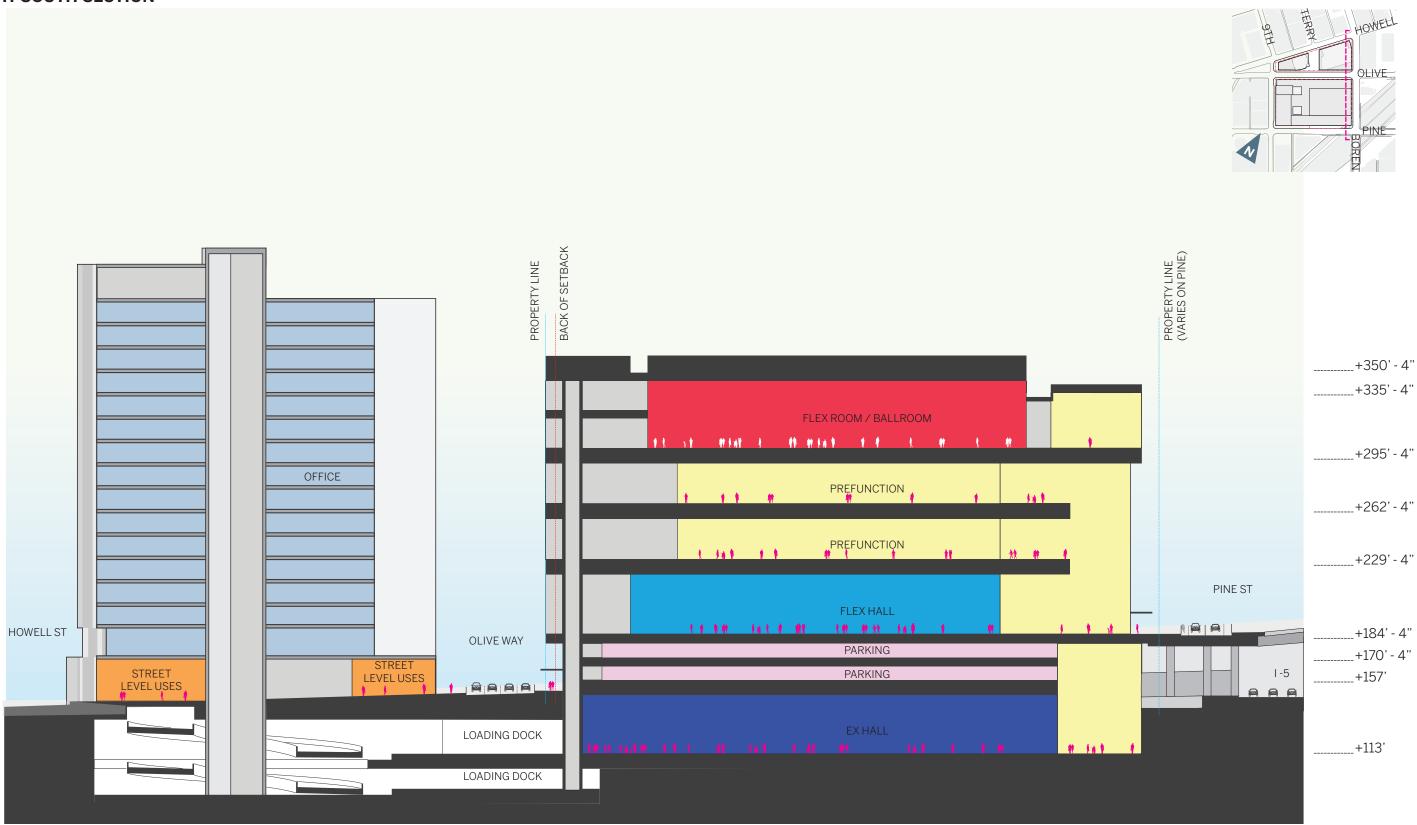


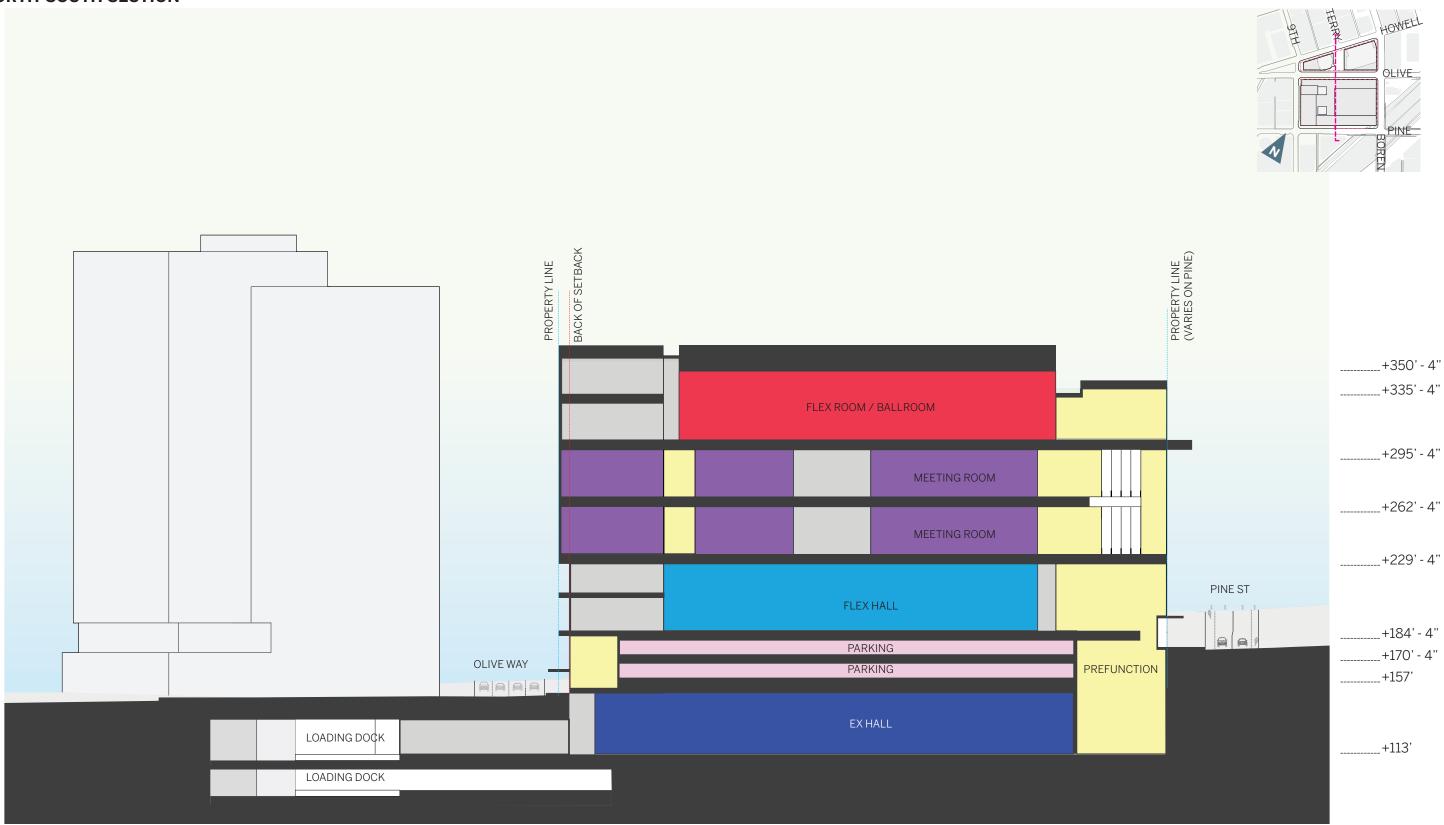
EAST-WEST SECTION

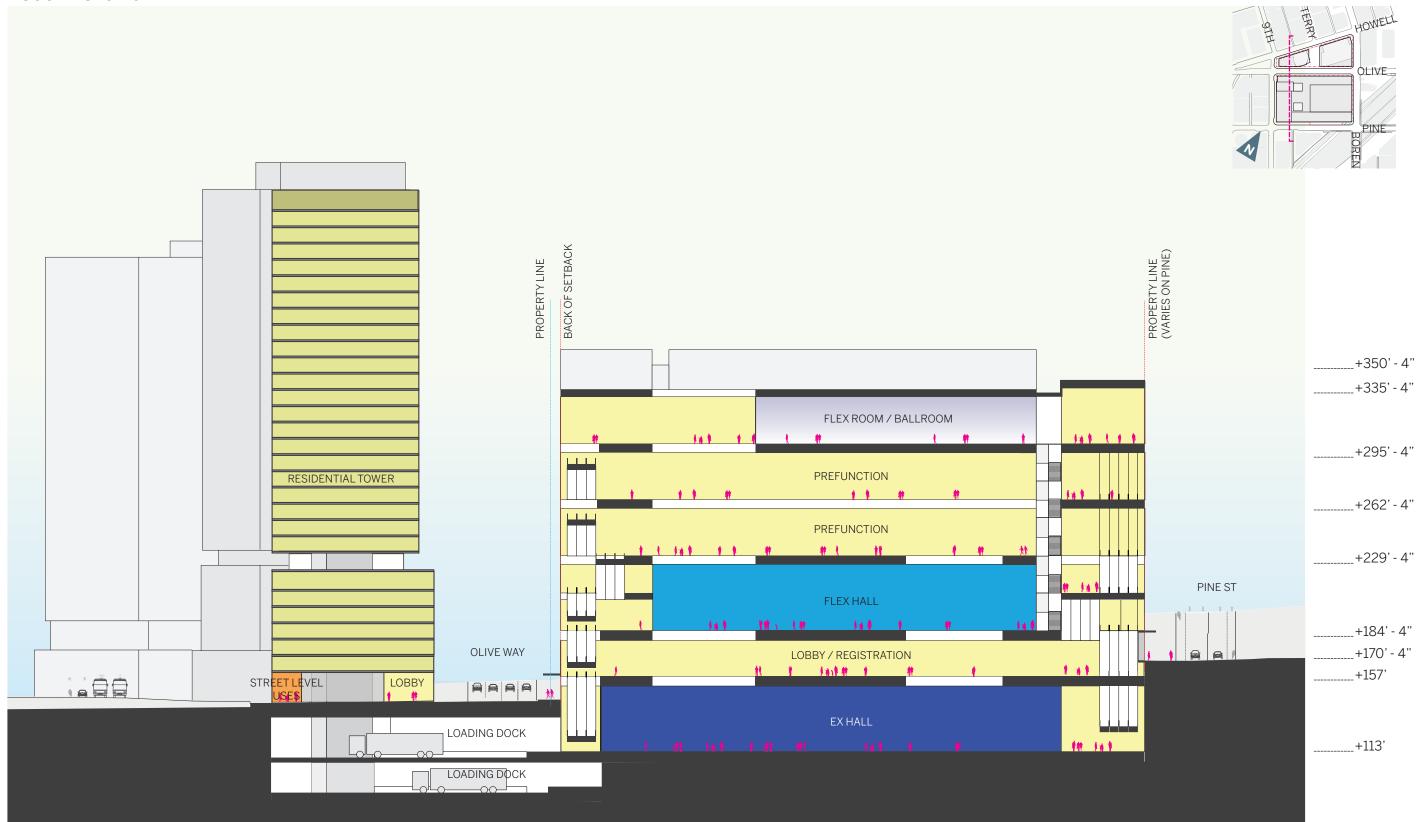


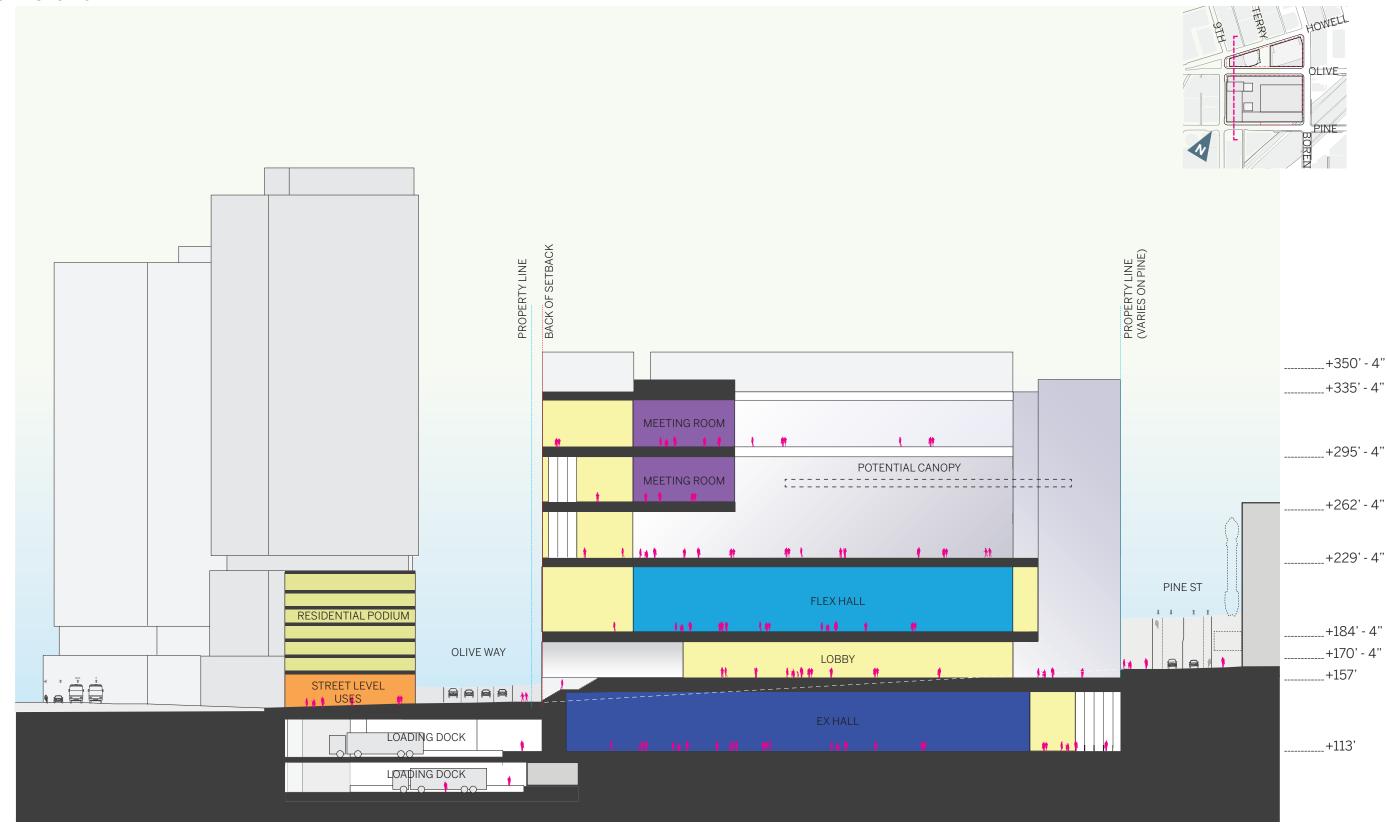
EAST-WEST SECTION



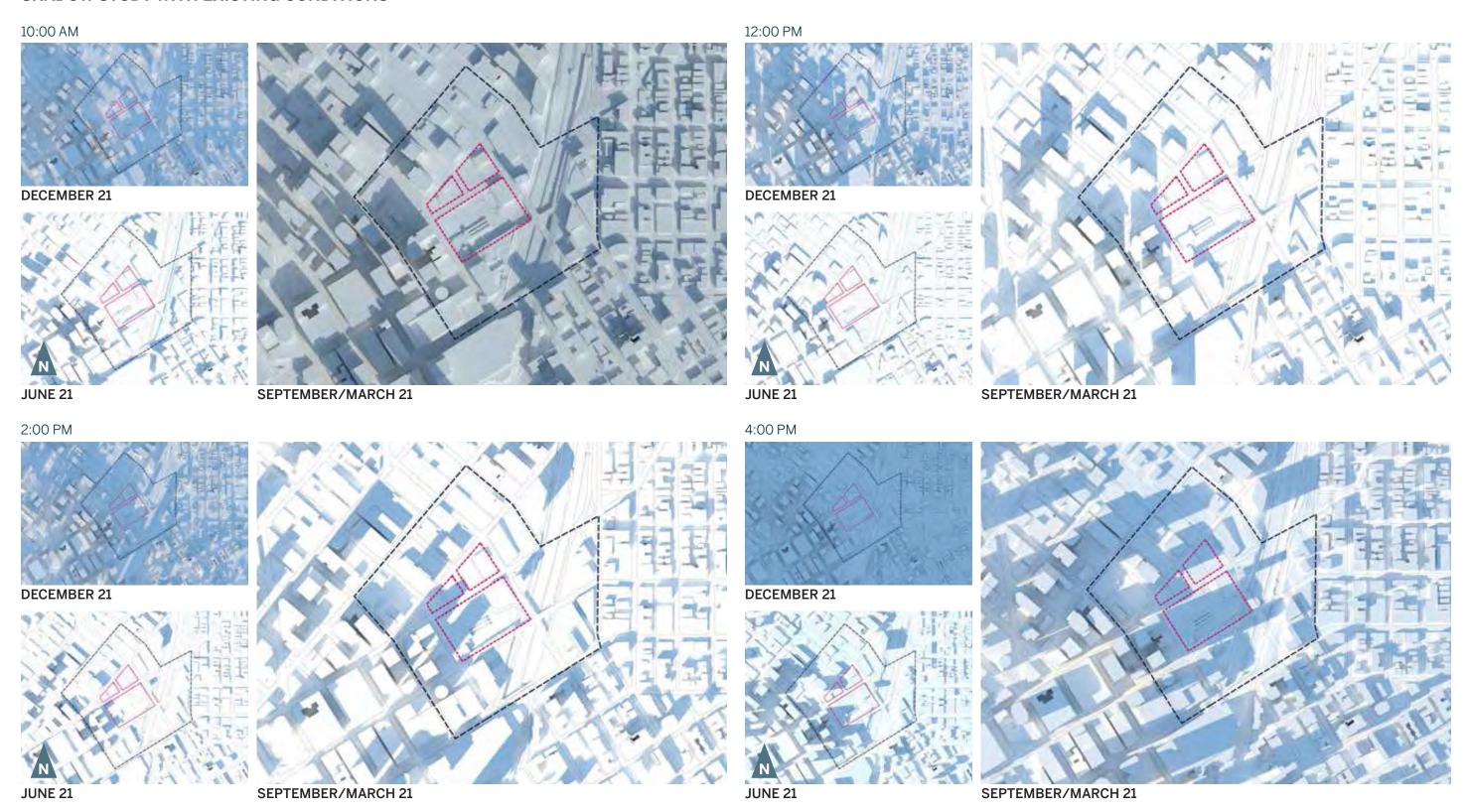




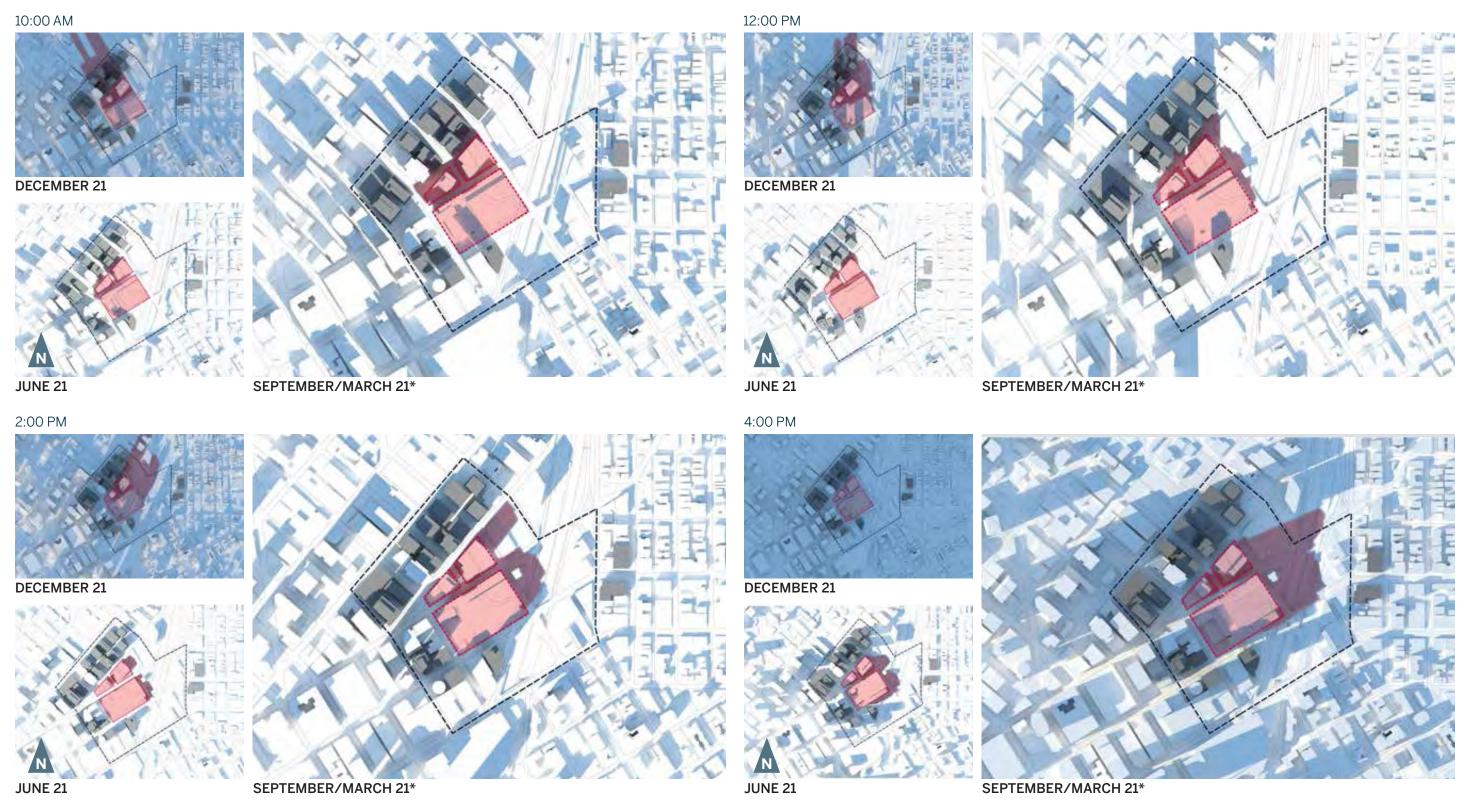




SHADOW STUDY WITH EXISTING CONDITIONS



SHADOW STUDY WITH APPROXIMATE CONVENTION CENTER BUILDING MASS



^{*} Approximate shadow impact highlighted in red for September/March studies

1. Respond to Views & Influences from Adjacent Context

A1 Respond to the Physical Environment

a. Context Analysis

The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings.

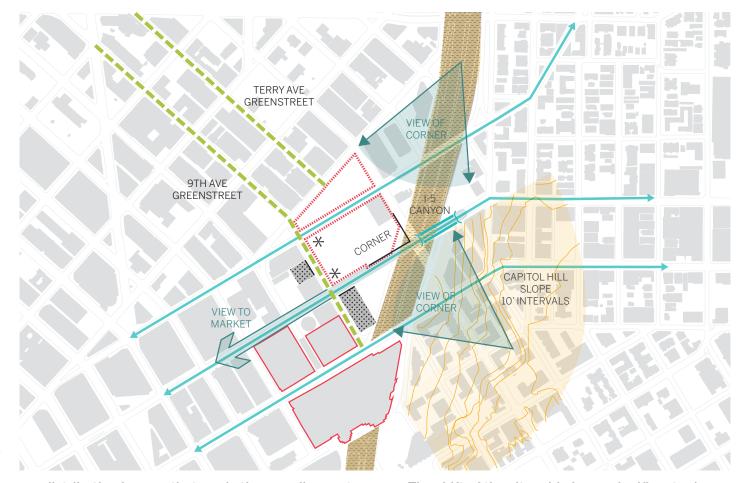
Design team prepared a design analysis of multiple options and developed three fundamental approaches which represents the strategies and opportunities discovered in the process. Each scheme investigates unique responses to the context, while collectively resolving the overall approach to an integrated building and site design. The overall strategy is illustrated in more detail through the descriptions of the preferred scheme and its context.

B1 Respond to the neighborhood context **C2** Design Facades of Many Scales

b. Viewpoints

The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'.

The proposed massing schemes each began with varied ideas of using the flexible spaces and



distributing in ways that erode the overall mass to articulate smaller forms. The building-site edges further explore finer grain gestures that provide relief from the multi-block scale of the project.

A1 Respond to the Physical Environment **B1** Respond to the neighborhood context

c. Street Grid

The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district.

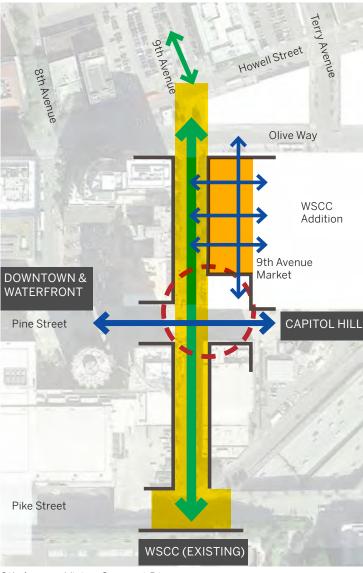
The shift of the city grid plays a significant role in shaping the architecture and urban form of the project, creating a transition from the Denny Triangle neighborhood to the north through the articulation 9th and Terry Avenues into the site. This green street couplet defines the major public zone of the project, providing the largest concentration of open spaces and public interior connections on the site.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area **D1** Provide Inviting & Usable Open Space

d. Connections

Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hill-climb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized.

9TH AVENUE



9th Avenue Vision Concept Diagram

The Board suggested that street-scape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE

Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

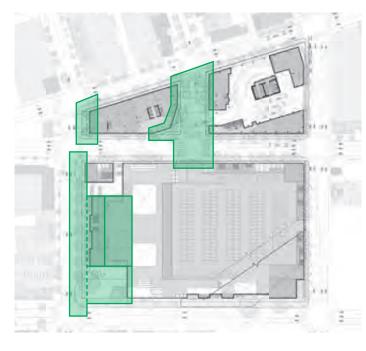
The segment of 9th Avenue between Howell and Pike creates opportunities for a larger public entry and the most direct connection to the existing convention center. The proposal takes the larger context into consideration, setting the framework for future urban interventions to complete the vision for the neighborhood.

B2 Create a Transition in Bulk and Scale **B3** Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area

e. Landmarks

The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theater's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below.

Each of the massing schemes explores options to create a dialog with the historic Paramount Theatre through the use of open space, view angles, and massing - framing the facade and signature marquee. This relationship is critical in creating a proposal that is both respectful of its context and enhanced by it. The preferred scheme borrows from the spectacle of The Paramount theater and The Camlin to create a visible event in the city.



POTENTIAL AREAS FOR PUBLIC BENEFITS



B1 Respond to the neighborhood context

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area

C1 Promote Pedestrian Interaction

C4 Reinforce Building Entries

f. Prominent Corners

The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the one-way, eastbound vehicular flows.

The various schemes and collective site development defines the significance of the corners through the placement of prominent building entries or dedicated retail at the ground floors. The upper level massing options explore both strong edges, carved spaces, and defined volumes to address corners in ways that create unique visible moments around the perimeter of the site. These moments are further enhanced through the use of transparency to maximize daylight and views into the flux of event activity and out to the city.







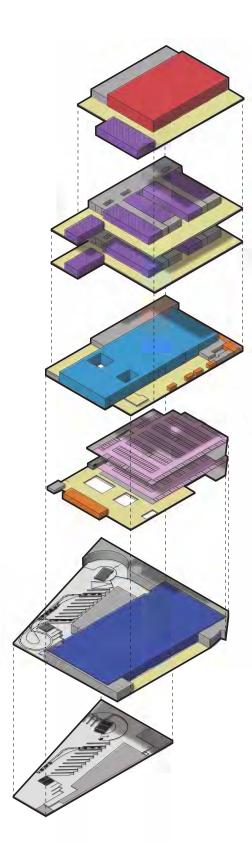
2. Massing & Public Realm

A1 Respond to the Physical Environment **B2** Create a Transition in Bulk and Scale

a. Vertical Programming

The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10).

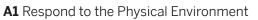
The project takes advantage of its urban site by structuring the expansive program in a dense vertical format to create the most compact footprint possible. Careful placement of below grade loading and access interior to the building mass allows the pattern of the city to permeate the project. The scale of the resultant massing is further articulated with the malleable parts of the interior and exterior program, described through the various massing schemes.



B4 Design a Well-Proportioned & Unified Building

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible,' to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities.

The project promotes access to daylight and occupiable exterior spaces at all levels of the building for a broad range of uses--oriented contextually to respond to the unique areas of the site. The design creates areas specifically for the public to occupy blurring the boundaries of the event and the city.



B2 Create a Transition in Bulk and Scale

B4 Design a Well-Proportioned & Unified Building

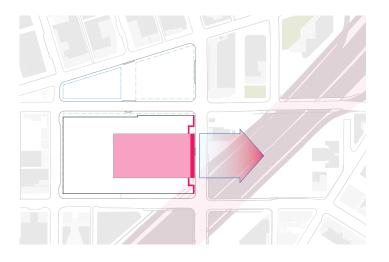
C2 Design Facades of Many Scales

b. Mitigate the I-5 Gap

The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and facade scaling techniques will be especially critical on those elevations.

The project seeks to balance the massive scale of I-5 with the range of smaller scales typical of the urban fabric. The various schemes explore ways to articulate the massing specific to the south and east exposures, creating distinct volumes and textural facades. These are critical edges that will form the identity of the project for many people.





A1-Green Street Policies Respond to the Physical Environment

B1 Respond to the neighborhood context

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area

E3 Minimize the Presence of Service Areas

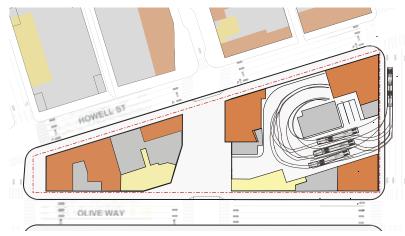
c. Terry Street & 'Truck Plaza'

The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised street-scape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e).

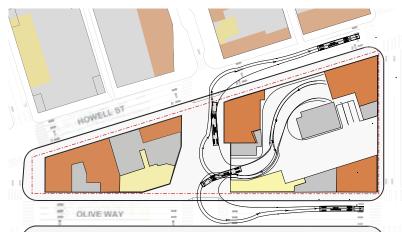
The proposal will continue to study and refine the vehicle ingress and egress zones to minimize their impact on pedestrian movements and maximize street-scape and other ground floor amenities. The integration of the former segment of Terry Avenue into the design provides major points of access for the new convention center addition and the adjacent co-development. This neighborhood mixing zone provides the project a sense of place and arrival sympathetic to working urban neighborhood. The project studied a range on ingress options, determining that access from Boren (shown in red) to be the least impactful. Several options for egress allow for trucks to minimize their impact by dispersing activity and providing access to both north and south bound I-5.



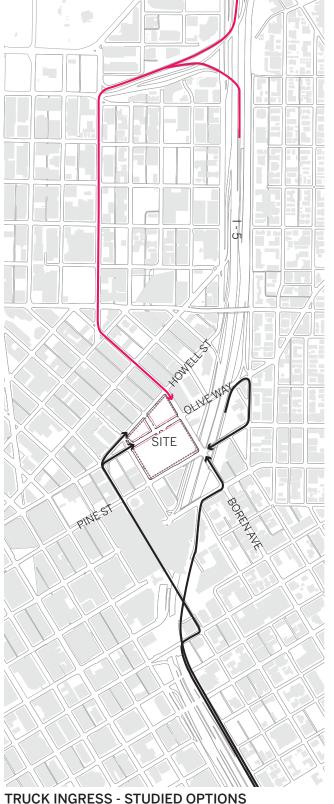
SITE PLAN



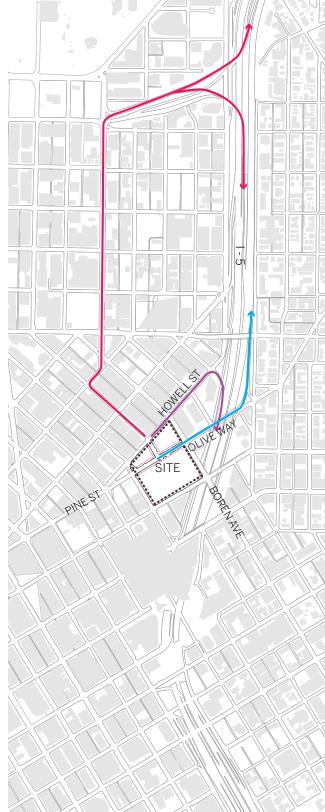
TRUCK INGRESS



TRUCK EGRESS



TRUCK INGRESS - STUDIED OF HONS



TRUCK EGRESS - PROPOSED OPTIONS

C4 Reinforce Building Entries

D1 Provide Inviting & Usable Open Space

D3 Provide Elements That Define the Place

d. Lobby and 9th Avenue Interface

The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left).

The edge and corners along 9th Avenue have been further developed to incorporate a mix of lobby, retail, and open space, while considering the topographical challenges and opportunities unique to this site. This highly permeable zone is where the city and the convention center activity overlap most significantly. Open spaces and sidewalks have been carefully proportioned to foster vibrant pedestrian zones with room for planting, circulation, queuing, and lingering.



C1.2 Retail Orientation

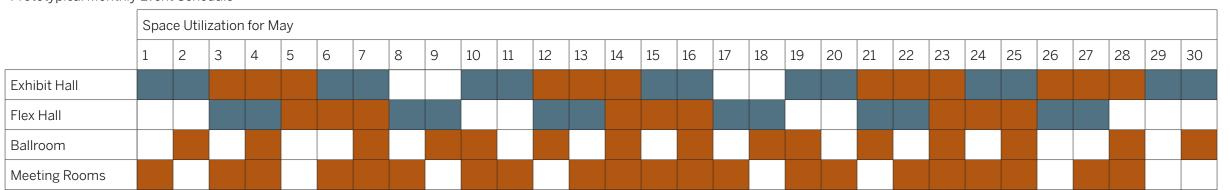
The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' -if open typical hours -was supported in order to activate the 300+ ft long facade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical.

The retail proposed throughout the proposal plays an important role in anchoring the project into its neighborhood. The market concept along 9th Avenue is designed to form a symbiotic relationship between the city and the convention center--promoting a high level of interaction at the primary points of entry.

The facilities is designed to allow multiple simultaneous activities in the building including move in / move out and event days. The following prototypical monthly schedule illustrates the type of activity pattern and event intensity anticipated. There are between one to four active events in various parts of the facility almost every day.

WSCC Addition

Prototypical Monthly Event Schedule



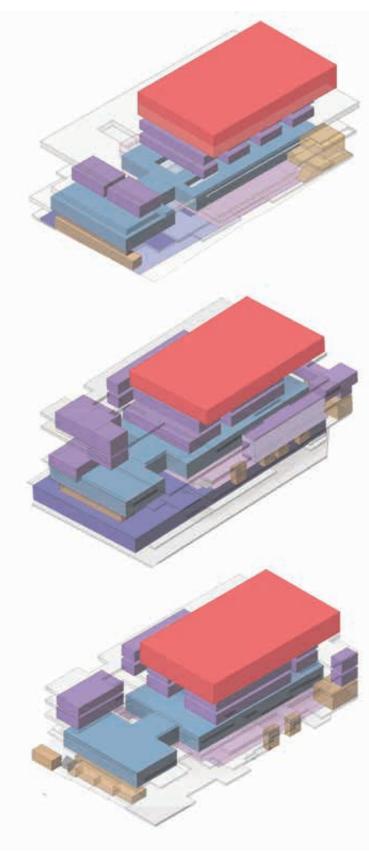
MOVE IN / MOVE OUT EVENT

A2 Enhance the Skyline **B4** Design a Well-Proportioned & Unified Building

e. Massing Options for EDG #2

The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Program-driven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b).

The massing options proposed in this package include the required program driven forms and relationships along with manipulations of pliable parts of the program in additive and subtractive ways. The languages of stacking volumes, cuts and voids, holding or exposing edges, celebrating functional structure and circulation are expressed through the range of options presented.



A2 Enhance the Skyline **D1** Provide Inviting & Usable Open Space **D2** Enhance the Building with Landscaping

f. Roof Design

The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; usable open space for users; canvas for an exceptional landscape design; and/ or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use.

At approximately 200' above the street, the primary roof will be visible from only the upper floors of the highest nearby towers. It will be explored as a green roof designed to integrate with water and landscape ecologies of the building and surrounding context. Outdoor terrace spaces are provided at multiple levels throughout the building providing the opportunity for extending the landscape and outdoor activity opportunities throughout the project in locations more easily visible from the surrounding neighborhood buildings and streets.



3. Perimeter Street Edges & Ground Floors

B3.3 Pedestrian Amenities at the Ground Level

C1 Promote Pedestrian Interaction

C3 Provide Active — Not Blank — Facades

C4 Reinforce Building Entries

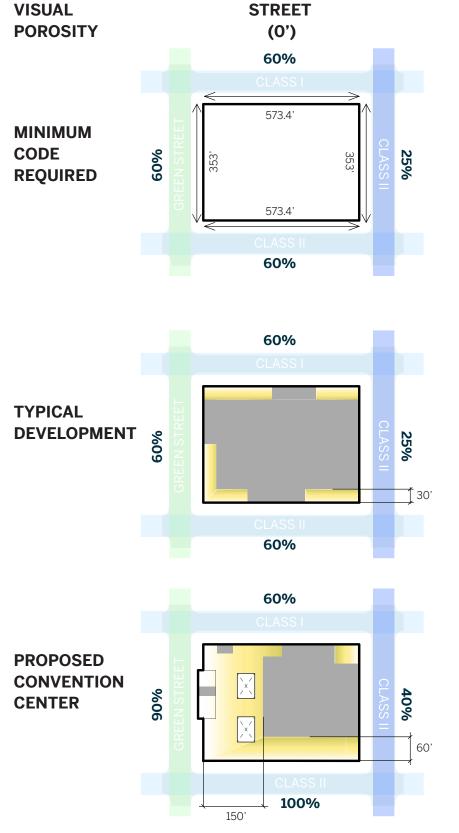
D1.1 Pedestrian Enhancements

E1 Minimize Curb Cut Impacts

a. Ground Floor Edges

The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

The proposal has concentrated the majority of the service area for the building below grade though the use of street vacations and large banks of elevators to access the upper floors (in lieu of sky bridges). The remaining service areas required to be on the perimeter of large level event spaces above grade and include substantial egress and circulation required for a safe functional facility. These service areas have been carefully studied to make maximum use of their proportionally small footprints. Transparency and access to daylight are a priority for the project for all spaces and users. Remaining non-transparent areas will be minimized to the extent possible and carefully composed to support the composition of the facade and mass as a whole.





60'

200'

150'

b. Pine Street

The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'popups' indicated on pg 52/left.

The proposal envisions the edge along Pine Street as a tapestry of smaller scale interventions, providing the maximum amount of texture and diversity along the link between Capitol Hill and Downtown. This concept is supported by the need to address the topography of the hillside in smaller increments creating moments where the building program and the street overlap--areas of circulation and places to pause, syncopated views and landscape contribute to a rich collage.



c. Boren Avenue

The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

The required vehicle access points are significantly fewer and more pedestrian friendly than the existing conditions, with fewer required than of typical multi-building street frontages. The vehicle portals will be designed to the minimum size necessary along with measures to facilitate safe pedestrian circulation. The remaining areas of the facade maximize the available space for street level uses on all frontages (including those not required by code), concentrating on the corners to foster a successful retail environment.



d. Olive Way

The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

The location of vertical circulation and associated support along Olive Way is directly linked to the loading areas below grade and required egress. The remaining frontage on the south side of Olive Way maximizes the area of retail and lobby areas for the facility, employees, and parking garage, located at all corners and pedestrian crosswalk locations as will as other locations in the blocks. The south frontage is complimented by the codevelopment on the north side Olive Way, which concentrates retail along this edge to provide a double sided street that transitions to the neighborhood beyond.



e. Terry Avenue Green Street Terminus

The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the street-scape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.

The overall massing strategy for the project responds to Terry Avenue on a grander scale, while minimizing the vehicle portal. The design of the co-development buildings along the former segment of Terry Avenue, shift their geometries to transition pedestrians from the abrupt grid shift at Howell Street, opening up towards 9th Avenue, connecting to the larger open spaces and lobbies on the west edge of the site. This provides more space at the ground floor for pedestrians to circulate outside of vehicle movements while creating a sense of place. The shift towards the west also facilitates connections to the pedestrian



CURRENT URBAN FABRIC



entries on both sides. The alignment of the vehicle entry on the south side of Olive is sited to create a safer experience for pedestrians to circulate at a signalized mid-block crossing, relieving pressure on the surrounding streets by providing options for vehicle egress and reduce pedestrian conflicts.

f. Howell Street

Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south. The co-development buildings have developed ground floor strategies that maximize retail and lobby areas and minimize vehicle loading areas to the extent possible. The frontages will play a significant role in stitching the convention center program into the adjacent mixed-use neighborhood. The co-development massing is also influenced by the shift of the city grid at Howell, helping to visually and physically bridge the connection across this busy street.

61%

INACTIVE

39%

ACTIVE

FUTURE URBAN FABRIC INCLUDING ONGOING PROJECTS WITHOUT CONVENTION CENTER / CO-DEVELOPMENT



54% INACTIVE

46% ACTIVE

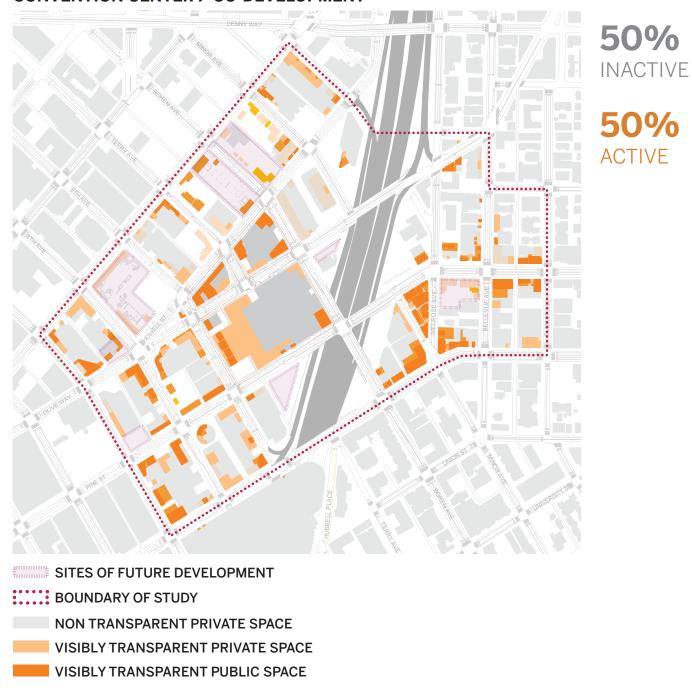
g. Site C, Northeast Block

The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and facade presence.

The overall site strategy to place the significant loading required for the project below grade greatly reduces the impact on the urban fabric.

The resultant vertical circulation required is located at the northeast corner of the site to take advantage of topography and lot geometry to be as compact as possible while being contained within the building footprint. This allows the site to accommodate some interior on-site queuing and ramp circulation, allowing the edges to be maximized with retail and lobby spaces. The curb cuts and vehicle portals will be designed to the minimum dimensions necessary.

FUTURE URBAN FABRIC INCLUDING ONGOING PROJECTS AND CONVENTION CENTER / CO-DEVELOPMENT



PROPOSED CONVENTION CENTER / CO-DEVELOPMENT



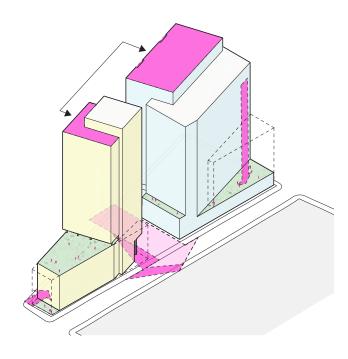
29%
INACTIVE

71% ACTIVE

h. Sites B & C; Co-development

The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

The project is moving forward as a Planned Community Development that will allow more integrated planning for the co-development sites, including vertical circulation, structure, ground level and street-scape to be developed holistically with the convention center program. Ideas for open space at 9th Avenue have been studied as a part of the massing schemes.



4. General

a.

The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.

The evolution of the modern convention center has transitioned the prototype from a black box on the edge of a city to highly integrated participant in the urban fabric. This proposal combines a dense vertical program, mixed-uses, and active transparent edges to promote the city as a destination for events, and the convention center as an event in the city.

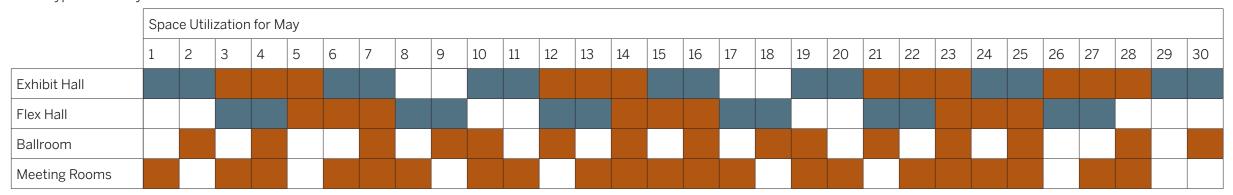
The Board agreed the objective must be much more than filling the existing void with a large block of selfserving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

The proposal recognizes the impact that a project of this magnitude has to create opportunities to enhance its surroundings and play a substantive role within the urban fabric. The success of this project relies on its connection to the city and adjacent neighborhoods to create an engaging and memorable destination that will make Seattle the highlight of the experience.

CONVENTION CENTER USE SCHEDULE

WSCC Addition

Prototypical Monthly Event Schedule



MOVE IN / MOVE OUT EVENT

The facilities is designed to allow multiple simultaneous activities in the building including move in / move out and event days. The following prototypical monthly schedule illustrates the type of activity pattern and event intensity anticipated. There are between one to four active events in various parts of the facility almost every day.

6 RESPONSE TO EDG 1 COMMENTS

CONVENTION CENTER EVOLUTION

Convention Centers have evolved significantly as a building type over the past three decades. Starting with the windowless "black box" exhibition sheds of the 1980's, facilities have become increasingly transparent, visually engaging and representative of their setting. Urban facilities (such as the Washington State Convention Center) are at the forefront of this evolution as they must respond to limited site availability, increased densification of the city center and a varied context with diverse scales and textures.

As global competition for business intensifies, centers are marketing their cities as singular destinations. A city's "brand", combining physical and reputational attributes, is a critical component in positioning a center in the marketplace. Achieving a design expressive of the local culture and context establishes a meaningful connection between the visitor and the destination, and increases the appeal to meeting and exhibition planners.

The next generation of convention delegates has significantly different expectations of what it means to attend an event, and how they interact with the spaces within the facility. They demand flexibility, variety and authenticity, rejecting a passive approach to the event experience and preferring to customize function spaces to fit their individual needs. Engagement with the destination and local citizens is a fundamental part of their experience. Breaking down barriers between the inner life of the building and the surrounding context, modern centers seek to connect the energy of the event with the public life of the city.

The 21st century convention center is characterized by distinctive features that define its functional capability and experiential quality:

 Convention centers have evolved from large scale, single horizontal facilities towards a campus approach featuring multiple buildings. Increased urban density has resulted in vertically stacked facilities which can host multiple events each with their own level.

- Modern centers feature highly flexible, multi-use spaces that can be packaged to suit a wide range of event types and scales. Breaking down the overall facility into a collection of smaller scale "clusters" allows individual events to have ownership of their space without feeling that they are merely sharing a small piece of a large center.
- Smaller scale spaces that foster informal interactions as a counterpoint to the more structured environment of an event's formal sessions are in high demand.
 Providing a variety of informal meeting spaces, evenly spread across the facility reinforces the sense of flexibility and adaptability.
- "Blurring the line" between the convention center and its surrounding community through a more flexible definition of the event's controlled perimeter. Creating spaces that can flex between "public" and "private" modes can encourage the mixing of delegates and the public, enriching their shared experience.
- Incorporating daylight in function spaces provides psychological benefits along with reduced energy consumption. Improvements in projection and display systems have helped reduce concerns relative to full blackout capability.
- Views of the surrounding context anchor the delegate's experience, avoiding the feeling of being captive to an event. Allowing delegates to visually disconnect from the building paradoxically extends the amount of time they will remain engaged with the event.
- Connecting to the surrounding environment through programmable outdoor function spaces is a growing industry trend. Ideally these spaces are provided with support infrastructure, including power and data, along with some weather protection to maximize utilization.
- Varied food and beverage outlets both within the facility and the surrounding neighborhood, featuring local products and vendors. These spaces offer opportunities to engage delegates with an authentic local experience while also catering to the general public.
- Sustainability has moved beyond the optional, as centers incorporate innovative features that reduce resource consumption and demonstrate environmental stewardship. Rainwater recycling, green roofs, photovoltaic and wind power are widely used systems, and many centers feature gardens that grow vegetables and herbs for their food service operations.

One of the most important developments in the industry is the rise of the multi-functional, signature ballroom as one of the key differentiators for convention centers. The traditional "coffered ceiling and chandelier" space has been replaced with highly flexible rooms that can host concurrent events and generate significant stand-alone revenue. These spaces typically feature views outward and programmable exterior function spaces.

The Expansion of the Washington State Convention Center represents a transformative opportunity to define the next evolution of this building type. By creating an open, welcoming facility, scaled to respond to a variety of neighborhoods, with spaces that are c activated and encourage engagement between the event and the city, this project can reimagine the "Seattle Experience" to create a meaningful, authentic and lasting impression for delegates and visitors.



Boston CC The "Lawn on D", a programmable outdoor function space shared by the center and community, has succeeded beyond expectations. Photo Credit Massachusetts Convention Center Authority



Melbourne CC The South Wharf development created a series of locally themed food and beverage venues that provide a wealth of options within walking distance of the center.



Cleveland CC Pedestrians have direct views to below grade exhibition halls, showcasing the life of the event.



Cleveland CC A multi-story atrium, connecting function spaces on multiple levels, opens to the public domain, connecting the activity of the Mall and the events within the center.



Emerson College Classroom spaces feature views to the surrounding neighborhood, improving students well-being.



Vancouver CC Informal spaces, distributed throughout the center, encourage smaller scale gatherings.

7 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

SITE PLANNING & MASSING

A-1 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 beyond the immediate context of the building site.

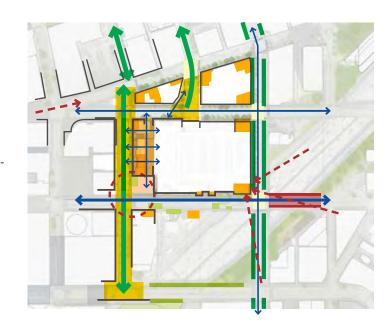
The proposal's massing will include a response to its innate programmatic needs and its location at the intersection of a multiplicity of diverse Seattle neighborhoods.



B-3 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.

The proposal will infuse the attributes of the civic scale of downtown with the vibrancy of adjacent neighborhoods like Capitol Hill, reinforcing active urban streets with dynamic architectural character.



ARCHITECTURAL EXPRESSION

B-2 Create a Transition in Bulk & Scale

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The proposal will occupy a smaller envelope than is possible by code, creating a transition on the edge of downtown to the smaller scale neighborhoods to the east. Terraces, lobbies, and retail provide opportunities to compose the building mass appropriate to its context.

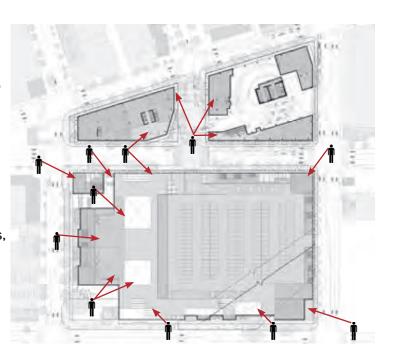


THE STREETSCAPE

C-1 Promote Pedestrian Interaction

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

The street-scape will be designed to promote a vibrant urban pedestrian experience. Views into the building along with landscape elements, pedestrian amenities, street level lobbies, and retail will be employed to activate the street.



7 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and materials 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.

The proposal will incorporate architectural features that will respond to the scale of the pedestrian as well as the larger urban form.



PUBLIC AMENITIES

D-1 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.

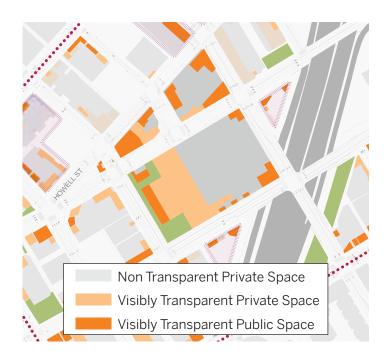
The proposal will consider opportunities for open space that provide both an amenity to the occupants of the facility, as well as contributing to a vibrant inviting urban street-scape.



C-3 Provide Active—Not Blank—Facades

Buildings should not have large blank walls facing the street especially near sidewalks.

The proposal will carefully consider the layout and character of support spaces within the building to limit the amount of blank facades, particularly at the pedestrian level. Pedestrian edges will be designed to allow visual access/transparency to both the public and private spaces of the building. This strategy sustains visual interest all along the pedestrian path, enhancing the overall experiential quality at street level.



D-3 Enhance 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.

Each unique condition contributes to the urban framework. The site's distinct edges create the potential for special moments enriched by the partnering of the building and the street-scape, as exemplified by the Pine Street Gallery, 9th Avenue Market, Boren Avenue Beacon and Terry Avenue 'shared street' concepts.



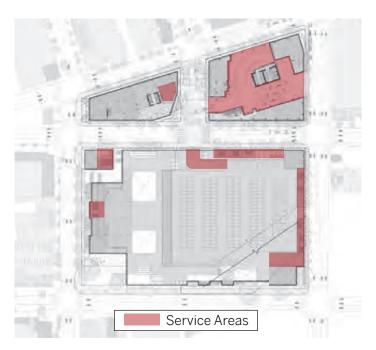
7 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

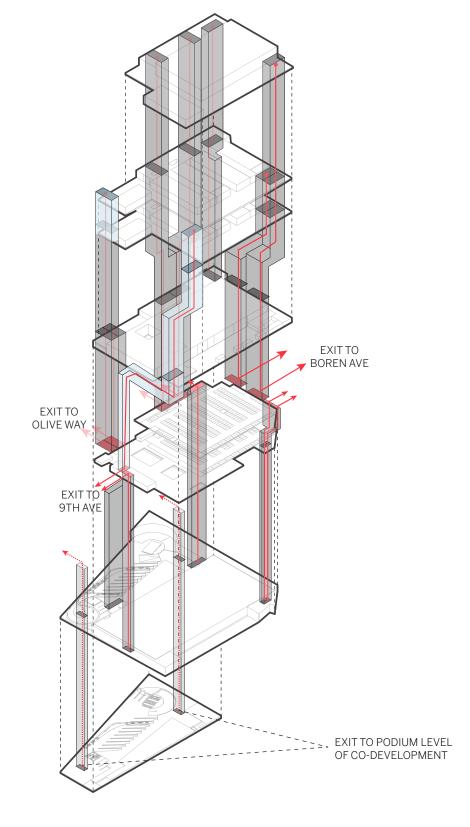
VEHICULAR ACCESS & PARKING

E-3 Minimize the Presence of Service Areas

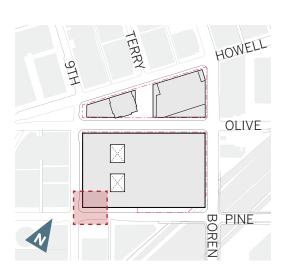
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

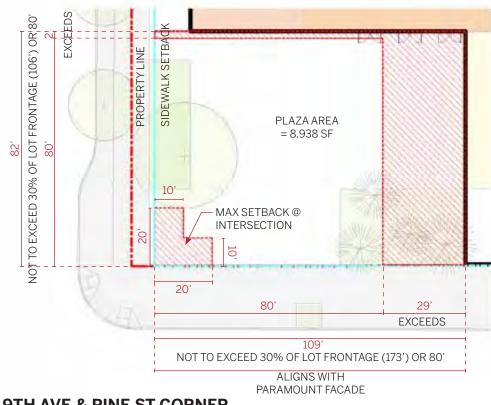
The proposal will carefully incorporate loading and other service areas into the facility by directing them below-grade, thereby minimizing their street presence, shielding their adverse qualities and promoting a positive pedestrian experience. The large quantity of exit stairs required for safe egress from above and below grade have been carefully located to avoid the highly visible corners and major entries into the project.





Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
2	23.49.56 B Facade Setback Limits	If the structure is greater than 15 feet in height, the setback limits apply to the portion facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A. The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is five (5) on Class I pedestrian streets and ten (10) on Class II pedestrian streets and designated green streets. The Maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. Any exterior public open space that meets the Downtown Amenity Standards, whether it receives a bonus or not, is not considered part of a setback.	The public plaza at the corner of 9th Avenue and Boren Street is a site feature strongly encouraged by the Design Review Board. The scale of the multi-block project and its civic presence in the city elevate the nature of the plaza beyond one typical of an urban residential or commercial project, warranting consideration for this unique amenity. The Plaza's current configuration does not meet the required dimensions limiting the facade setbacks at corners. It does nearly meet all the requirements for an Urban Plaza per the Downtown Amenity standards, and would therefore be exempt to the Facade Setback Limits. The determination of its eligibility for the Urban Plaza criteria will be confirmed through the Master Use Permit process.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building D-1 Provide inviting and usable open space D-3 Provide elements that define the place



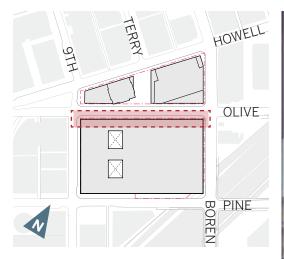


9TH AVE & PINE ST CORNER

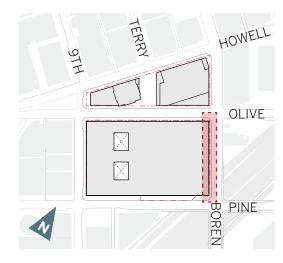


9TH AVE & PINE ST - CORNER PERSPECTIVE

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3A	23.49.058 B Facade Modulation (Convention Center)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	The preferred scheme proposes a greater variety of modulation than that prescribed by the code. This variation of depth and shape extends across a significant surface area of the elevation shown, providing greater visual interest and a more active facade that meets and exceeds the intent of the Facade Modulation requirements.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place



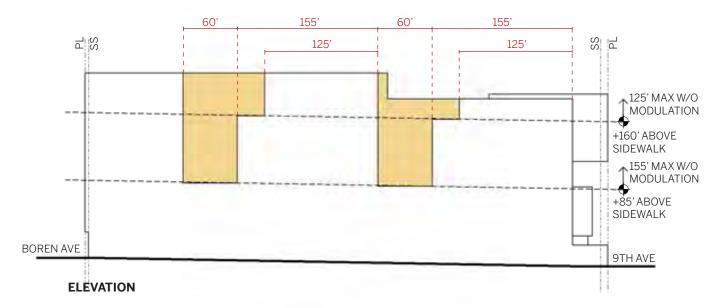




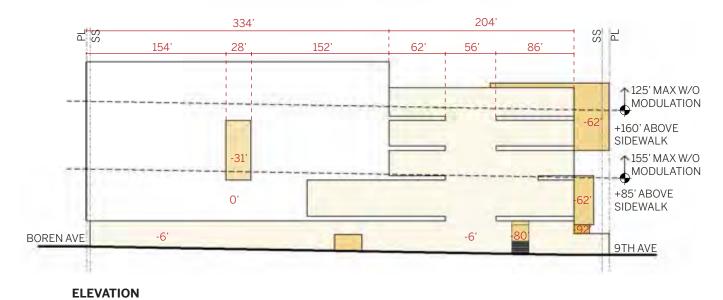


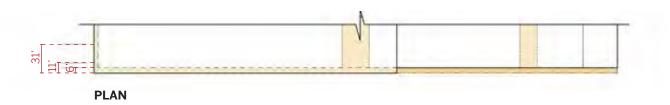
OLIVE WAY - PERSPECTIVE

BOREN AVE - PERSPECTIVE

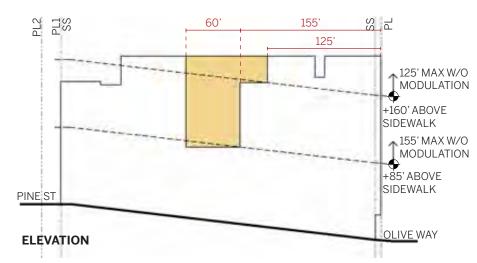


OLIVE WAY - BASELINE SETBACK

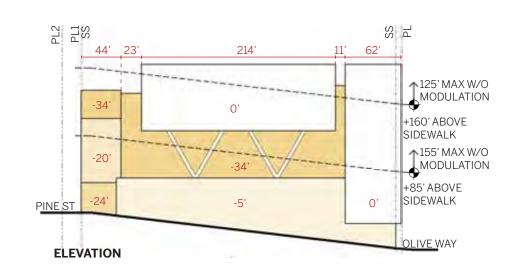


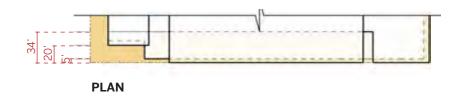


OLIVE WAY - PROPOSED SETBACK



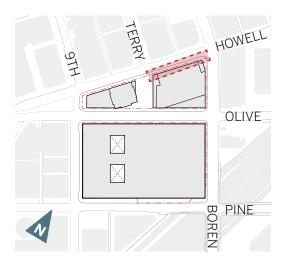
BOREN AVE - BASELINE SETBACK





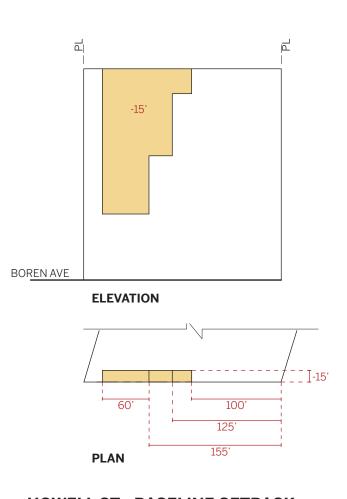
BOREN AVE - PROPOSED SETBACK

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3B	23.49.058 B Facade Modulation (Co-Development)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	Starting at grade level the building facade is set back 6 feet from the street lot line to allow for a wider pedestrian sidewalk. Facade modulation is provided at 28 feet above the sidewalk and continues up the building in a vertical orientation. The proposed modulation breaks up the length of the facade and provides the opportunity for more variation and visual interest.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place

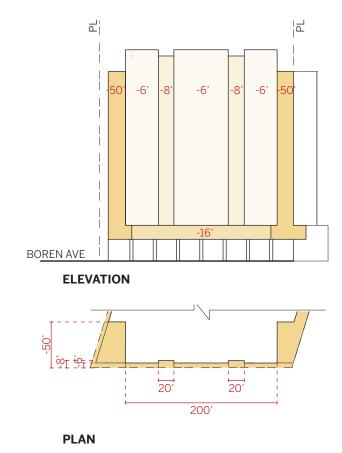




HOWELL ST - PERSPECTIVE

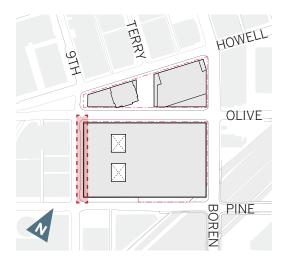


HOWELL ST - BASELINE SETBACK



HOWELL ST - PROPOSED SETBACK

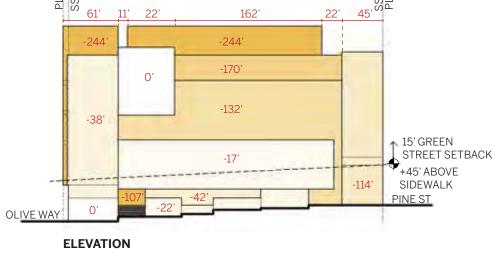
Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
4	23.49.058 G2 Green Street Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the green street at a height of forty-five (45) feet.	The facade along 9th Avenue is predominately setback above the elevation of 45ft, with one exception. The proposed modulation provides additional modulation exceeds the Green Street Upper Level Setbacks with greater visual interest in both elevation and massing that prescribed by the code. The resulting activation of the building better supports the goals of the Green Street designation. The upper level meeting room block extends into the block extends into the setback in order to align its north facade with the Paramount facade, thereby framing the open space between.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place





9TH AVE - PERSPECTIVE

SS 15' GREEN STREET SETBACK 15' GREEN STREET SETBACK +45' ABOVE SIDEWALK PINE ST OLI<u>VE WAY</u> **ELEVATION**



PLAN

9TH AVE - BASELINE SETBACK

9TH AVE - PROPOSED SETBACK



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Department of Planning & Development

D. M. Sugimura, Director

DESIGN REVIEW

SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3020176/3018096/3020177 (Convention Center Expansion)

Address: 1600 9th Avenue/ 920 Olive Way/ 1711 Boren Avenue

Applicant: LMN Architects, for Pine Street Group

Date of Meeting: Tuesday, July 21, 2015

Board Members Present: Anjali Grant (Acting Chair)

Gabe Grant (substitute)
Peter Krech (substitute)

Grace Leong Alan McWain

Board Members Absent: Murphy McCullough (recused for this project)

Gundula Proksch

DPD Staff Present: Garry Papers, M.Arch, Senior Land Use Planner

Lisa Rutzick, Design Review Program Manager

SITE & VICINITY

Site Zone: DMC 340/290-400; Downtown Mixed Commercial, 340 ft non-residential

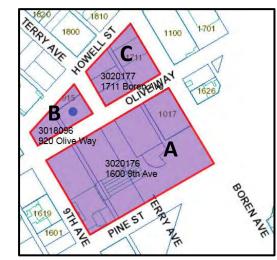
maximum height

Nearby Zones: (North) DMC 340/290-400

(South) DMC 340/290-400 (East) DMC 340/290-400 (NC3P-85 across I-5) (West) DOC2 500/300-500

Lot Area: 3020176 Site A: 202,509 sq ft.

3018096 Site B: 25,551 sq ft. 3020177 Site C: 50, 979 sq ft.



Current Development:

The majority of site A consists of a bus and light rail marshalling yard and station, mostly recessed below adjacent grades, plus a 2 story commercial building at the northeast corner. Site B consists of an alley and 2 one-story commercial buildings and surface parking lots. Site C consists of an alley and one, one story commercial building wrapped by surface parking lots.

Surrounding Development and Neighborhood Character:

The largest site A has the Paramount Theatre at its southwest, and one 14 story apartment tower at its northeast, and the rest of the south and east sides face vacant land and the sunken I-5 freeway corridor. There are existing and proposed towers to the north and west of the larger 3-block project area, including office, hotel and residential projects 14-40 stories tall. The surrounding Denny Triangle neighborhood consists of mixed commercial structures and parking lots, rapidly transitioning to tall, dense mixed use structures, consistent with zoning and planning policies.

The project site is a physical and urban design 'hole' in the dense downtown fabric, and is located between two connector streets (Pine and Olive) which bridge the I-5 trough, which is the edge between downtown density and the mid-rise, mixed use fabric of the Capital Hill and First Hill neighborhoods to the east and south.

Access:

Pedestrian access is from the surrounding sidewalks on the following streets: Pine, Olive and Howell running east-west; 9th Ave, Terry and Boren running north-south. Terry Street and alleys were previously vacated from Site A, so vehicular access to it must be off one of the four surrounding street frontages. The two alleys and Terry segment between Olive and Howell are operational at the moment, but are proposed to be fully vacated concurrent with this project; those vacations are assumed to have occurred for the purposes of this Design Review.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed development on double-block site A is a 5 level, approximately 200 ft tall structure containing about 1.4 million sf of exhibition space, meeting rooms, service and support, with associated parking access and below grade loading docks. The facility is a detached expansion of the Washington State Convention Center. Parking for 600-800 cars is located within the primary structure. A 16 story office tower is proposed on the northeast block C, with retail and a truck holding zone and ramp at the ground level; the spiral ramp serves the underground loading docks for the convention facility. A 30 story residential tower is proposed on the northwest Block B, with ground level retail and a loading/service bay.

Second Early Design Guidance: #3018096/3020176/3020177
Page 2 of 27

FIRST EARLY DESIGN GUIDANCE (EDG) May 19, 2015

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

INTRODUCTION TO EDG #1:

This EDG meeting intentionally focused on context and urban design analysis, for the public and Downtown Design Review Board (the Board) to provide early input and guidance about important contextual concerns, and how context might influence and inspire the building forms and/or program. At EDG#2, the applicants will provide the typical EDG massing options, respond to EDG#1 guidance, and the Board will identify the Priority Downtown Guidelines at that time.

NOTE: While the drawings and general Board comments refer to the co-development towers that may occur above Sites B and C, those two towers are not submitted for detailed review at this time. If and when they are proposed to move forward, they would receive separate reviews, public notice and MUP numbers.

PUBLIC COMMENT

- Stated the project appears overly program-driven and not adequately responsive to context yet.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Concerned that floor slabs and large blank walls appear to occur along many pedestrian eye levels, and the floors should adjust to prevent that.
- Stated the project lacks an overarching goal or idea for such a large and impactful structure.
- Regretted the urban analysis did not include emphasis on the smaller grain of the neighborhoods to the east.
- Emphasized that the sidewalks on Pine and Olive are key connectors and are crowded now, and the project should widen those sidewalks and add amenity to them.
- Reiterated the need for consistent pedestrian activation and practical uses along the sidewalks, since most pedestrians will not be attending actual conventions.

Second Early Design Guidance: #3018096/3020176/3020177

- Impressed by other convention centers designed by the architects (Vancouver, BC in particular) and stressed that Seattle deserves the same or better, particularly in terms of activation, transparency, sustainability and nighttime beauty.
- Emphasized that Pine Street should be lined with continuous retail, and that the 'pop-up' retail spaces shown were not viable.
- Requested the project develop how it functions as "a civic building".
- Requested more public open space(s) and attention to the large roof.
- Stressed how the structure will be visible from streets and public viewpoints to the east, in particular 4 Columns Park.
- Stated the project should exhibit a smaller grain, compatible with the character and pattern of adjacent neighborhoods.
- Submitted the project is large but should not be a singular 'icon'.
- Stated the terminus of the Terry Green Street should not be a parking or vehicle entrance.
- Opposed to the large truck portal on Boren, across from a residential building.
- Asked for more nature and green elements in the project, such as small parks and tree clusters, as there "are no parks in Denny triangle".

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references are to the EDG#1 booklet dated 5/19/2015; Citations in parenthesis are to the Downtown Design Guidelines.

FIRST EARLY DESIGN GUIDANCE May 19, 2015

1. Respond to Views & Influences from Adjacent Context:

- a. Context Analysis: The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)
- b. **Viewpoints**: The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)

Second Early Design Guidance: #3018096/3020176/3020177
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- c. **Street Grid**: The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)
- d. **Connections**: Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

- e. Landmarks: The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theatre's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)
- f. **Prominent Corners**: The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

2. Massing & Public Realm:

a. **Vertical Programming**: The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block,

but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

- b. **Mitigate the I-5 Gap**: The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
- c. Terry Street & 'Truck Plaza': The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)
- d. **Lobby and 9th Avenue Interface**: The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' —if open typical hours —was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree

of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

- e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)
- f. **Roof Design:** The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)
- 3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)
 - a. **Ground Floor Edges**: The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.
 - b. **Pine Street**: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.
 - c. **Boren Avenue**: The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.
 - d. **Olive Way**: The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

- e. **Terry Avenue Green Street Terminus**: The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.
- **f. Howell Street:** Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.
- g. **Site C, Northeast Block**: The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.
- h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

4. General:

- a) The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

SECOND EARLY DESIGN GUIDANCE (EDG) July 21, 2015

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

INTRODUCTION TO EDG #2:

This EDG#2 meeting focused on massing options for all 3 blocks, since the two co-development blocks between Olive and Howell are now full parts of the review. The Board also provided guidance on the design development of the primary convention center block, and those EDG#2 comments are listed **in BOLD** under each restated topic from the EDG#1 guidance.

PUBLIC COMMENT

- Stated the project should include a public, pedestrian pass through of the double block, like the current Convention Center provides, preferably from Pine to Olive/Terry.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Stated the project should incorporate an LRT station or bus stops that provide direct access for convention visitors and workers in the surrounding district.
- Stated the project turns its back on the Boren Street pedestrian experience; should design as though the I-5 noise and void will not be a permanent condition.
- Regretted the design did not include more emphasis on the smaller grain of the neighborhoods to the east, and that the project has 'no relationship to the east'.
- Stated the proposal lacks a vision merited by its critical location between downtown,
 Denny Triangle and Capitol Hill.
- Stated the project has minimal street level uses that would foster civic life and engagement; the program 'box' is too dominant.
- Regretted the large, expensive proposal does not do more to be a civic icon on par with others such as the Central Library, Olympic Sculpture Park, or Central Waterfront.
- Stated the proposal should better integrate with the surroundings and do more to heal the scar of the freeway, as the first Convention Center did with Freeway Park.
- Requested the applicants meet directly with PPUNC, 'as promised'.
- Emphasized that the 'micro-retail' on the existing Convention Center is not successful, and the proposal should have more consistent and deep retail on the street levels.
- Stated the Boren and Olive facades look like afterthoughts, and large detailed elevations are needed to confirm pedestrian scale, activation and interest.
- Noted the streetscape designs were not lush, and the highly visible roof had no design.
- Supported the deep modulations and warm tones of the visible ceilings and soffits shown on the 9th avenue perspectives.
- Concerned the highly transparent Pine street façade is too tall and flat, and it is highly visible to the east and south.
- Requested consistent pedestrian activation and unique shops for visitors along the sidewalks, especially Pine which is the prime connector, since 'Pike is so unfriendly'.
- Stated the ground level looks 'abandoned, with only 10% retail', and the Terry terminus was 'mean'.

Second Early Design Guidance: #3018096/3020176/3020177

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references below are to the EDG#2 booklet dated 7/21/2015; citations in parenthesis are to the Downtown Design Guidelines.

SECOND EARLY DESIGN GUIDANCE July 21, 2015

- 5. Respond to Views & Influences from Adjacent Context:
 - a. **Context Analysis**: The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)
 - At the EDG#2, the Board reiterated how centrally located and visible the structure will be, thus the project forms and architectural character should express a memorable and civic identity, yet not appear alien or out of scale.
 - b. **Viewpoints**: The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)
 - At the EDG#2, the Board appreciated the multiple and detailed perspective views provided, and recommended additional views for the next meeting, from more distant viewpoints on Capitol Hill and First Hill, along the Boren and Olive facades, and other public viewpoints.
 - c. **Street Grid**: The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)

At the EDG#2, the Board supported the strong cantilevered form that punctuates the grid shift as viewed south down 9th Avenue (pg 62,63), and the setback, canted

lower levels on the southeast corner of block B, which open views and pedestrian movement from Terry to the CCX lobby entry (pg 47). The applicants should provide massing studies which set back the entire tower form at that corner to improve those same views to the CCX, and enhance light to the Terry Plaza.

d. **Connections**: Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

At the EDG#2, the Board reiterated how the project forms, public realm and street edges must be generous and respond to the current (ie Pine Street) and projected increases (developments to north and west) in pedestrian street activity, and movement desire lines, especially through the double block. The sidewalk widths may need to be widened from the currently shown code minimums on Pine, Boren and Olive.

e. Landmarks: The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theatre's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)

At the EDG#2, the Board supported the size and location of the southwest entry plaza, and the associated step backs on 9th Avenue (pg 69,79), which provide space and scale transitions to the landmark Paramount, with refinement guidance under 6d below.

f. **Prominent Corners**: The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The

northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

At the EDG#2, the Board agreed both east corner points remain visually weak. Although the southeast 40 ft retail height is supported, the retail porosity of both corners should be enhanced, and there should be more vertical presence relative to the tall mass above. The ground level corner setback shown at 9th and Boren is essential; a similar one is possibly desirable at Boren and Olive.

6. Massing & Public Realm:

a. **Vertical Programming**: The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

At the EDG#2, the Board applauded the large scale physical model and its use as a dynamic study tool. The Board supported the preferred CCX concept of the central mass-box with three stepped and legible volumes on the north, south and west sides. The transparency of the west and south layers is critical to lightening the massive form (pg 69) however more information on the materiality of the north volume (along Olive) is needed. The multiple roof decks and balconies shown were supported, and strongly encouraged to be publically accessible when an event is not occuring, or at least certain securable portions at typical (8-8 or 10-10) public hours (dedicated public elevator to balconies shown on Pine, etc).

The Board agreed the Pine Street elevation is a fully and highly visible wall to the community, and appears to be overly flat for a 500 ft long, 200 ft tall wall (pg 88). The balconies and vertical elevators shown are critical to create intermediate scales. Additional modulation elements and 'chiseling' are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

- b. **Mitigate the I-5 Gap**: The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
 - At the EDG#2, the Board agreed the proposed east façade (pg 88) presents an exciting super-window and visible ballroom ceiling to the neighborhood, but the middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street, and not assume the I-5 culvert is a permanent condition. The Board also recommended the long meeting room balcony have greenery and/or glazing to make it attractive to users and the vicinity.
- c. Terry Street & 'Truck Plaza': The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)

At the EDG#2, the Board restated concerns about the quantity and timings of truck movements on the Terry plaza, and requested more detailed information on those operations (the 26 of 30 days per month shown on pg 116 was very concerning, but the actual hours and frequency of truck movements is needed). The Board generally endorsed the design approach to pedestrianize and minimize vehicular impacts on the plaza – to design for 'pedestrians first'. The Board agreed this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility, and its streetscape and adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors, and visual terminus. Also see comments under 7e.

Staff NOTE: As a formal street vacation request, this portion of Terry Avenue will receive full future review by SDOT and the Design Commission, and they will have detailed input on the plaza surface and former ROW streetscape design; the Board has purview over the adjacent private building walls and thus are commenting on the activation and materials of the frontages, regardless of the eventual streetscape design.

d. **Lobby and 9th Avenue Interface**: The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to

the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' –if open typical hours –was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

At the EDG#2, the Board strongly supported the southwest entry plaza, but recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines. The Board also agreed both building plaza edges needed retail activation besides the retail and adjacent CCX entry doors shown (even if these doors are open during pubic hours to the 'mixing zone' as stated). Added retail activation at the southeast corner of this plaza will also address the recommendation for more Pine activation (7b).

The Board agreed the two-sided market hall along Pine Street will succeed only if the adjacent public 'mixing zone' has a natural flow-through circulation from Pine to Olive. The steep 14ft tall, narrow stairs shown on Olive and the recessed, hidden doors at the upper landing are not welcoming or easy to use. The Board recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below. The narrow stairs to Pine were not essential, thus providing more retail continuity on that street.

e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)

At the EDG#2, the Board supported the applicant-preferred massing scheme for both the CCX structure and the two co-development blocks (pg 92-94), with important refinements to the co-development blocks found under 7g and 7h.

f. **Roof Design:** The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)

At the EDG#2, the Board restated the need for a creative and multi-purpose design for the large and visible roof (pg 95); a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

- 7. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)
 - a. Ground Floor Edges: The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

At the EDG#2, the Board agreed the street level program and design required the most attention, as the response to clear EDG#1 guidance was not sufficient on almost all frontages. The Board recommended frequent doors and actual porosity where humans move from sidewalks into building spaces, not simply 'visual porosity' or transparency. The 9th Avenue frontage design shown (pg 61) has the best potential; the Board supported the storefront modulation and setbacks shown, but recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.

b. **Pine Street**: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.

At the EDG#2, the Board strongly reiterated this street frontage is critical to provide consistent retail activation on a busy pedestrian link to Capitol Hill. The retail amount/consistency shown is a very inadequate link, as the context diagram on pg 71 clearly shows. The Board recommended more retail depth (where customers

enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown (pg 71; code requires 75%).

The Pine retail should read more as tall pavilions along the street that provide scale. Setbacks between them, for cafes and select smaller views into the prefunction atrium, which should possibly be narrowed to afford more retail depth, at least at sidewalk levels (see 6d). Daylight into the pre-function atrium can occur above the more contextually-critical retail pavilions, which can be interspersed between any escalators and landings; the pavilion roofs could provide public view decks, internally and to the street. Large scale, detailed elevations and sections of the prefunction atrium are needed at the next meeting.

c. **Boren Avenue**: The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

At the EDG#2, the Board strongly agreed the Boren street level is important to pedestrians and the nearly continuous blank walls shown were of major concern (pg 88, 93). The Board recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge (plus the lush curbside planter). Large scale, detailed elevations are needed at the next meeting.

d. **Olive Way**: The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

At the EDG#2, the Board strongly agreed the Olive street level should have more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. The freight elevators might be exposed as pedestrian interest and a visual feature on the elevation, if they are of glass or a similar dynamic treatment. Wall treatments similar as described above for Boren, should be employed on any necessary blank walls. Large scale, detailed elevations are needed at the next meeting.

e. **Terry Avenue Green Street Terminus**: The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.

At the EDG#2, the Board was disappointed the parking portal did not move, and did not accept the rationale provided; the portal shown continues to be an unsatisfactory terminus for the Terry Green Street (pg 47). The Board restated it should be shifted, or further façade and scale techniques must be developed to

mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.

The Board supported the two pedestrian crosswalks of Olive at Terry, but agreed the 'receiving uses' of employee and parking entries are not suitable for a Green Street. The Board recommended replacing these with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d); this would truly implement the applicant diagram on page 36, blue arrow.

f. Howell Street: Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.

At the EDG#2, the Board agreed the placement and linear amount of active uses along Howell (pg 92, left) appears sufficient, and expects the applicant to pursue further increases in the amount and depth of 'retail orange' graphically shown on both blocks B and C. The Board agreed the screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.

g. **Site C, Northeast Block**: The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.

At the EDG#2, the Board restated the above technical checks are still needed. The Board agreed the office massing shown was bulky and squat, and recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium stepback along Olive. The Board agreed the tower should not lap down to grade on the Howell elevation, and the podium needs a clear expression, possibly taller than 1 story on the north and south sides.

h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

At the EDG#2, the Board supported the basic massing of preferred block B, with a tall podium, expressed gasket and the tower proportions. The Board supported the generous set back at grade at the west with the adjacent activating retail, but

agreed the overall form should better respond to the visual axis down Olive onto the 'flat iron' building and site condition. Also see comments under 5c.

8. General:

- a) The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.
 - At the EDG#2, the Board heard the response to what 5th generation means, but still had difficulty seeing how this is tangibly expressed in the proposed building. The proposal does offer high transparency out to the context, but the building does not appear more 'welcoming and open' to the public than a typical facility, nor does the perimeter or land locked mixing zone provide 'engagement between the event and the city' (pg 117, last paragraph). More tangible follow through on these assertions is needed at future meetings.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.
 - At the EDG#2, the Board summarized that while the proposed CCX massing has improved, and has shifts, transparency and the beginnings of scale modulations that respond to context, it needs much more refinement, particularly on the south side. While the 9th Avenue street level and plaza have potential, the ground floor edges on all three other streets require substantially more program space and effort to provide genuine activation, porosity, and pedestrian scale. The Codevelopment proposals are promising, but also require massing refinements and more detailed design of all pedestrian level facades.

DESIGN REVIEW GUIDELINES

The Board identified the following **Downtown Design Guidelines of highest priority for this specific project**, while all guidelines remain applicable. The Priority Downtown Guidelines are summarized below; for the full text please visit the <u>Design Review website</u> and http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

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.

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.

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;

- I. 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.

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;
 - I. 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

- I. 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.

VEHICULAR ACCESS AND PARKING

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

- **E2.1. Parking Structures:** Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:
 - a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
 - b. Use the site topography to help reduce the visibility of the parking facility.
 - c. Set the parking facility back from the sidewalk and install dense landscaping.

- d. Incorporate any of the blank wall treatments listed in Guideline C-3.
- e. Visually integrate the parking structure with building volumes above, below, and adjacent.
- f. Incorporate artwork into the facades.
- g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
- h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.
- **E2.2. Parking Structure Entrances:** Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:
 - i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
 - j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
 - k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
 - I. Use landscaping or artwork to soften the appearance of the garage entry from the street.
 - m. Locate the garage entry where the topography of the site can help conceal it.

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

- **E3.1. Methods of Integrating Service Areas:** Consider incorporating one or more of the following to help minimize these impacts:
 - a. Plan service areas for less visible locations on the site, such as off the alley.
 - b. Screen service areas to be less visible.
 - c. Use durable screening materials that complement the building.
 - d. Incorporate landscaping to make the screen more effective.
 - e. Locate the opening to the service area away from the sidewalk.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on any requested departures 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 EDG#2, possible departures were presented in the booklet, but the Board deferred reviewing them until EDG#3, when revisions from the above guidance are incorporated and the departures may be revised and augmented.

RECOMMENDATIONS

At the EDG#2 meeting, the Board requested the following for the next EDG meeting: Please read the complete comments under each citation to fully understand the context for the request.

5b: Additional Perspective Views: from more distant viewpoints on Capitol Hill and First Hill, close ups along the Boren and Olive facades, and other key public viewpoints.

5c: Block C Massing: provide massing studies which set back the entire tower form at the southeast corner to improve pedestrian views to the CCX, and enhance light to the Terry Plaza.

5c: Terry Avenue Frontages: adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors.

5f: East Corners: both east corner points remain weak; the retail should be larger and have more vertical presence relative to the tall mass above.

6a: Public Viewing Decks: encouraged more balconies and roof decks to be publically accessible, or at least certain securable portions at typical public times (dedicated public elevator to balconies shown on Pine, etc).

6a: Pine Street Elevation: Additional modulation elements and 'chiseling' are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

6b: Boren Elevation: middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street.

6c: Truck Operations: the quantity, duration and daily timings of truck movements on the Terry plaza, and more detailed information on those operations.

6d: Southwest Plaza: recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines, and add retail activation at the southeast corner of this plaza.

6d: North End of "Mixing Zone": recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below.

6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

7a: 9th Avenue: recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.

7b: Pine Street: recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown; the pre-function atrium should possibly be narrowed to afford more retail depth, at least at sidewalk levels. Large scale, detailed elevations and sections of the pre-function atrium are needed at the next meeting.

7c: Boren Avenue: recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge. Large scale, detailed elevations are needed at the next meeting.

7d: Olive Way: more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. Large scale, detailed elevations are needed at the next meeting.

7e: Terry Avenue Terminus: the parking portal should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.

7e: Olive Way - West End: recommended replacing the employee and parking entries with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d).

7f: Howell Street: screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.

7g: Block C Massing: recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium stepback along Olive.

8a: 5th Generation, Public Welcoming: More tangible follow through on pg 117-last paragraph goals of public welcoming, openness, and engagement is needed at future meetings.

BOARD DIRECTION

At the conclusion of the Second Early Design Guidance meeting, the Board unanimously recommended the project return for another EDG meeting in response to the guidance provided above. The Board agreed this large, exciting and significant project requires a very complete and careful design evolution, and full consideration of design alternatives and studies to ensure optimum compliance with adopted Design Guidelines.

Washington State Convention Center Addition Project

Downtown Design Review Board Meeting

Early Design Guidance #3

10-06-2015

SIT

SITE A

1600 9th Avenue

SITE B

920 Olive Way

SITE C 1711 Boren Avenue

DPD PROJECT #

PROPERTY ADDRESS

3020176

3018096

3020177

OWNER

Washington State Convention Center 800 Convention Place Seattle, WA 98101 ARCHITECT

LMN Architects 801 Second Avenue Suite 501 Seattle, WA 98104 DPD CONTACT

Garry Papers 206-684-0916 garry.papers@seattle.gov





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PROCESS OVERVIEW

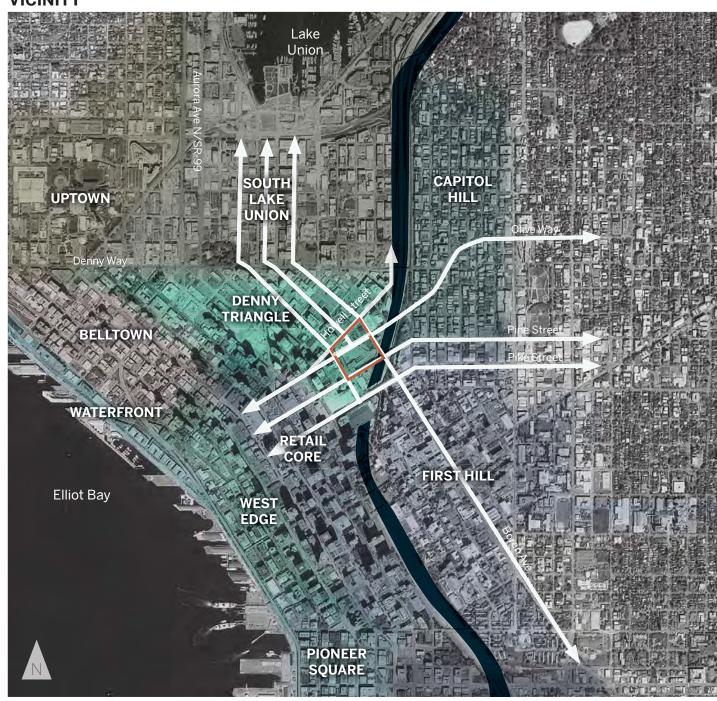
This Early Design Guidance (EDG) #3 meeting before the Downtown Design Review Board, builds on the EDG #1 held on 05/19/2015, which focused on the site context and urban design, and EDG #2 held on 07/21/2015 which focused on building massing and street level designs. The Design Proposal booklet and DPD report from that meeting is available to view at the following link:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/

SearchPastReviews; and typing in the DPD project number: 3018096.

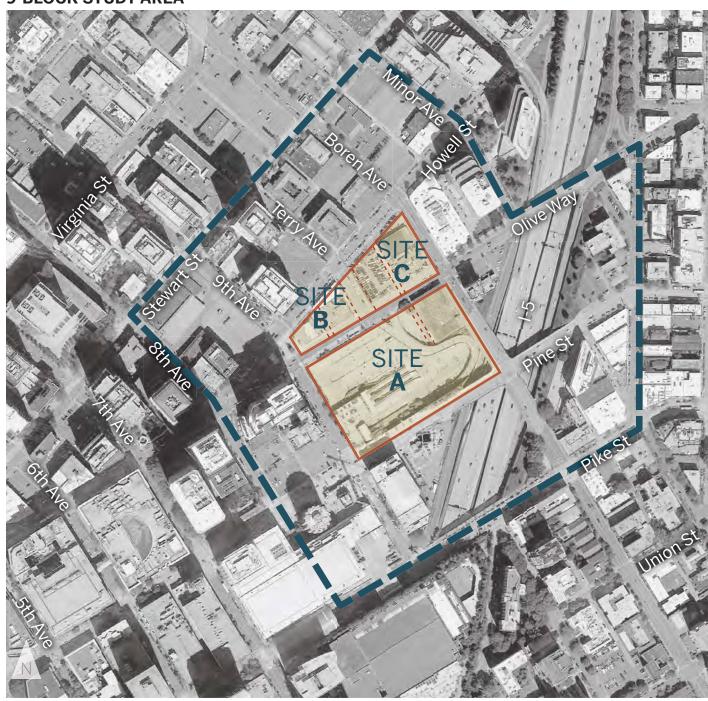
1 DEVELOPMENT OBJECTIVES VICINITY MAPS

VICINITY



STREETS BORDERING PROJECT SITE

9-BLOCK STUDY AREA



- 9-BLOCK STUDY AREA
 - WSCC ADDITION PROPERTIES
- — FULL STREET / ALLEY VACATION
- AT GRADE SITE AREA INCLUDING VACATIONS

1 DEVELOPMENT OBJECTIVES PROJECT INFORMATION

DEVELOPMENT SUMMARY

The proposal is to apply for Master Use Permits for development of a convention center addition on a site consisting of 3 lots: Site A: 1600 9th Avenue, Site B: 920 Olive Way, and Site C 1711 Boren Avenue, that will collectively form the proposed Washington State Convention Center (WSCC) Addition Project. The 3 block site is bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site on the interior. Street and alley vacations will be required for this project.

The project could add approximately 1,230,000 sf. of gross floor area to the existing Washington State Convention Center. Preliminary analysis indicates that this could include approximately 250,000 sf. of new exhibition space, 120,000 sf. of meeting rooms, a 60,000 sf. Ballroom space, approximately 20 convention center loading bays, and structured parking for up to 800 additional vehicles. The structure height is approximately 200ft over 11 stories with 2 additional stories below grade.

Co-development on the two blocks north of Olive Way (Sites B & C) is proposed as a part of the WSCC Addition project through the use of a Planned Community Development(PCD; a City of Seattle Provision: SMC 23.49.036). The co-development sites are planned for a 289ft, 385unit residential and a 244ft commercial building, expected to be office use.

NOTE: ALL DESIGN SHOWN FOR STREET ROW OUTSIDE OF PROPERTY LINES AND FOR VACATED TERRY AVE ROW STREET SCAPE ARE PRELIMINARY AND PROVIDED FOR DRB CONTEXT, ALL THOSE ELEMENTS WILL BE SUBJECT TO SUBSEQUENT SDOT AND DESIGN COMMISSION REVIEW.

SITE CONTEXT

The project site is located within the DMC 340/290-400 Downtown Mixed Commercial zone, within the Denny Triangle Urban Center Village. The Downtown Neighborhood Guidelines will apply to this project.

The project site is bordered by the DMC 240/290-400 zone (Denny Triangle Urban Center Village Overlay) to the north, east, and south, and the DOC 2500/300-500 zone (Commercial Core Urban Center Village Overlay) to the west.

The project occupies the intersection between several distinct and rapidly evolving neighborhoods, including Capitol Hill's Pike/Pine corridor, the Denny Triangle, South Lake Union, First Hill, and the Downtown commercial core.

Capitol Hill's traditional low-rise commercial development is being supplemented with new mid-rise mixed-use buildings. The neighborhood continues to promote a strong pedestrian community, interrupted only by the presence of 1-5. The Denny Triangle and First Hill, connected via Boren Avenue, bookend the site to the north and south. Though a product of different eras, both neighborhoods contain higher density. taller residential and commercial development, along with notable institutional buildings. The Downtown neighborhood is the densest and tallest adjacent neighborhood, containing both high-rise commercial and residential development, but also a retail and cultural center for the city.

The site's proximity to Pike and Pine links itself to the waterfront via Pike Place Market and Westlake Center. and to the existing Washington State Convention Center along Ninth Avenue. Other notable landmarks include the historic Paramount Theatre and former Camlin Hotel. adjacent to the site across Pine Street and Ninth Avenue. Due to the open space established by the presence of 1-5, views to and from the project site to the east are both substantial and long-term. Views to the west, particularly from the higher elevations along Pine Street, provide a meaningful glimpse into the heart of the city.

PROGRAM SUMMARY

CONVENTION CENTER PROGRAM

11 stories above grade 2 stories below grade

250,000 SF of Exhibition Space* 120,000 SF of Meeting Space* 60,000 SF of Ballroom Space* 310,000 SF of Lobby & Circulation* 415,000 SF of Support Spaces* 500-800 Parking Stalls* 75,000 SF of Loading Area* Street-Level Retail & Restaurants *Approximate

CO-DEVELOPMENT PROGRAM

Residential and Commercial co-development with street level uses is proposed to be included in the Planned Community Development.

Residential 28 stories above grade

385 Units* 327,000 SF of Gross Area* 9,050 SF of Outdoor Amenity*

Commercial 16 stories above grade

564.400 SF of Gross Area* 9,050 SF of Outdoor Amenity* *Approximate

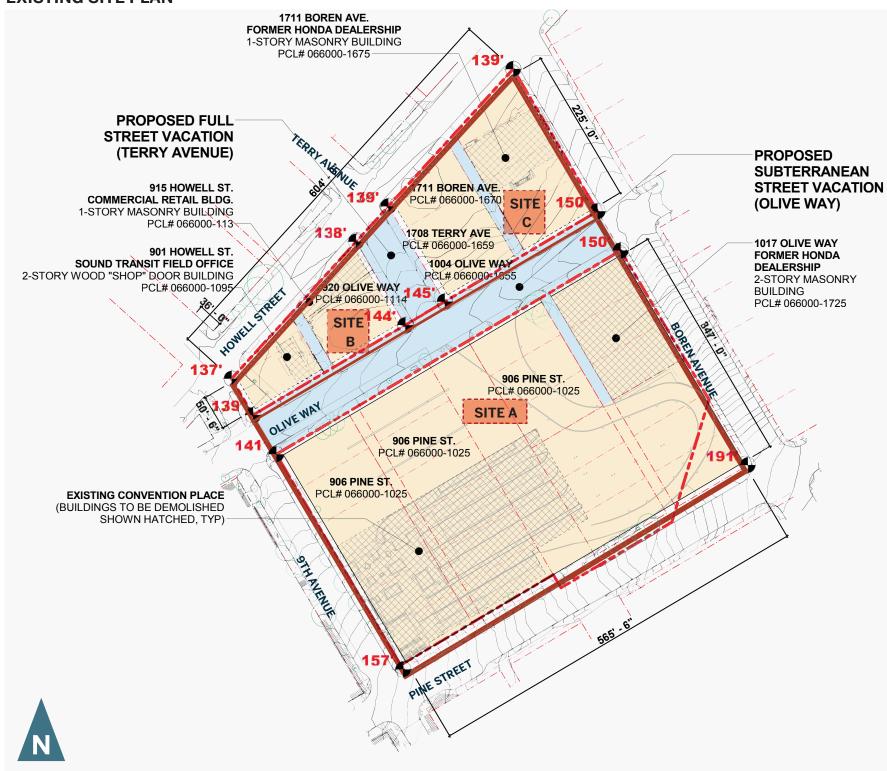
PROJECT GOALS

- Create a highly efficient design which effectively supports the functional needs of the convention center clients and is competitive in the marketplace.
- Create a unique experience that embodies the special qualities of Seattle, Washington, and the Pacific Northwest.
- Engage the urban framework of downtown Seattle to capitalize on the location at the intersection of major neighborhoods and corridors of the city.
- Create a welcoming street presence that connects the activities of the Convention Center with the pedestrian experience of the adjacent streets.
- Integrate mixed uses such as retail and other possible co-developments, where appropriate, to enrich the urban diversity of the site.
- Create a sustainable design that embraces Seattle's commitment to environmental stewardship.

WSCC URBAN CONTEXT



EXISTING SITE PLAN



EXISTING SITE AREA

The project site consist of 3 blocks bounded by Howell Street to the north, Pine Street to the south, 9th Avenue to the west, and Boren Avenue and I-5 to the east. Terry Avenue and Olive Way divide the site in the interior. The site slopes significantly from the highest point at the intersection of Boren Avenue and Pine Street where they cross over 1-5 on the southeast corner of the site to the lowest point at the intersection of 9th Avenue and Howell Street on the northwest corner of the site.

Proposed vacations include remaining alleys on Site A, B, & C, as well as a full vacation of Terry Avenue (ROW to remain open to sky) and a subterranean vacation of Olive Way.

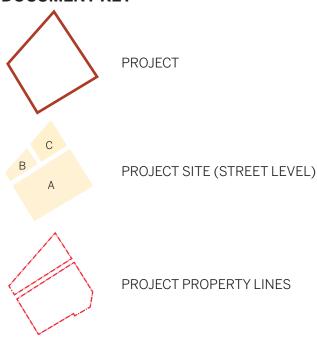
EXISTING BUILDINGS

The current uses on the site are most notably the Convention Place Station, along with a former Honda dealership on the block south of Olive Way. The blocks on the north of Olive Way also contain former Honda dealership facilities, a small commercial retail building, and a Sound Transit field office. The Honda facilities are now vacant.

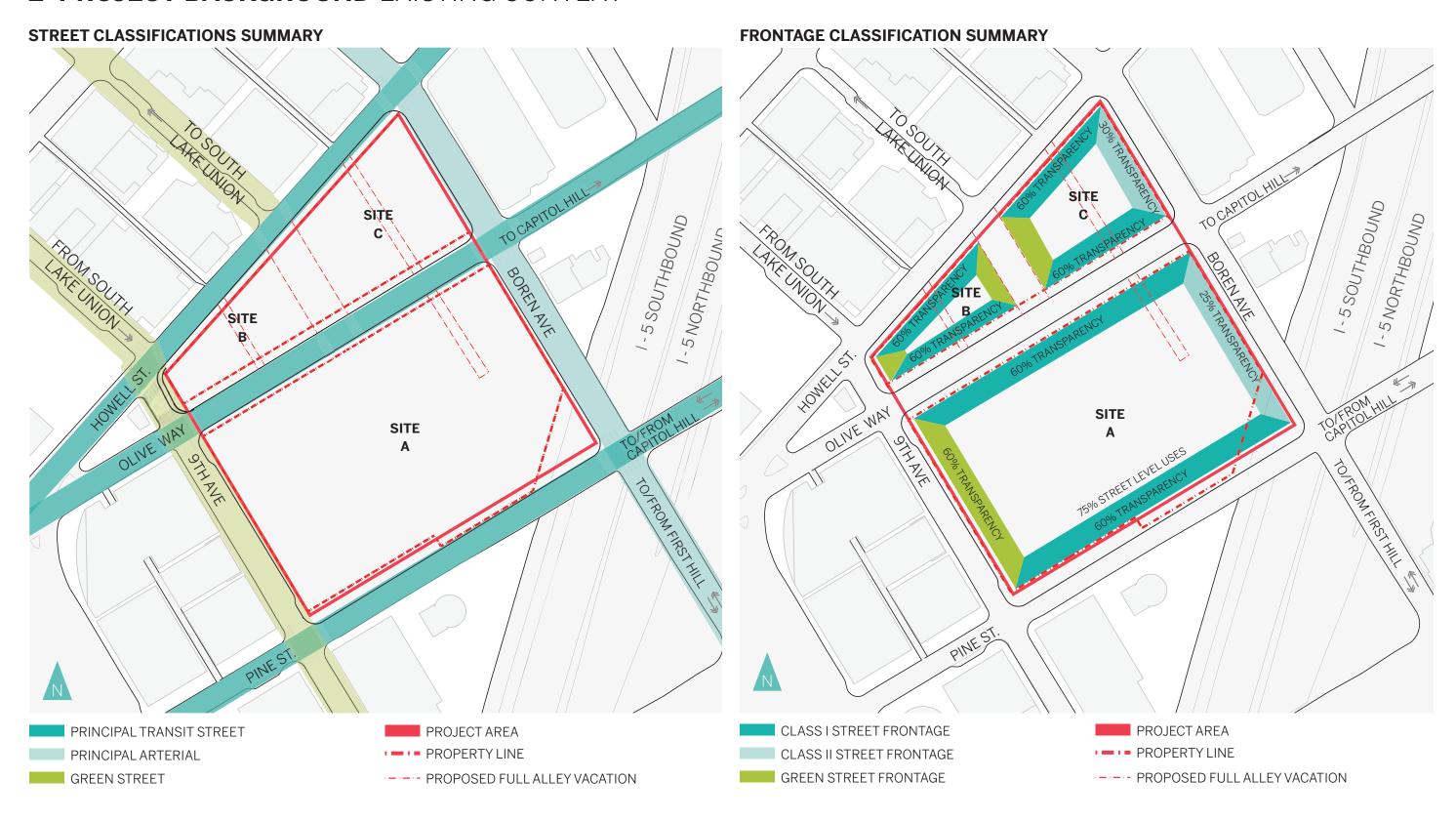
EXISTING LANDSCAPE

The Arborist collected data (06/25/2015) on all trees of significant size, 6" and greater. The research concluded that no Exceptions trees are located on the site.

DOCUMENT KEY



PROPOSED STREET / ALLEY VACATION



DOWNTOWN OVERLAY MAPS Map 1B Street Classifications

NOTE Landscape Requirement per Denny Triangle Urban Center Village Code applies to all frontages

NOTE Map + building reference images show a sample from EDG #1 book. Refer to EDG #1 book for remain buildings numbered, but not shown here.



PLANNED/UNDER CONSTRUCTION EXISTING BUILDINGS ON SITE

2 PROJECT BACKGROUND ZONING OVERVIEW

PROPERTY ADDRESSES

SITE A	SITE B	SITE C
1600 9th Avenue	920 Olive Way	1711 Boren Avenue

KING COUNTY PARCEL NUMBERS

SITE A	SITE B	SITE C
#0660001025	#0660001095	#0660001655
#0660001700	#0660001113	#0660001659
#0660001725	#0660001114	#0660001670
		#0660001675

ZONING SMC 23.49.056 MAP A SITE A/B/C

Denny Triangle Urban Center Village Downtown Mixed Commercial – DMC 340/290-400

SITE AREA

SITE A	SITE B	SITE C
202,509 sf*	25,551 sf*	50,979 sf*

^{*} Includes vacated alleys

DESIGN REVIEW SMC 23.41

Required

STRUCTURE HEIGHT 23.49.008

NON-RESIDENTIAL **MAXIMUM HEIGHT** 340ft

RESIDENTIAL **MAXIMUM HEIGHT** 290-400ft depending on incentives

ROOFTOP FEATURES

15ft above the applicable height limit.

STREET-LEVEL USE 23.49.009 MAP 1G

PINE STREET - REQUIRED*

HOWELL STREET – Not Required

OLIVE WAY - Not Required

9TH AVENUE - Not Required

TERRY AVENUE - Vacated

* Minimum 75% of each street frontage must be occupied by qualifying uses & located within 10 ft of the street property line or line established by the new sidewalk width

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

The following uses qualify as required street-level uses:

- General sales and services:
- Human service uses and child care centers;
- Retail sales, major durables;
- Entertainment uses**:
- Museums, and administrative offices within a museum expansion space meeting the requirement of subsection 23.49.011.B.1.h;
- · Libraries;
- Elementary and secondary schools, and colleges, except on lots zoned DRC;
- · Public atriums;

- Eating and drinking establishments;
- Arts facilities; and
- Religious facilities; and
- Bicycle parking, provided that the use does not exceed 30 percent of the frontage 23.49.009.B or 50 feet, whichever is less.
- ** 23.84A.010 "E"

"Entertainment use" means a commercial use in which recreational, entertainment, athletic, and/or cultural opportunities are provided for the general public, either as participants or spectators. Entertainment uses include the following uses:

6.a - "Lecture and meeting hall" means a theater and spectator sports facility intended and expressly designed for public gatherings such as but not limited to commercial spaces available for rent or lease for the purpose of holding meetings or the presentation of public speeches.

FLOOR AREA RATIO 23.49.011 SMC-CHART A1

DMC 340/290-400 FAR Base = 5 FAR Max = 10 TOTAL SITE A + SITE B + SITE

SITE A + SITE B + SITE C = 279,039 279,039 x 10 (Max FAR) = 2,790,390 sq ft

OVERHEAD WEATHER PROTECTION & LIGHTING 23.49.018

Required along the entire street frontage facade located within 5ft of property line or widened sidewalk except: where separate by landscaped areas at least two feet in width, or at driveways into structures of loading docks. Lower ledge must be between 10ft and 15ft above the sidewalk.

DENNY TRIANGLE URBAN CENTER VILLAGE 23.49.056F

Provide landscaping in sidewalk area of the right of way as a square footage of 1.5 times the length of the street lot line. Must be 18" wide, along entire length of street lot line, except at building entrances, vehicular access (not to exceed 50% of the length of the lot line.

In addition, a 2ft wide setback from the street lot line is required along Terry & 9th Green Streets within the Denny Triangle Urban Center Village. Averaging may be allowed. 50% of the setback area shall be landscaped.

PARKING 23.49.019 MINIMUM REQUIRED

None

PROPOSED 500 – 800 stalls

NON-RESIDENTIAL **MAXIMUM ALLOWED**

1 per 1000 sf except with special exception.

PARKING LOCATION WITHIN STRUCTURES

Parking above street level is permitted if separated along all street frontages of the structure by another use.

Parking at street level is permitted if separated by other uses on Class 1 Pedestrian Streets, and at least 30% separated by other uses on Class 11 Pedestrian Streets.

ACCESSORY PARKING Permitted outright in areas shown on Map 1I if they contain a total of 20 or fewer parking spaces on the lot. 23.49.045

BICYCLE PARKING

Bicycle parking required 1 space per 5,000sf of gross floor area of office or retail over 10,000 sf. Shower facility required for structures containing 250,000 GFA of office use.

1 space for every 2 dwelling units of residential use.

CURB CUT LOCATION PER DIRECTOR AS A TYPE 1 DECISION SMC

23.49.019.H.1.C

LOADING BERTHS

Off-street loading berths required per SMC 23.54.035 TABLE A

2 PROJECT BACKGROUND ZONING OVERVIEW

MINIMUM SIDEWALK WIDTH

23.49.022 MAP 1C

PINE STREET – 18FT (When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.)

PINE STREET PROPOSED WIDTH- 21'-25'

HOWELL STREET – **18FT** (When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be

HOWELL STREET PROPOSED WIDTH- 15'

OLIVE WAY – **18FT**(When on a one-way street, only the side with transit stops shall be 18ft, the other side shall be 15ft.)

OLIVE WAY PROPOSED WIDTH-15'

9th Ave to Terry Ave / 12FT Terry Avenue to Boren Ave

BOREN STREET - 12FT

BOREN AVE PROPOSED WIDTH- 12'

9TH AVENUE – VARIABLE. Green Street has additional requirements per Denny Triangle Urban Center Village Downtown Code**

9TH AVE PROPOSED WIDTH- 18'

TERRY AVENUE – VARIABLE. Green Street has additional requirements per Denny Triangle Urban Center Village Downtown Code**

TERRY AVE PROPOSED WIDTH- PROPOSED STREET **VACATION**

** See DENNY TRIANGLE URBAN CENTER VILLAGE-23.49.056F (PG. 10)

OPEN SPACE 23.49.016

Provide 20sf for each 1000sf of Office use GFA larger than 85.000sf.

COMMON RECREATION AREA 23.49.010

Provide 5% of Residential GFA larger than 20 dwelling units. A maximum of 50% may be enclosed.

STREET FACADE & STREET SETBACKS

23.49.056 MAP 1F

PINE STREET - Class I

HOWELL STREET - Class I

OLIVE WAY - Class I

BOREN STREET - Class II

9TH AVENUE - GREEN STREET

TERRY AVENUE - GREEN STREET

FACADE TRANSPARENCY REQUIREMENTS SMC

23.49.056C

Class I & Green Streets = minimum 60% Class II Streets = minimum 30%

BLANK FACADE LIMITS SMC 23.49.056D

Class I & Green Streets = 15ft max Class II Streets = 30ft max

FACADE SETBACK LIMITS SMC 23.49.56 B

If the structure is greater than 15 feet in height, the setback limits apply to the portion facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A.

The maximum area of all setbacks between the street lot line and facade along each street frontage = (averaging factor) x (width of street frontage).

The averaging factor is five (5) on Class I pedestrian streets and ten (10) on Class II pedestrian streets and designated green streets.

The Maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street.

DOWNTOWN AMENITY STANDARDS

SEPTEMBER 2014

L. Urban Plaza

Urban plazas are relatively large, strategically located open spaces that denote important downtown places, create a public focus for surrounding development, increase access to light and air at street level, and provide points of orientation within downtown. Eligibility Condition: 6,000sf min

UPPER-LEVEL DEVELOPMENT STANDARDS

23.49.058

NON-RESIDENTIAL USE ABOVE 160 FT IN HEIGHT

Green Street Setback

9th Avenue & Terry Avenue Continuous upper-level setback of 15ft on the street frontage abutting the green street at a height of 45ft

Facade Modulation

Required above 85ft from the sidewalk for any portion of a structure located within 15ft of a street property line.

Maximum Facade Width

0-85ft = No Limit86-160ft = 155ft 161-240ft = 125ft 241-500ft = 100ft

UPPER LEVEL WIDTH LIMIT For portions of structures in non-residential use above 160ft where any story above 85ft exceeds 15,000sf. Upper-level width limit is required on lots that exceed 200ft in width and depth. Any portion of a building above 240ft shall be 145ft along the general n/s axis of a site (parallel to the Avenues). This portion shall be separated horizontally from any other portion by 80ft at all points.



OPPORTUNITIES

These unique site conditions create a variety of opportunities that contribute to richness of the place. The project will be informed by capturing these moments at different scales, establishing a presence that is equally compelling at street level as it is a significant addition to the city skyline.

- Use the building form and massing to complete the exposed edge along Pine Street and shorten the bridge to Capitol Hill
- Promote the connection from Capitol Hill to Downtown by creating an attractive pedestrian experience, highlighting views to Pike Place Market.
- Fill in the corner of the block at Pine Street and Boren Avenue to help remedy the void created by I-5.
- Take advantage of the exposure created by I-5 and the topography to create a distinctive and memorable presence in the city.
- Establish 9th Avenue as an active forecourt to the primary entries and public lobby.
- Imagine 9th Avenue as a future connection to the existing convention center.
- Take advantage in the shift of the city grid at Howell Street to create a sense of place along 9th and Terry Avenues.
- Use the sites north of Olive Way to create a meaningful terminus to Terry Avenue and a transition to the Denny Triangle and South Lake Union neighborhoods.

2 PROJECT BACKGROUND PLANNED COMMUNITY DEVELOPMENT

PLANNED COMMUNITY DEVELOPMENT

A public meeting was held on September 2, 2015 providing an overview of the Planned Community Development process and soliciting public comment on the public's priorities for the list of potential public benefit priorities. The Director of the Department of Planning and Development in turn issues a list of priorities from the list of PCD items outlined in the Land Use Code.

AS OF SEPTEMBER 25, THE DIRECTORS MEMO IS IN PROCESS.

3 SUMMARY OF EDG #2

INTRODUCTION

This document has been organized to explicitly address the board's recommendations from the Early Design guidance Meeting (EDG)#2, along with some content from the EDG#2 document republished here for reference. Each recommendation is directly referenced from the published minutes and grouped by region of the site:

- General
- Co-Development
- Boren Avenue
- Pine Street
- 9th Avenue
- Olive Way
- Terry Avenue
- Full set of Building drawings on pg. 62

The comments and recommendations from the Board during Early Design Guidance Meeting (EDG) #2 included both elements of the proposal that were supported and encouraged to further develop along with issues raised that were encouraged to be further studied for review at the following Early Design Guidance Meeting #3. Below is a brief summary of those items:

Supported for further development:

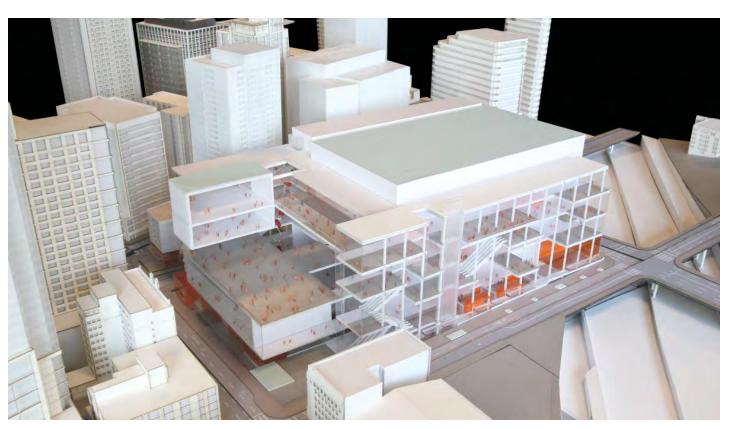
- Project goals
- Preferred scheme for both the Convention Center program and the Co-Development towers
- Massing cut backs along 9th Ave
- Massing response to the street grid shift at Howell
- Massing on Lot B podium setback, tower proportions, retail locations
- Exterior decks/balconies and internal light wells
- Site and location of southwest entry plaza
- Primary lobby locations along 9th Avenue, market hall and mixing zone concept
- Ballroom window/massing on Boren Avenue
- Retail locations, height, entry at Boren Avenue corners
- Overall Transparency







EDG 2 FINAL MODEL IMAGES





3 SUMMARY OF EDG #2 BOARD RECOMMENDATIONS

GENERAL pg.18

8a: 5th Generation, Public Welcoming: More tangible follow through on pg 117-last paragraph goals of public welcoming, openness, and engagement is needed at future meetings.

2/3

6a: Public Viewing Decks: encouraged more balconies and roof decks to be publicly accessible, or at least certain securable portions at typical public times

2/3

6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

6c: Truck Operations: the quantity, duration and daily timings of truck movements on the Terry plaza, and more detailed information on those operations.

CO-DEVELOPMENT pg.24

7g: Block C Massing: recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium step back along Olive.

6

5c: Block C Massing: provide massing studies which set back the entire tower form at the southeast corner to improve pedestrian views to the CCX, and enhance light to the Terry Plaza

7

7f: Howell Street: screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest.

BOREN AVE pg.28

8

6b: Boren Elevation: middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street

9

7c: Boren Avenue: recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge. Large scale, detailed elevations are needed at the next meeting.

10

5f: East Corners: both east corner points remain weak; the retail should be larger and have more vertical presence relative to the tall mass above.

PINE STREET pg.34

6a: Pine Street Elevation: Additional modulation elements and 'chiseling' are also recommended especially at the lower levels.

12

6a: Pine Street Elevation: The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

13

7b: Pine Street: recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown; the pre-function atrium should possibly be narrowed to afford more retail depth, at least at sidewalk levels.

9TH AVE pg.40

14

7a: 9th Avenue: recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively.

15

6d: Southwest Plaza: recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines, and add retail activation at the southeast corner of this plaza.

OLIVE WAY pg.44

16

6d: North End of "Mixing Zone": recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below.

7d: Olive Way: more retail frontage, especially near the Terry intersection, and pedestrian activation along the length.

18

7e: Olive Way - West End: recommended replacing the employee and parking entries with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d).

TERRY AVE pg.46

19

7e: Terry Avenue Terminus: the parking portal should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus.

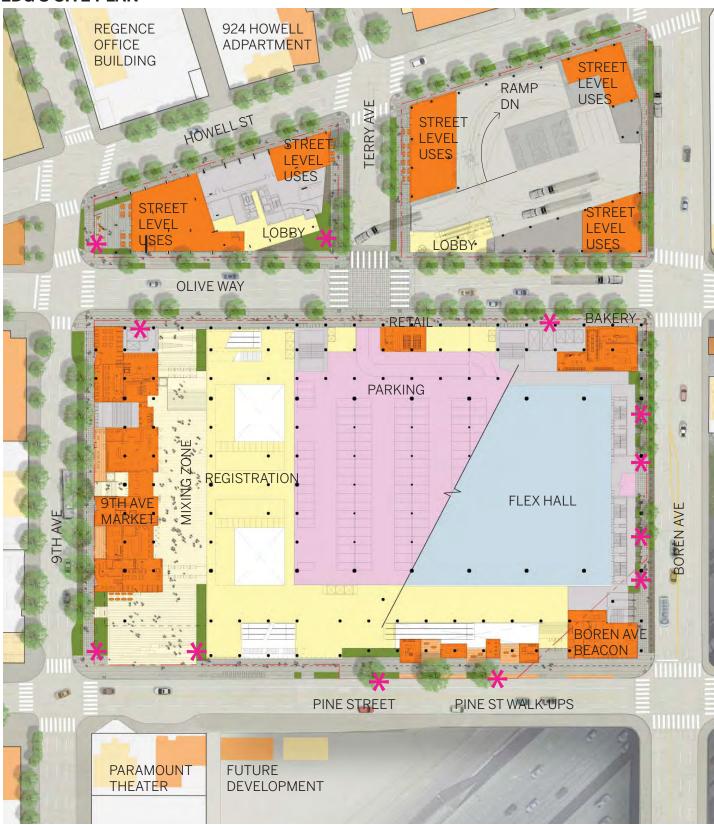
20

5c: Terry Avenue Frontages: adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors.

4 RESPONSE TO COMMENTS EVOLUTION OF DESIGN

EDG 2 SITE PLAN REGENCE 924 HOWEL **OFFICE** ADPARTMEN BUILDING DN HOWELLST OLIVE WAY PARKING LOBBY REGISTRATION OVERHEAD WEATHER PROTECTION PINE STREET **ALL ELEVATIONS** AHIIIIIIIII/ PARAMOUNT FUTURE DEVELOPMENT THEATER

EDG 3 SITE PLAN



4 RESPONSE TO COMMENTS EVOLUTION OF DESIGN

INTEGRATED ART, ENVIRONMENTAL **AND ARCHITECTURAL LIGHTING & GRAPHICS PROGRAM**

The nature of the proposal's program, scale, and location confirm the important civic role it plays as an ambassador for the city and a neighbor to the surrounding areas. One of the goals of the project is to thoughtfully integrate an art program into the development with a focus on showcasing local artists. This approach offers the opportunity to add richness through the layering of art, environmental graphics, and lighting that contribute to elements of the design at multiple scales. Preliminary locations have been identified on the site plan and further opportunities will be developed as the project progresses.

The existing Washington State Convention Center has an ongoing art program which combines signature artworks along with changing exhibits which engage local committees. The art plan for the expansion will examine opportunities to build on the existing programs, combined with new possibilities which emerge in the new project.

Art/Environmental Graphics Opportunity

SUMMARY OF PROPOSAL DEVELOPMENT

Since EDG#2, the proposal has evolved with a specific focus on strengthening the pedestrian experience and visual interest of the building massing for review during the Early Design Guidance stage. Further articulation of the building details, including facade treatments, materiality, etc. will be reviewed during the Design Recommendation stage, though examples are suggested here to demonstrate the potential for such features to scale and articulate the building massing.

The focus of the design exploration has lead to several notable evolutions:

- Increased quantity and scale ground level retail and other transparent uses
- Improved pedestrian connections into and through the building
- Developed building edges to create clear and welcoming entries and visually interesting facades
- Building massing evolution to further refine and articulate building forms
- Reduced freight impact for pedestrians through narrower truck access width and familiar pattern of sidewalks and vehicle aprons



Updated rendering of Southwest entry looking into Mixing Zone and up Pine street toward capitol hill showing the civic gesture of the grand perimeter stair.



Updated rendering of Pine Street Gallery showing facade modulation development and enhanced pedestrian connections to capitol hill.



Updated rendering of the southwest entry plaza and 9th Avenue Market showing further developed landscape concept and public welcoming through the mixing zone.

COMMENT - 5TH GENERATION

8a: 5th Generation, Public Welcoming: More tangible follow through on pg 117-last paragraph goals of public welcoming, openness, and engagement is needed at future meetings.

RESPONSE

The Washington State Convention Center Addition represents a transformative opportunity to define the next evolution of this building type. By creating an open, welcoming facility, scaled to respond to a variety of neighborhoods, with spaces that are activated and encourage engagement between the event and the city, this project can reimagine the "Seattle Experience" to create a meaningful, authentic and lasting impression for visitors and local residents.

These ideals are supported through the evolution of the design featuring enhanced public connections through the mixing zone, further development on street level experience, and more articulated depth and layering of building edges described in detail in subsequent sections. Flexible pre-function spaces provide informal meeting areas, galleries, and exhibit spaces - in turn blurring the function of the convention program with the public and highly visible edges of the building. Outdoor function and public spaces further open these activities to the exterior, fostering a place of civic identity and pride. The integrated mixed use program grounds the facility to the local ethos, while adding a layer vibrancy that mixes with the pattern of event activity.

FLEXIBLE MEETING/PRE-FUNCTION SPACES





OUTDOOR FUNCTION SPACES





INTEGRATED MIXED-USE





EXISTING WSCC IMAGES FROM A RECENT EVENT - PAX







2 COMMENT - PUBLIC VIEWS DECKS + **ROOFSCAPE**

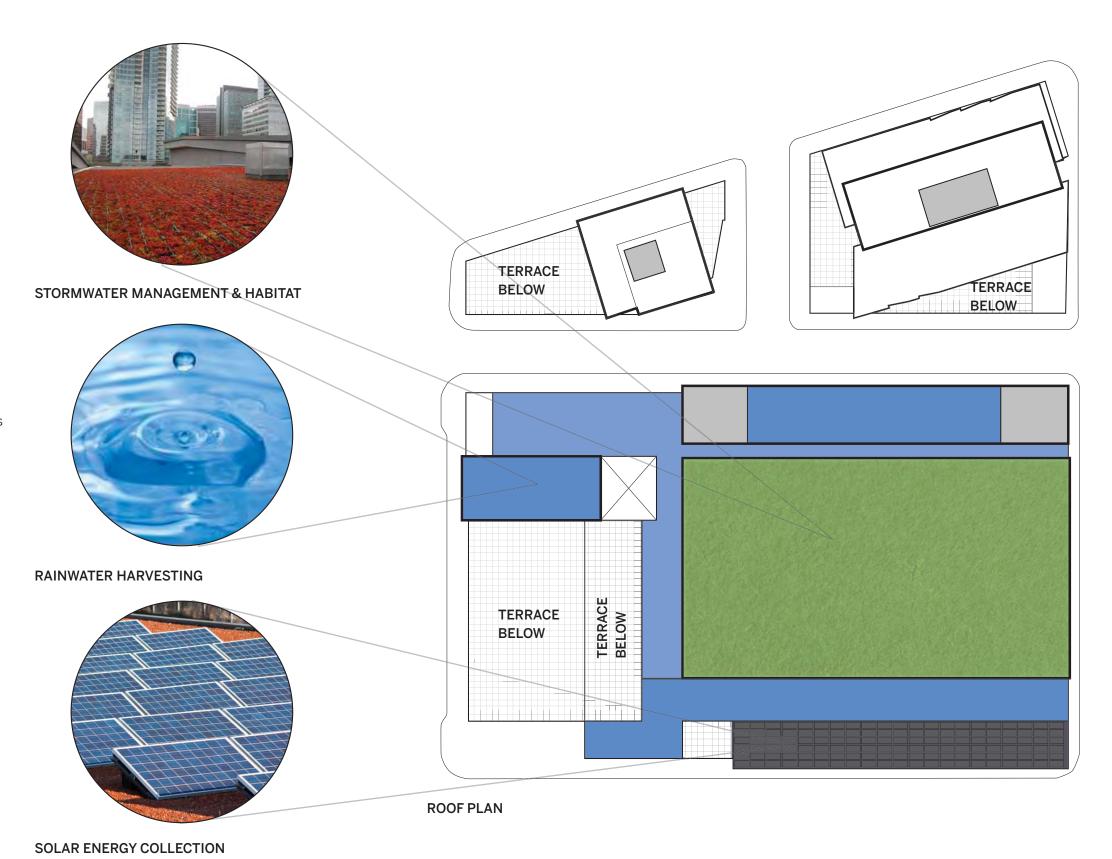
6a: Public Viewing Decks: encouraged more balconies and roof decks to be publicly accessible, or at least certain securable portions at typical public times (dedicated public elevator to balconies shown on Pine, etc).

6f: CCX Roofscape Plan: a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

RESPONSE

The roof is designed as functional infrastructure that expresses key environmental goals of the project. A vegetated roof processes stormwater and provides a key urban habitat. Non-vegetated roof surfaces allow rainwater harvesting and solar energy collection.

While the roof will not be occupied, upper level terraces throughout the building are available for rent by the public. The ground level open spaces, terraces, retail spaces, and the mixing zone will be publicly accessible, providing a north/south thoroughfare for pedestrians



3 COMMENT - PUBLIC ACCESS & LANDSCAPE DESIGN

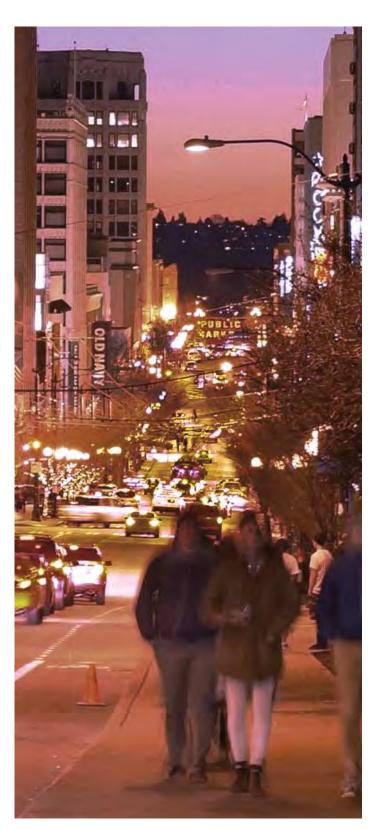
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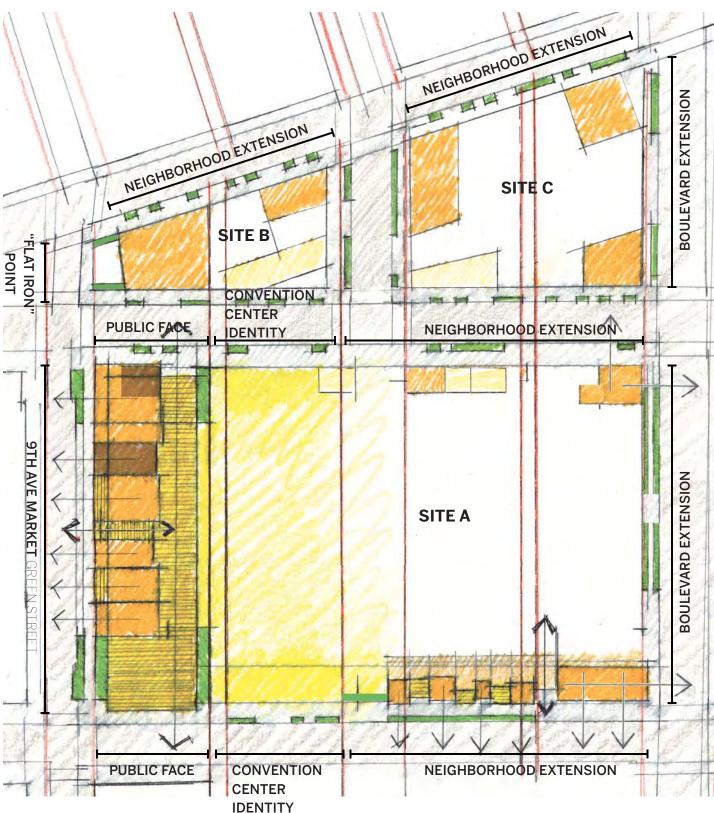
RESPONSE

Building on previous context analysis, the urban design framework concept considers the multi-block scale of the project site, breaking down the scale to reinforce the familiar grain and pattern of the urban fabric. Retail is located to activate intersections and define full block zones of activity along the edges of the double blocks. Pedestrian connections into and through the site echo these prototypical urban patterns of streets and alleys anchoring the convention center program firmly into the city fabric. Views into the event spaces and pubic mixing zone delineate the major entries and present the dynamic activity of the program to a broader civic audience.

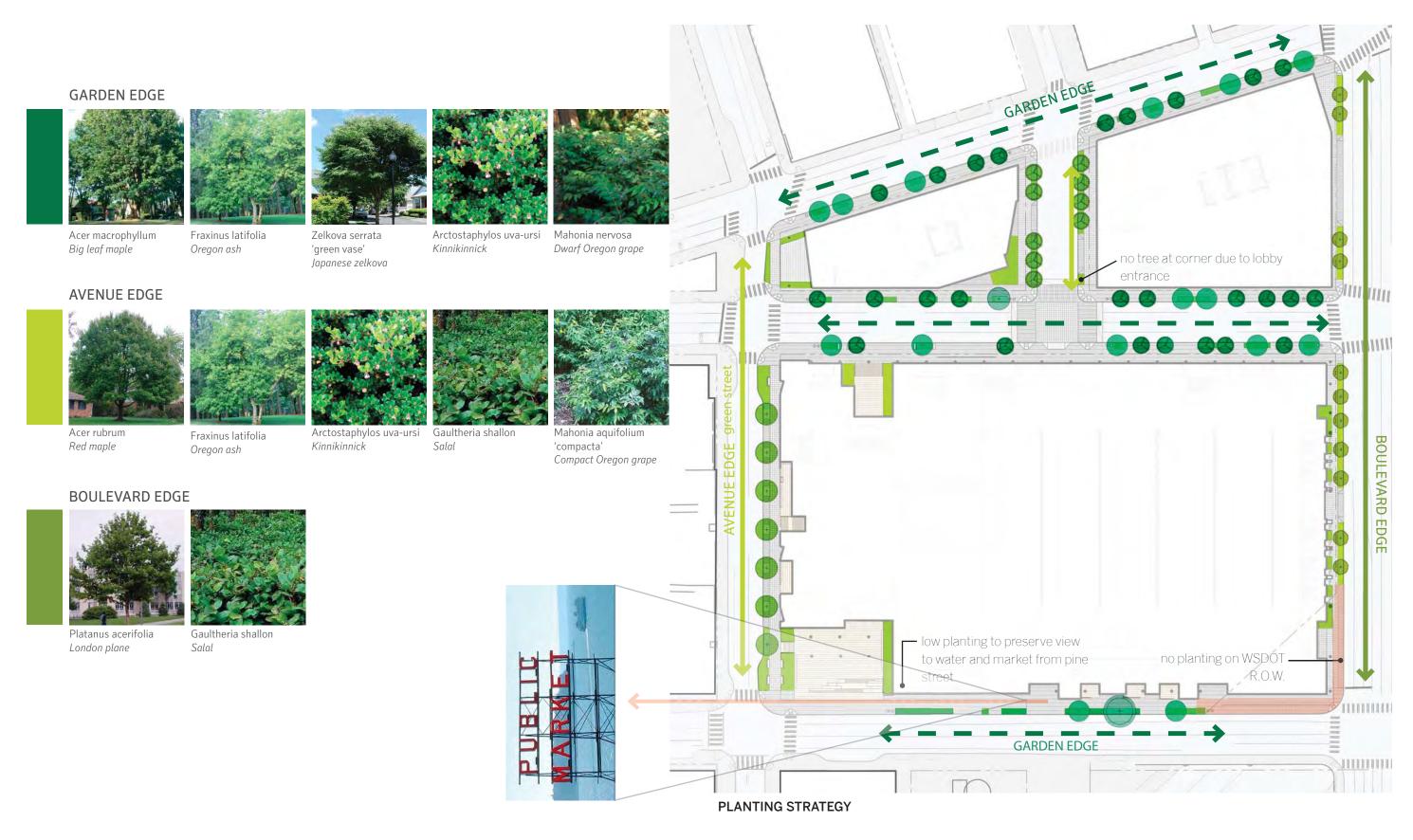
Planting is used throughout the site to define edges and characterize different zones of the project. The Boulevard Edge defines the most formal approach utilizing consistent and regular planting areas and species. The Avenue Edge is similar in approach, but at a grander civic scale with more flexibility and variety to accommodate large groups of people. The Garden Edge concept applies to the east-west streets, the most casual in texture and variety to navigate the typically sloping streets towards the waterfront and promote greater visual interest along the longer frontages and define areas of activity. Street trees fill the edges of the site to the extent feasible, with one notable exception - framing the incredible view to the waterfront along Pine Street, showcasing Pike Place Market and the Paramount Theatre.



VIEW DOWN PINE STREET TO MARKET SIGN



STREETSCAPE CONCEPT DIAGRAM

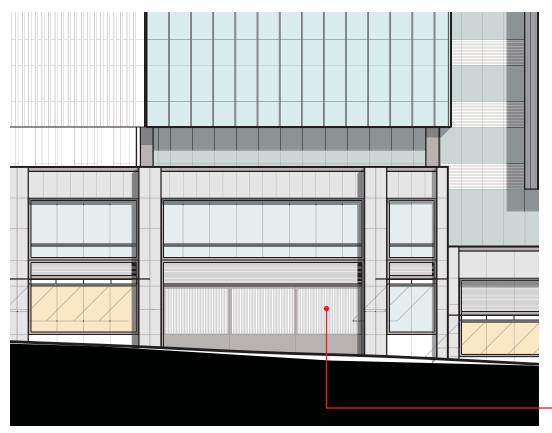


COMMENT - TRUCK OPERATIONS

6c: Truck Operations: the quantity, duration and daily timings of truck movements on the Terry plaza, and more detailed information on those operations.

RESPONSE

The design concept for Terry Avenue has evolved to function as a familiar street pattern for pedestrians and vehicles, providing clarity to circulation patterns and continuity of the green street concept through the site. The massing of the building shifts the focus towards 9th Avenue to connect the green street couplet. The updated proposal notably includes reduced truck portal width from 3 to 2 bays coordinated with sidewalk designs to mitigate pedestrian/vehicular conflicts. Sliding screening allows the portal to be fully or partially closed to reduce over all width when not needed for heavy loading. Increased landscape screening promotes a stronger continuity of the pedestrian environment.

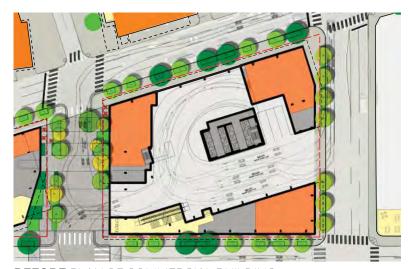




PLAN OF COMMERCIAL BUILDING







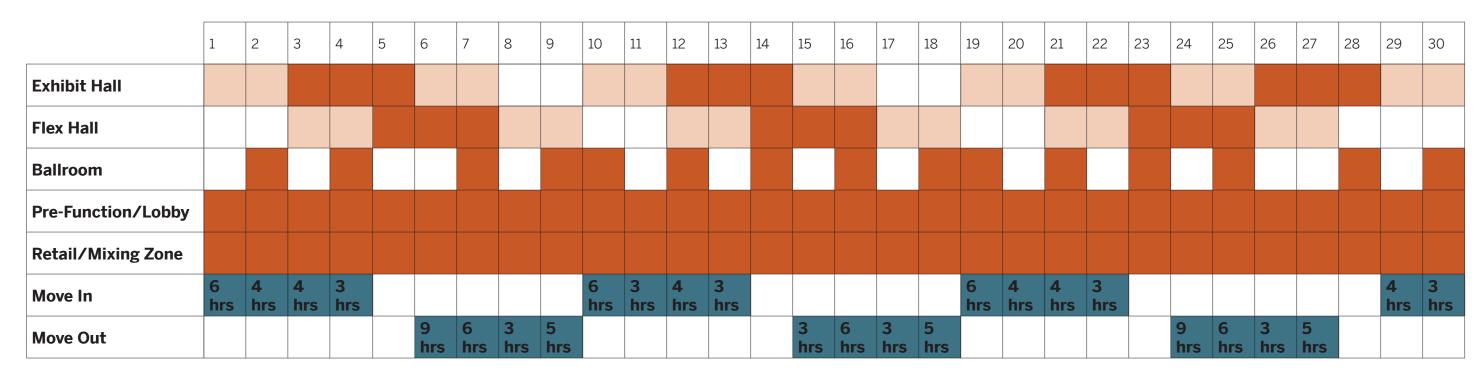
PRECEDENTS FOR GARAGE DOOR CONCEPT

BEFORE PLAN OF COMMERCIAL BUILDING

The facilities is designed to allow multiple simultaneous activities in the building including move in / move out and event days. The following prototypical monthly schedule illustrates the type of activity pattern and event and loading intensity anticipated for a heavy activity month. There are between one to four active events in various parts of the facility almost every day. Beyond supporting scheduled events, approximately 300-1200 employees work in the facility each day. This illustration represents an order of magnitude of total daytime activity between the 14 hours of 6am and 8pm.

Move In and Move Out activity represents truck volumes typical of heavy and medium freight exhibitions. The number of hours experiencing intense truck use (more than 5 trucks per hour or 1 truck approximately every 12 minutes) was tabulated over the course of the prototypical monthly event schedule.

MONTHLY PROTOTYPICAL EVENT SCHEDULE



MOVE IN / MOVE OUT EVENT EVENT SETUP

5 COMMENT - BLOCK C MASSING

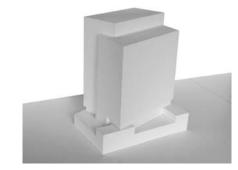
7g: Block C Massing: recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium step back along Olive.

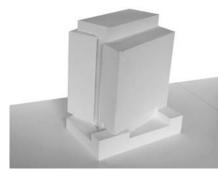
RESPONSE

The design team studied a range of massing schemes to further articulate the massing into slender, more vertical volumes. The preferred option best responds to the Board's comments through the use of three distinct forms reducing the bulk and scale of the building. A horizontal reveal was also introduced to further articulate the podium.





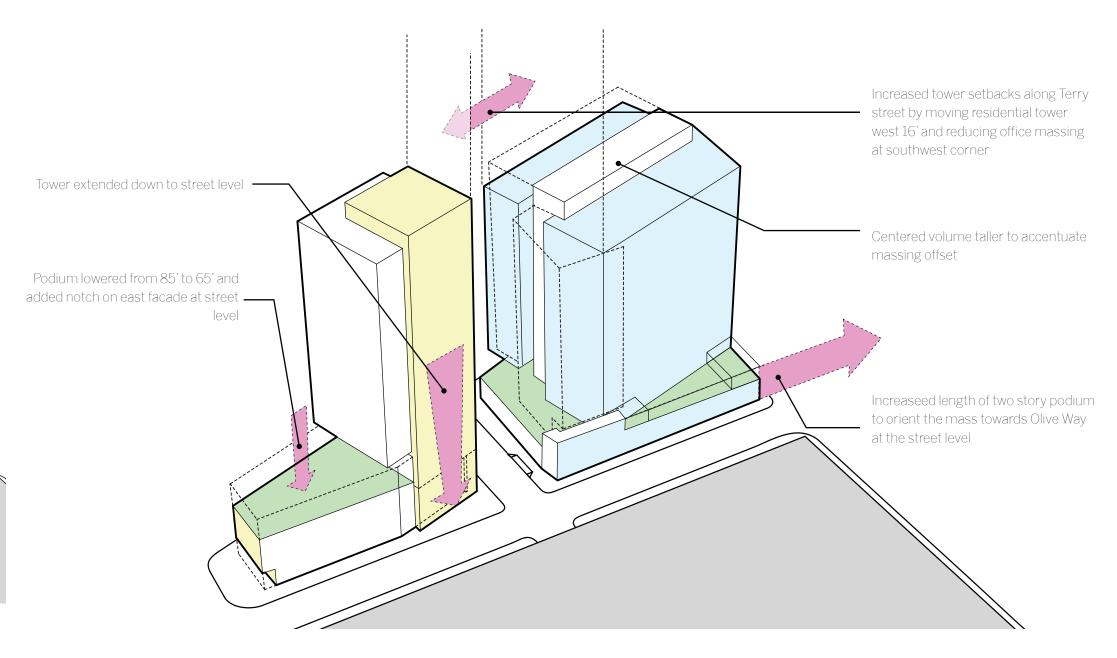


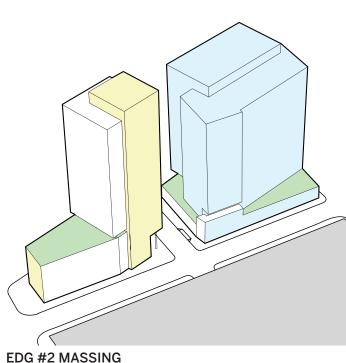


EDG #2 MASSING MODELS

EDG #3 MASSING MODELS

OFFICE STUDY MASSING MODELS





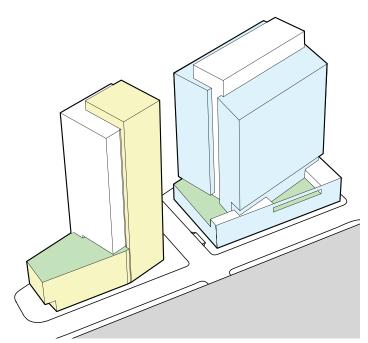
LMN

6 COMMENT - BLOCK C MASSING

5c: Block C Massing: provide massing studies which set back the entire tower form at the southeast corner to improve pedestrian views to the CCX, and enhance light to the Terry Plaza

RESPONSE

The massing of both Block B and Block C towers were adjusted to improve pedestrian views and solar access to Terry Avenue and Olive Way.



PREFERRED MASSING



PERSPECTIVE OF CO-DEVELOPMENT FROM HOWELL STREET

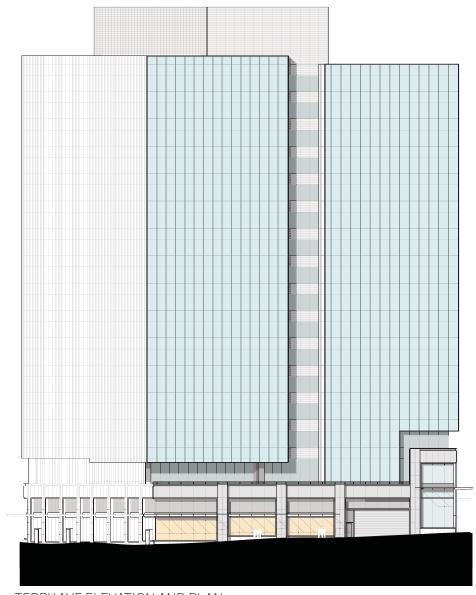
7 COMMENT - BLOCK C ELEVATIONS

7f: Howell Street: screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest.

RESPONSE

The design of the Howell Street facade establishes a rhythm of pronounced solid frames with a transparent infill glazing system at the pedestrian level. The proposal continues the pattern of pedestrian scaled street frontages throughout the loading and service areas to promote continuity in the pedestrian experience, transparency to the functions beyond, and longterm flexibility to provide longevity to the building facade.

The screening strategy is to promote transparency into the loading areas beyond, and provide access to daylight and views of the functional activities within the building. The use of consistent storefront infill with vision glass provide continuity of the building facade and visual interest for pedestrians at street level.



TERRY AVE ELEVATION AND PLAN



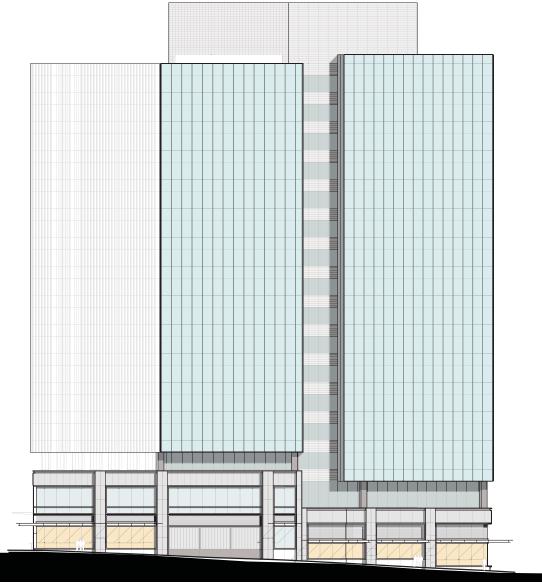


OLIVE WAY ELEVATION AND PLAN

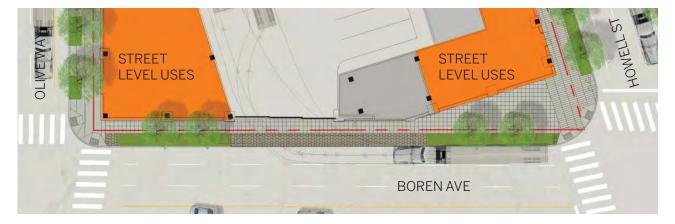








BOREN ST ELEVATION AND PLAN



COMMENT - ACTIVE FACADES

6b: Boren Elevation: middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street

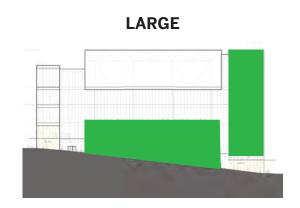
RESPONSE

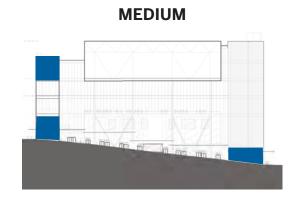
The Boren avenue façade occupies a special part of the site, adjacent to the freeway and highly visible from surrounding areas, particularly Capitol Hill. It is anchored at both street corners with signature retail spaces, The sloping sidewalk between the corners receives a major portion of the required emergency exit stairs. The pedestrian level provides required landings for the exits alternating with planters. The primary wall is setback from the sidewalk edge and the major structure for the Ballroom occupies the setback.

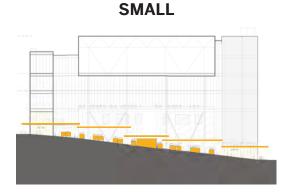


BOREN AVE ELEVATION

EXTRA LARGE

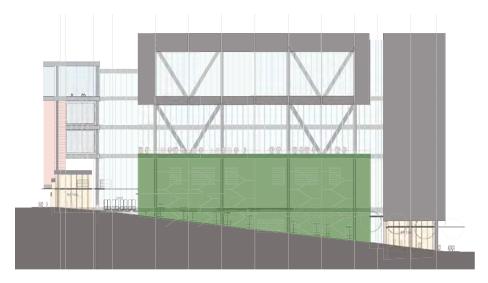


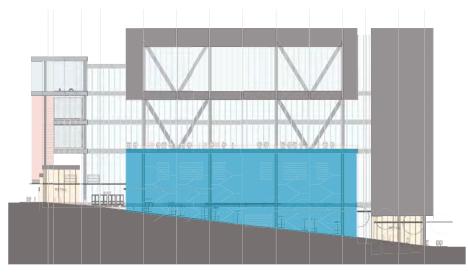




BOREN AVE WALL OPTIONS

The lower wall along Boren Ave presents a large surface set back behind the primary building structure and planters along the sidewalk edge. The following are options for treatment of this wall which will form the basis for developing a design recommendation





OPTION 1 GREEN WALL

GREEN WALL

OPTION 2 GRAPHICS/ ARTWORK

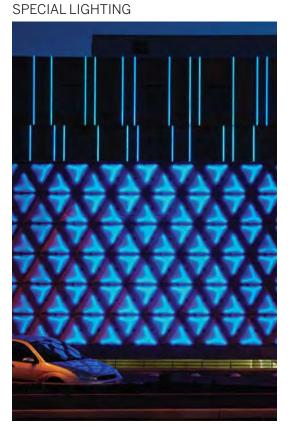
OPTION 3 SPECIAL LIGHTS/MATERIALS















ENLARGED BOREN AVE ELEVATION



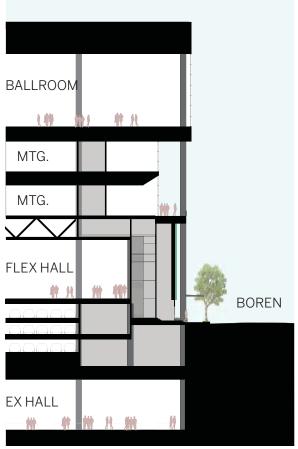
ENLARGED BOREN AVE PLAN

COMMENT - RETAIL

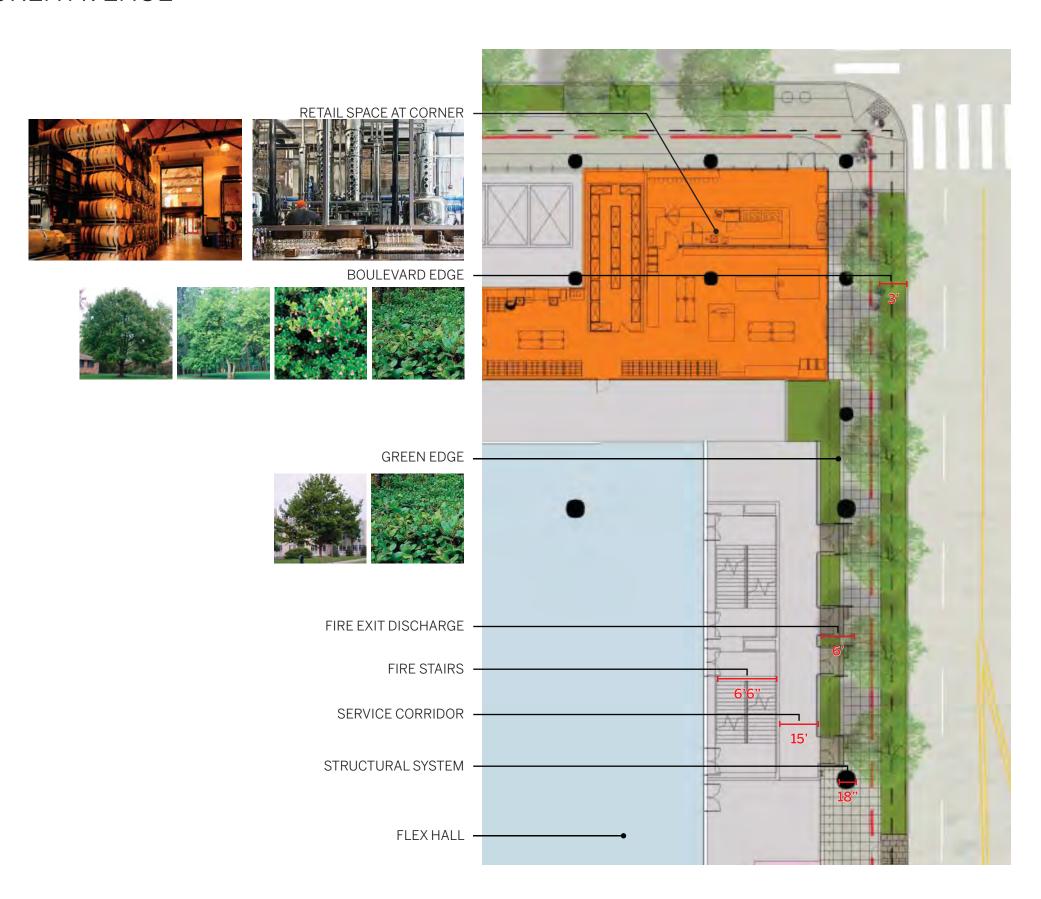
7c: Boren Avenue: recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge. Large scale, detailed elevations are needed at the next meeting.

RESPONSE

The development of the design has incorporated depth, layering, and intermediate scaling elements along the Boren Avenue façade. Regular areas for the possible incorporation of art and other facade treatments has been accommodated into the façade. Continuous green edge on both sides has been maximized to the extent possible to promote both safe visibility and a comfortable environment for pedestrians along this active roadway.



BOREN AVE FACADE SECTION



COMMENT - STRONG CORNERS

5f: East Corners: both east corner points remain weak; the retail should be larger and have more vertical presence relative to the tall mass above.

RESPONSE

Active retail or major building entries have been located at every corner of the site. The retail spaces at the east corners are double height spaces which engage the pedestrian activities at street level at a scale similar to typical downtown buildings with street level retail and other uses above. The majority of retail spaces are sited in multistory volumes that maximize their visual impact and create vertical anchors at the corners of the site. The corner at Boren Avenue & Pine Street is further exaggerated vertically to create a gateway connecting to Capitol Hill, promoting its retail concept as a unique destination that takes full advantage of the vertical exposure afforded by the design.



OLIVE WAY FACING WEST



PROPOSED DESIGN PERSPECTIVE OF BOREN AVE



SKETCH VIEW PROPOSED DESIGN OF BOREN AVE.



PREVIOUS PROPOSED DESIGN PERSPECTIVE-BOREN AVE



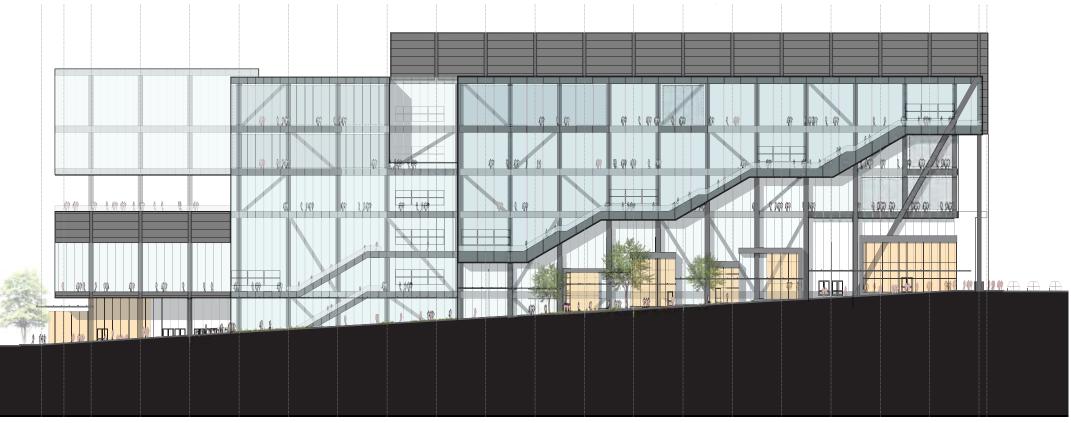
4 RESPONSE TO COMMENTS PINE STREET

COMMENT - MODULATION & MATERIALITY

6a: Pine Street Elevation: Additional modulation elements and 'chiseling' are also recommended especially at the lower levels.

RESPONSE

The design of the Pine Street Gallery has been developed to incorporate bold civic scale gestures and fine grain articulation at the pedestrian edge to further modulate the façade, reinforcing this dynamic and vibrant corridor. Additional layering and depth expressed through a playful composition of pedestrian circulation, facade systems (including natural ventilation). Retail and landscape zones reinforce the gallery concept, extending the layering through the public realm at street level.



PINE ST ELEVATION



PINE ST PLAN

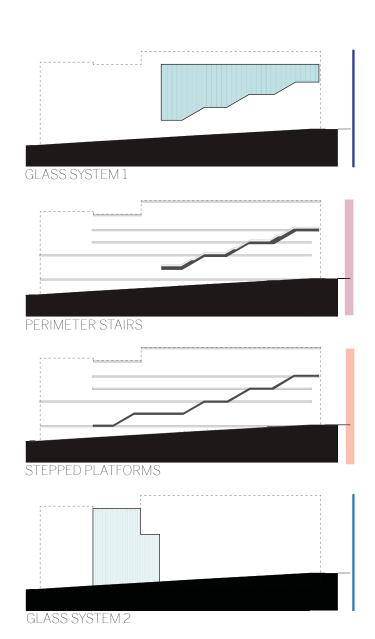
4 RESPONSE TO COMMENTS PINE STREET

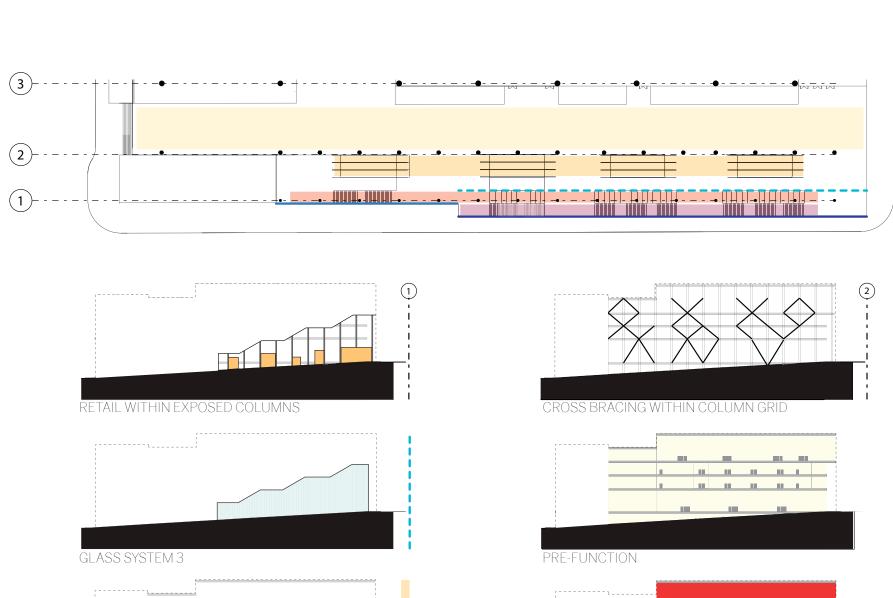
12 COMMENT - MODULATION & **MATERIALITY**

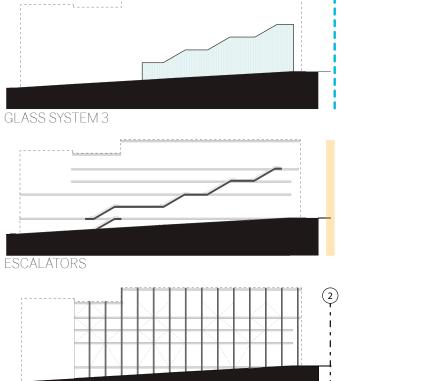
6a: Pine Street Elevation: The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

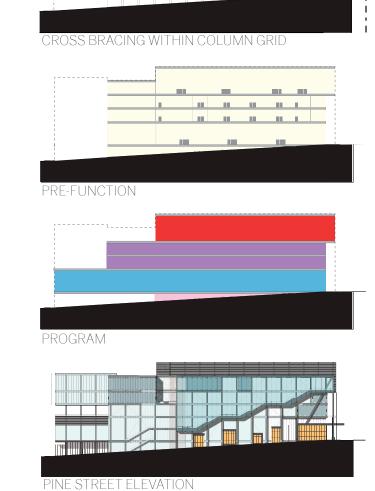
RESPONSE

See diagram below for explanation of facade modulation, layering and materiality.









COLUMN GRID

4 RESPONSE TO COMMENTS PINE STREET

13 COMMENT - RETAIL

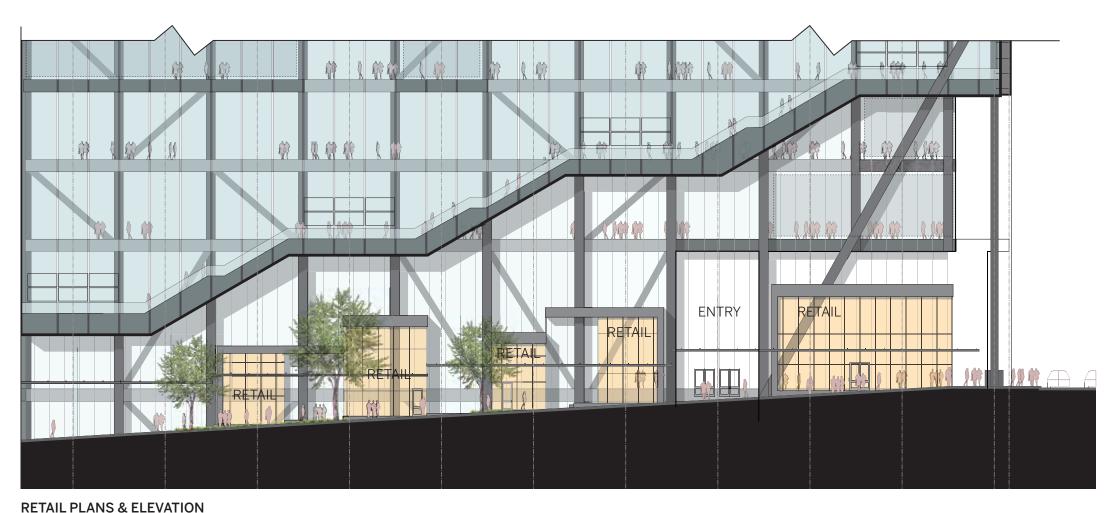
7b: Pine Street: recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown; the pre-function atrium should possibly be narrowed to afford more retail depth, at least at sidewalk levels.

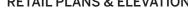
RESPONSE

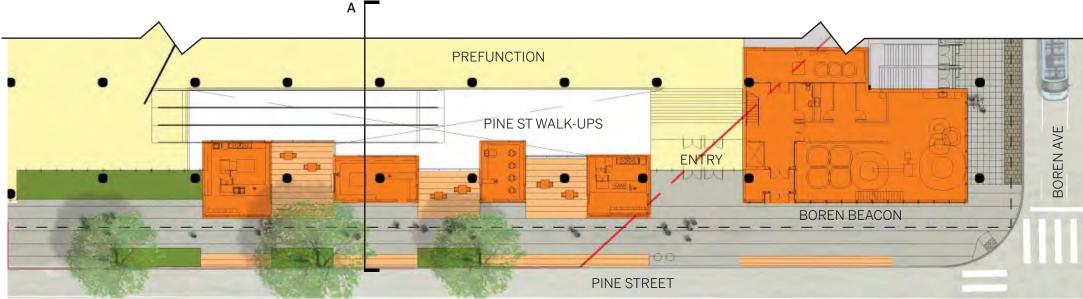
The retail concept considers the large double block of Site A and breaks down the scale into familiar pattern of whole block zones and sub-elements, including retail, landscape, and pedestrian access points. The concept along the large zone of Pine Street is to extend the eclectic small scale texture and variety of Capitol Hill across the freeway, balancing a large signature corner retail beacon with a combination of convenient walk up services to serve both pedestrians on their way to/from Capitol Hill, as well as convention delegates. The retail is punctuated with landscape planting and platforms, providing casual places to pause, observe and linger along the incline of Pine Street.



The sloping soffit below the perimeter stair will be a promenent architectural feature. It offers the opportunity for special lighting, artwork and special materials such as a mirrored surface.

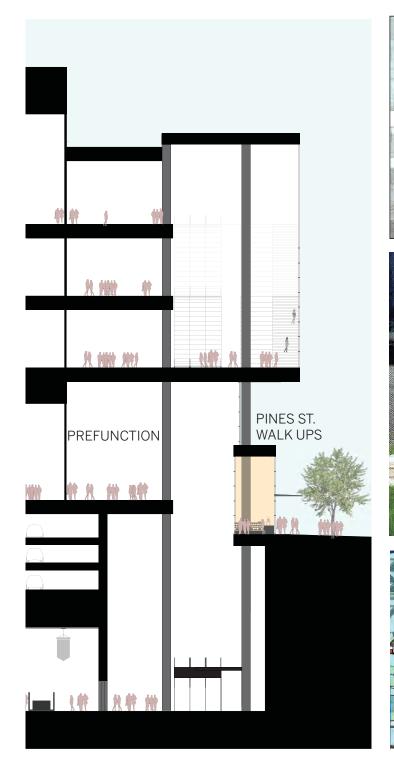






4 RESPONSE TO COMMENTS PINE STREET

SECTION A

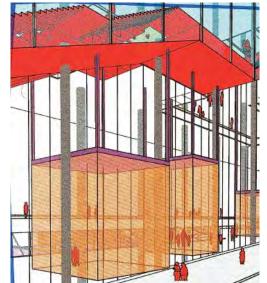


PINE STREET WALK-UPS

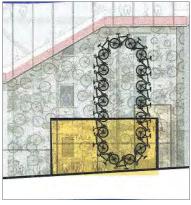
The Pine street walk ups offer the opportunity for a unique pedestrian experience engaging retail, convention center activities, environmental graphics, media, art and landscape. The following images indicate some preliminary concepts and possibilities that will form the basis for developing a design recommendation.













RETAIL EXPERIENCE







4 RESPONSE TO COMMENTS PINE STREET

PERSPECTIVE AT PINE ST AND 9TH AVE INTERSECTION



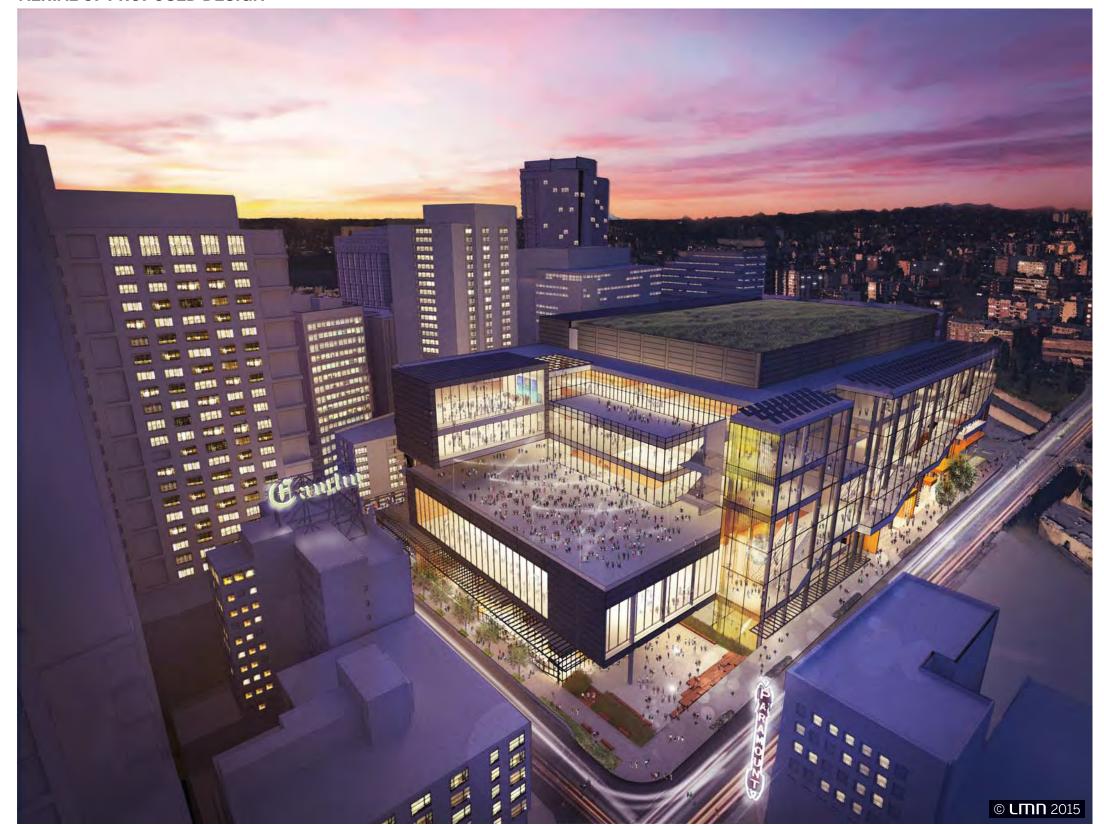


PREVIOUS PERSPECTIVE AT INTERSECTION

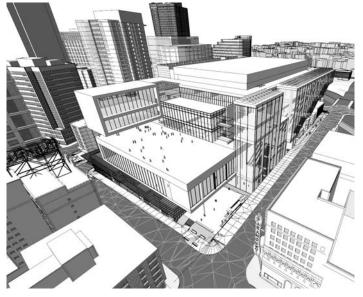




AERIAL OF PROPOSED DESIGN



SKETCH VIEW AERIAL OF PROPOSED DESIGN



PREVIOUS AERIAL OF PROPOSED DESIGN

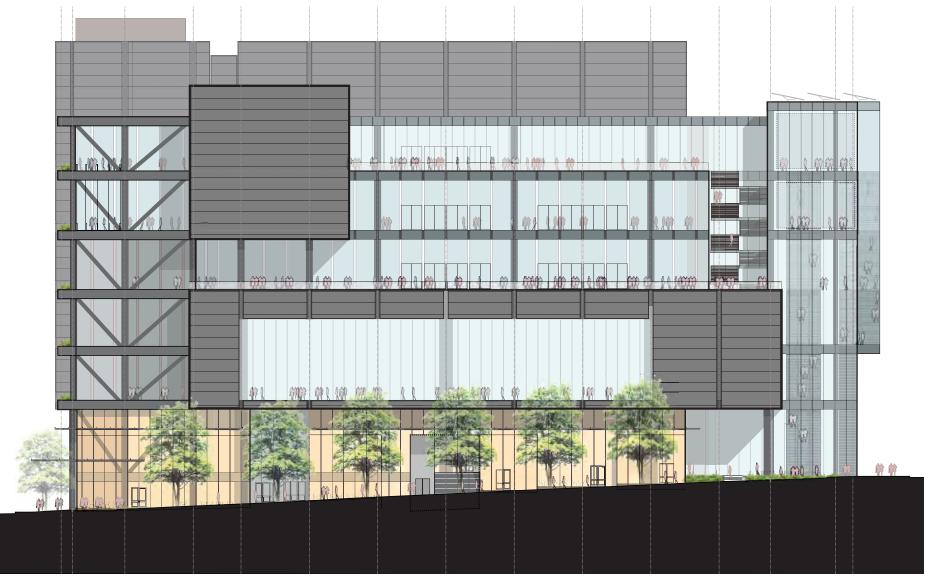


14 COMMENT - RETAIL

7a: 9th Avenue: recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively.

RESPONSE

The development of the 9th Avenue Market concept has been refined to illustrate the specific scale needs of the potential tenants and the organization of shared resources. This allows the retail concept to maximize depth along the 9th Avenue and Mixing Zone frontages while creating a varied edge of indoor and outdoor spaces that gracefully navigate changes in topography.



9TH AVE ELEVATION OF MIXING ZONE

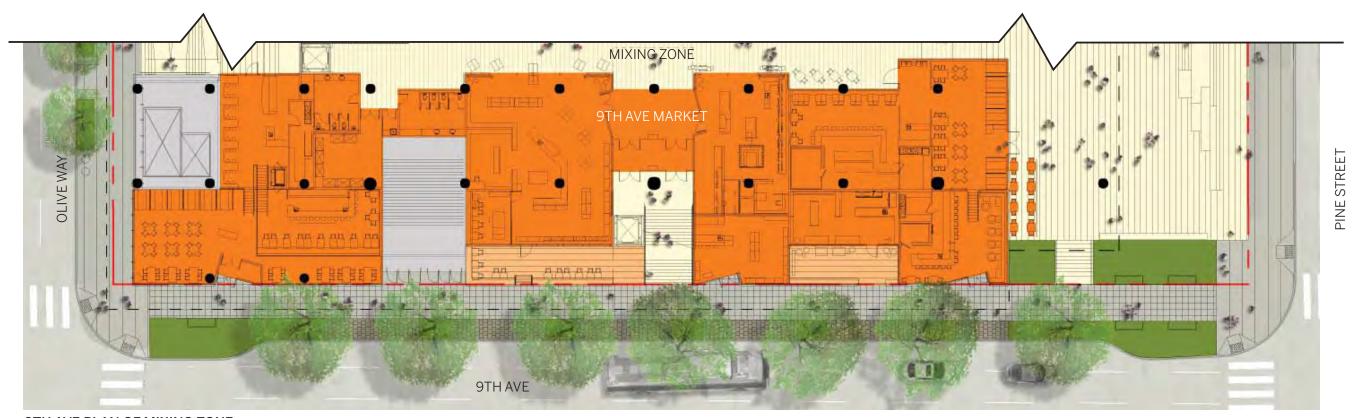


9TH AVE PLAN OF MIXING ZONE





9TH AVE ELEVATION OF MIXING ZONE



9TH AVE PLAN OF MIXING ZONE

15 COMMENT - RETAIL

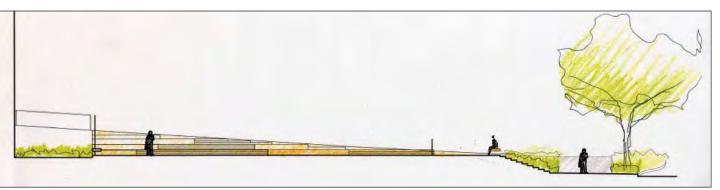
6d: Southwest Plaza: recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines, and add retail activation at the southeast corner of this plaza.

RESPONSE

The Southeast corner of the plaza marks the primary entry of the Convention Center and is the only corner of the project not occupied by retail. The Convention Center program has a major frontage on the plaza, helping to clearly distinguish this entry from the other uses. The entry plaza is the principal outdoor public space of the project connecting pedestrians to the 9th Avenue Market and through the facility via the Mixing Zone to Olive Way. The topography along the plaza helps to define spaces and thresholds, with multiple pathways and points of access at different elevations. A central gathering area is flanked by planted zones providing space for temporary installations or large groups of people to linger.



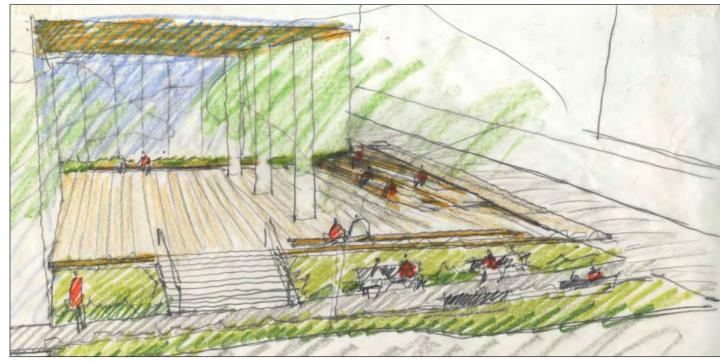
SKETCH VIEW OF PLAZA



PLAZA SECTION



PLAZA PLAN



PLAZA PERSPECTIVE

4 RESPONSE TO COMMENTS OLIVE WAY

16 COMMENT - RETAIL

6d: North End of "Mixing Zone": recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below.

17 COMMENT - RETAIL

7d: Olive Way: more retail frontage, especially near the Terry intersection, and pedestrian activation along the length.

RESPONSE

The north façade of the Convention Center along Olive Way has been further developed to maximize active and transparent uses including additional retail concentrated towards the intersection with Terry Avenue. The remaining vertical circulation and egress stairs will be designed to be engaging to pedestrians along the street frontage.

The employee entry has been shifted to add retail at the Terry Avenue intersection. The Co-development buildings along Terry Avenue have been also developed to create more space at street level and above along Terry Avenue, increasing access to daylight and maximizing views to convention center and north entry at Olive Way.



OLIVE WAY ELEVATION



OLIVE WAY PLAN

4 RESPONSE TO COMMENTS OLIVE WAY

18 COMMENT - NORTH ENTRY & MIXING ZONE

7e: Olive Way - West End: recommended replacing the employee and parking entries with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d).

RESPONSE

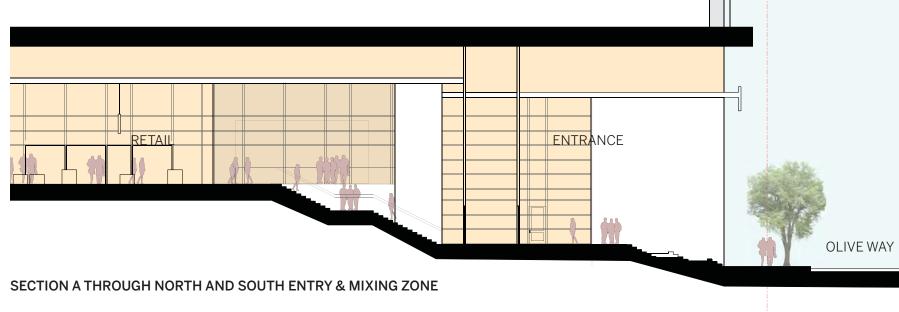
The entry into the Mixing Zone from the north has been enlarged to create a clear sense of entry with greater openness and visibility into the facility. The retail at the corner of Olive Way and 9th Avenue has been enlarged and coordinated with the entry sequence topography to activate the stair landing with access to the retail mezzanine. The landscape concept further reinforces the extension of the mixing zone through the building to the sidewalk. The portion of entry stair leading from 9th Avenue has been shifted south to become an integrated piece of the 9th Avenue Market concept that facilitates connections between and through the retail spaces while allowing direct access to the mixing zone.

SKETCH VIEWS OLIVE STAIRS



PLAN OF CORNER RETAIL AT 9TH AVE AND OLIVE WAY





4 RESPONSE TO COMMENTS OLIVE WAY

PERSPECTIVE OF CORNER RETAIL AT 9TH AVE AND OLIVE WAY







PREVIOUS PERSPECTIVE AT INTERSECTION

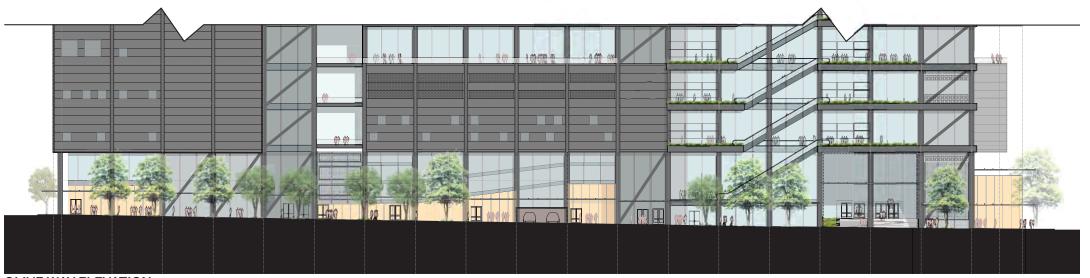


19 COMMENT - FRONTAGES

7e: Terry Avenue Terminus: the parking portal should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus.

RESPONSE

The loading access has been developed to minimize the visual impact of garage entries and provide significant street level uses and lobbies along the frontages, concentrated at all corners. The remaining loading areas will be provide visual interest with screening integrated into the street level façade rhythm and materially to create continuity of the pedestrian experience at street level.



OLIVE WAY ELEVATION

SKETCH VIEW FROM TERRY AVE



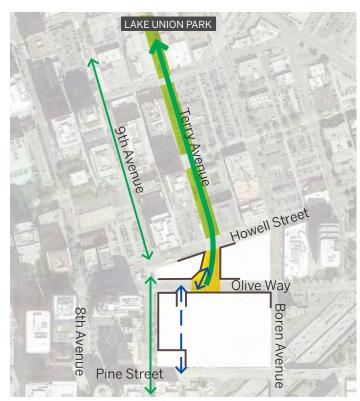


COMMENT - TERMINUS

5c: Terry Avenue Frontages: adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors.

RESPONSE

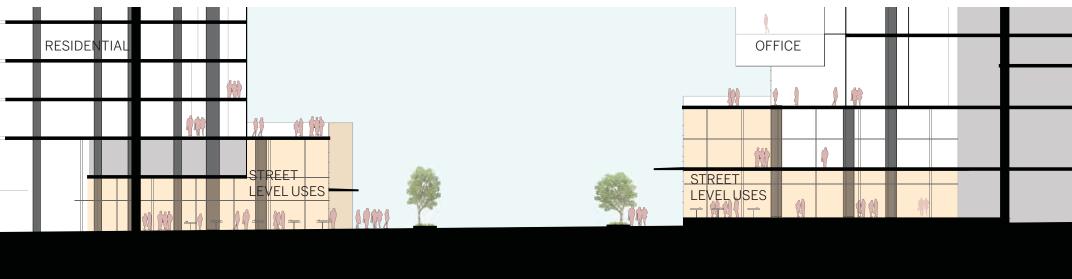
Working with SDOT, the garage access at the signalized intersection at Terry Avenue is deemed the best option to address pedestrian and vehicular conflicts, providing a normalized experience and continuity of the street grid. The garage portal has been flanked with active uses and designed using a driveway apron to prioritize pedestrians and reinforce the continuity of the sidewalk. The building facade promotes a continuity of street level experience at grade, while engaging the shift of Terry Avenue and the termination of the green street on the upper level massing and façade articulation, establishing a block wide shift and building scale visual terminus directing the energy of the green street toward 9th Avenue and the north entry.



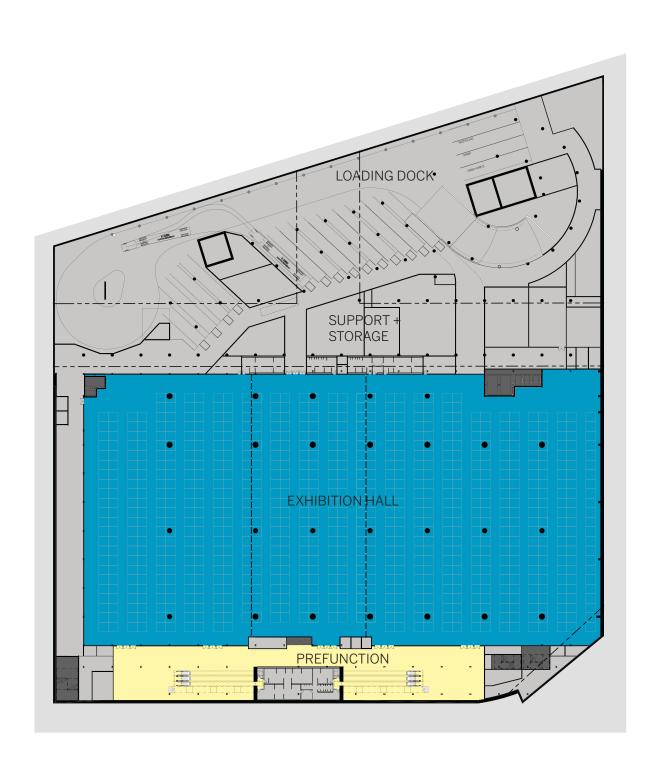
TERRY AVE CONCEPTUAL PLAN



TERRY AVE ENLARGED PLAN



TERRY AVE SECTION A



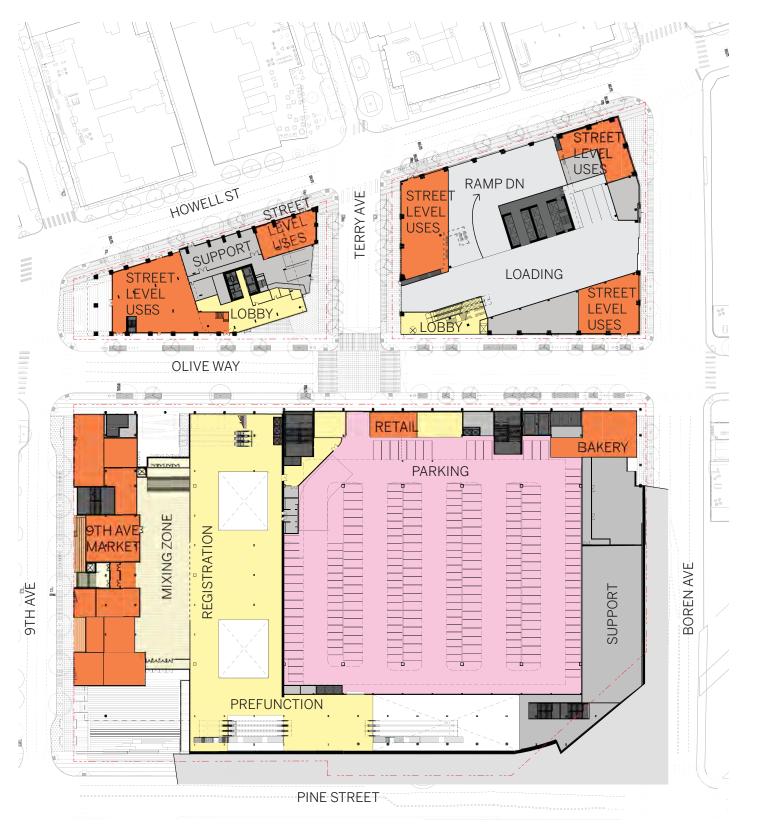
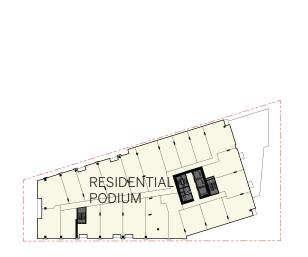
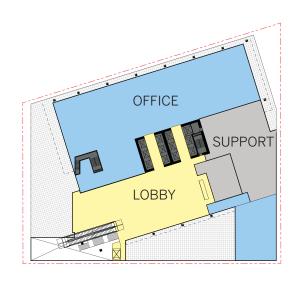
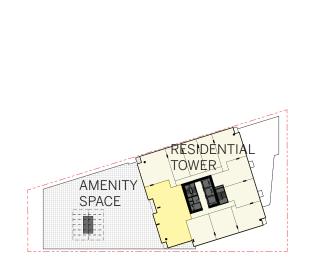


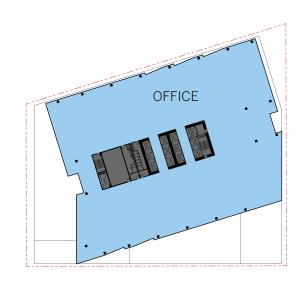
EXHIBIT HALL AND LOADING DOCK

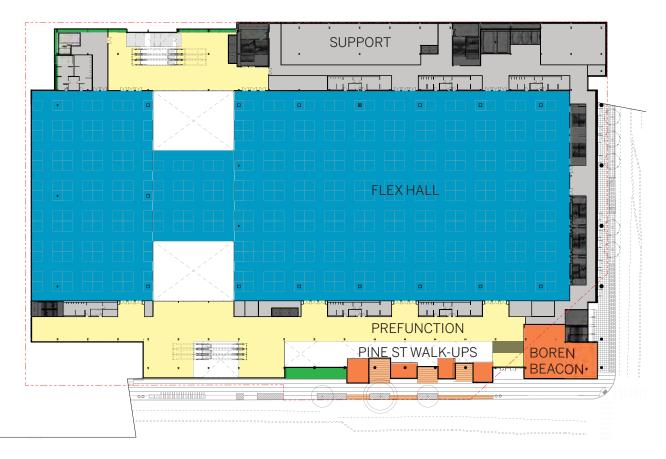
LOBBY PLAN





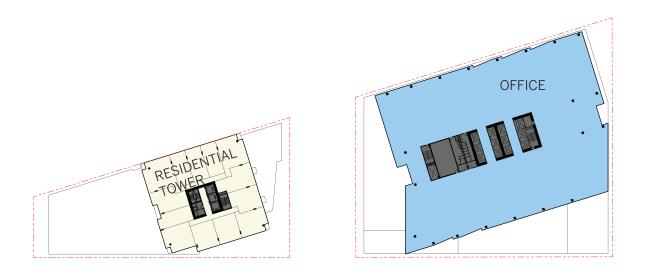


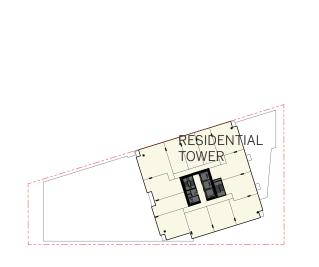


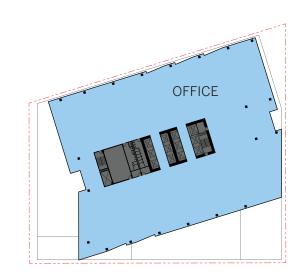


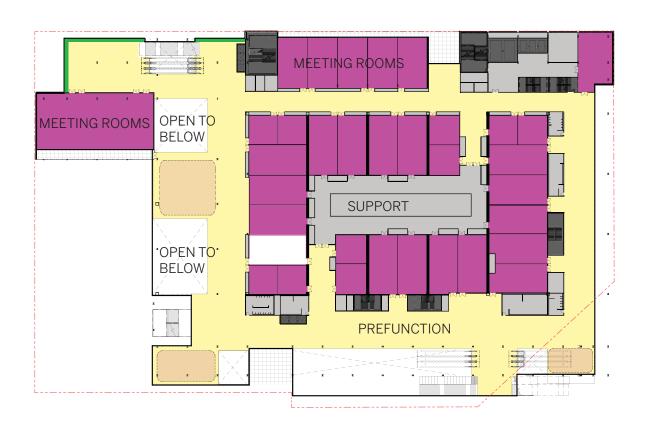


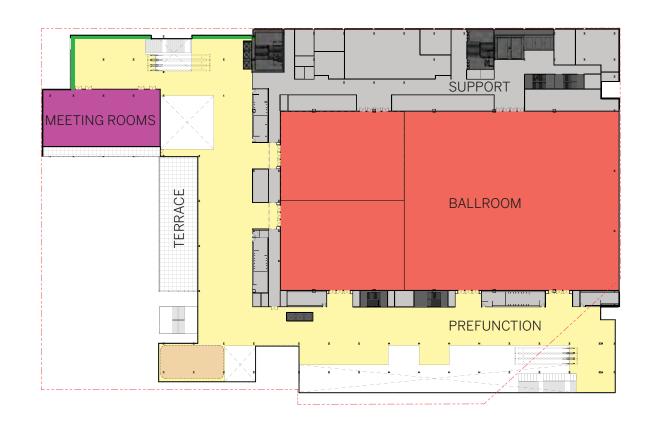
FLEX HALL LOWER MEETING



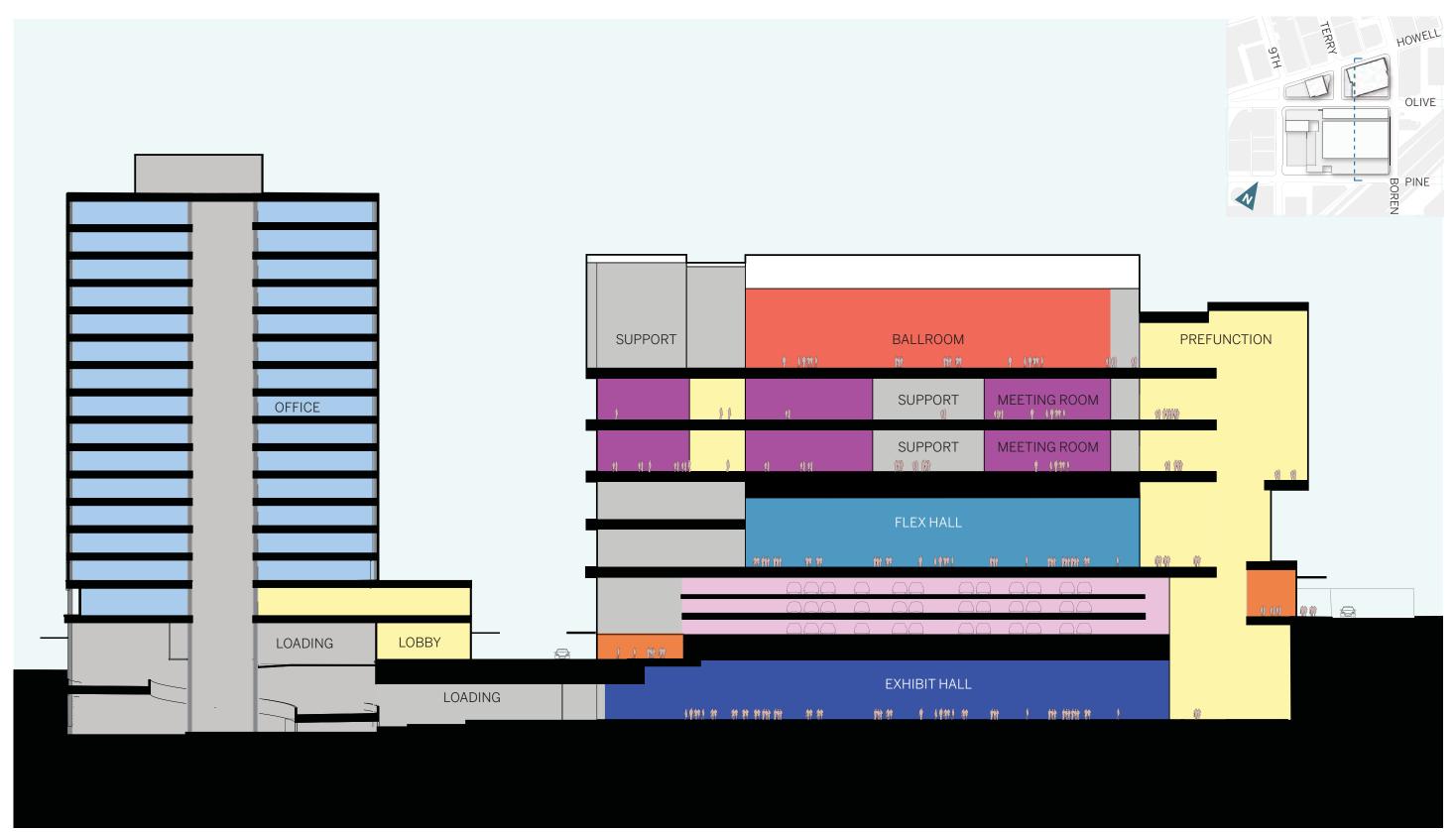




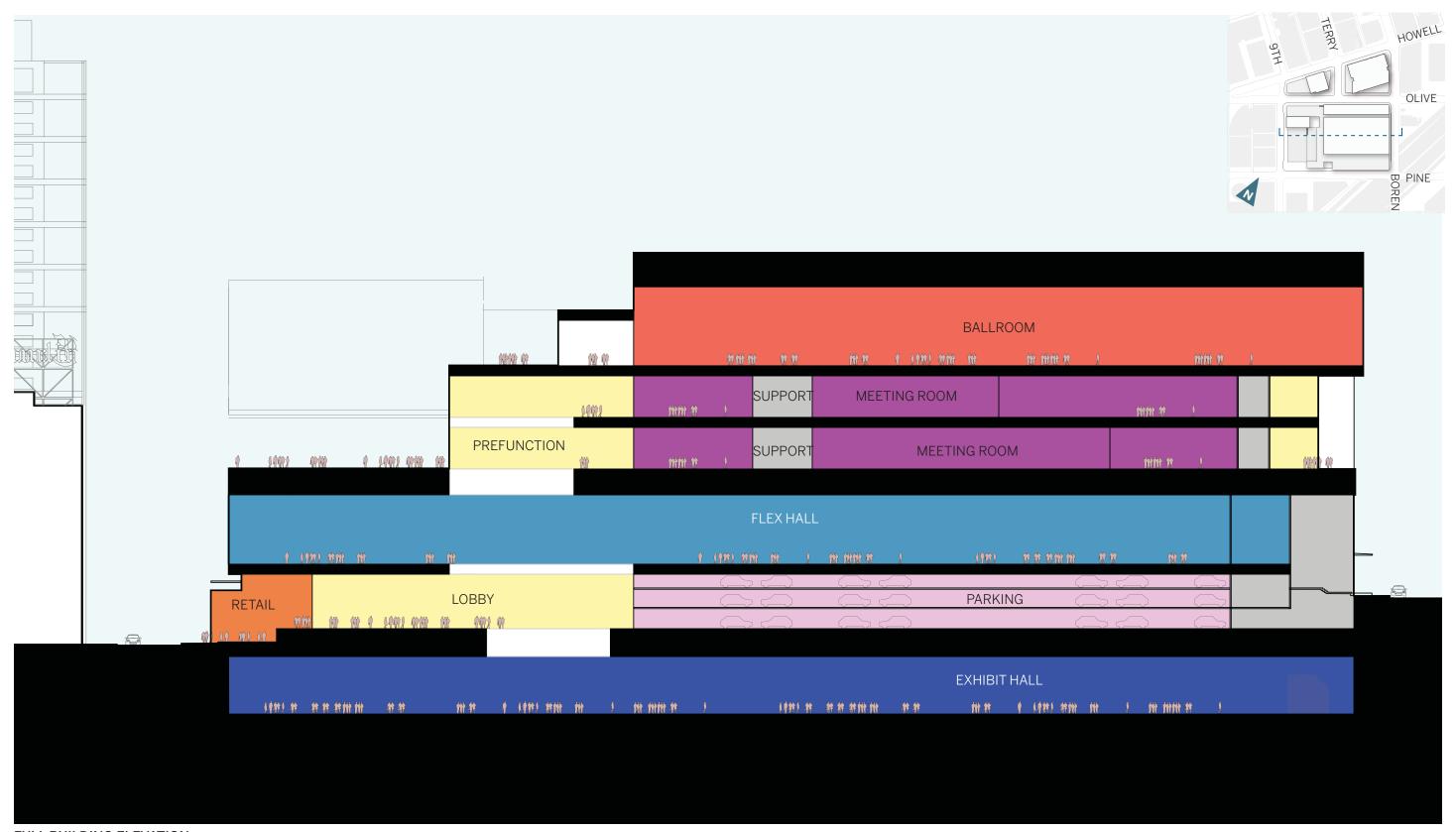




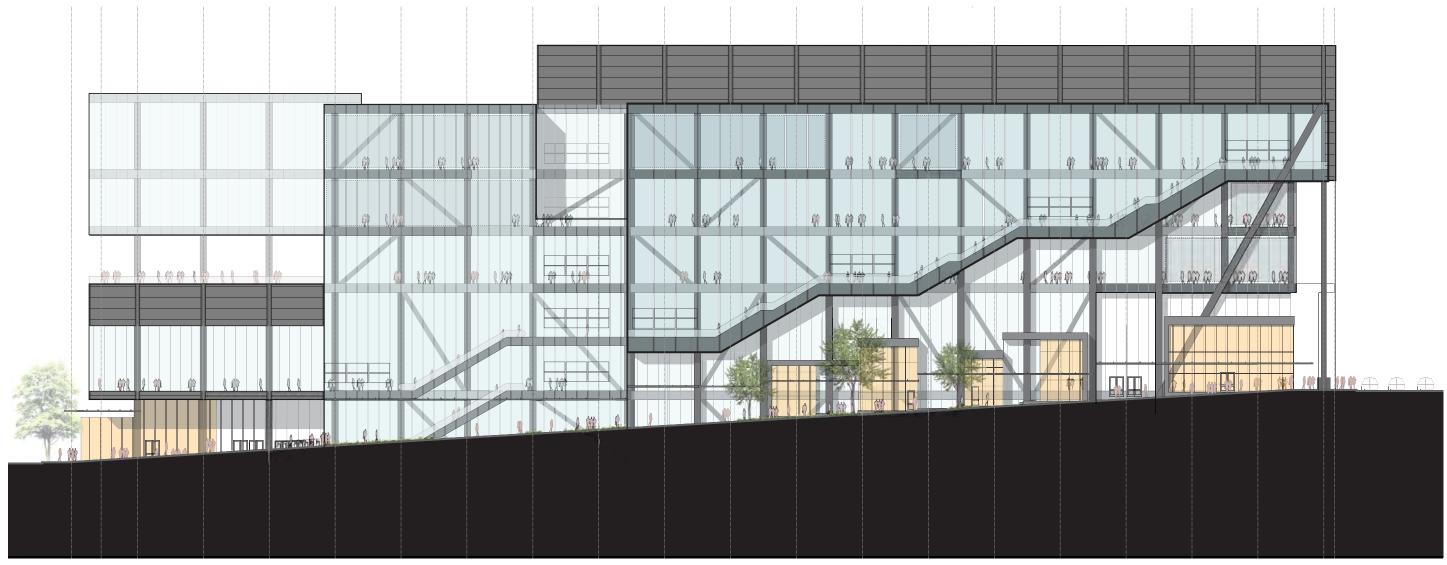
UPPER MEETING BALLROOM



FULL BUILDING ELEVATION



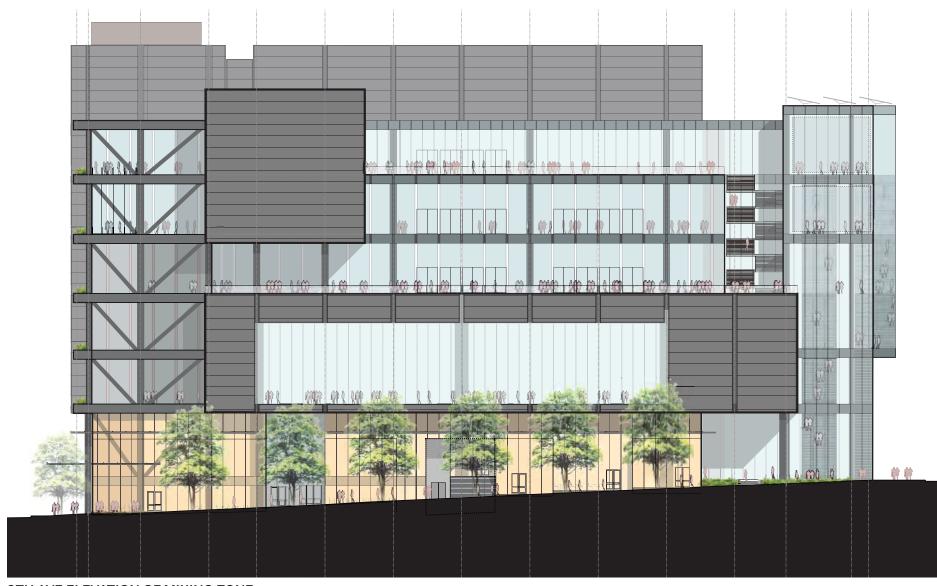
FULL BUILDING ELEVATION



PINE ST PLAN



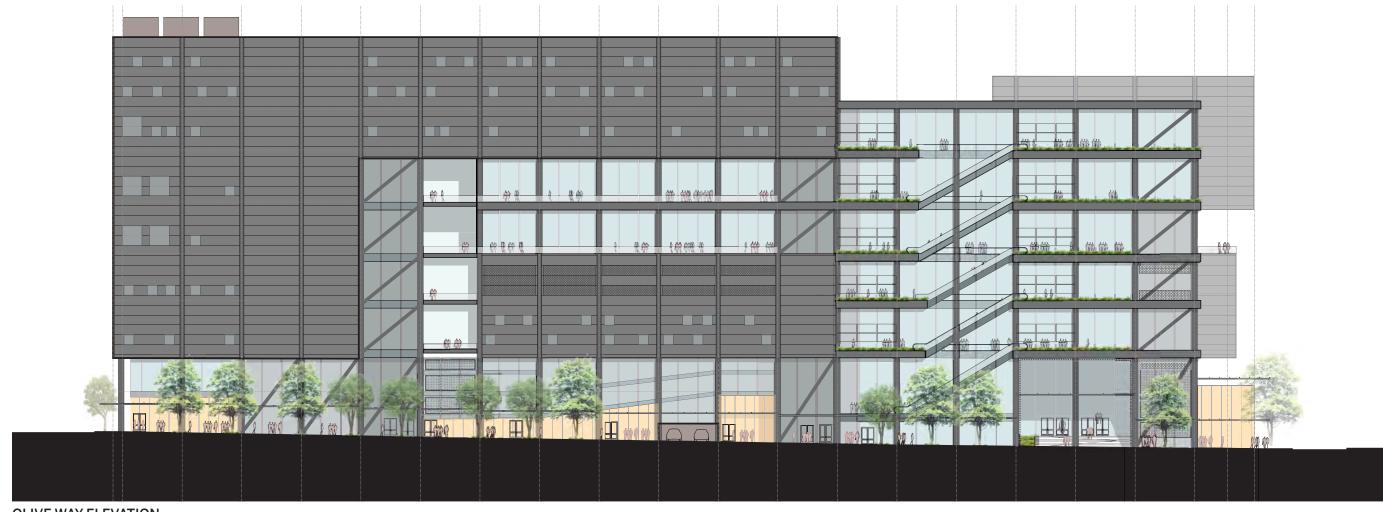
PINE ST ELEVATION



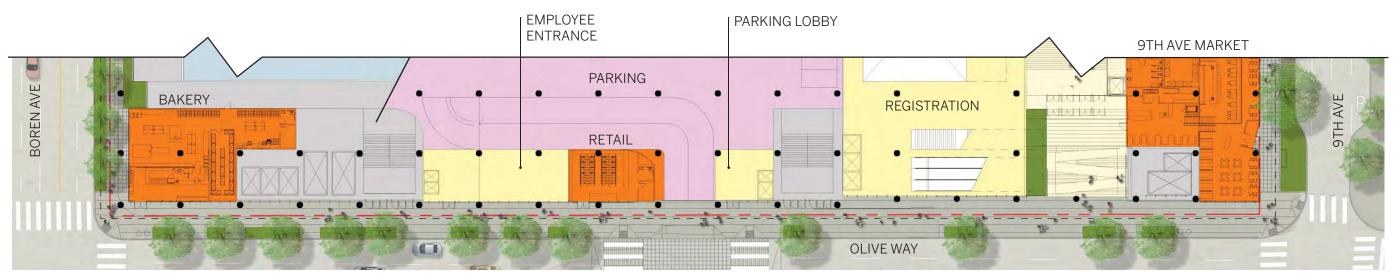
9TH AVE ELEVATION OF MIXING ZONE



9TH AVE PLAN OF MIXING ZONE



OLIVE WAY ELEVATION



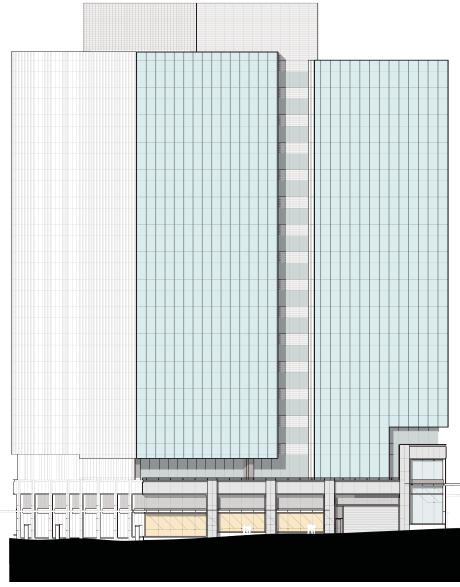
OLIVE WAY PLAN



ENLARGED BOREN AVE ELEVATION



ENLARGED BOREN AVE PLAN



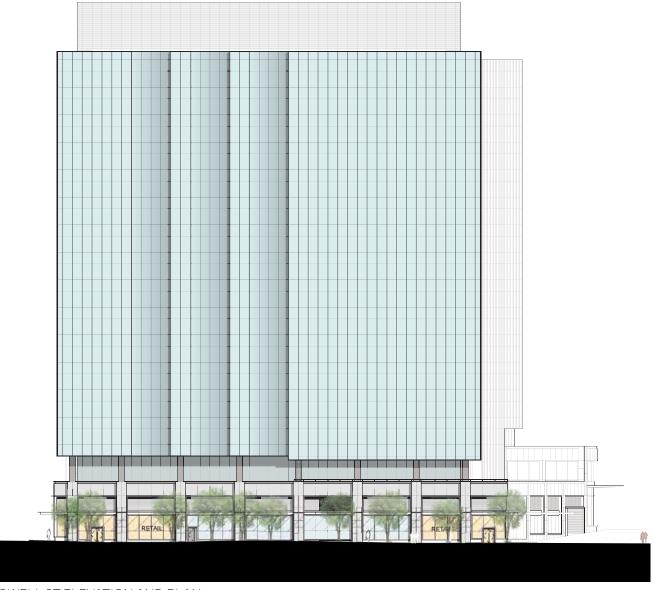
TERRY AVE ELEVATION AND PLAN





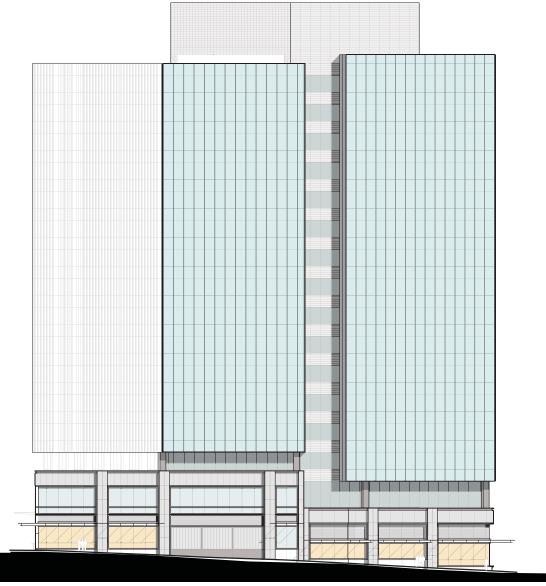
OLIVE WAY ELEVATION AND PLAN



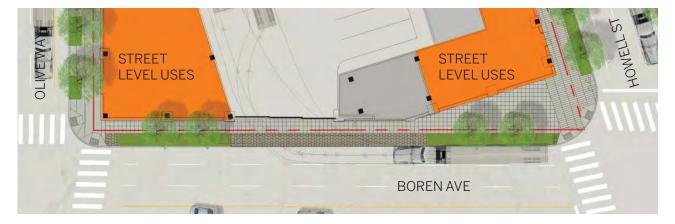


HOWELL ST ELEVATION AND PLAN

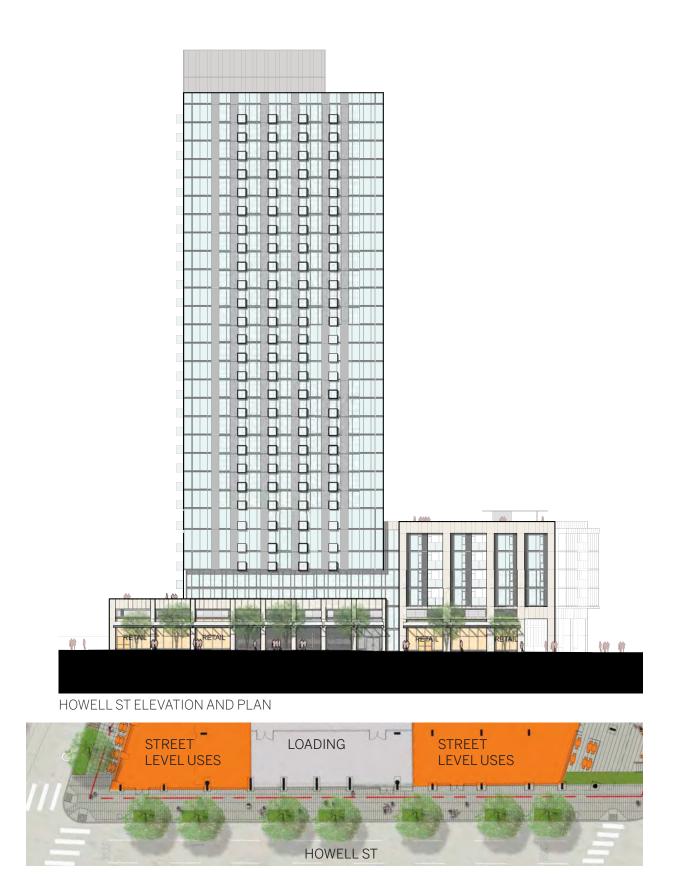




BOREN ST ELEVATION AND PLAN



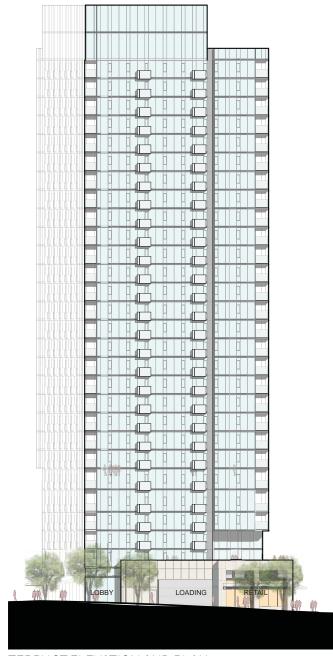






OLIVE WAY ELEVATION AND PLAN





TERRY ST ELEVATION AND PLAN



6 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

SITE PLANNING & MASSING

A-1 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 beyond the immediate context of the building site.

The proposal's massing will include a response to its innate programmatic needs and its location at the intersection of a multiplicity of diverse Seattle neighborhoods.



B-3 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.

The proposal will infuse the attributes of the civic scale of downtown with the vibrancy of adjacent neighborhoods like Capitol Hill, reinforcing active urban streets with dynamic architectural character.



ARCHITECTURAL EXPRESSION

B-2 Create a Transition in Bulk & Scale

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The proposal will occupy a smaller envelope than is possible by code, creating a transition on the edge of downtown to the smaller scale neighborhoods to the east. Terraces, lobbies, and retail provide opportunities to compose the building mass appropriate to its context.

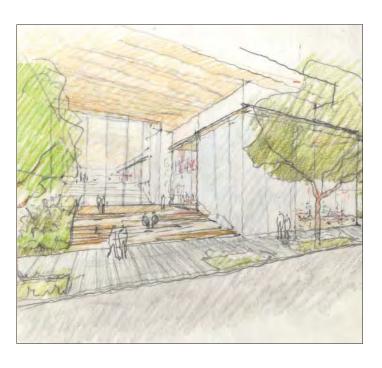


THE STREETSCAPE

C-1 Promote Pedestrian Interaction

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

The street-scape will be designed to promote a vibrant urban pedestrian experience. Views into the building along with landscape elements, pedestrian amenities, street level lobbies, and retail will be employed to activate the street.

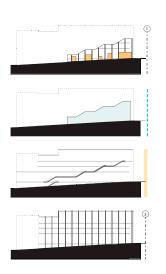


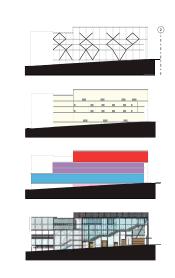
6 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

C-2 Design Facades of Many Scales

Design architectural features, fenestration patterns, and materials 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.

The proposal will incorporate architectural features that will respond to the scale of the pedestrian as well as the larger urban form.





PUBLIC AMENITIES

D-1 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.

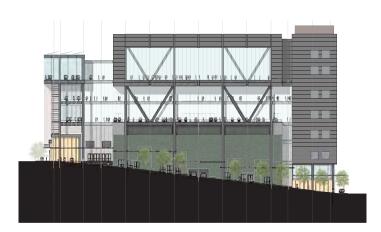
The proposal will consider opportunities for open space that provide both an amenity to the occupants of the facility, as well as contributing to a vibrant inviting urban street-scape.



C-3 Provide Active—Not Blank—Facades

Buildings should not have large blank walls facing the street especially near sidewalks.

The proposal will carefully consider the layout and character of support spaces within the building to limit the amount of blank facades, particularly at the pedestrian level. Pedestrian edges will be designed to allow visual access/transparency to both the public and private spaces of the building. This strategy sustains visual interest all along the pedestrian path, enhancing the overall experiential quality at street level.



D-3 Enhance 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.

Each unique condition contributes to the urban framework. The site's distinct edges create the potential for special moments enriched by the partnering of the building and the street-scape, as exemplified by the Pine Street Gallery, 9th Avenue Market, Boren Avenue Beacon and Terry Avenue 'shared street' concepts.



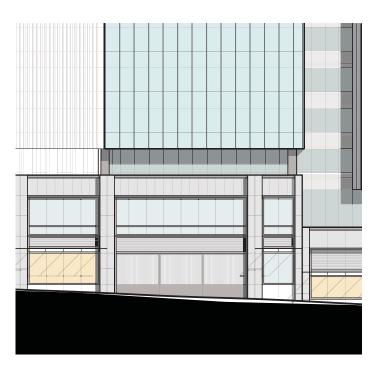
6 DESIGN GUIDELINES OBSERVATIONS & OPPORTUNITIES

VEHICULAR ACCESS & PARKING

E-3 Minimize the Presence of Service Areas

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

The proposal will carefully incorporate loading and other service areas into the facility by directing them below-grade, thereby minimizing their street presence, shielding their adverse qualities and promoting a positive pedestrian experience. The large quantity of exit stairs required for safe egress from above and below grade have been carefully located to avoid the highly visible corners and major entries into the project.



Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
2	23.49.56 B Facade Setback Limits	If the structure is greater than 15 feet in height, the setback limits apply to the portion facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A. The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is five (5) on Class I pedestrian streets and ten (10) on Class II pedestrian streets and designated green streets. The Maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. Any exterior public open space that meets the Downtown Amenity Standards, whether it receives a bonus or not, is not considered part of a setback.	The public plaza at the corner of 9th Avenue and Boren Street is a site feature strongly encouraged by the Design Review Board. The scale of the multi-block project and its civic presence in the city elevate the nature of the plaza beyond one typical of an urban residential or commercial project, warranting consideration for this unique amenity. The Plaza's current configuration does not meet the required dimensions limiting the facade setbacks at corners, but would be exempt from the setback limits if it meets the standard for Urban Plaza Downtown Amenity Standards. It meets the Eligibility Condition of 6,000 sf an Urban Plaza per the Downtown Amenity standards, and would be designed to fulfill the intent of the guidelines. The determination of its eligibility for the Urban Plaza criteria will be confirmed through the Master Use Permit process.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building D-1 Provide inviting and usable open space D-3 Provide elements that define the place



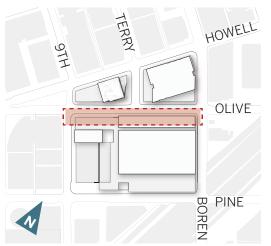


9TH AVE & PINE ST CORNER

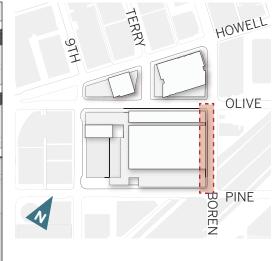


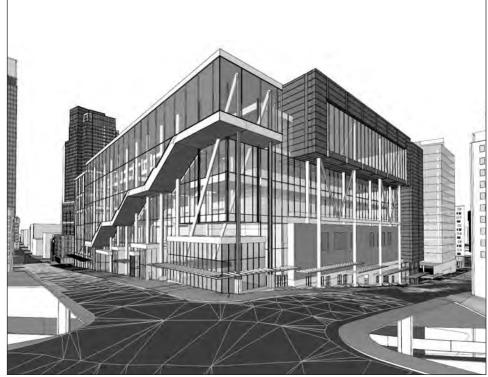
9TH AVE & PINE ST - CORNER PERSPECTIVE

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3A	23.49.058 B Facade Modulation (Convention Center)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	The preferred scheme proposes a greater variety of modulation than that prescribed by the code. This variation of depth and shape extends across a significant surface area of the elevation shown, providing greater visual interest and a more active facade that meets and exceeds the intent of the Facade Modulation requirements.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place



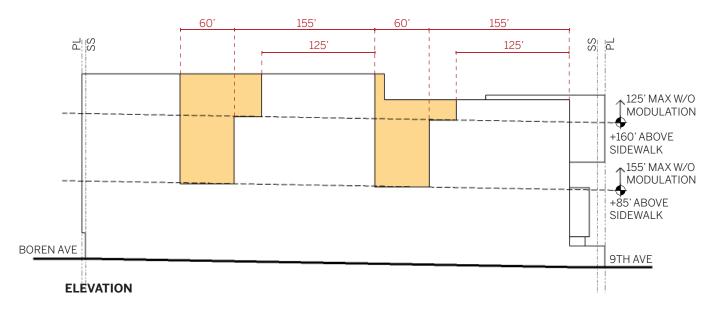




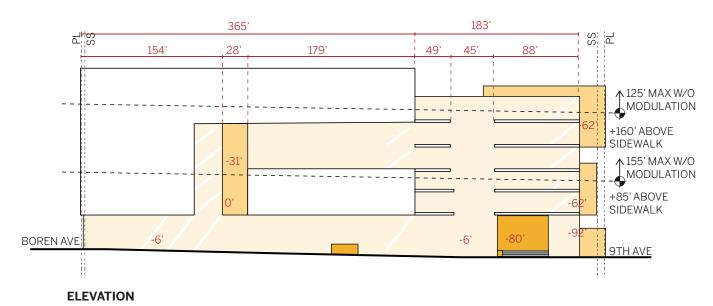


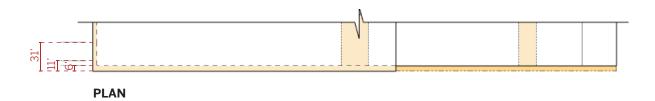
OLIVE WAY - PERSPECTIVE

BOREN AVE - PERSPECTIVE

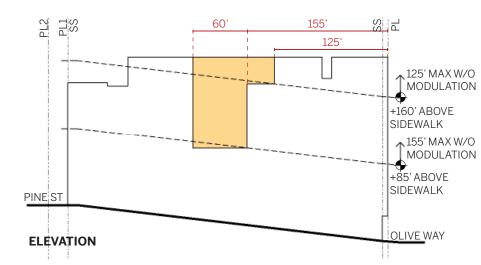


OLIVE WAY - BASELINE SETBACK

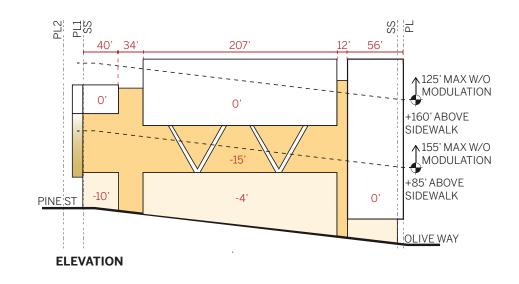


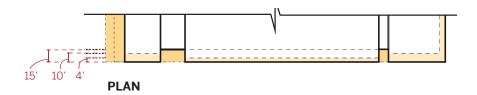


OLIVE WAY - PROPOSED SETBACK



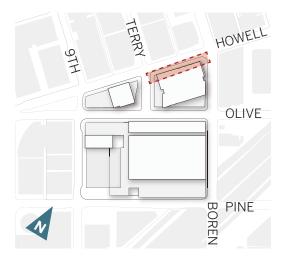
BOREN AVE - BASELINE SETBACK

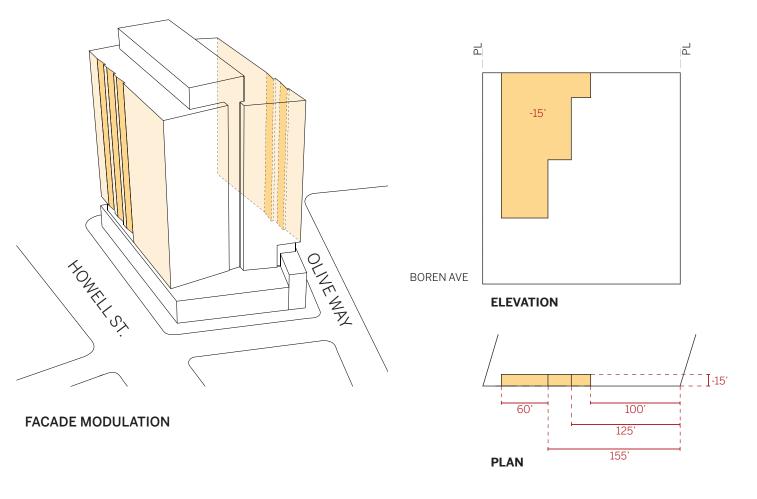




BOREN AVE - PROPOSED SETBACK

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
3B	23.49.058 B Facade Modulation (Co-Development)	Facade modulation is required above a height of 85 feet above the sidewalk of any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86–160 feet, 125 feet at a height between 161-240 feet and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of facade prescribed above (listed in 23.49.058 Table A) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.	Starting at grade level the building facade is set back 3 feet from the street lot line to allow for a wider pedestrian sidewalk. Facade modulation is provided at 28 feet above the sidewalk and continues up the building in a vertical orientation. The proposed modulation breaks up the length of the facade and provides the opportunity for more variation and visual interest.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place



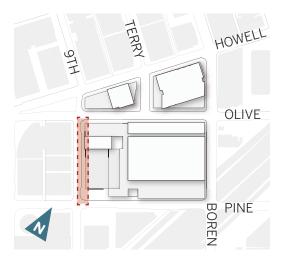


-42.5' **BOREN AVE ELEVATION** က်၊႗ 20' 20' 20' 216'-6" **PLAN**

HOWELL ST - BASELINE SETBACK

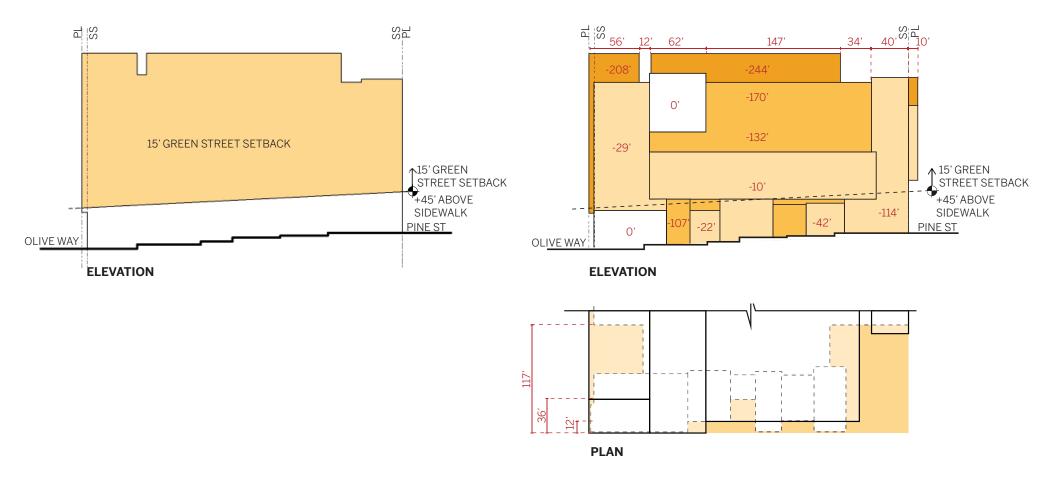
HOWELL ST - PROPOSED SETBACK

Item #	Development Standard	Requirement	Rationale	Downtown Design Guidelines Reinforced
4	23.49.058 G2 Green Street Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the green street at a height of forty-five (45) feet.	The facade along 9th Avenue is predominately setback above the elevation of 45ft, with one exception. The proposed design provides additional modulation which exceeds the Green Street Upper Level Setbacks with greater visual interest in both elevation and massing than prescribed by the code. The resulting activation of the building better supports the goals of the Green Street designation. The upper level meeting room block extends into the block farther into the setback in order to align its north facade with the Paramount facade, thereby framing the open space between.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well-proportioned and unified building C-2 Design facades of many scales D-1 Provide inviting and usable open space D-3 Provide elements that define the place





9TH AVE - PERSPECTIVE



9TH AVE - BASELINE SETBACK

9TH AVE - PROPOSED SETBACK



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Department of Planning & Development

D. M. Sugimura, Director



FINAL EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3020176/3018096/3020177 (Convention Center Expansion)

Address: 1600 9th Avenue/ 920 Olive Way/ 1711 Boren Avenue

Applicant: LMN Architects, for Pine Street Group

Date of Meeting: Tuesday, October 06, 2015

Board Members Present: Anjali Grant (Acting Chair)

Gabe Grant (substitute)
Peter Krech (substitute)

Grace Leong Alan McWain

Board Members Absent: Murphy McCullough (recused for this project)

Gundula Proksch

DPD Staff Present: Garry Papers, M. Arch, Senior Land Use Planner

David L. Landry, MCP, MLA, Land Use Planner

SITE & VICINITY

Site Zone: DMC 340/290-400; Downtown Mixed Commercial, 340 ft non-residential

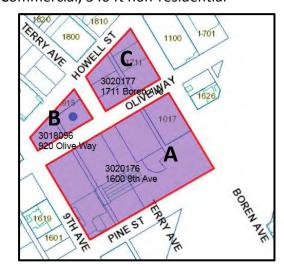
maximum height

Nearby Zones: (North) DMC 340/290-400

(South) DMC 340/290-400 (East) DMC 340/290-400 (NC3P-85 across I-5) (West) DOC2 500/300-500

Lot Area: 3020176 Site A: 202,509 sq ft.

3018096 Site B: 25,551 sq ft. 3020177 Site C: 50, 979 sq ft.



Current Development:

The majority of site A consists of a bus and light rail marshalling yard and station, mostly recessed below adjacent grades, plus a 2 story commercial building at the northeast corner. Site B consists of an alley and 2 one-story commercial buildings and surface parking lots. Site C consists of an alley and one, one story commercial building wrapped by surface parking lots.

Surrounding Development and Neighborhood Character:

The largest site A has the Paramount Theatre at its southwest, and one 14 story apartment tower at its northeast, and the rest of the south and east sides face vacant land and the sunken I-5 freeway corridor. There are existing and proposed towers to the north and west of the larger 3-block project area, including office, hotel and residential projects 14-40 stories tall. The surrounding Denny Triangle neighborhood consists of mixed commercial structures and parking lots, rapidly transitioning to tall, dense mixed use structures, consistent with zoning and planning policies.

The project site is a physical and urban design 'hole' in the dense downtown fabric, and is located between two connector streets (Pine and Olive) which bridge the I-5 trough, which is the edge between downtown density and the mid-rise, mixed use fabric of the Capital Hill and First Hill neighborhoods to the east and south.

Access:

Pedestrian access is from the surrounding sidewalks on the following streets: Pine, Olive and Howell running east-west; 9th Ave, Terry and Boren running north-south. Terry Street and alleys were previously vacated from Site A, so vehicular access to it must be off one of the four surrounding street frontages. The two alleys and Terry segment between Olive and Howell are operational at the moment, but are proposed to be fully vacated concurrent with this project; those vacations are assumed to have occurred for the purposes of this Design Review.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed development on double-block site A is a 5 level, approximately 200 ft tall structure containing about 1.4 million sf of exhibition space, meeting rooms, service and support, with associated parking access and below grade loading docks. The facility is a detached expansion of the Washington State Convention Center. Parking for 600-800 cars is located within the primary structure. A 16 story office tower is proposed on the northeast block C, with retail and a truck holding zone and ramp at the ground level; the spiral ramp serves the underground loading docks for the adjacent convention facility (accessed below Olive street). A 30 story residential tower is proposed on the northwest Block B, with ground level retail and a loading/service bay.

Final Early Design Guidance: #3018096/3020176/3020177
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FIRST EARLY DESIGN GUIDANCE (EDG) May 19, 2015

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

INTRODUCTION TO EDG #1:

This EDG meeting intentionally focused on context and urban design analysis, for the public and Downtown Design Review Board (the Board) to provide early input and guidance about important contextual concerns, and how context might influence and inspire the building forms and/or program. At EDG#2, the applicants will provide the typical EDG massing options, respond to EDG#1 guidance, and the Board will identify the Priority Downtown Guidelines at that time.

NOTE: While the drawings and general Board comments refer to the co-development towers that may occur above Sites B and C, those two towers are not submitted for detailed review at this time. If and when they are proposed to move forward, they would receive separate reviews, public notice and MUP numbers.

PUBLIC COMMENT

- Stated the project appears overly program-driven and not adequately responsive to context yet.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Concerned that floor slabs and large blank walls appear to occur along many pedestrian eye levels, and the floors should adjust to prevent that.
- Stated the project lacks an overarching goal or idea for such a large and impactful structure.
- Regretted the urban analysis did not include emphasis on the smaller grain of the neighborhoods to the east.
- Emphasized that the sidewalks on Pine and Olive are key connectors and are crowded now, and the project should widen those sidewalks and add amenity to them.
- Reiterated the need for consistent pedestrian activation and practical uses along the sidewalks, since most pedestrians will not be attending actual conventions.

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- Impressed by other convention centers designed by the architects (Vancouver, BC in particular) and stressed that Seattle deserves the same or better, particularly in terms of activation, transparency, sustainability and nighttime beauty.
- Emphasized that Pine Street should be lined with continuous retail, and that the 'pop-up' retail spaces shown were not viable.
- Requested the project develop how it functions as "a civic building".
- Requested more public open space(s) and attention to the large roof.
- Stressed how the structure will be visible from streets and public viewpoints to the east, in particular 4 Columns Park.
- Stated the project should exhibit a smaller grain, compatible with the character and pattern of adjacent neighborhoods.
- Submitted the project is large but should not be a singular 'icon'.
- Stated the terminus of the Terry Green Street should not be a parking or vehicle entrance.
- Opposed to the large truck portal on Boren, across from a residential building.
- Asked for more nature and green elements in the project, such as small parks and tree clusters, as there "are no parks in Denny triangle".

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references are to the EDG#1 booklet dated 5/19/2015; Citations in parenthesis are to the Downtown Design Guidelines.

FIRST EARLY DESIGN GUIDANCE May 19, 2015

1. Respond to Views & Influences from Adjacent Context:

- a. **Context Analysis**: The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)
- b. **Viewpoints**: The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg. 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)

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- c. Street Grid: The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)
- d. Connections: Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

- e. Landmarks: The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg. 59), opening up light and views to the theatre's rich north facade (see #6 on pg. 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)
- f. **Prominent Corners**: The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg. 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg. 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg. 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg. 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

2. Massing & Public Realm:

a. Vertical Programming: The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block,

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but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

- b. **Mitigate the I-5 Gap**: The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
- c. Terry Street & 'Truck Plaza': The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)
- d. **Lobby and 9th Avenue Interface**: The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' —if open typical hours —was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree

of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

- e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)
- f. **Roof Design:** The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)
- 3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)
 - a. Ground Floor Edges: The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.
 - b. **Pine Street**: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.
 - c. **Boren Avenue**: The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.
 - d. **Olive Way**: The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

- e. **Terry Avenue Green Street Terminus**: The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.
- **f. Howell Street:** Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.
- g. **Site C, Northeast Block**: The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.
- h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

4. General:

- a) The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

SECOND EARLY DESIGN GUIDANCE (EDG) July 21, 2015

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Final Early Design Guidance: #3018096/3020176/3020177

Email: PRC@seattle.gov

INTRODUCTION TO EDG #2:

This EDG#2 meeting focused on massing options for all 3 blocks, since the two co-development blocks between Olive and Howell are now full parts of the review. The Board also provided guidance on the design development of the primary convention center block, and those EDG#2 comments are listed **in BOLD** under each restated topic from the EDG#1 guidance.

PUBLIC COMMENT

- Stated the project should include a public, pedestrian pass through of the double block, like the current Convention Center provides, preferably from Pine to Olive/Terry.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Stated the project should incorporate an LRT station or bus stops that provide direct access for convention visitors and workers in the surrounding district.
- Stated the project turns its back on the Boren Street pedestrian experience; should design as though the I-5 noise and void will not be a permanent condition.
- Regretted the design did not include more emphasis on the smaller grain of the neighborhoods to the east, and that the project has 'no relationship to the east'.
- Stated the proposal lacks a vision merited by its critical location between downtown,
 Denny Triangle and Capitol Hill.
- Stated the project has minimal street level uses that would foster civic life and engagement; the program 'box' is too dominant.
- Regretted the large, expensive proposal does not do more to be a civic icon on par with others such as the Central Library, Olympic Sculpture Park, or Central Waterfront.
- Stated the proposal should better integrate with the surroundings and do more to heal the scar of the freeway, as the first Convention Center did with Freeway Park.
- Requested the applicants meet directly with PPUNC, 'as promised'.
- Emphasized that the 'micro-retail' on the existing Convention Center is not successful, and the proposal should have more consistent and deep retail on the street levels.
- Stated the Boren and Olive facades look like afterthoughts, and large detailed elevations are needed to confirm pedestrian scale, activation and interest.
- Noted the streetscape designs were not lush, and the highly visible roof had no design.
- Supported the deep modulations and warm tones of the visible ceilings and soffits shown on the 9th avenue perspectives.
- Concerned the highly transparent Pine street façade is too tall and flat, and it is highly visible to the east and south.
- Requested consistent pedestrian activation and unique shops for visitors along the sidewalks, especially Pine which is the prime connector, since 'Pike is so unfriendly'.
- Stated the ground level looks 'abandoned, with only 10% retail', and the Terry terminus was 'mean'.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references below are to the EDG#2 booklet dated 7/21/2015; citations in parenthesis are to the Downtown Design Guidelines.

SECOND EARLY DESIGN GUIDANCE July 21, 2015

- 5. Respond to Views & Influences from Adjacent Context:
 - a. **Context Analysis**: The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)
 - At the EDG#2, the Board reiterated how centrally located and visible the structure will be, thus the project forms and architectural character should express a memorable and civic identity, yet not appear alien or out of scale.
 - b. **Viewpoints**: The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)
 - At the EDG#2, the Board appreciated the multiple and detailed perspective views provided, and recommended additional views for the next meeting, from more distant viewpoints on Capitol Hill and First Hill, along the Boren and Olive facades, and other public viewpoints.
 - c. **Street Grid**: The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)

At the EDG#2, the Board supported the strong cantilevered form that punctuates the grid shift as viewed south down 9th Avenue (pg 62,63), and the setback, canted lower levels on the southeast corner of block B, which open views and pedestrian

movement from Terry to the CCX lobby entry (pg 47). The applicants should provide massing studies which set back the entire tower form at that corner to improve those same views to the CCX, and enhance light to the Terry Plaza.

d. Connections: Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

At the EDG#2, the Board reiterated how the project forms, public realm and street edges must be generous and respond to the current (ie Pine Street) and projected increases (developments to north and west) in pedestrian street activity, and movement desire lines, especially through the double block. The sidewalk widths may need to be widened from the currently shown code minimums on Pine, Boren and Olive.

e. Landmarks: The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theatre's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)

At the EDG#2, the Board supported the size and location of the southwest entry plaza, and the associated step backs on 9th Avenue (pg 69,79), which provide space and scale transitions to the landmark Paramount, with refinement guidance under 6d below.

f. **Prominent Corners**: The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to

the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

At the EDG#2, the Board agreed both east corner points remain visually weak. Although the southeast 40 ft. retail height is supported, the retail porosity of both corners should be enhanced, and there should be more vertical presence relative to the tall mass above. The ground level corner setback shown at 9th and Boren is essential; a similar one is possibly desirable at Boren and Olive.

6. Massing & Public Realm:

a. **Vertical Programming**: The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

At the EDG#2, the Board applauded the large scale physical model and its use as a dynamic study tool. The Board supported the preferred CCX concept of the central mass-box with three stepped and legible volumes on the north, south and west sides. The transparency of the west and south layers is critical to lightening the massive form (pg 69) however more information on the materiality of the north volume (along Olive) is needed. The multiple roof decks and balconies shown were supported, and strongly encouraged to be publically accessible when an event is not occuring, or at least certain securable portions at typical (8-8 or 10-10) public hours (dedicated public elevator to balconies shown on Pine, etc).

The Board agreed the Pine Street elevation is a fully and highly visible wall to the community, and appears to be overly flat for a 500 ft long, 200 ft tall wall (pg 88). The balconies and vertical elevators shown are critical to create intermediate scales. Additional modulation elements and 'chiseling' are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

- b. **Mitigate the I-5 Gap**: The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
 - At the EDG#2, the Board agreed the proposed east façade (pg 88) presents an exciting super-window and visible ballroom ceiling to the neighborhood, but the middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street, and not assume the I-5 culvert is a permanent condition. The Board also recommended the long meeting room balcony have greenery and/or glazing to make it attractive to users and the vicinity.
- c. Terry Street & 'Truck Plaza': The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)

At the EDG#2, the Board restated concerns about the quantity and timings of truck movements on the Terry plaza, and requested more detailed information on those operations (the 26 of 30 days per month shown on pg 116 was very concerning, but the actual hours and frequency of truck movements is needed). The Board generally endorsed the design approach to pedestrianize and minimize vehicular impacts on the plaza – to design for 'pedestrians first'. The Board agreed this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility, and its streetscape and adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors, and visual terminus. Also see comments under 7e.

Staff NOTE: As a formal street vacation request, this portion of Terry Avenue will receive full future review by SDOT and the Design Commission, and they will have detailed input on the plaza surface and former ROW streetscape design; the Board has purview over the adjacent private building walls and thus are commenting on the activation and materials of the frontages, regardless of the eventual streetscape design.

d. **Lobby and 9th Avenue Interface**: The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to

the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall'—if open typical hours—was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

At the EDG#2, the Board strongly supported the southwest entry plaza, but recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines. The Board also agreed both building plaza edges needed retail activation besides the retail and adjacent CCX entry doors shown (even if these doors are open during pubic hours to the 'mixing zone' as stated). Added retail activation at the southeast corner of this plaza will also address the recommendation for more Pine activation (7b).

The Board agreed the two-sided market hall along Pine Street will succeed only if the adjacent public 'mixing zone' has a natural flow-through circulation from Pine to Olive. The steep 14ft tall, narrow stairs shown on Olive and the recessed, hidden doors at the upper landing are not welcoming or easy to use. The Board recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below. The narrow stairs to Pine were not essential, thus providing more retail continuity on that street.

e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)

At the EDG#2, the Board supported the applicant-preferred massing scheme for both the CCX structure and the two co-development blocks (pg 92-94), with important refinements to the co-development blocks found under 7g and 7h.

f. **Roof Design:** The Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)

At the EDG#2, the Board restated the need for a creative and multi-purpose design for the large and visible roof (pg 95); a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

- 7. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)
 - a. **Ground Floor Edges**: The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

At the EDG#2, the Board agreed the street level program and design required the most attention, as the response to clear EDG#1 guidance was not sufficient on almost all frontages. The Board recommended frequent doors and actual porosity where humans move from sidewalks into building spaces, not simply 'visual porosity' or transparency. The 9th Avenue frontage design shown (pg 61) has the best potential; the Board supported the storefront modulation and setbacks shown, but recommended more depth for the street facing portions of the split level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.

b. **Pine Street**: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.

At the EDG#2, the Board strongly reiterated this street frontage is critical to provide consistent retail activation on a busy pedestrian link to Capitol Hill. The retail amount/consistency shown is a very inadequate link, as the context diagram on pg 71 clearly shows. The Board recommended more retail depth (where customers

enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown (pg 71; code requires 75%).

The Pine retail should read more as tall pavilions along the street that provide scale. Setbacks between them, for cafes and select smaller views into the prefunction atrium, which should possibly be narrowed to afford more retail depth, at least at sidewalk levels (see 6d). Daylight into the pre-function atrium can occur above the more contextually-critical retail pavilions, which can be interspersed between any escalators and landings; the pavilion roofs could provide public view decks, internally and to the street. Large scale, detailed elevations and sections of the prefunction atrium are needed at the next meeting.

c. **Boren Avenue**: The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

At the EDG#2, the Board strongly agreed the Boren street level is important to pedestrians and the nearly continuous blank walls shown were of major concern (pg 88, 93). The Board recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge (plus the lush curbside planter). Large scale, detailed elevations are needed at the next meeting.

d. **Olive Way**: The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

At the EDG#2, the Board strongly agreed the Olive street level should have more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. The freight elevators might be exposed as pedestrian interest and a visual feature on the elevation, if they are of glass or a similar dynamic treatment. Wall treatments similar as described above for Boren, should be employed on any necessary blank walls. Large scale, detailed elevations are needed at the next meeting.

e. **Terry Avenue Green Street Terminus**: The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.

At the EDG#2, the Board was disappointed the parking portal did not move, and did not accept the rationale provided; the portal shown continues to be an unsatisfactory terminus for the Terry Green Street (pg 47). The Board restated it should be shifted, or further façade and scale techniques must be developed to

mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.

The Board supported the two pedestrian crosswalks of Olive at Terry, but agreed the 'receiving uses' of employee and parking entries are not suitable for a Green Street. The Board recommended replacing these with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d); this would truly implement the applicant diagram on page 36, blue arrow.

f. Howell Street: Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.

At the EDG#2, the Board agreed the placement and linear amount of active uses along Howell (pg 92, left) appears sufficient, and expects the applicant to pursue further increases in the amount and depth of 'retail orange' graphically shown on both blocks B and C. The Board agreed the screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.

g. **Site C, Northeast Block**: The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.

At the EDG#2, the Board restated the above technical checks are still needed. The Board agreed the office massing shown was bulky and squat, and recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium stepback along Olive. The Board agreed the tower should not lap down to grade on the Howell elevation, and the podium needs a clear expression, possibly taller than 1 story on the north and south sides.

h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

At the EDG#2, the Board supported the basic massing of preferred block B, with a tall podium, expressed gasket and the tower proportions. The Board supported the generous set back at grade at the west with the adjacent activating retail, but

agreed the overall form should better respond to the visual axis down Olive onto the 'flat iron' building and site condition. Also see comments under 5c.

8. General:

- a) The Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.
 - At the EDG#2, the Board heard the response to what 5th generation means, but still had difficulty seeing how this is tangibly expressed in the proposed building. The proposal does offer high transparency out to the context, but the building does not appear more 'welcoming and open' to the public than a typical facility, nor does the perimeter or land locked mixing zone provide 'engagement between the event and the city' (pg 117, last paragraph). More tangible follow through on these assertions is needed at future meetings.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

At the EDG#2, the Board summarized that while the proposed CCX massing has improved, and has shifts, transparency and the beginnings of scale modulations that respond to context, it needs much more refinement, particularly on the south side. While the 9th Avenue street level and plaza have potential, the ground floor edges on all three other streets require substantially more program space and effort to provide genuine activation, porosity, and pedestrian scale. The Codevelopment proposals are promising, but also require massing refinements and more detailed design of all pedestrian level facades.

THIRD EARLY DESIGN GUIDANCE (EDG) October 6, 2015

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

Final Early Design Guidance: #3018096/3020176/3020177
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INTRODUCTION TO EDG #3:

This EDG#3 meeting focused on how the applicants responded to DRB guidance from the EDG#2, and other Board comments generated by the submitted exhibits. In addition to the EDG#3 booklet posted on the Design Review site above, the applicants displayed two large scale models; one showing the entire 3 subject blocks with detailed surrounding context, and a second that showed the lower levels of the CCX building at a larger scale. The detailed comments from the Board provided at EDG#3 are listed **in bold** *italics* under each restated topic from the EDG#2 guidance.

PUBLIC COMMENT

- Stated that the buildings are too large and out of scale with the character of Capitol Hill.
- Suggested that the project needs a better transition to Capitol Hill.
- Concerned that the small changes are only at the sidewalk perimeter do not address the need to break down the building bulk; the 'large and X-large' scales are not needed.
- Suggested the green/ art wall along Boren is merely dressing up a bad design.
- Stated that the 'public mixing zone' dead ends on both ends, not reaching the streets.
- Felt the Capitol Hill facing façade is a negative.
- Concerned the Olive elevation is too flat and shows too many back of house facilities.
- Suggested the project should be brought back for a future EDG meeting.
- Questioned the viability of commercial retail space at the mid-block on Olive.
- Supported the publically visible stairs along Pine but concerned that the stair soffit creates a wide, oppressive element overhanging the sidewalk.
- Stated that the full block of parking and a two block long façade is oppressive.
- Stated that the project has the potential to be a dead zone at night.
- Suggested that retail alone is not persuasive in creating life in the city.
- Stated the visible parking floors along Olive are bad and the parking portal at the terminus of Terry is in the wrong location.
- Supported the southeast plaza as opening up a valuable corner and providing a generous welcome spot on the path between the two CC phases.
- Encouraged the integration of other civic and community, street-activating uses besides retail, such as childcare, hotel, branch library, police storefront, transit stops, etc.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references below are to the EDG#3 booklet dated 10/06/2015; citations in parenthesis are to the Downtown Design Guidelines.

Final Early Design Guidance: #3018096/3020176/3020177

FINAL EARLY DESIGN GUIDANCE October 6, 2015

- 9. Respond to Views & Influences from Adjacent Context:
 - a. Context Analysis: At the EDG#1, the Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: "Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience". Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)

At the EDG#2, the Board reiterated how centrally located and visible the structure will be, thus the project forms and architectural character should express a memorable and civic identity, yet not appear alien or out of scale.

At the EDG#3, the Board discussed design elements at the pedestrian scale in great detail, and the recommendation to manifest pedestrian activation and interest at <u>all locations on all perimeters of all three blocks</u>, using varied materials, added activities or nodes for users near passive spaces, visual interest and texture at all loading doors (when closed), vehicle portals and non-retail frontages.

The Board agreed the building façade along Boren needs to be more visually compelling, at both the pedestrian levels and the middle zones which are seen from multiple vantage points. The full width green wall shown was not supported, and a greater use of vertical and horizontal compositional elements was recommended at both scales on this highly visible elevation.

b. **Viewpoints**: At the EDG#1, the Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated 'collage of S, M, L scales to mitigate an XXL building'. (B1; C2)

At the EDG#2, the Board appreciated the multiple and detailed perspective views provided, and recommended additional views for the next meeting, from more distant viewpoints on Capitol Hill and First Hill, along the Boren and Olive facades, and other public viewpoints.

At the EDG#3, the Board appreciated the multiple perspective views provided, but recommended additional views along Terry Avenue looking toward the Olive façade that is the Terry Green Street terminus, developing an intentional and scaled elevation response to that terminus condition, and showing the pedestrian edges of Terry Avenue and the adjacent building ground floors in detail. Fully conveying all three facades holistically may require 2-3 perspectives.

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c. **Street Grid**: At the EDG#1, the Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9th & Terry Avenues from the north (pg. 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1).

At the EDG#2, the Board supported the strong cantilevered form that punctuates the grid shift as viewed south down 9th Avenue (pg. 62,63), and the setback, canted lower levels on the southeast corner of block B, which open views and pedestrian movement from Terry to the CCX lobby entry (pg. 47). The applicants should provide massing studies which set back the entire tower form at that corner to improve those same views to the CCX, and enhance light to the Terry Plaza.

At the EDG#3, the Board was generally in support of a sizable (approximately 38' x 59') public plaza at the northeast corner of 9th and Olive (as shown on pg. 45, upper right), as it occupies and marks a special pedestrian crossroads location. The Board will review the detailed design features of this plaza at subsequent meetings. See comments under 12h for the podium massing adjacent to this plaza. See Departure # 4 for Board comments about the projections proposed along the 9th Avenue Green Street.

d. **Connections**: At the EDG#1, the pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9th Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9th between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9th Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9th between Pine and Pike, and 'intersection repair' at Pike and 9th might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

At the EDG#2, the Board reiterated how the project forms, public realm and street edges must be generous and respond to the current (ie Pine Street) and projected increases (developments to north and west) in pedestrian street activity, and movement desire lines, especially through the double block. The sidewalk widths may

need to be widened from the currently shown code minimums on Pine, Boren and Olive.

At the EDG#3, the Board re-affirmed support for the various voluntary edge setbacks shown on pg 16/right, and for the southwest plaza and its east edge creating a welcoming seating terrace/steps as shown on pg 43. The project's public realm and street edges beyond the property line, within SDOT purview, should be generous and respond to pedestrian street activity.

e. Landmarks: At the EDG#1, the Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg. 59), opening up light and views to the theatre's rich north facade (see #6 on pg. 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)

At the EDG#2, the Board supported the size and location of the southwest entry plaza, and the associated step backs on 9th Avenue (pg. 69,79), which provide space and scale transitions to the landmark Paramount, with refinement guidance under 6d below.

At the EDG#3, the Board agreed the plaza, tall overhang, roof terrace, and setback box-form above the CCX entrance, as shown on pg 38, create a respectful massing relationship with the Paramount, however at the next meeting the Board will scrutinize the materials and flex hall level functions that define this key public open space, at all vertical levels. In particular the Board will evaluate the dark cladding, large entry soffit, and portions that are transparent; whether the south façade is a balcony and/or interior lobby; and what functions will be visible behind this prominent window (the plans on pg 50/left indicate a stair and service wall). See 11 i for comments on the plaza.

f. **Prominent Corners**: At the EDG#1, the Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9th (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg. 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg. 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg. 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9th (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the oneway, eastbound vehicular flows. (B1; B3; C1; C4)

At the EDG#2, the Board agreed both east corner points remain visually weak. Although the southeast 40 ft. retail height is supported, the retail porosity of both corners should be enhanced, and there should be more vertical presence relative to

the tall mass above. The ground level corner setback shown at 9th and Boren is essential; a similar one is possibly desirable at Boren and Olive.

At the EDG#3, the Board agreed the east retail corners are larger, have adequate transparency and porosity, and show taller, glass proportions to the overall mass; further increases of these attributes are welcome, as the pg 32 perspective demonstrates. Setbacks or notches at the 2 busy Boren sidewalk corners may still be warranted (pg 30), and the 'bakery' entry doors should shift a bit west off the busy corner. The Board strongly supported the large floor area, and taller, transparent northwest corner retail as shown on pg 42 and 46.

10. Massing & Public Realm:

a. **Vertical Programming**: At the EDG#1, the Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft. x 565 ft. footprint) in a fabric largely made up of quarter block and smaller masses (pg. 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4 acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

At the EDG#2, the Board applauded the large scale physical model and its use as a dynamic study tool. The Board supported the preferred CCX concept of the central mass-box with three stepped and legible volumes on the north, south and west sides. The transparency of the west and south layers is critical to lightening the massive form (pg. 69) however more information on the materiality of the north volume (along Olive) is needed. The multiple roof decks and balconies shown were supported, and strongly encouraged to be publically accessible when an event is not occuring, or at least certain securable portions at typical (8-8 or 10-10) public hours (dedicated public elevator to balconies shown on Pine, etc.).

The Board agreed the Pine Street elevation is a fully and highly visible wall to the community, and appears to be overly flat for a 500 ft. long, 200 ft. tall wall (pg. 88). The balconies and vertical elevators shown are critical to create intermediate scales. Additional modulation elements and 'chiseling' are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

At the EDG#3, the Board again applauded the large models and restated the Pine Street elevation is highly visible, but agreed that the projecting stair form is effective at breaking up the previous flatness, and becoming a memorable, 'signature' for the CCX. It should be treated as a distinct sculptural move, possibly by adding a unique texture to the stairs south glazing layer, and/or emphasizing a dramtic soffit color/material. The Board was not convinced that soffit should be mirrored, but agreed this southeast facing elevation should remain bright and well-lit on all evenings (not only during events).

b. **Mitigate the I-5 Gap**: At the EDG#1, the Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)

At the EDG#2, the Board agreed the proposed east façade (pg. 88) presents an exciting super-window and visible ballroom ceiling to the neighborhood, but the middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street, and not assume the I-5 culvert is a permanent condition. The Board also recommended the long meeting room balcony have greenery and/or glazing to make it attractive to users and the vicinity.

At the EDG#3, the Board supported the Boren corner configurations, ground level modulations, layering and voluntary setbacks as shown on plan pg 30. However, the middle green wall façade garnered much Board concern: smaller extents of green wall may be successful, but the entire wall needs to be visually compelling with distinct horizontal and vertical composition and material variation (possibly mixing the three options shown on pg 29 rather than all one), especially at lower levels. Shaped, textured forms or truly sound attenuating materials should be integrated into most of this facade to mitigate the freeway noise.

c. **Terry Street & 'Truck Plaza'**: At the EDG#1, the stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or 'truck plaza' on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3).

At the EDG#2, the Board restated concerns about the quantity and timings of truck movements on the Terry plaza, and requested more detailed information on those

operations (the 26 of 30 days per month shown on pg. 116 was very concerning, but the actual hours and frequency of truck movements is needed). The Board generally endorsed the design approach to pedestrianize and minimize vehicular impacts on the plaza – to design for 'pedestrians first'. The Board agreed this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility, and its streetscape and adjacent building walls must be fully composed; the street-level image on pg. 47 presented many concerns about large, blank ground level loading doors, and visual terminus. Also see comments under 7e.

Staff NOTE: As a formal street vacation request, this portion of Terry Avenue will receive full future review by SDOT and the Design Commission, and they will have detailed input on the plaza surface and former ROW streetscape design; the Board has purview over the adjacent private building walls and thus are commenting on the activation and materials of the frontages, regardless of the eventual streetscape design.

At the EDG#3, The Board restated the design approach for the plaza along Terry Avenue between Howell and Olive should be pedestrian first, ensuring north/south connections when vehicles are present and creating a usable space during CCX events. Therefore, the sidewalks on both sides should be consistent connectors and generous, outside any required truck movements (which should be minimized); the sidewalks, planting buffers and setbacks shown on pg 48 were supported. The Board also restated this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility.

The Board continued to have concerns about the quantity and timing of truck movements on the Terry plaza, and supported the eroded ground floor massing at the Block B southeast corner, but recommended the presence of the block B loading doors be more subordinate to the corner entrance lobby (pg 61).

d. **Lobby and 9**th **Avenue Interface**: At the EDG#1, the Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9th, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9th Avenue Green Street was a concern (pg. 51), especially considering crowd surges from the proposed lobby. An open space 'pearl' (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg. 39/left). (C4; D1;D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' –if open typical hours –was supported in order to activate the 300+ ft. long façade when no CCX

events are happening. Even a tall, transparent wall looking into an often empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

At the EDG#2, the Board strongly supported the southwest entry plaza, but recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines. The Board also agreed both building plaza edges needed retail activation besides the retail and adjacent CCX entry doors shown (even if these doors are open during pubic hours to the 'mixing zone' as stated). Added retail activation at the southeast corner of this plaza will also address the recommendation for more Pine activation (7b).

The Board agreed the two-sided market hall along Pine Street will succeed only if the adjacent public 'mixing zone' has a natural flow-through circulation from Pine to Olive. The steep 14ft tall, narrow stairs shown on Olive and the recessed, hidden doors at the upper landing are not welcoming or easy to use. The Board recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below. The narrow stairs to 9th were not essential, thus providing more retail continuity on that street.

At the EDG#3, the Board agreed the revised southwest plaza edges were more welcoming, but the 9th Avenue stair should be expanded. The Board supported the expanded retail at the northwest corner and the revised, gradual Olive stairs, as shown on pg 45, that provide a more welcoming entrance and Olive address for the Mixing Zone. See additional comments about the Olive steps under 11d.

STAFF clarification: the Mixing Zone was stated to be fully open to the public when there are no CCX events, and during CCX events the ticketed demising line is at the yellow "registration" zone east of the Mixing Zone shown on pg 49; Board support for the entire CCX ground level strategy is contingent on this mixing zone being fully public and open for generous timeframes, to activate the 9th Avenue corners and Green Street frontage with two-sided retail, and to create a viable 'public atrium' and pass-through, in lieu of any public terraces at upper levels.

e. Massing Options for EDG #2: The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Programdriven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)

At the EDG#2, the Board supported the applicant-preferred massing scheme for both the CCX structure and the two co-development blocks (pg. 92-94), with important refinements to the co-development blocks found under 7g and 7h.

At the EDG#3, the Board supported the overall massing scheme for the CCX structure as presented, with important revisions along Olive discussed under departure #1. The Board supported the Block B west plaza and massing as shown on pg 61, and more importantly via the model; the Board recommended more perspectives of this block from the west, to confirm a superior response to the 'flatiron' condition.

The Board supported the 3-part tower massing of block C, but recommended the vertical recesses be deeper. The block C office podium was less well resolved, and the Board recommended the height, scale and stepping of the podium needs more study, possibly a more dramatic change of materials and/or taller, and deeper offsets at the gasket to the tower. The Board agreed the two-story scale along Olive and part of Boren (shown on pg 27) was more successful than the one on Howell.

f. **Roof Design:** At the EDG#1, the Board stressed the very large roof is a "5th Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2).

At the EDG#2, the Board restated the need for a creative and multi-purpose design for the large and visible roof (pg. 95); a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

At the EDG#3, the Board acknowledged that the only public open spaces are at several at-grade locations, and the upper roof terraces are exclusively for users of the CC events, or for rental by public organizations/events. Therefore, the Board stressed that each and every public space 'at grade' must be as permeable and welcoming as possible for the majority of event and non-event occasions (see 10d Clarification above). The Board will review the specific landscape design elements and other features for all roof decks (as diagrammatically shown on pg. 19) at subsequent meetings.

11. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)

a. Ground Floor Edges: At the EDG#1, the Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking

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into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

At the EDG#2, the Board agreed the street level program and design required the most attention, as the response to clear EDG#1 guidance was not sufficient on almost all frontages. The Board recommended frequent doors and actual porosity where humans move from sidewalks into building spaces, not simply 'visual porosity' or transparency. The 9th Avenue frontage design shown (pg. 61) has the best potential; the Board supported the storefront modulation and setbacks shown, but recommended more depth for the street facing portions of the split level retail (pg. 66 shows 12 ft.) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.

At the EDG#3, the Board re-affirmed that the project's street level programming and design elements require the most on-going attention and follow through. The building ground floor along 9th as shown in plan and elevation on pg 40, was improved and supported. The portion of Pine shown on pg 36 was supported, especially the number, amount and vertical scale of the five retail 'pavilions'.

b. **Pine Street**: The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg. 52/left.

At the EDG#2, the Board strongly reiterated this street frontage is critical to provide consistent retail activation on a busy pedestrian link to Capitol Hill. The retail amount/consistency shown is a very inadequate link, as the context diagram on pg 71 clearly shows. The Board recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown (pg. 71; code requires 75%).

The Pine retail should read more as tall pavilions along the street that provide scale. Setbacks between them, for cafes and select smaller views into the pre-function atrium, which should possibly be narrowed to afford more retail depth, at least at sidewalk levels (see 6d). Daylight into the pre-function atrium can occur above the more contextually-critical retail pavilions, which can be interspersed between any escalators and landings; the pavilion roofs could provide public view decks, internally and to the street. Large scale, detailed elevations and sections of the pre-function atrium are needed at the next meeting.

At the EDG#3, the Board strongly reiterated that it is critical to provide a strong and consistent pedestrian link between Capitol Hill and 9th by activating the street with a continuous edge of retail or other elements that provide pedestrian interest. The Board supported the building jogs and setbacks shown on pg 34 & 36, but was concerned about the approximately 130 ft long 'vacant space' between the west retail box and plaza on pg 34. The Board recommended the two-bay green recess

remain, but incorporate seating that allows pedestrians to look down into the prefunction spaces, while retaining some green relief. The Board also recommended all four bays of glass adjacent to the escalators incorporate elements of scale and visual interest, possibly integrated with a kinetic interior artwork or other feature to stimulate pedestrians; the Board did not consider escalators to qualify for that, but the floating stair shown next to the windows is preferred to escalators.

c. **Boren Avenue**: At the EDG#1, the Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

At the EDG#2, the Board strongly agreed the Boren street level is important to pedestrians and the nearly continuous blank walls shown were of major concern (pg. 88, 93). The Board recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge (plus the lush curbside planter). Large scale, detailed elevations are needed at the next meeting.

At the EDG#3, the Board re-affirmed that Boren Avenue is an important pedestrian link, however the current design shown on pg 30 - especially below the meeting level balcony - is not supporting pedestrians or the mid-range visibility across the freeway (pg 32/33). Some elements are promising: the retail corners, adjacent deep reveals, the stepped low planting walls.

The singular treatment of the central "large" scale green wall was not supported. The Board recommended the multiple exit doors be 'hidden' but other material, visual and compositional interest –rather than continuous greenery - occupy all the wall surface below the canopy levels. See 10 b for more comments on this wall above ground level.

d. **Olive Way**: At the EDG#1, the Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

At the EDG#2, the Board strongly agreed the Olive street level should have more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. The freight elevators might be exposed as pedestrian interest and a visual feature on the elevation, if they are of glass or a similar dynamic treatment. Wall treatments similar as described above for Boren, should be employed on any necessary blank walls. Large scale, detailed elevations are needed at the next meeting.

At the EDG#3, the Board strongly supported the added mid-block retail along Olive Way, and the highly transparent treatment of the nearby employee entrance and parking lobby (see pg 44). The Board did not support exposing the parking floors to

the Olive façade, but was enthusiastic about translucent glass at the exit stair towers, and especially at the northwest and larger northeast elevators, showing the movement behind. The Board agreed the Olive stair/ramp into the 'mixing zone' is a crucial activator, and widening/deflecting the east edge of the opening toward the Terry axis should be studied (see diagram pg 48, lower left).

The Board agreed the parking portal on Olive, shown at the Terry axis on pg 16, appears overly prominent because the rest of that terminus elevation is not a deliberate composition, responding to the visual axis of the Green Street. If this portal is not shifted off axis, the Board recommended further elevational studies and an intentional composition, confirmed by perspectives noted under 9b.

e. **Terry Avenue Green Street Terminus**: At the EDG#1, the Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9th. Any parking portal on this frontage should be shifted east.

At the EDG#2, the Board was disappointed the parking portal did not move, and did not accept the rationale provided; the portal shown continues to be an unsatisfactory terminus for the Terry Green Street (pg. 47). The Board restated it should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.

The Board supported the two pedestrian crosswalks of Olive at Terry, but agreed the 'receiving uses' of employee and parking entries are not suitable for a Green Street. The Board recommended replacing these with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d); this would truly implement the applicant diagram on page 36, blue arrow.

At the EDG#3, The Board supported the crosswalks and tabled intersection shown on pg 47, while those ROW improvements are for SDOT review and confirmation. See 11 e above for comments on the Terry terminus. The Board agreed the block B lobby should be more prominent on Terry, and recommended additional perspective renderings (see comments under 9b).

f. Howell Street: Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.

At the EDG#2, the Board agreed the placement and linear amount of active uses along Howell (pg. 92, left) appears sufficient, and expects the applicant to pursue further increases in the amount and depth of 'retail orange' graphically shown on

both blocks B and C. The Board agreed the screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.

At the EDG#3, the Board re-affirmed that the screening of the truck ramp in the middle of block C (pg 59), and any perimeter back-of-house on either block (pg 60), should be a sophisticated glass design, providing an excellent pedestrian experience and interest by using varying patterns or materials.

g. **Site C, Northeast Block**: At the EDG#1, the Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.

At the EDG#2, the Board restated the above technical checks are still needed. The Board agreed the office massing shown was bulky and squat, and recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium 'stepback' along Olive. The Board agreed the tower should not lap down to grade on the Howell elevation, and the podium needs a clear expression, possibly taller than 1 story on the north and south sides.

At the EDG#3, the Board applauded the sizable decreases in the two truck portals (48 ft on Boren; 26 ft on Terry), and supported the approach of integrating and recessing the loading doors into the podium bays, as shown on pg 58/59. See 10 f for office podium comments.

h. **Sites B & C; Co-development:** At the EDG#1, the Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

At the EDG#2, the Board supported the basic massing of preferred block B, with a tall podium, expressed gasket and the tower proportions. The Board supported the generous set back at grade at the west with the adjacent activating retail, but agreed the overall form should better respond to the visual axis down Olive onto the 'flat iron' building and site condition. Also see comments under 5c.

At the EDG#3, the Board supported the massing, tower proportions and development of block B, with a tall podium, and expressed gasket. Also see comments under 10 e.

i. 9th Plaza edge/greenery/steps: At the EDG#3, the Board agreed the stairs leading up to the plaza from 9th were too narrow, and the wide, long berm actually creates a barrier (see pg 43/left). The Board recommended widening the stairs, similar to those along Pine, incorporating smaller planters to maintain some Green Street character, and easing back the planter and bench at the corner to accommodate diagonal pedestrian desire lines from the busy crosswalks to the primary CCX entrance doors. The Board supported the new gradual, mid-block stairs on 9th up to the mixing zone, and encouraged them to be less abrupt at the sidewalk transition; the adjacent public elevator would be less obstructive if a glass enclosure.

12. General:

a) **5th Generation Facility:** At the EDG#1, the Board was intrigued by the applicant's statement that this CCX represented a 5th generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.

At the EDG#2, the Board heard the response to what 5th generation means, but still had difficulty seeing how this is tangibly expressed in the proposed building. The proposal does offer high transparency out to the context, but the building does not appear more 'welcoming and open' to the public than a typical facility, nor does the perimeter or land locked mixing zone provide 'engagement between the event and the city' (pg. 117, last paragraph). More tangible follow through on these assertions is needed at future meetings.

At the EDG#3, the Board appreciated the further clarification of the meaning of 5th generation, emphasizing an "open, welcoming facility". While the Board reluctantly acknowledged there are no places open to the general public (without paying rental) above the ground floor, the Board supported the following stated attributes which improve public welcome and porosity: the revised 'mixing zone' is genuinely public with generous openings on three sides; the street edges have consistent and variable voluntary setbacks that expand the sidewalk and layer the building edge; there are at least four sizable, usable corner plazas (9th/Pine; 9th/Howell; Boren/Howell; Olive/Terry), and others may emerge.

b) Scaling a double-block in a central, fine grained location: At the EDG#1, the Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

At the EDG#2, the Board summarized that while the proposed CCX massing has improved, and has shifts, transparency and the beginnings of scale modulations that respond to context, it needs much more refinement, particularly on the south side. While the 9th Avenue street level and plaza have potential, the ground floor edges on all three other streets require substantially more program space and effort to provide

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genuine activation, porosity, and pedestrian scale. The Co-development proposals are promising, but also require massing refinements and more detailed design of all pedestrian level facades.

At the EDG#3, the Board summarized that the project's site plan and massing have improved, the corners along Olive and Boren are stronger, and that some areas of transparency are adequate. However, the Board recommended that other areas need additional refinement. Several key edges of the ground floor perimeter need more attention. The lower and middle façade along Boren should be much more visually compelling. The Board stated that the massing refinements to the Codevelopment blocks are going in the right direction, but need further refinement, especially at the podium, gasket and facades along Howell and Olive for block C.

DESIGN REVIEW GUIDELINES

The Board identified the following **Downtown Design Guidelines of highest priority for this specific project**, while all guidelines remain applicable. The Priority Downtown Guidelines are summarized below; for the full text please visit the <u>Design Review website</u> and http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

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.

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.
- 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;
 - I. 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

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- 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.

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;
 - I. 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
 - I. 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.

VEHICULAR ACCESS AND PARKING

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

- **E2.1. Parking Structures:** Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:
 - a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
 - b. Use the site topography to help reduce the visibility of the parking facility.
 - c. Set the parking facility back from the sidewalk and install dense landscaping.
 - d. Incorporate any of the blank wall treatments listed in Guideline C-3.
 - e. Visually integrate the parking structure with building volumes above, below, and adjacent.
 - f. Incorporate artwork into the facades.
 - g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
 - h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.
- **E2.2. Parking Structure Entrances:** Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:
 - i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.

- j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
- k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
- I. Use landscaping or artwork to soften the appearance of the garage entry from the street.
- m. Locate the garage entry where the topography of the site can help conceal it.

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

- **E3.1. Methods of Integrating Service Areas:** Consider incorporating one or more of the following to help minimize these impacts:
 - a. Plan service areas for less visible locations on the site, such as off the alley.
 - b. Screen service areas to be less visible.
 - c. Use durable screening materials that complement the building.
 - d. Incorporate landscaping to make the screen more effective.
 - e. Locate the opening to the service area away from the sidewalk.

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 Recommendation meeting.

At the time of the Final Early Design Guidance, the following possible departures were identifed:

1. Façade Modulation – CCX; Olive Elevation (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 577 ft long façade along Olive way to have multiple recessed modulations above 85 ft, the majority at 6 ft recessed, and others from 30 - 62 ft deep. The eastern portion displays a continuous parapet at about 200 ft height, that is 365 ft long, where code requires a 125 ft maximum length.

The Board indicated receptivity for the reduced modulation depth of 6 feet, especially since it pertains to about one third of the façade above 85 ft, but was concerned the east parapet was three times longer than code allows. The Board recommended a complete and legible break in parapet and the massing at about the 150 ft point from

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Boren, which appears to correspond with a stack of exterior balconies on levels 3-6 (pg 44) and which the Board encouraged continuing up to the parapet. (A2; B2; B4)

2. Façade Modulation – CCX; Boren Elevation (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 350 ft long façade along Boren Avenue to have a recessed modulation that is 15 ft deep across most of the façade from 85 -180 height, except for three projecting volumes that have 0 setback, and they extend to the approximately 210 ft height.

The Board indicated receptivity for this composition, the 207 long parapet (vs 125ft code maximum), and the three discreet volumes, as long as the area of 15 ft depth is not reduced, and the two 15 ft deep reveals are no less than 46 ft wide total, and more is preferred. (A2; B2; B4)

3. **Façade Modulation – Office block C; Howell Elevation (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 217 ft long façade along Howell to have three vertical recessed modulations that are 6 ft deep (from property line) and 20 ft wide, leaving a large plane that is 3 ft deep and about 90 ft wide.

The Board did not support the reduced modulation depth and aggregated size of the three 'stripes', especially since they are illegible at only 3 ft deeper than the adjacent plane. The Board recommended one larger and deeper recess move that extends to the parapet, on this important 'gateway' façade (see pg 25). (A2; B2; B4)

4. Green Street Upper Level Setbacks – CCX; 9th **Avenue (SMC 23.49.058.G.2):** The Code requires a continuous 15 ft setback above 45 ft on the entire 350 ft long frontage of the Green Street. The applicant proposes most of this required area to be setback from 29-244 ft, but there is a podium element approximately 50 ft x 240 ft long that is setback 10 ft, and the 60 x 60 ft projecting meeting room at about 120 ft high that has a 0 setback.

The Board indicated receptivity to these two signature elements not setback the full 15 ft, as long as they not exceed the proposed elevational area and retain the relative transparency shown on pg 46. The adjacent extra-deep setbacks are also critical to making these two exceptions appear less intrusive to the Green Street. (A1, B2, B4)

RECOMMENDATIONS

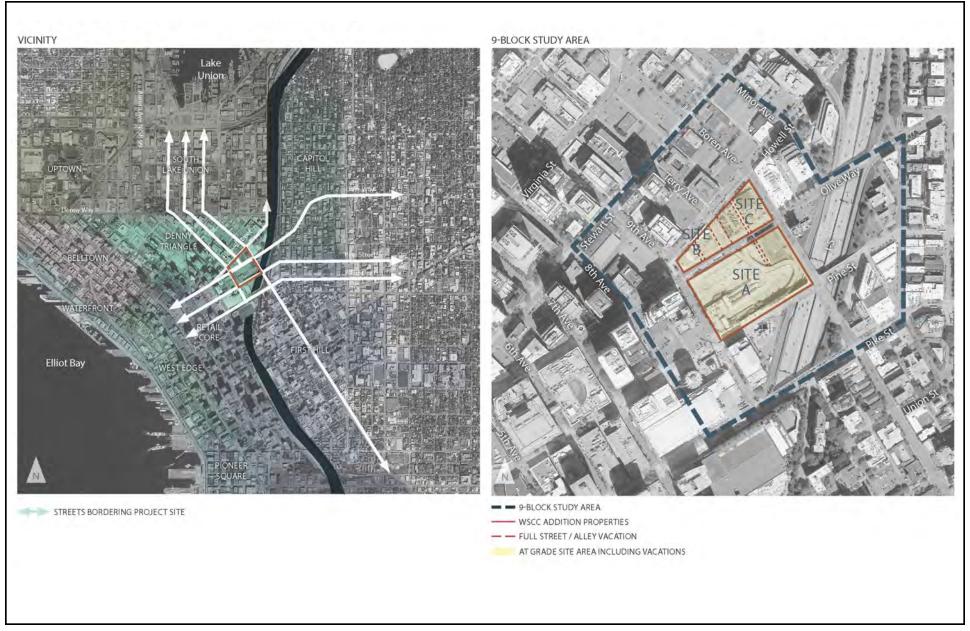
At the conclusion of the Final Early Design Guidance meeting, the Board unanimously recommended moving forward to MUP application, responding to the guidance above, which should be read for the complete context of all Board guidance.

In addition to other MUP 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.Enlarged Lower Elevations/Plans: For all three blocks and all frontages, the MUP should include overall elevations (booklet pg 54-61) PLUS enlarged partial elevations of the lower 3-5 floors, registered to corresponding partial floor plans below of the perimeter uses, similar to booklet pages 30,36,42,47. Include revised studies of the Pine Street portion per 11b, the stair materiality per 10a, the materiality of all the enclosure walls of the plaza per 9e, and the Boren walls per 10b.
- **2.** Landscape Revisions and Roof Plans: Consistent with comments under 10f, provide complete landscape designs of all occupied terraces, and consistent with 11 i, revise the 9th avenue edge of the southwest plaza.
- **3. Olive Avenue CCX Elevation Revisions:** Conceal parking ramps and develop translucent glass portions at elevators. Consistent with the Departure #1 comments, revise the wall modulation of the large, flat eastern half of the Olive elevation. Study widening the stair/ramp at the north end of the 'mixing zone'.
- **4.Terry Avenue Perspectives:** Additional views along Terry Avenue looking toward the Olive façade that is the Terry Green Street terminus, developing an intentional and scaled elevation response to that terminus condition, and showing the pedestrian edges of Terry Avenue and the adjacent building ground floors in detail. Diminish the loading doors on block B and wrap the presence of the Olive lobby around the southeast corner.
- **5.Olive & Howell Flatiron:** more perspectives of the block B massing and design from the west, including existing and future hotel context, to confirm a superior urban design response to the 'flatiron' condition.
- **6.Office Building Revisions:** Provide elevations and perspectives that increase the reveal depths and modulations per comments under departure #3, and revise the tower and podium per 10e.
- **7.Perspectives in MUP set, as DR Supplemental**: Include the following perspectives, updated to match revisions, in the MUP set on sheets labeled "DR": booklet pg 25,32,33,38,46, plus the additional ones noted under #4 & 5 above, that portray most of blocks B &C.

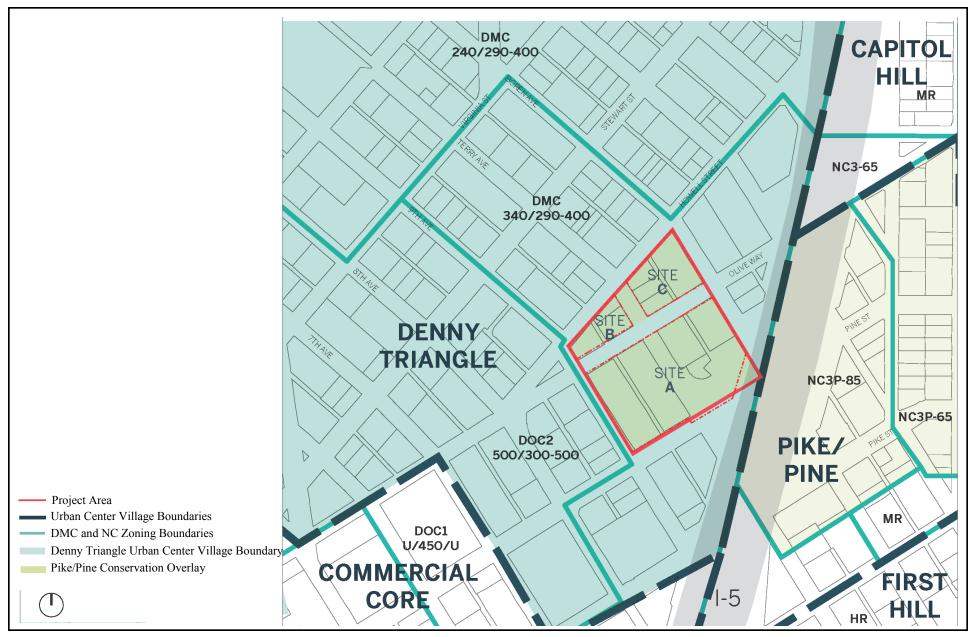
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9-Block Urban Analysis





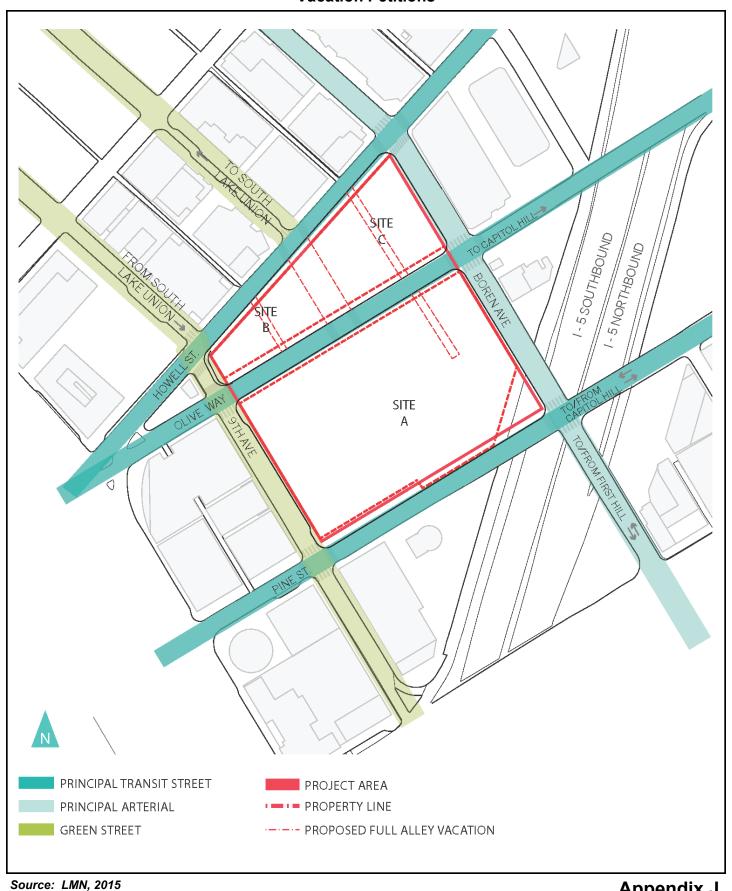
Appendix J



Source: LMN, 2015

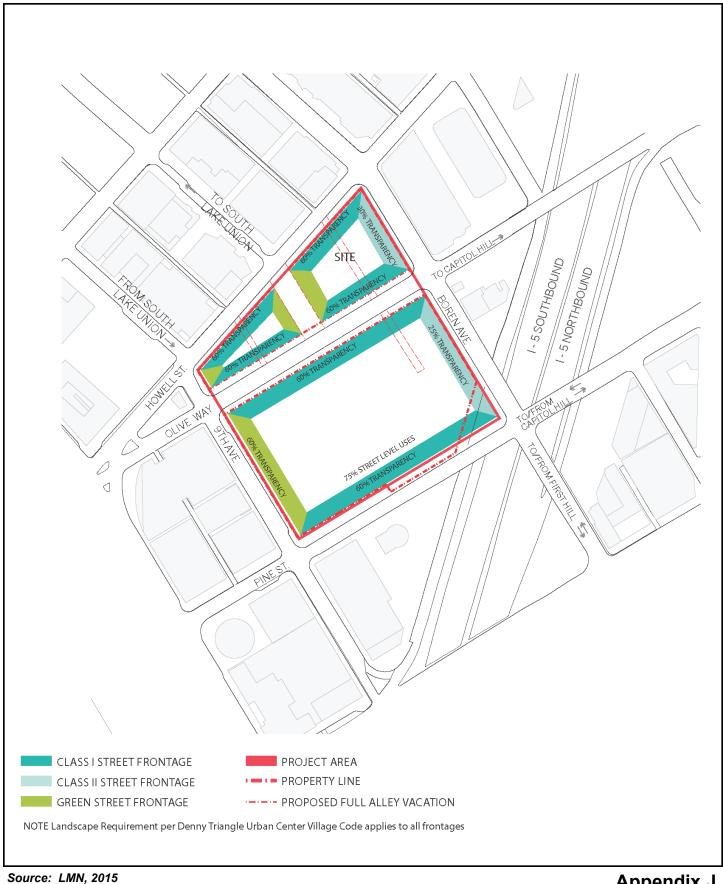
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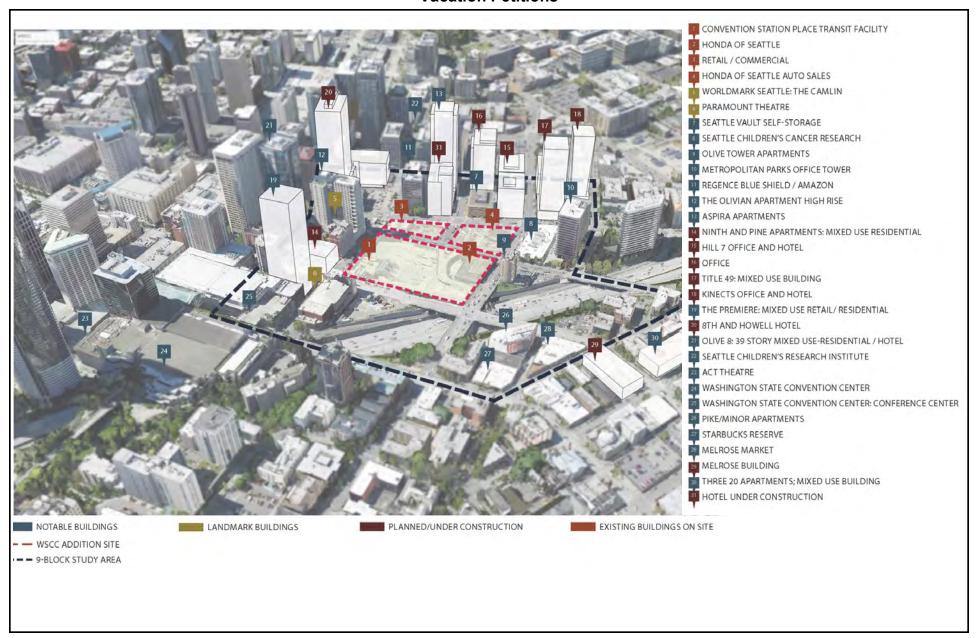




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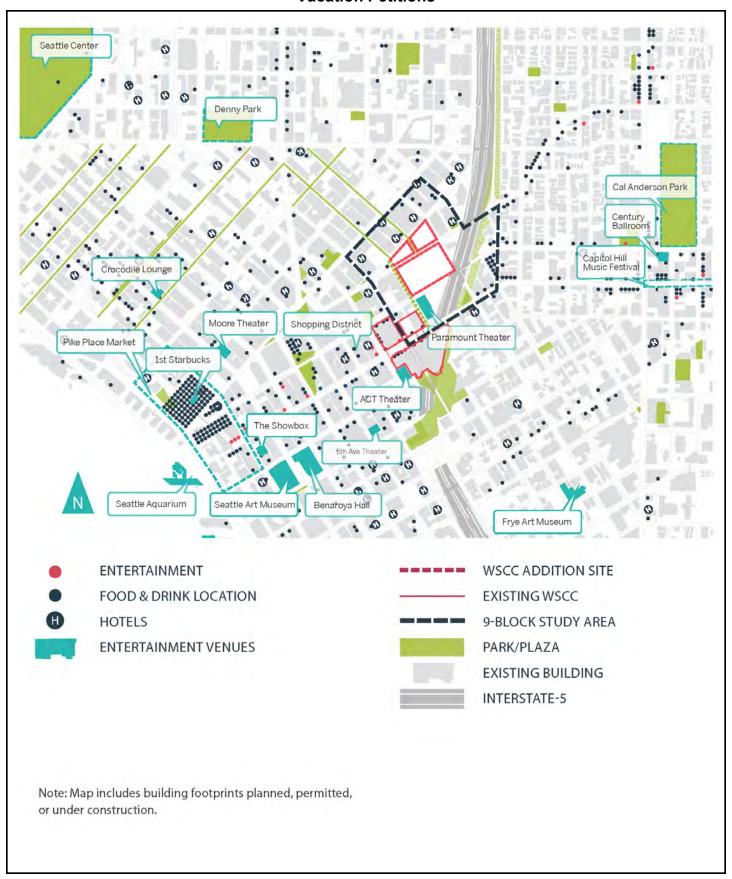


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Science, and
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Appendix A Reports



February 5, 2015

Historic Preservation and SEPA Review - Appendix A (Seattle DPD CAM #3000)

Additional Information to determine whether a structure appears to meet any of the criteria for landmark designation

I. Building Location:

1711 Boren Avenue

Parcel #066000-1675

II. Physical Description: Provide a physical description of both the interior and exterior of the structure(s).

The subject parcel is an irregular rectangle measuring approximately 26,400 square feet, occupying the entire half of the block bounded by Boren Avenue on the east, Howell Street and Olive Way on the north and south, and an alley to the west. The subject building is midblock, flanked on each side by surface parking lots which occupy the rest of the parcel. The building was constructed in 1950 as a Safeway grocery store. The design was a stock plan used at several locations in Seattle, and features Art Deco details. Today the building and parking lots are used as offices and for used car sales by the Honda of Seattle company.

The subject building's structure is 8 inch concrete walls and masonry walls, with painted brush coat cement finish exterior and cast stone details. Bow trusses support the built-up roof. The east or front elevation is characterized by extensive glazing enframed by two large fluted building corner pilasters and a wide horizontal blank sign band above the window headers. Above the headers, the roof parapet is recessed, with cast stone coping featuring a repeating Art Deco fluting motif. Also above the window headers is the apparently original metal marquee, running the full width of the elevation.

The south part of the front elevation features three punched-hole window openings separated by smaller fluted piers, while the north part consists of a storefront window system with two recessed entries set off by angled windows. Some of the glazing is non-original; the punched opening windows were originally glass block (which according to architectural drawings were removed in 1962), while the right storefront entry originally featured double doors. All of the glazing to the right of the left storefront entry appears to be non-original.

The south elevation was originally utilitarian, unadorned except for engaged concrete pilasters and single person door at the rear, but in 1966 it was altered to receive a 29 by 9 foot projecting addition in conjunction with interior renovations for use as an automobile dealership. The north elevation is utilitarian and feature engaged concrete pilasters, a rear exit reached by concrete steps, and a non-

original garage entry also installed in 1966 for access to the north parking lot. The west elevation is utilitarian with no openings, and faces the alley.

The interior is arranged with offices along the Boren Street elevation windows, and at the south elevation 1966 addition. These interiors are contemporary and feature drop ceilings, carpeting, and painted gypsum wallboard interior partitions. What had been the main grocery store floor in the original Safeway is now used for car storage, but retains a high ceiling and original asphalt floor tile in places. At the southwest corner of the building interior is an automobile service area with hydraulic platform and a garage door entry from the south elevation and adjacent parking lot.

III. Architect or Builder: Provide information about the architect/builder; i.e., regarding education, career, other works in Seattle. If other structures were built in Seattle, indicate whether they remain and their location.

According to original drawings on file, Simonson & Putnam, Architects and Engineers of Seattle, designed the building for Bramwell Construction Company, a division of the Safeway Company. It is not clear if Simonson & Putnam originated the design for the store, or if they were simply adapting an existing design previously used for other local Safeway stores.

No additional information could be found about Bramwell Construction. The architectural firm of Simonson & Putnam operated for only a few years, according to a brief biography for Simonson (by Michael C. Houser, from www.docomomowewa.org):

"SIMONSON, ALFRED F. (1917-1985) – Born in Hollywood, California on May 8, 1917, Alfred Fenwick Simonson came to the Pacific Northwest while in grammar school and graduated from Lincoln High School in Seattle. His formal architectural training was from the University of Washington, where he entered in 1935. Interrupted by World War II, Simonson graduated with a Bachelor's degree in Architecture in May of 1944.

While in school, Simonson gained valuable experience working in the offices of architect George Stoddard (1937) and Jessie Warren (1938) and eventually took a job as a junior draftsman for the Continental Can Company (1939-1941). Awarded his architectural license in January of 1945, Simonson took advantage of the post-war building boom and opened his own independent architectural practice in 1946. For a brief period, Simonson took on another partner, Edgar Putnam (1948-1949), but he resumed his independent practice by 1950.

Simonson's designs ranged from banks to houses, to gas stations and industrial warehouses. Notable projects include 35 homes for builder Charles Cross, and 45 homes for developer S.H. Christianson. High-end homes for Roy Furse (1945) and Dr. Everett Cassell (1950), both in the Blue Ridge area of Seattle, brought many additional commissions to Simonson.

Commercial projects include Ballard Federal Savings & Loan (1945); Audrey's Beauty Salon (1938); several gas stations for Gilbert Berg; several store for Food Giant; the Adams-Cooper Appliance Store (1945); and the Wallingford Boys Club (1952), all in Seattle. Outside of the city, Simonson's projects include buildings at the Lutheran Bible Institute of Seattle in Issaquah; a 56-unit condominium project in Maui, Hawaii; an industrial park for the Warehouse Terminal Company in Anchorage, Alaska; and the Center Plaza Building in Federal Way. Simonson passed away in Seattle at the age of 68 in May of 1985."

The 1966 alterations and renovations to the subject building were by Carolyn Allerdice, a Seattle architect. Allerdice appears to retain an architectural office in Honolulu, Hawaii, where she moved after a visit there in 1966. (The Everett Herald, obituary for Dean Allerdice, December 4, 2013).

IV. Statement of Significance: Current and past uses and owners of the structure(s). The role these uses and/or owners played in the community, city, state or nation.

<u>Uses/owners</u>: The original owner and occupant of the building was Safeway, a nationwide grocery retailer. The following is a brief history of Safeway from their corporate website:

"In 1915, M.B. Skaggs, an ambitious young man in the small Idaho town of American Falls, purchased a tiny grocery store from his father. M.B.'s business strategy, to give his customers value and to expand by keeping a narrow profit margin, proved spectacularly successful. By 1926 he was opening 428 Skaggs stores in 10 states. M.B. almost doubled the size of his business that year when he merged his company with 322 Safeway (formerly Selig) stores and incorporated as Safeway, Inc. Two years later M.B. listed Safeway on the New York Stock Exchange. M.B. did not let the difficulties of the Great Depression dilute his pioneering focus on value for customers. In the 1930s Safeway introduced produce pricing by the pound, adding "sell by" dates on perishables to assure freshness, nutritional labeling, even some of the first parking lots. ... There are now over 1,300 Safeway stores across the US. These include 266 Safeway stores in Northern California and Hawaii, 273 Vons stores in Southern California and Nevada, 107 Randalls and Tom Thumb stores in Texas, as well as 28 Carrs stores in Alaska." (http://www.safeway.com/ShopStores/Our-Story.page)

At the time of its construction in 1950, newspaper advertisements indicate that there were approximately 40 Safeway stores located throughout Seattle, as well as additional stores in surrounding communities such as Auburn, Kirkland, Bremerton, and Renton.

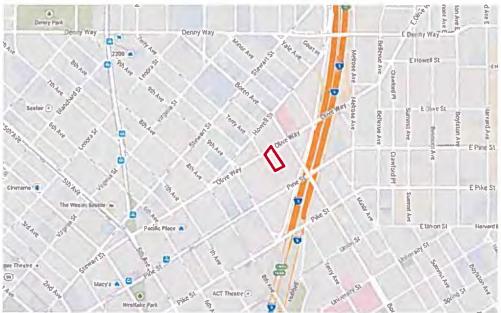
Safeway occupied the subject building until 1966, when they sold the site to Riach Central Oldsmobile Company, a automobile dealership founded in 1937 which already owned several properties nearby, including two other properties at the intersection of Olive and Boren. The building was remodeled and the site was used for the Riach company's used car sales, which had previously been located at 12th Avenue and E. Pine Street. ("Riach moves...," Seattle Times, April 17, 1966).

By 1980, the firm also included the Riach Central Honda dealership nearby at 1015 East Olive Way. In 1986, the Honda dealership component was sold by the Riach family, but the land was retained by them. ("Downtown car dealership is sold," Seattle Times, March 20, 1986). Today, the property is owned by the Washington State Convention Center Public Facilities District, which purchased the property in 2013 from the Cassleford Company.

<u>Significance</u>: In 2007, this building was listed as a Category 3 building in the Department of Neighborhoods "Downtown Historic Resources Survey and Inventory," meaning that "These buildings have been identified as ones that were worthy of including in the inventory of historic resources but not eligible at this time as City landmarks" (DON website).

Alterations made to the two side elevations, as well as the front elevation, have significantly impacted the integrity of the building. For this reason, the building appears unlikely to meet landmark status.

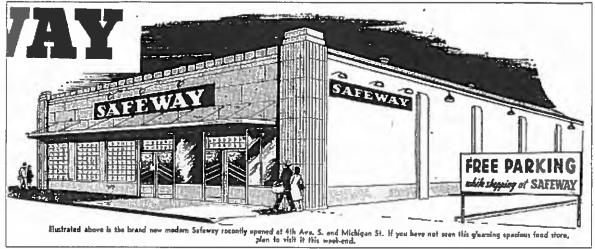
V. Photographs: Clear exterior photos of all elevations of the building; interior photos of major or significant spaces; available historic photos; neighborhood context photos. Note: All photos by NKA from January 2015 unless noted otherwise.



Neighborhood context: Subject parcel located by red box. North is up. (2015, Google Maps)



Neighborhood context: Subject parcel located by the red box. North is up. (2015, Google Maps)



1950 advertisement showing prototypical local Safeway store; the same image was used to advertise the opening of the subject store (Seattle Times, February 23, 1950). The scored-block treatment of the upper sign band does not appear to have been used at the subject location.



1951 tax assessor photo



Detail of 1951 tax assessor photo showing front elevation



1966 tax assessor photo, showing used car sales addition at far left



East elevation (Boren Avenue)



Detail, southeast building corner



Detail, east elevation, showing corner and mid-elevation fluted pilasters. The railings were installed some time after 1966.



Detail, east elevation



East part of north elevation. The opening and garage door were installed in 1966.



Northwest building corner



West elevation (alley)



South elevation and parking lot on south side of building



West part of south elevation



Interior showing automobile service area behind garage door visible on west part of south elevation



Center part of south elevation, showing



East part of south elevation



Interior of front offices, with windows facing Boren Avenue.



Interior of main room behind front offices, used for automobile storage. The flooring dates to the building's original use as a Safeway grocery store.



Interior of level below the office area visible at center of south elevation

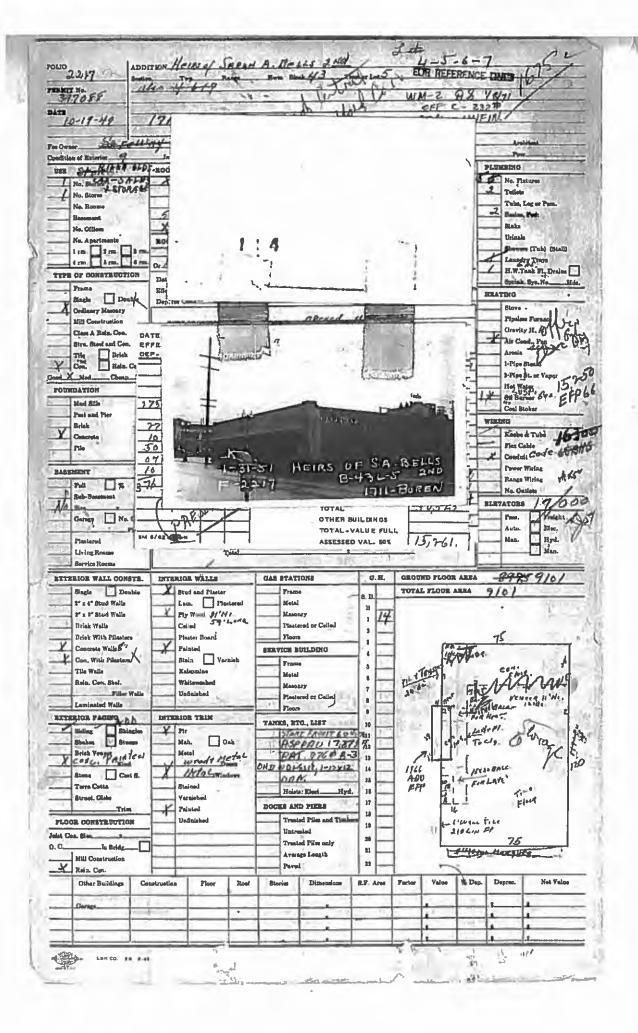
Bibliography of sources

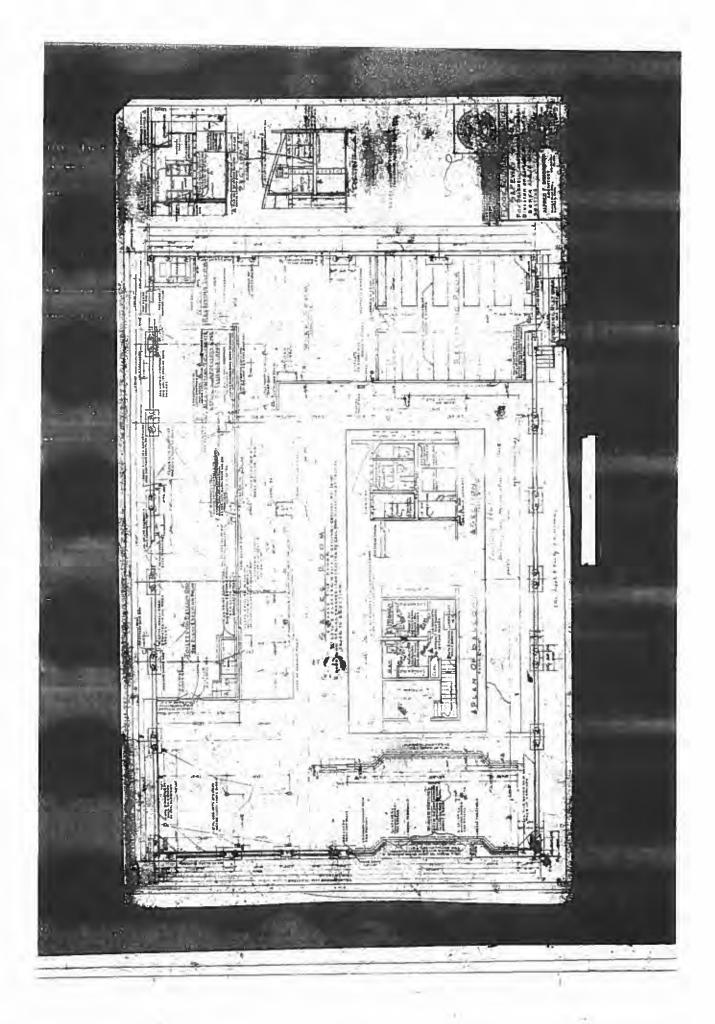
- DPD Microfilm Library
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- Sanborn maps, various dates
- Historic Seattle Times searchable database
- Docomomo-Wewa architect biographies (www.docomomowewa.org)

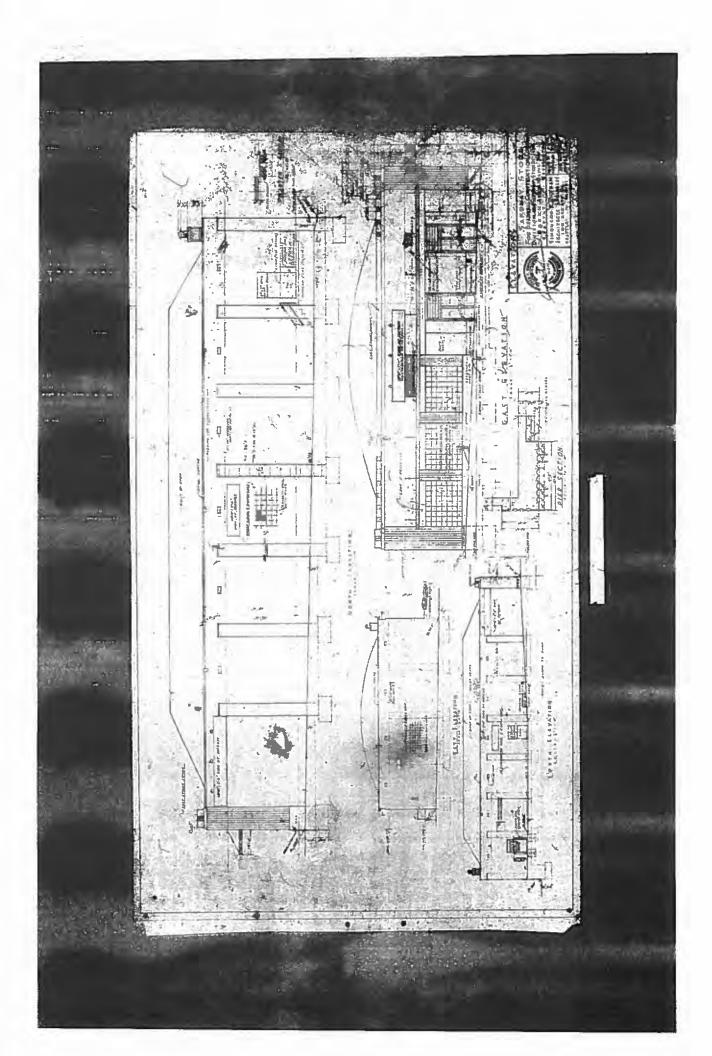
SEPA Appendix A summary prepared by:

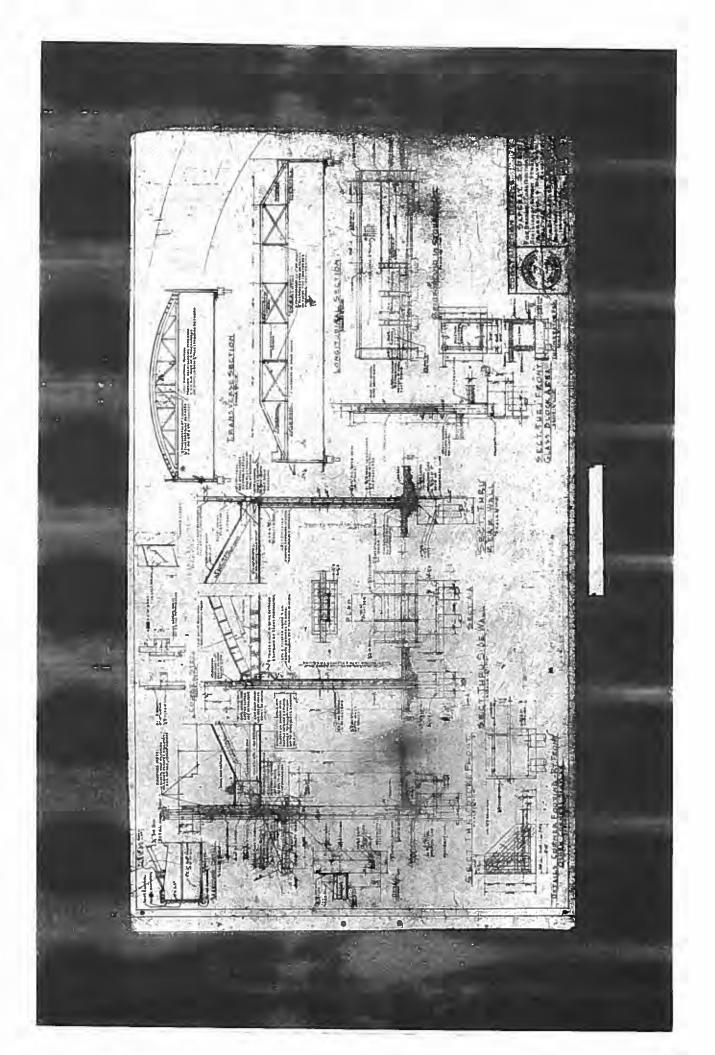
David Peterson Nicholson Kovalchick Architects david@nkarch.com ph: 206-494-9791

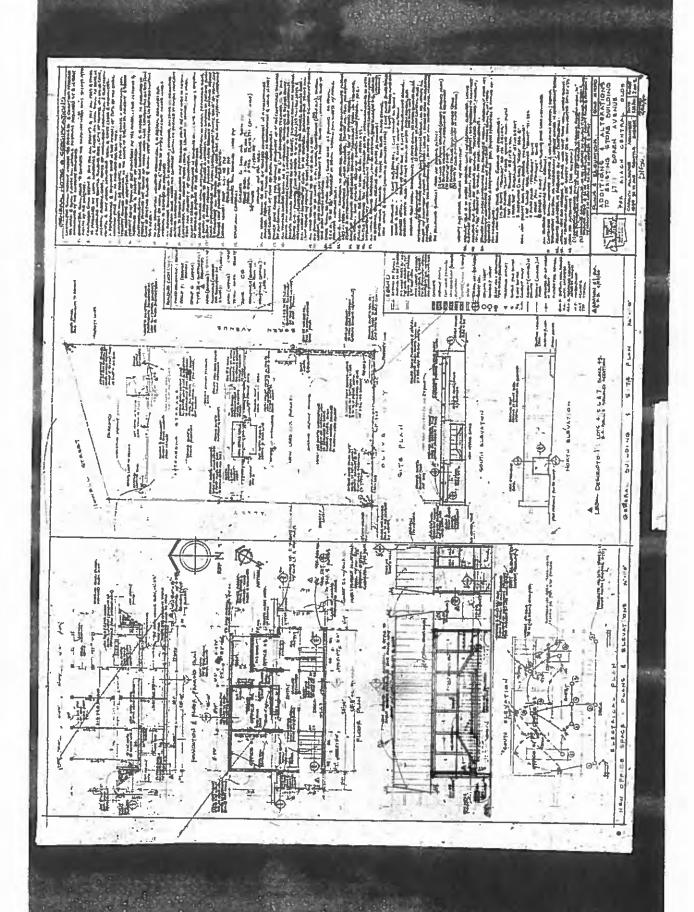
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February 5, 2015

Historic Preservation and SEPA Review - Appendix A (Seattle DPD CAM #3000)

Additional Information to determine whether a structure appears to meet any of the criteria for landmark designation

I. Building Location:

915 Howell Street

Parcel #066000-1113

II. Physical Description: Provide a physical description of both the interior and exterior of the structure(s).

The subject building fills the parcel, which is a narrow, irregular rectangle measuring approximately 3,840 square feet, with 120 feet of frontage along Howell Street on the north, 22 feet along Terry Avenue on the east, and 47 feet along an alley right of way to the west. The south or rear side of the building faces a parking lot separated by a 126 foot interior lot line.

The one-story building was constructed in 1923 as a "Store Building for the Midland Investment Company," according to unsigned and unstamped architectural drawings on file. Tax records indicate that the structure is simple masonry construction on a concrete foundation. The main elevation facing Howell Street is organized into seven bays, with wide storefront windows on concrete bulkheads between brick piers. The storefront windows and entries are all contemporary replacements of the original glazing. Exterior brickwork is simple but decorative, and features a "checkerboard" repeating motif of dark brown header bricks between buff stretcher bricks. The flat roof is hidden by a shaped parapet, which features cement roundels above the windows at the center five bays of the main Howell Street elevation, as well as one roundel at the Terry Avenue elevation.

The building houses two restaurants, each accessed from Howell Street. Interior ceiling heights measure 12 foot 6 inches. Interior finishes are contemporary, with exposed ceiling rafters in some locations.

III. Architect or Builder: Provide information about the architect/builder; i.e., regarding education, career, other works in Seattle. If other structures were built in Seattle, indicate whether they remain and their location.

The architect and builder could not be identified. Original architectural drawings are on file but are unsigned and unstamped.

IV. Statement of Significance: Current and past uses and owners of the structure(s). The role these uses and/or owners played in the community, city, state or nation.

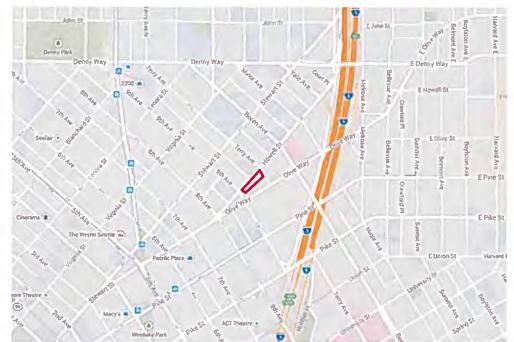
<u>Uses/owners:</u> The building was built for the Midland Investment Company, apparently a small-scale developer in Seattle in the 1920s-30s. Their office was located in the Dexter Horton Building. Other known projects developed by them include alterations to a structure at 4462-66 Stone Way in 1928, and a one-story store building at 2332 California Avenue in West Seattle in 1935 (apparently unbuilt). Midland Investment Company owned the property until at least the late 1930s. The building was owned by Vivie Kollias prior to 1999, when the property was transferred to the current owner, Kollias Family LLC.

The building has been addressed as 915-925 Howell. Early occupants of the building include a variety of small shops and services, including a grocer, barber shop, tailor/dressmaker, small machine and stove repair shop, a roofing company, and café in the 1920s and 1930s; and a lamp retail and repair shop in the 1940s and 1950s. The tailor shop operated continuously for 50 years, closing in the late 1950s. The building appears to have been periodically vacant in the 1960s. In the 1980s, the building was occupied by a bathhouse. In recent years, the building has been occupied by two restaurants.

<u>Significance</u>: In 2007, this building was listed as a Category 3 building in the Department of Neighborhoods "Downtown Historic Resources Survey and Inventory," meaning that "These buildings have been identified as ones that were worthy of including in the inventory of historic resources but not eligible at this time as City landmarks" (DON website).

Based on a preliminary review of the building for this report, there is no indication that the building meets any landmark criteria. Additionally, the installation of modern storefront windows have impacted the integrity of the building. For these reasons, the building appears to be an unlikely candidate for landmark nomination.

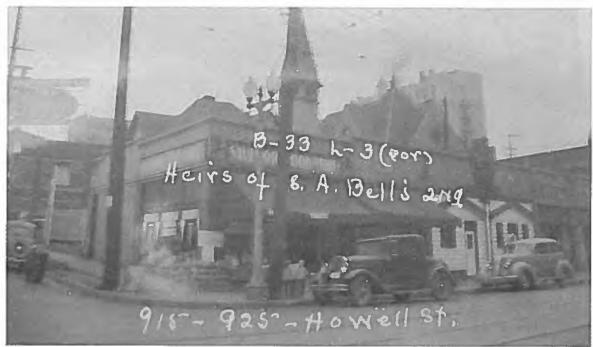
V. Photographs: Clear exterior photos of all elevations of the building; interior photos of major or significant spaces; available historic photos; neighborhood context photos. Note: All photos by NKA from January 2015 unless noted otherwise.



Neighborhood context: Subject parcel located by red box. North is up. (2015, Google Maps)



Neighborhood context: Subject parcel located by the red arrow. North is up. (2015, Google Maps)



1937 tax assessor photo (original image is poor)



View northeastward on Howell Street; subject building visible at right



North elevation, facing Howell Street



Detail, north elevation



East elevation, facing Terry Avenue



West elevation, facing an alley right of way



South or rear elevation, facing a parking lot (separate parcel)



South or rear elevation, facing a parking lot (separate parcel)



Detail of brickwork on east elevation facing Terry Avenue



Detail of brickwork and storefront windows at north elevation facing Howell Street



Interior, restaurant occupying south part of subject building; windows face Howell Street

Bibliography of sources

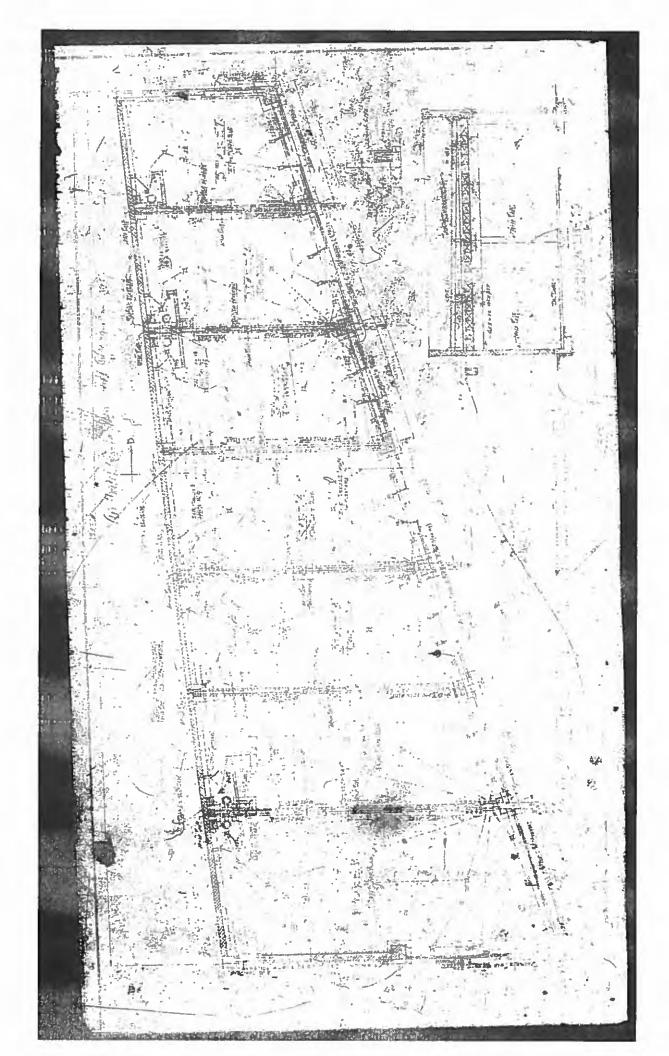
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- Puget Sound Regional Archives, tax assessor records and photos
- Sanborn maps, various dates
- Historic Seattle Times searchable database

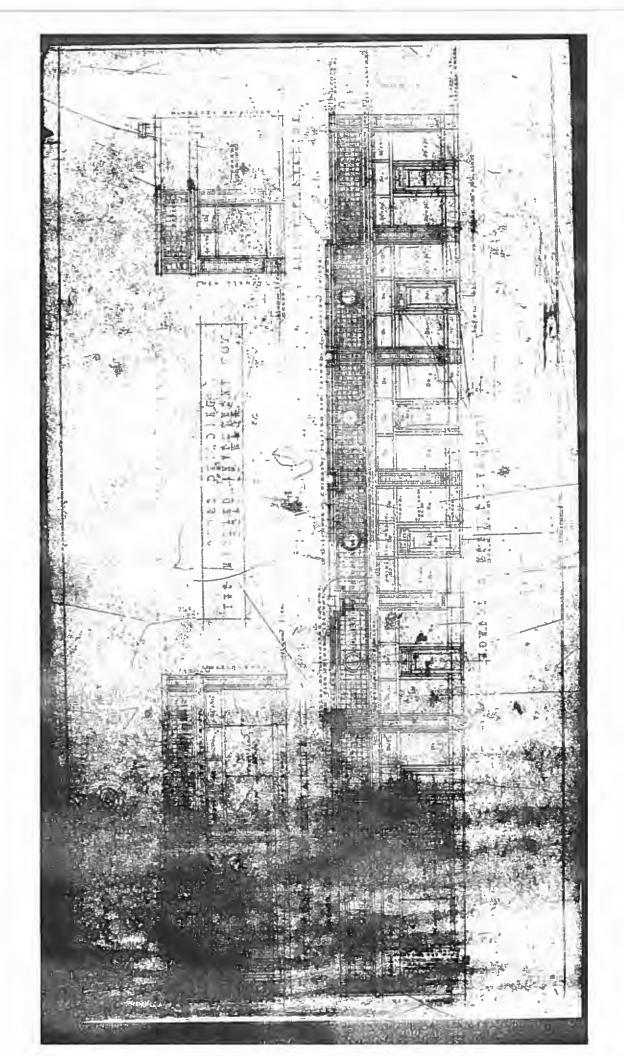
SEPA Appendix A summary prepared by:

David Peterson Nicholson Kovalchick Architects david@nkarch.com ph: 206-494-979!

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February 5, 2015

Historic Preservation and SEPA Review - Appendix A (Seattle DPD CAM #3000)

Additional Information to determine whether a structure appears to meet any of the criteria for landmark designation

I. Building Location:

1017 Olive Way

Parcel #066000-1725

II. Physical Description: Provide a physical description of both the interior and exterior of the structure(s).

The subject building, and parcel, measures 120 by 180 feet in plan, and is situated at the southwest corner of Olive Way and Boren Avenue downtown.

Available permits, maps, drawings, photographs, city directories, tax records, and other references provide a incomplete and confusing record regarding the subject site and buildings. Historically, the site in 1912 appears to have had two (likely one-story) wood-frame garage buildings filling the site along Olive Way and occupying a 120 by 70 foot footprint in total. A narrower building along Boren also existed at that time, leaving an open area at the center of the parcel. In 1919, the Olympic Garage operated at the site, possibly in all or part of a structure designed in 1919 by the Seattle architectural firm Bebb & Gould for a Packard automobile dealership (according to authors of Carl F. Gould, A Lifetime in Architecture and the Arts, pp.127-128). However, tax records indicate that the original portion of the existing building on the site was constructed not in 1919 but in 1930 (and visible in the 1937 tax assessor photograph, which was apparently taken early in 1937 before the site was extensively remodeled later in 1937). That building—the one which appears in the 1937 tax assessor photo—consisted of a two-story Mediterranean Revival building massed at the corner of Olive and Boren, a one-story building flanking it along the Olive streetfront to the south, and a smaller hippedroof structure uphill on Boren. In 1937, the building complex was occupied by a variety of shops, including a service garage, a grocery/market, a garment cleaner, and possibly others. Automobile access to the upper level was at grade from Boren Avenue up the hill; this was presumably the location of the service garage.

The current appearance of the building largely dates to November 1937 (after the 1937 tax assessor photo was taken, but visible in the 1943 tax assessor photo), although updated with additional alterations in 1986. In 1937, the existing two-story building at the corner was remodeled with larger windows, and was connected to the hipped-roof building uphill on Boren. Additionally, a second story was added to the one-story building along Olive. No drawings or permits could be located for this work, and no designer could be identified.

Today, the building is occupied by Honda of Seattle and serves as an automobile showroom and service garage. The structure is concrete and masonry, with mill construction interior, although some locations feature concrete beams supporting wood roof trusses. The building is two stories with basement, with the first floor occupied by the showroom, offices, and service area at the back. A nearly continuous hipped red clay-tile roof, typical of the Mediterranean Revival style, wraps the building edge, hiding a flat roof behind.

The main north elevation is organized into six structural bays along Olive Way. Automobile access entrance and exit to the service area is at the far east and west bays of the main elevation, with modern storefront glazing and the main entrance filling the center bays. The off-center main entrance features a gable-front element with stylized quoins with a shaped parapet breaking the roofline. At the second floor of the main elevation, wide window openings retain the c.1937 industrial sash windows, which wrap three bays on the east elevation facing Boren, and continue around to fill the west alleyside elevation.

To the west of the building is an alley right of way, which essentially acts as a private access drive because it is isolated from the rest of the block by the retaining walls of the adjacent below-grade Metro Bus Tunnel Convention Place station. The subject building's west elevation is largely utilitarian, with large c. 1937 industrial sash windows, but also features basement access at the bottom of the ramp. The south elevation is similar, but the basement level there is not exposed to grade.

The east elevation faces Boren Avenue, and features the c.1930 two-story hipped-roof structure at the southeast corner of the site (which contains a conference room), with the second floor of the main building meeting it at grade (due to the slope of Boren Avenue). Connecting these two components is a garage entry to the upper level, which is flanked by three circular "porthole" windows on each side (one group of which lights an employee breakroom). The connection between these building elements was constructed in 1937.

The interior of the first floor is largely given over to the automobile showroom and offices at the front, and some service area at the back. Offices feature contemporary drop ceilings, carpeting, and finishes, with interior partitions dating to a 1986-87 interior remodel by Loschky Marquardt & Nesholm Architects. The service areas feature utilitarian finishes and retain original mill construction and plank floors. The basement level, reached from the main service area floor by a wood plank ramp or from the alley to the west, is used for additional automotive service and repair. Part of the basement includes the areaway under the sidewalk along Olive Way, but it is not lit by sidewalk glazing blocks. The second floor is also used for automotive service and repair, and is characterized by exposed trusses and beams.

III. Architect or Builder: Provide information about the architect/builder; i.e., regarding education, career, other works in Seattle. If other structures were built in Seattle, indicate whether they remain and their location.

According to authors of Carl F. Gould, A Lifetime in Architecture and the Arts, the original structure was designed in 1919 by the Seattle architectural firm Bebb & Gould. However, tax records indicate that the structure shown in the 1937 tax assessor photo was constructed in 1930, so the Bebb & Gould structure would appear to no longer exist. The appearance of the current building dates to the 1937 remodel of the building for use by the Central Oldsmobile company as an automobile dealership and service center. No drawings or permits could be located for this work, and no designer could be identified.

IV. Statement of Significance: Current and past uses and owners of the structure(s). The role these uses and/or owners played in the community, city, state or nation.

<u>Uses/owners</u>: City directories provided incomplete information about the early occupants of the site, and the addresses are sometimes not listed at all. The Olympic Garage operated at the site from 1919 until at least the early 1920s, and apparently a market during part of that time. Camelo Cleaners occupied the block from at least 1933 to 1937. According to tax records, an early owner was timber magnate J. H. Bloedel, who owned the property presumably as an investment from 1925 onward.

In 1937, the site was occupied by Central Oldsmobile, a new automobile dealership in Seattle at the time, but not the first Oldsmobile dealership. This firm later became the Riach Central Oldsmobile Company, which expanded over the decades to own several properties nearby, including two other properties at the intersection of Olive and Boren ("Riach moves...," Seattle Times, April 17, 1966). By 1980, the firm also included the Riach Central Honda dealership, which was housed in the subject building. In 1986, the Honda dealership component was sold by the Riach family, but the land was retained by them. ("Downtown car dealership is sold," Seattle Times, March 20, 1986). Today, the property is owned by the Washington State Convention Center Public Facilities District.

<u>Significance</u>: In 2007, this building was listed as a Category 3 building in the Department of Neighborhoods "Downtown Historic Resources Survey and Inventory," meaning that "These buildings have been identified as ones that were worthy of including in the inventory of historic resources but not eligible at this time as City landmarks" (DON website).

The current appearance of the building largely dates from 1937, when the existing buildings on site were renovated and altered. The integrity of the building from this period is largely intact, except for the sidewalk level storefront windows, which are modern replacements. However, based on a preliminary review of available material, the building does not appear to be an exceptional example of a automobile showroom and service building. For these reasons, the building appears to be an unlikely candidate for landmark nomination.

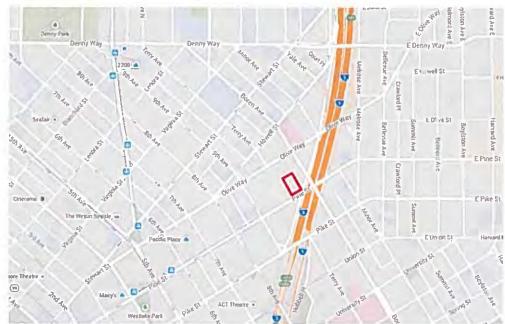
Bibliography of sources

- DPD Microfilm Library
- Puget Sound Regional Archives, tax assessor records and photos
- Sanborn maps, various dates
- Baist map, 1912
- Historic Seattle Times searchable database
- Seattle Department of Neighborhoods, Seattle Historic Sites database
- Booth, T. William and William H. Wilson, Carl F. Gould, a Life in Architecture and the Arts. Seattle: Univ. of Washington Press, 1995.

SEPA Appendix A summary prepared by:

David Peterson Nicholson Kovalchick Architects david@nkarch.com ph: 206-494-9791

V. Photographs: Clear exterior photos of all elevations of the building; interior photos of major or significant spaces; available historic photos; neighborhood context photos. Note: All photos by NKA from December 2014 unless noted otherwise.



Neighborhood context: Subject parcel located by red box. North is up. (2015, Google Maps)



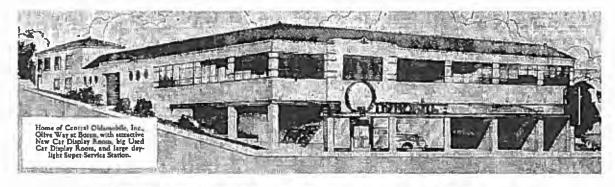
Neighborhood context: Subject building located by the red arrow. North is up. For purposes of this report, the Olive Way elevation will be referred to as north. (2015, Google Maps)

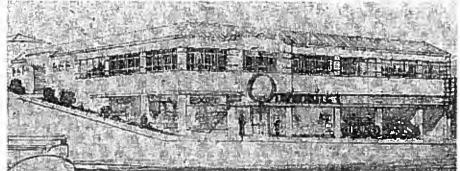


1937 tax assessor photo, showing view from the northeast at the corner of Olive and Boren. Arrow indicates where structure visible in the 1943 tax photo would be built after this photo was taken, in November 1937. At that time, the buildings shown here were also remodeled as part of the work. Note two-story hipped roof structure at far left. (Original image poor)



1943 tax assessor photo, showing view of the November 1937 remodel/addition from the northwest, at the corner of Olive and the alley.





Two images above: Renderings of the subject building in 1937 news articles featuring the opening of the Central Oldsmobile dealership, following an extensive renovation (Seattle Times, November 14, 1937)



The building in 1987 (photo from Honda of Seattle)



North and west elevations



Automobile service entrance from the street at the northwest corner of the first floor (see photo above)



Detail, north elevation storefront



East and north elevations



Detail, north elevation main entry



Detail, south part of east elevation



Detail, north part of east elevation



West and south elevations



West elevation, looking south from Olive Way



West elevation, looking south from alley right of way at bottom of alley



West elevation, looking north from alley right of way



Interior, first floor showroom off Olive Way



Interior, first floor showroom off Olive Way



Interior, first floor showroom off Olive Way



Interior, office hallway



Interior, first floor automobile service drive aisle accessed from the northwest building corner; visible windows are along the west elevation



Interior, first floor automobile service area; visible windows are along the west elevation



Interior, first floor automobile service area



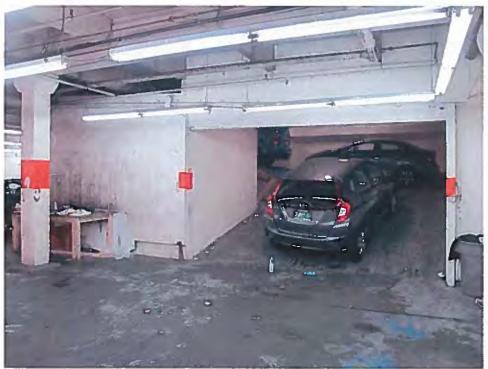
Interior, first floor automobile service area; note ramp at center rear, accessing basement level



Interior, first floor automobile service area; visible windows are along the south elevation



Interior, first floor automobile service area



Interior, basement level, showing ramp to first floor automobile service area



Interior, basement automobile service area



Interior, basement automobile service area, showing areaway below sidewalk along Olive Way





Interior, typical stair (left); and second floor skylight



Interior, second floor automobile service area



Interior, second floor automobile service area



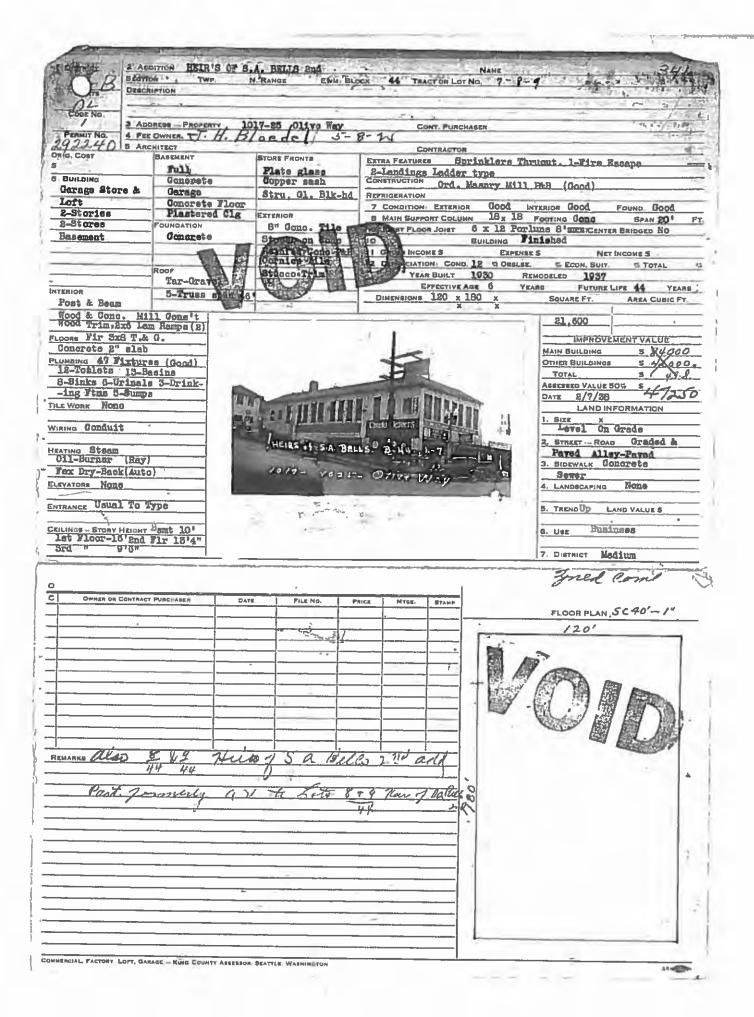
Interior, second floor automobile service area, showing concrete beams and wood roof trusses

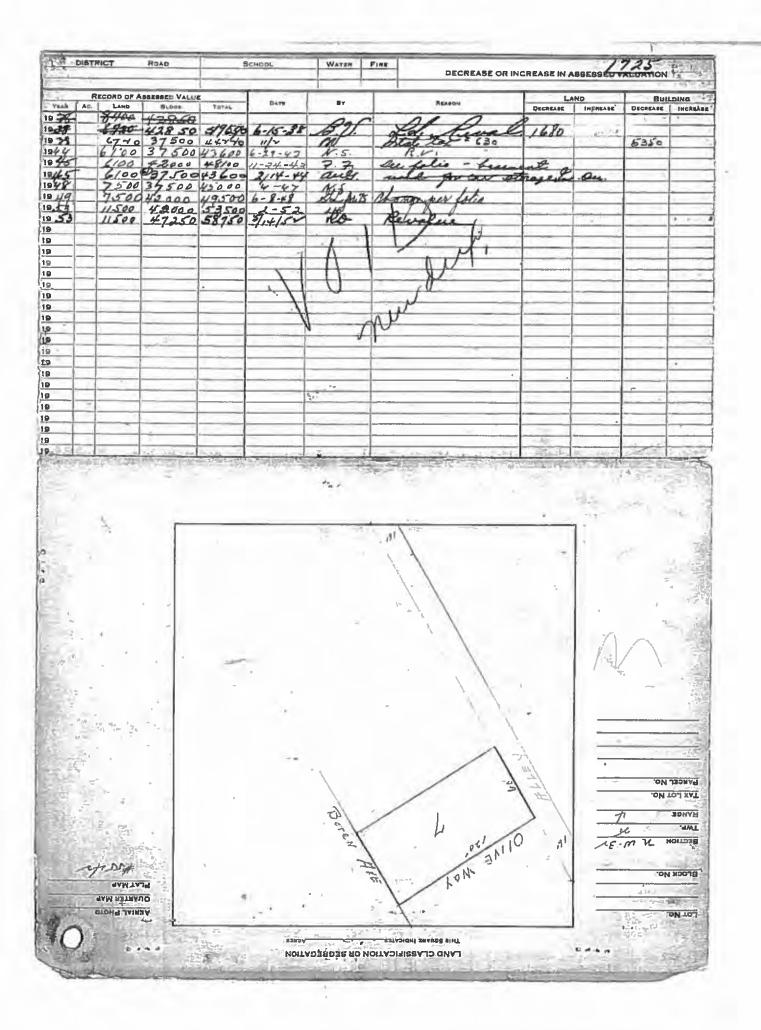


Interior, second floor automobile service area

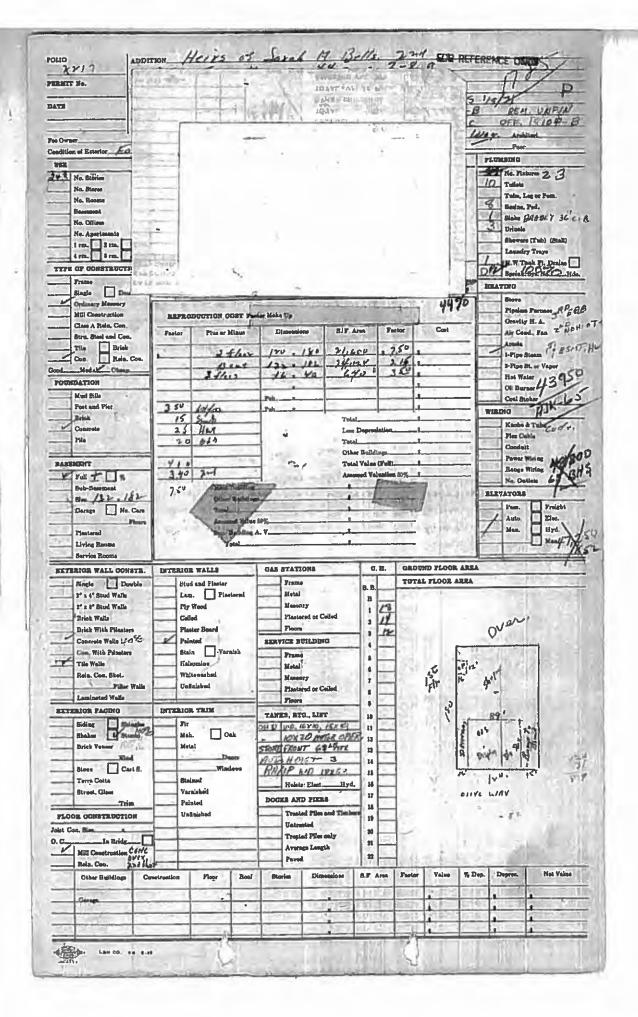


Interior, employee break room showing circular "porthole" windows along Boren Avenue





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