

Permits and Discretionary reviews of the Washington State Convention Center Addition

	Sale of the Convention Place Transit Station	Street and Alley Vacations	Master Use Permit (MUP)	State Environmental Policy Act (SEPA)	Downtown Seattle Incentive zoning	Planned Community Development (PCD)	Design Review	Street Improvement Permits
Approval Authority	King County	Seattle City Council	Seattle Department of Construction and Inspections (SDCI)	Washington State Convention Center Public Facilities District	SDCI	SDCI	SDCI	Seattle Department of Transportation (SDOT)
Other Reviewing Bodies		SDOT Seattle Design Commission, City Departments Utilities	SDOT Utilities	SDCI SDOT	Office of Housing Human Services Department		Downtown Design Review Board	SDCI Utilities
Authority for conditions	Property ownership	Street vacation policies (see Clerk File 310078)	SMC 23 and 25	RCW 43.21c	SMC 23.49	SMC 23.49.036	SMC 23.41	Right-of-Way Improvement Manual, including Street Concept Plans
Topics Addressed	Affordable Housing Economic Development	Impacts on: Urban Form Circulation	Consistency with the Zoning Resolution Consistency with the Design Review	Impacts on : Aesthetics Air Quality	Rural land preservation (Regional Development Credits)** Affordable Housing**	Low-income housing, Public Open Space	Design of the building	Design of streets and sidewalks

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	Transit funding	and Access Utilities Light, Air, Open Space and Views Land Use Policy On-site and off-site public benefits*	Recommendation and Conditions Consistency with Street Vacation Conditions Consistency with the PCD Priorities Report and Conditions Final SEPA Determination and Conditions Consistency with Street Improvement Permit requirements	Construction Earth Energy Environmental Health Fire Historic Resources Land Use Light/Glare/Shadows Noise Public Services and Utilities Recreation Transportation/Access /Parking Water	Childcare** Landmark preservation Public open space Human services Public restrooms **Required, other features are up to the developer's choice	Pedestrian Circulation Transit facilities Environmental Stewardship and Sustainable Development		
Status	Agreement reached, legislation in front of Council	Pre-application	Pre-application	Scoping report released, next step is release of a Draft EIS	Pre-application	PCD Priorities Report published	Early Design Guidance phase completed	Early design development phase underway

Notes: In addition to these local reviews, additional Federal reviews of the project may be required because it will extend over I-5 at Boren Avenue and Pine Street.

Decisions have been made about the scope of SEPA review and the public benefits to be required under the PCD. Issues not included in the SEPA scope and the PCD review are not included in this table.

* The Street vacation policies state that public benefits may include, but are not limited to:

On-site Public Benefits, which are favored as the provision of public benefit can also act to offset any increase in scale from the development, including: Publicly accessible plazas or other green spaces, including public stairways; Streetscape enhancements; Pedestrian or bicycle trails; Enlargement of the pedestrian or bicycle environment; View easements or corridors; or Preservation of landmark buildings or other community resources.

Off-site Public Benefits, including: 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.

Conveyance of real property, if the City is willing to accept it.

In certain circumstances, the payment of in-lieu funds dedicated for a specific purpose consistent with these policies.