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

Project Numbers:	*Site A:*	3020176-LU Washington State Convention Center
	Site B:	3018096-LU Co-Development Residential Tower
	Site C:	3020177-LU Co-Development Office Tower
Applicant Name:	Jessica Miller, LMN Architects	
Address of Proposal:	*Site A:*	1600 9th Avenue
	Site B:	920 Olive Way
	Site C:	1711 Boren Avenue

SUMMARY OF PROPOSAL

Site A: Land Use Application to allow an 11-story, 1,489,000 sq. ft. convention center. Parking for 711 vehicles proposed. All existing buildings to be demolished. Project includes street and alley vacations.

Site B: Land Use Application to allow a 29-story, 404-unit apartment building with retail. All existing buildings to be demolished. Project includes street and alley vacations.

Site C: Land Use Application to allow a 16-story office building with retail. All existing buildings to be demolished. Project includes street and alley vacations.

The following approvals are required:

I. Land Use Code

Design Review with Departures (Seattle Municipal Code (SMC) 23.41)[1]

II. SEPA[2]

SEPA Substantive decisions (to approve, condition or deny on the basis of SEPA policies)

Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal is approved subject to compliance with the conditions identified below.

[1] Departures are listed near the end of the Design Review Analysis section of this document.
[2] EIS Prepared by Washington State Convention Center (February 17, 2017)

BACKGROUND

The Washington State Convention Center ("WSCC") is proposing development on the site bounded by Pine Street, Ninth Avenue, Howell Street, and Boren Avenue. The project includes a new convention center facility (the "WSCC Addition"), which will allow the WSCC to meet more convention demand, provide larger event spaces, and offer more effective loading and service areas. The proposal also includes two co-development sites located north of the WSCC Addition.

The WSCC Addition project site is the current Convention Place Station, which is being sold by King County. An initial MUP was approved under Project No. 3022912 for King County Site Work ("KCSW") to prepare the site for sale, authorize construction of a temporary ramp to allow the buses from the Downtown Transit Tunnel to access the city streets after Convention Place Station closes, and to allow a temporary curb cut on Ninth Avenue for the transit ramp. The WSCC Addition analysis uses the work authorized in the KCSW MUP as the baseline condition for the WSCC Addition site.

SUMMARY OF PROPOSED ACTION

The proposal includes three development sites in the area bounded by Pine Street, Ninth Avenue, Howell Street, and Boren Avenue. The WSCC Addition will be located below grade across all the three sites and above grade on the largest site bounded by Pine Street, Ninth Avenue, Olive Way, and Boren Avenue. The two sites north of the WSCC Addition will include co-development consisting of an office tower and a residential tower.

Project No. 3020176 (1600 9th Avenue) (Site A)

Site A is bounded by Pine Street, Ninth Avenue, Olive Way, and Boren Avenue. Site A also includes the area beneath Olive Way and Terry Avenue (due to the subterranean street vacations described below), beneath Site B, and beneath Site C. These below-grade areas provide loading and service areas contiguous to the WSCC Addition exhibit hall.

The WSCC Addition program incorporates convention space, parking, and retail in a vertical configuration, including stacked exhibit halls above and below grade, two stacked meeting room levels, and a 60,000-square-foot ballroom level. The WSCC Addition is an 8-level building (exclusive of intermediate and below grade floors) with a height that varies from 171 ft at Olive Way and Ninth Avenue to 216 ft at Olive Way and Boren Avenue, reaching a maximum height mid-block on Olive Way of 234 ft. The total gross floor area of the proposed WSCC Addition is approximately 1,489,000 sf, including approximately 26,000 sf of street-level uses on Site A, including but not limited to retail services and restaurants.

Three levels of parking are proposed within the WSCC Addition to accommodate 711 vehicles, which will serve the co-development on Sites B and C in addition to the Convention Center on Site A. Ingress to the proposed parking area on Site A would be from Olive Way and Boren Avenue. Egress would be to Olive Way and to Boren Avenue; both exits would be right-turn only.

Loading is accomplished in the below grade area that extends beneath Olive Way, Terry Avenue, Site B, and Site C, adjacent to the primary exhibit hall. There is one level of truck loading with 18 freight bays and 3 trash bays. Trucks would enter the facility from Boren Avenue on Site C and would exit the facility from Site C onto Terry Avenue, between Howell Street and Olive Way.

Project No. 3018096 (920 Olive Way) (Site B)

Site B is bounded by Ninth Avenue, Olive Way, Howell Street, and Terry Avenue.

The residential co-development site includes a 29-story residential tower (approximately 404-units) with 7,200 sf of street-level uses. A separate at-grade loading facility is provided for Site B with access off of Howell Street. The WSCC Addition's loading dock extends beneath Site B.

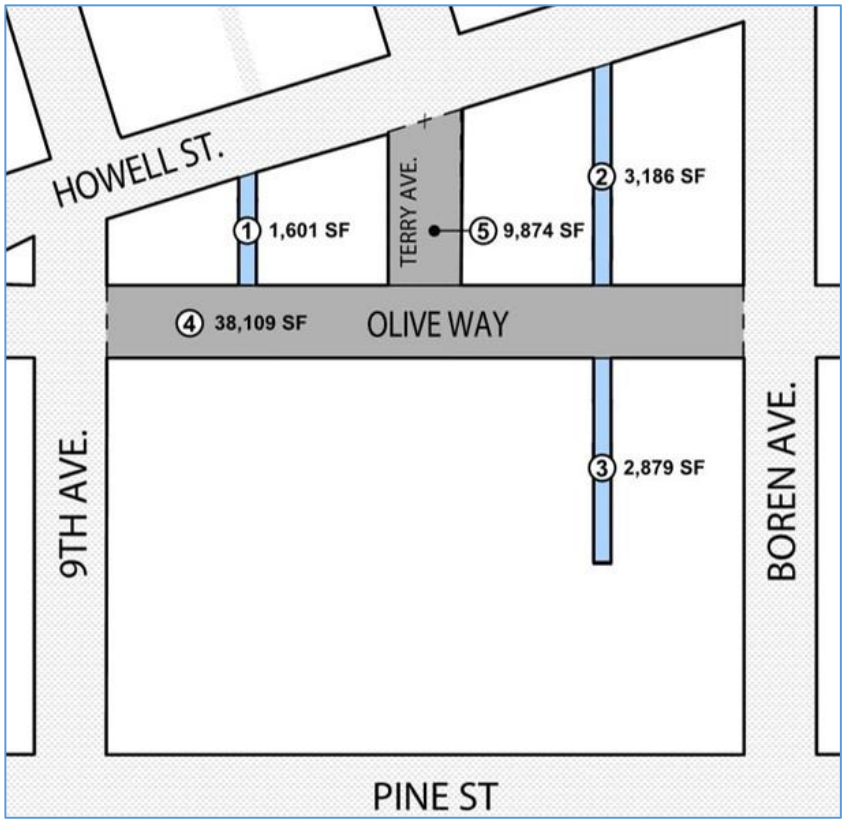
Project No. 3020177 (1711 Boren Avenue) (Site C)

Site C is bounded by Olive Way, Howell Street, Terry Avenue, and Boren Avenue.

The office co-development site includes a 16-story office tower (approximately 525,000 sf) with 12,000 sf of street-level uses. An at-grade loading facility serves Site C with six dedicated loading berths for the office use. Site C also serves as the entrance to the below-grade loading dock for the WSCC Addition, as described above. The WSCC Addition's loading dock extends beneath Site C. There will be WSCC Addition dock managers to direct the freight down into the WSCC loading dock. A Dock Management Plan has been developed to provide the details of the loading dock functionality.

STREET VACATIONS

The proposal requires three alley vacations and two subterranean street vacations.



A vacation petition was submitted by the applicant to Seattle Department of Transportation on December 20, 2017. Conceptual approval of the alley vacations by City Council is required prior to issuance of a Director's decision on the MUPs. As a part of the street vacation proposal existing City of Seattle utility infrastructure will be relocated from the vacated rights-of-way to the surrounding street system.

The Seattle Design Commission held eleven meetings and recommended approval of the urban design merit portion of the vacation proposals on March 16, 2017 and the public benefits portion on November 16, 2017. SDOT staff issued its recommendation to City Council to approve the alley vacations on April 3, 2018.

A public hearing on the alley vacations was held by the Transportation Committee of the City Council on April 18, 2018. The Transportation Committee of the City Council considered the vacations at committee meetings on April 3, 2018, April 17, 2018, and May 1, 2018. The City Council voted in favor of conceptual approval of all the vacations on May 7, 2018 (Clerk File No. 314338).

SUMMARY OF THE ENVIRONMENTAL IMPACT STATEMENT

A State Environmental Policy Act ("SEPA") Environmental Impact Statement ("EIS") was prepared for the proposal. The WSCC served as SEPA lead agency. The Draft EIS and Final EIS disclosed and analyzed the potential environmental impacts of different project alternatives. Here are the relevant dates associated with the EIS:

- Scoping Meeting held on March 3, 2015
- DEIS published on February 26, 2016
- FEIS published on February 17, 2017
- Notice of Action process completed on February 28, 2017

There were no SEPA appeals filed after the Notice of Action. While the WSCC is the SEPA lead agency, the Seattle Department of Construction and Inspections has the authority to impose substantive SEPA conditions, consistent with the City's SEPA code and policy provisions.

SITE AND VICINITY

Site Zone: DMC 340/290-400; Downtown Mixed Commercial

Zoning Pattern:	(North)	DMC 340/290-400
	(South)	DMC 340/290-400
	(East)	DMC 340/290-400
		NC3P-85 across Interstate 5
	(West)	DOC2 500/300-500

Lot Area: 3020176 Site A: 202,509 sq. ft.
3018096 Site B: 25,600 sq. ft.
3020177 Site C: 50, 979 sq. ft.

Environmental Critical Areas: Site A contains mapped Steep Slope[3]

PUBLIC COMMENT

The public comment period for all three projects ended January 3, 2016. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to construction impacts, parking, traffic, bus service, view corridors and open space. Comments were also received that are beyond the scope of this review and analysis.

[3] Site A was granted Relief on Steep Slope Development by the SDCI Geotechnical Engineer on May 16, 2018.

I. ANALYSIS – DESIGN REVIEW

DESIGN REVIEW PROCESS FOR SITE A, B and C

Site A, B and C completed the Design Review Process under project numbers 3020176, 3018096 and 3020177 respectively. The reports for the Early Design Guidance (EDG) meetings are incorporated by reference and are accessible online by entering the project numbers at this website: http://web6.seattle.gov/dpd/edms/

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

The Design Review Recommendation has been provided in the following order.

A. Priorities & Recommendation for 3020176 Site A
B. Priorities & Recommendation for 3018096 Site B and 3020177 Site C
C. Design Guidelines

3020176 SITE A: PRIORITIES & BOARD RECOMMENDATIONS

FIRST RECOMMENDATION: May 3, 2016

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://web6.seattle.gov/dpd/edms/

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

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

Email: PRC@seattle.gov

INTRODUCTION TO RECOMMENDATION #1:

This Recommendation #1 meeting addressed only Site A, the proposed Convention Center Addition Building (CCX) on the double block bounded by 9th and Boren Avenues, Pine Street and Olive Way. The meeting focused on how the applicants responded to DRB guidance from the EDG#3, and other Board comments generated by the 5/03/16 submittal exhibits. In addition to the Recommendation #1 booklet posted on the city website 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 CCX building at a larger scale.

PUBLIC COMMENT

- Stated the large, top project roof will be visible from surrounding towers and Capitol Hill, and it should have an intentional design, possibly with colors.

- Supported the highly transparent facades shown, but questioned how eventual blinds, drapes or sun-shading will change the exterior appearance.
- Supported the project and its 24/7 uses and lighting that will activate the street, adding life and safety to the surrounding streets.
- Stated the design has evolved well and is an impressive and beautiful design.
- Suggested more retail space and street trees along the entire Pine Street frontage.
- Stated the southwest plaza should be more open and welcoming, and encouraged at least one roof deck to be open to the general public.
- Encouraged all the surrounding sidewalks to be generous and provide a 10ft minimum clear walking width.
- Applauded the improvement to the Boren Avenue façade, and the revised massing elements which provide a variety of scales.
- Encouraged the Pine Street edge and Boren setback landscaping to be more pedestrian-engaging.
- Expressed concern that many proposed materials are prosaic and require sophisticated details and execution to manifest the refinement a 'landmark' deserves; requested the project return for another recommendation meeting.
- Encouraged a more sophisticated development of the Olive façade at the Terry Avenue terminus, better integrated into the material language of the rest of the building.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the four Design Review Board members (the Board) provided the following design guidance for the Convention Center expansion (CCX) Site A:

All page references below are to the Recommendation#1 booklet dated 5/03/2016; citations in parenthesis are to the Downtown Design Guidelines.

1) **General**: The Board agreed the CCX project had made significant progress and responded well to the EDG guidance. The following aspects were strongly supported and should not be dramatically modified or deviate from what was shown [key reference pages listed]:

   a) The floor size, scale, transparency and street access of the four retail corners.
   b) The stepped and transparent character of the "signature" projecting south stair, including the projecting fins and absence of signage on any part of the west face [70].
   c) The flex hall volumes, including their fenestration, joint patterns and luminous silver aluminum material, which fully wraps at all soffit and return conditions [68,69,73].
   d) The signature projecting, west meeting hall, and its black, high gloss ribbed cladding, east balconies [57/right], and deeply recessed windows [68,69].
   e) The inclusion of multiple warm, wood or wood-like interior elements that are complementary to the predominantly neutral, cool exterior material palette, including many ceilings and soffits, retail and the signature stair [54/55, 61, 67-70].

f) The stated diversity, quality, rigidity and detailing of the metal panels, louvers, translucent panels and ribbed metal cladding, which covers vast surfaces and a majority of the building volumes [73].

g) The planters and amount of green relief shown on building facades [68,69,73,74].

2) Pine Street Elevation & Ground Floor Plan:

a) The Board supported the floor area sizes and alternation of enclosed merchants and open decks basically at sidewalk grade, as shown on page 89, but agreed exploration of the elevations at the middle-east portion on Pine is warranted. The three fragmented and stepped roofs could be combined to create a single, taller scale that provides an intermediate datum for the projecting stair above to play off of.

b) The Board accepted the landscape planter with 3 trees at the midblock, provided there is the adjacent, recessed paved area where pedestrians can freely access the glass wall and look down into the below-grade lobbies [65/left]. If subsequent SIP reviews require planters and/or street trees outside the property line, this planter width may have to be reduced to ensure and maintain a minimum 12 ft wide walking surface along the full length of busy Pine Street. The Board has consistently supported very generous sidewalks around the entire building and concurs with public comments on this issue.

c) The Board agreed the projecting stair fins, mullions and expressed 'exoskeleton' along this entire south façade [68, 70], provide needed texture and scale to very large surfaces, and a similar approach could be employed on other glass elevations.

d) If the soffit under the stair is mirrored [70], the retail roofs and canopies below will require careful design as a visible, reflected surface; the Board had mixed reactions to the mirror in such a strategic location, and detailed light/glare analysis is recommended.

3) Boren Avenue Elevation & Ground Floor Plan:

a) The Board strongly supported the revised elevation with large flex-hall windows and transparent windows into various workshops and staff spaces at the north end [73, 93]. These spaces will be visible to pedestrians on the steep sidewalk, even though they are higher than grade, and should be transparent.

b) The Board agreed the steep sidewalk climb warrants the addition of pedestrian resting points adjacent to the sidewalk; benches or seating are recommended at the paved portion for the exit stairs, and another resting recess/feature is advisable at the middle of the planter outside the workshops [93], at roughly third-points (Note: existing projects on steep downtown sidewalks provide landings, assist rails, etc).

c) The Board concurred with the public comment and recommended all exit doors and the parking portal gate [53] be designed with artful treatments and materials consistent with the overall refined palette presented [86]. The ground level wall of "textured concrete" is still relatively prominent, so the texture should display multiple scales, tones and shadow-play.

4) Olive Way Elevation & Ground Floor Plan:

a) The Board strongly supported the largely transparent, 2-story ground level shown on pg 91 and 69, and the translucent panels at the elevators and stairs near the northeast corner. The mid-block retail and parking lobby shown are a minimum acceptable amount of mid-block activators, and the exit stair elevations west of the parking lobby should be enhanced with more pedestrian visual interest.
b) The Board strongly endorsed pedestrians being able to look down into the below-grade lobbies (see 2b above), and recommended the wide planter at this location [91] be eliminated or substantially narrowed for a substantial length of the open void.
c) The Board agreed the green planter trays provide texture and scale [64/2, 69,74], and a distinctive material for the Terry Avenue terminus, but concurred with public comment and strongly recommended more vertical green mass be concentrated in the lower and west portions of the actual Terry street axis. This vertical green could help screen the full height blank walls of the exit stairs. Full height 'terrariums' should be explored, that emphasize the experiential quality for people in the interior lobbies and meeting rooms.
d) The Board recommended all exit doors and the parking portal gate [74] be designed with artful treatments and materials consistent with the refined palette presented.
e) Consistent with EDG guidance, the Board recommended doors into the northwest corner "market" be considered to activate the Olive portion of the busy street corner.

5) 9th Avenue Elevation & Ground Floor Plan:

a) The Board struggled to comprehend the 9th Avenue ground plane because spot elevations relative to the sidewalk were not provided. The Board agreed the merchants inside this façade should basically step with grade, and no portion of visible raised plinth/floor level shall be more than the stated 38" height [61]. The Board recommended large scale cross sections at several points on the 9th Avenue frontage, and spot elevations on all plans, be provided at subsequent meetings.
b) The Board agreed physical porosity along all of 9th is critical, to maximize the sense of public welcome and access, and supported the extra-large, and frequent (6 shown) operable sections shown, and they must open down to the sidewalk or plinth level. The Board agreed café tables and open views should animate this building edge (not shelving or solid counters), and any guardrails should be as minimal as possible.
c) The Board unanimously agreed a single-entry recess at the mid-block was not sufficient, and the one shown was very shallow; it does not signify the 3rd entrance to the market hall. This important entrance should be deeper and/or wider with more pedestrian accommodation, and the 9th façade should have at least one more usable recess or porch which can be publicly accessed from the sidewalk (consistent with EDG#3 booklet pg 40). NOTE; the 40 ft long exit stair recess shown does not qualify for this porch, but it does provide a desirable visual break.
d) The Board recommended pockets, strips and/or walls of green vegetation along some portions of the building edge along the 9th Avenue frontage, to create a legible Green Street character on both sides of the sidewalk, especially since 65% of the curbside

length is shown as paved [95] (see departure #3). These planters could be integrated with the three recesses (exits, central entry, one added).

6) 9th & Pine Plaza:

a) The Board agreed the CCX primary entrance is recessed, low-scaled and has a deep overhang, therefore requiring careful design to ensure the entrance is visible, easily accessible and welcoming [68]. All materials, elements and lighting in the plaza and adjacent building should maximize these attributes. The Board agreed the plaza should read as an extension of the sidewalk with fewer walls/barriers.
b) The Board supported the wide, flexible cascade of seating/steps shown along 9th [95], and agreed a similar approach is warranted along the western half of the plaza at Pine Street (as was shown and endorsed at EDG#3, booklet pg 43).
c) The Board unanimously agreed the sign and plinth shown at the strategic corner [68] was visually and physically obstructive and should be deleted. The round base shown at the east end of the plaza is acceptable, but its diameter should be adjusted to ensure wide, generous pedestrian flows to the four entry doors.
d) The Board agreed the flex hall soffit over the entrance should be wrapped in the "light reactive" metal, and generous lighting should be designed into the forms.
e) The Board recommended additional large scale cross sections and perspectives to verify the plaza scale and perimeter will achieve the above character.

7) **Roof Plan:**

a) Consistent with a public comment and Board guidance at the EDG#1 (see EDG report item 2f), all roof surfaces, even if changed from a green roof, deserve an intentional design treatment with patterns, colors and/or textural variations, as it is a "5th elevation" visible from many adjacent towers and neighborhoods. This also applies to the highly visible level 8 event terrace.

8) **Lighting:**

a) The Board applauded the described intent to provide ambient lighting throughout the building when events are not occurring [114 text and 116-119], and to generously light all the ground level spaces at all evening times, to animate the sidewalks. The Board recommended a more complete and comprehensive lighting description, including any special, variable lighting at the translucent panels and/or ceiling lighting [118], and all specific fixtures or light coves for predominant exterior locations; the handrail, pole lights and integrated canopy lights shown [116,118] are a promising start.

9) **Signage:**

a) The Board supported the concept of a "connecting wall" that is a datum for primary visitor orientation and signage, as diagrammed on pg 120, but agreed a more detailed and comprehensive signage plan is needed at subsequent meetings.

b) As described under 6c above, the Board did not support the "landmark" corner sign on the page 120 diagram, but did agree a more building-integrated sign might occur on the "connecting wall" shown as a yellow dot-matrix on pg 113. The height and density of this wall or matrix should be studied carefully in the perspectives noted under 6e, and the public views down into the exhibit lobbies from the plaza should be maintained.

SECOND RECOMMENDATION: July 19, 2016

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://web6.seattle.gov/dpd/edms/

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

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

Email: PRC@seattle.gov

BACKGROUND:

This Recommendation #2 meeting addressed only Site A, the proposed Convention Center Addition Building (CCX) on the double block bounded by 9th and Boren Avenues, Pine Street and Olive Way. The meeting focused on how the applicants responded to DRB guidance from the EDG and Recommendation #1, and other Board comments generated by the 7/19/16 submittal exhibits. In addition to the Recommendation #2 booklet posted on the city website above, the applicants displayed a large-scale model, and large format material samples and pictures.

PUBLIC COMMENT

- Concerned that the existing apartments across the street on Boren may be impacted by bright lighting shown on the east side of the CCX, in particular the ballroom.
- Stated that the Pine and Boren sidewalks should be consistent and provide generous widths to accommodate pedestrians plus crowds lined up for Paramount Theatre events.
- Supported the 9th Avenue market and other ground level commercial as shown, as they will activate the streets and a busy pedestrian connection from Capitol Hill to Downtown.
- Stated the design was generally a good project and a positive addition to downtown.

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 design guidance for the Convention Center expansion (CCX) Site A:

All [page references] below are to the Recommendation#2 booklet dated 7/19/2016; citations in parenthesis are to the Downtown Design Guidelines.

1) **General**: The Board agreed the CCX project had responded well to the Recommendation #1 guidance, and the other voluntary design changes - such as the sloped ballroom roof and lighting frame on the west face of the Pine Stair projection - were generally positive. The following aspects were strongly supported and should not be dramatically modified or deviate from what was shown [key reference pages listed]:

   a) Retail pavilions, shared deck and streetscape node on Pine Street [86-91].
   b) 9th Avenue ground level façade, modulation, benches, operable panels, and canopies, and how those express a distinct pavilion on 9th Avenue that wraps the corners of Pine & Olive [69, 80-84].
   c) Southwest Plaza materials, low wrapping benches, lighting and materials [70-79].
   d) Olive Way projecting frame, landscape trays, species and sections [54-57, 58, 60].
   e) Overall building modulation and materiality, especially the legible deep ribbing and light-reactive qualities of exterior cladding materials, which are crucial to improve the visual interest on many large unmodulated surfaces [33, 20-23, 58, 60].

2) **Pine Street:** The Board supported the elevational revisions and the shifting of the CCX east entry vestibule façade southward. The Board strongly supported the shared seating deck between the three retail pavilions, and those decks stepping with grade. The Board supported the more articulated stair soffit, and recommended the reflective soffit surface be executed with stiff metal and high-quality detailing, and the pavilion roofs below include a sophisticated graphic design [86] (see Conditions 1 and 2 on last pages of this report).

   The Board supported the projecting horizontal sun shades on the stair element, but recommended a condition that the translucent cap on that element should not be opaque as shown on pg 20 and 87, but more transparent to reveal internal structure and shadows as shown at the meeting (see Condition 3. Note: this recommendation and condition also applies to the top strip of the east ballroom window). The Board discussed the width and character of pedestrian apertures into the southwest plaza, and agreed the 3 widths shown (16, 12 and 8 ft on pg 70/71) are minimally acceptable. The Board supported the plaza materials, low platforms as shown in sections [72-76], the integrated graphics/wayfinding [77], and the light totems [74]. (A2, B2, B4, C1, D1)

3) **Boren Avenue:** The Board supported the landscape design including 10-12 benches as stated and shown on pg 49, provided the landscape species are taller to assist with

mitigating the long extent of concrete wall (see condition 5 and departure # 4b). The Board supported the custom perforated garage doors as shown on pg 32. Concerning the crowd queues mentioned by public comment, the Board did not support widening the sidewalk beyond the 8ft walking width stated, but SDOT review may modify this; the 12ft wide planter along the building could bear width reduction if needed. (D2, C3, D6)

4) **Olive Way:** The Board strongly supported the transparent corners and other ground level glazing as shown on pg 37, but recommended a condition that more glass be added to the two stair portions that reach grade (see condition 6 and departure #4a). The Board supported the planter-free pedestrian views down into the exhibit hall levels, and the projecting feature lighting element (both on two sides of the building, 35/37, 65), and the revised entry stair into the mixing zone. (C1, C4, C3)

5) **9th Avenue**: The Board agreed the façade modulation along 9th was much improved, with 5 alternating benches and 6 projecting bays made up of operable full width panels, as shown on pg 80-84. The Board supported the stepped floors shown, with no sill or bench taller than 30" along this street length. The Board agreed the central access vestibule to the mixing zone was legible [84] but recommended the nearby street tree canopies be adjusted (but not eliminated) to not obscure that important entrance. The Board stated the two points of pedestrian porosity shown on this 300 ft street wall were minimally acceptable, and they recognized and encouraged future tenant access be directly from the street wherever grades allow. (B1, C1, C2)

   The Board supported the distinctive and warm-color material expression for the 9th Avenue ground level [81-84] and wrapping corners [69,73] of the 'market pavilion', which was shown as predominantly wood, however the Board was flexible about the extent of wood and not insisting on structural wood. The central entrance and canopy struts executed in wood is a key component of their distinct legibility from the predominantly cool and gray metal-clad forms of the rest of the building. (B4, C4)

   The Board discussed the streetscape design for the designated Green Street of 9th Avenue at length. Some Board members expressed the design should have more landscape elements along the building edge, especially once they were informed that the 210ft long curbside pull out was proposed to have 5 street trees but no greenery at ground level. SDOT has purview over that curb pull out and right of way landscape design, while the Board has purview over the building façade. The Board recommended a condition for a small building edge planter to be added to help mitigate a blank wall (see condition 5 and departure #4c), but did not recommend further landscape elements be added. (D3)

6) **Lighting:** The Board supported the lighting concept, distribution and fixtures as shown on pg 92-103, in particular the integrated canopy lights, rail lights and bottom-edge platform strips shown on 93/77. While supporting low level pedestrian lighting for safety [93], the Board agreed with public comment about light spillage from the proposed 'landmark' lighting graphic [97,101] at the east ballroom window (see below). (D5, D6)

7) **Signage & Graphics:** The Board supported the thoughtful and integrated signage and graphics proposal as shown on pg 62-69, with the exception of the 'landmark building graphic' on Boren [65/upper right]. The Board recommended a condition to delete this feature from the exterior window surface, or to fully internalize the feature lighting so it does not spillover to the street or neighboring properties (consistent with SMC 23.49.025.C.1) (see condition 4). (D4, B1)

8) **Roof:** The Board supported the proposed PV array on the south stair box, and the neutral and lighter color roof for the remainder of the building [31]. The Board agreed the primary roofs should not employ any bold patterns or colors, but did recommend the small roofs over the Pine street retail pavilions should be a sophisticated graphic design as they may get reflected by the folded stair soffit above [20, 86] (see condition 2). (B4)

FINAL RECOMMENDATION: January 16, 2018

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://web6.seattle.gov/dpd/edms/

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

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

Email: PRC@seattle.gov

BACKGROUND

Although the final recommendation meeting had already occurred, several design changes and departure requests necessitated the project returning to the Board for a third Recommendation meeting. The areas covered at the meeting included:

1. Response to the Board conditions from the previous Recommendation meeting.
2. Review other design changes that have occurred as part of the street vacation process and review by the Design Commission.
3. Review new departures (and confirm previously seen departures).

PUBLIC COMMENT

The following comments were offered at the meeting:

- Supportive of the project evolution filling in this uniquely large site and providing street level activation and maximizing the pedestrian spaces. Would encourage more retail uses and maximizing flexibility of these spaces. Supportive of the proposed overhear canopies, widened sidewalks and landscaping as proposed.
- Community group was supportive of the approachable designs for the various public spaces with lush landscaping, public art elements, lighting and overhead canopies. Felt that the project vision will be well integrated into the neighborhood and be a positive addition.

The following written comments were received prior to the meeting:

- Concerned that pedestrian volumes cannot be accommodated on the sidewalks near the Convention Center.
- Sidewalk should exceed minimum code dimensions to address the pedestrian needs and enhance the public realm.
- More street trees should be provided.
- The overhead canopies should cover the entire project perimeter without gaps and deep enough to protect large groups of pedestrians. Preference for glass and integrated lighting to increase sunlight and safety.
- More façade modulation and setbacks are needed at frequent intervals – especially along Pine Street and Olive Way. Entryways, retails spaces, exterior plazas and seating should be integrated with these modulations.
- Incorporate large, functional, open to the sky courtyards midway along the Pine and Olive streets to break up the length.
- Significant setbacks are needed to break the vertical height of the building.
- Retail spaces should also be concentrated along Pine and Olive, where the high pedestrian volumes occur.
- The proposed plazas should have ample permanent and moveable seating, lighting and landscaping features.

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 design guidance for the Convention Center expansion (CCX) Site A:

All [page references] below are to the Recommendation#3 booklet dated 1/16/2018; citations in parenthesis are to the Downtown Design Guidelines.

1. **Pine Street Stair and Materials**: The recommended condition from the previous Recommendation meeting stated: "*The soffit under the stair is highly visible and requires quality materials, tight joints and excellent detailing, to ensure metal flatness and a slender stair riser profile. If the soffit is reflective, provide a thorough exploration of matte and satin finishes that are less than mirrored, and may perform/maintain better in the northwest winter climate.*"

   At the Final Recommendation meeting, the design responded to this condition by showing that the soffit will use an aluminum composite metal panel system detailed to ensure panel flatness and rigidity. Mock-ups will be done to test materials and finishes for final selection that are appropriate for climate and performance desired. Reflectivity is an important design element to increase interaction with artistic roof graphics and to highlight the landscape and activity of pedestrians below.

The Board was pleased with the proposed soffit materials and found the design evolution of the stair structure interesting and found that it will provide dynamic views from Capitol Hill. However, they agreed that the proposed stair design and curtain wall system felt unresolved and the increased visibility of the stairs above the facia was distracting. They recommended a condition to continue to work on the relationship of the stair element and curtain wall and how they interact and intersect to create cleaner, crisper edges which were conveyed more readily in the previous design [pages 24-25]. Specifically, they recommended extending the lower edge of the curtain wall to drop as low as possible to the base of the stair fascia to achieve a clean, crisp gasket condition. (B4, B4.1, B4.2, B4.3)

2. **Pine Street Retail Roofs:** The recommended condition from the previous Recommendation meeting stated: "*The three rooftops and associated sidewalls will be visible from the adjacent lobbies and buildings, and possibly be reflected by the soffit above. The roofs should be a durable and sophisticated graphic design, and definitely not a sign or other branded display*."

   At the Final Recommendation meeting, the design responded to this condition by explaining that the intent is for graphics to be designed by a local illustrator and be artful and thoughtful. They will not be branding or advertising. Illustration graphics will be integrated with a durable aluminum metal panel system. The graphic strategy for these retail panels is to bring interest to the pedestrian experience with the visual language referential of Capitol Hill.

   The Board recommended approval of this resolution [pages 10-11]. (B4, B4.1, B4.2, B4.3)

3. **South Stair and East Ballroom Caps:** The recommended condition from the previous Recommendation meeting stated: "*The translucent top bands shown on pg 20, 39 and 87, should not be a uniform opaque appearance as shown, but rather be translucent and show the structural shadows and light-play within, as stated at the meeting. Exploration of channel glass and other quality translucent materials for these two critical skyline defining elements is encouraged.*"

   At the Final Recommendation meeting, the design responded to this condition by reducing the height of the opaque materials at the caps of the Hillclimb and East Ballroom. Glazing height has been increased, allowing more visibility to the specialty ceiling and structure within.

   The Board recommended approval of this resolution [pages 12-13]. (B4, B4.1, B4.2, B4.3)

4. **East Ballroom 'Landmark Building Graphic':** The recommended condition from the previous Recommendation meeting stated: "*The signature lighting should be limited to the two facades where the mixing zone reaches the north and south streets, in concert with the light totems and other graphic elements the Board heartily endorsed [65/left]. Any lighting at the east ballroom should be fully internalized, coordinated with the more important ceiling design, and be fully dimmable*."

At the Final Recommendation meeting, the design responded to this condition by removing the landmark lighting and fully internalizing the lighting at the east ballroom. This lighting will be fully controllable and dimmable. The window proportion was also revised to reduce the visual impact to the building across the street.

The Board recommended approval of this resolution [page 13]. (C3.1)

5. **Boren Avenue Blank Walls:** The recommended condition from the previous Recommendation meeting stated: "*All the ground level concrete along Boren should have a finer grain texture than that shown on pg 32/F; it should be deeply scored more frequently than the 8ft shown on pg 39, and/or the entire strip of plantings hugging that concrete wall should be 3-5 ft. tall (yet not create CPTED issues) (see departure 4b).*"

   At the Final Recommendation meeting, the design responded to this condition by revising the landscape slope at the Boren ground level up towards the concrete wall to create a larger volume of planting for a greater visual impact. Additional trees and Public Benefit artworks have been added to provide texture and variety. Seating design and lighting elements will be incorporated into the garden in coordination with the selected artist, per Seattle Design Commission guidance. Urban Design Merit artwork to be included at vehicle entry, as developed by selected artist.

   The Board appreciated that the landscaped beds tilted upwards between the sidewalk and building face, creating layers and textures in these locations. The Board remained concerned that the metal doors are proposed to be painted the same grey color as the concrete which appears overly grim and lacks visual interest along this challenging street edge. (C3, D1, D3, D3.1)

   The Board recommended a condition to integrate more art, wood material or contrasting color at these door locations along Boren Avenue. (C3, D1, D3, D3.1)

   The Board also recommended a condition that the seating design be retained as part of the art plan. (C3, D1, D3, D3.1)

   The Board noted that the design of the Boren 'Beacon' corner has been revised [pages 24-25] and has lost some of the depth previously shown. The Board recommended a condition to keep the dimensions shown on the previous design as shown on page 24, along with the following:
   a. Maintain the depth of the parapet projection recommended for approval (page 24).
   b. Maintain the same color and proportion of the fascia frame as previously recommended for approval (page 24).
   c. Maintain the wood soffit and wood wall-liner previously recommended for approval (page 24). (C1, C3)

6. **Olive Way Blank Walls/Exit Doors**: The recommended condition from the previous Recommendation meeting stated: "*All the Olive exit doors should ideally be transparent glass, and at minimum the vertical strips of translucent windows above [see pg 37] should be carried down to grade, even if those corresponding aligned doors are translucent glass (see departure 4a).*"

At the Final Recommendation meeting, the design responded to this condition by extending the vertical glazing down to grade in multiple locations at exits. Additional Public Benefits artworks to be developed by artist at (5) glass vitrines, per Seattle Design Commission guidance.

The Board was very pleased with this resolution and recommended approval of the much-improved design with the shifted entry location and larger windows [pages 16-17]. (C1, C3)

7. **9th Avenue Blank Walls/Exit Doors:** The recommended condition from the previous Recommendation meeting stated: "*All the 9th Avenue exit doors should ideally be transparent or translucent glass, and at minimum a vertical planting, screen or visually interesting artwork should be installed in the middle of that 42 ft. length [81, gray portion], in a door gap that is as wide as possible (see departure 4c)*."

   At the Final Recommendation meeting, the design responded to this condition by including more planting and an additional tree at the 9th Avenue exit doors to add visual interest and texture. Further development of the facade materials and metal panels add interest to the facade, and relate to the warm wood of the adjacent market.

   The Board remained concerned that the proposed changes [pages 40-41] do not sufficiently address the concern of this long section of blank wall along 9th Avenue. The Board recommended a condition to add further interest along this ground level to further break up the length and provide more pedestrian interest as follows:

   a. Integrate retail lighting.
   b. Remove the tree shown between the exit doors and replace with a vitrine element reminiscent of the retail frontage found elsewhere on the project, creating a brighter element in the blank section.
   c. Provide further interest in the design of the metal panels and doors. (C3)

   The Board also recommended a condition that all areas shown throughout Site A with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, C3.1, D1, D3, D3.1)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were 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).

At the time of the **Final** Recommendation, the following departures were requested (page references are to the packet dated 1/16/18, unless otherwise specified):

1. **Façade Setback – (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.

Pages 55-61 detail the departure requests along Pine, Olive and Boren streets.

The Board supported: a) the signature stair element to exceed the maximum length, provided it displays the materials and projecting scale elements shown in the REC #2 and #3 booklets; b) the three portions on Olive to exceed the maximum façade length, provided they display the material variety and fenestration patterns shown in the REC #2 and #3 booklets, and the recess above 160ft tall to be less than prescribed; c) the signature ballroom element to exceed the maximum façade length, provided it displays the transparency and material variety shown in the REC #2 and #3 booklets. The Board agreed that all of the above departures contributed to deeper offsets between forms, facades of many scales and a more cohesive design, while providing massing modulation. (B2 Create a Transition in Bulk and Scale, B4.2 Coherent Design, C2 Design Façade of Many Scales)

The Board unanimously recommended that Seattle DCI grant this departure.

2. **Green Street Upper Level Setback – 9th Avenue (SMC 23.49.058.G.2):** 9th Avenue is a designated Green Street. The Code requires a continuous 15 ft setback above 45 ft on the entire frontage of a Green Street. The applicant has detailed the departure request along the 9th Ave Green Street on page 65.

   The Board supported this signature projecting box element to have zero setback, provided it retains the appearance shown in the booklet, because it provides dramatic modulation, marks the kink in the 9th Avenue view axis when viewed from the north, and is a relatively small proportion of the façade. (B1 Architectural Expression, B4.2 Coherent Design, C2 Design Façade of Many Scales)

   The Board unanimously recommended that Seattle DCI grant this departure.

3. **Green Street Setback and Landscape – 9th Avenue (SMC 23.49.058.F.4):** 9th Avenue is a designated Green Street. The Code requires a 2ft wide setback from the street lot line, and requires 50% of that setback area to be landscaped; for this project that equates to 353 sq ft of landscaped area. The applicant proposes a continuous 2 ft setback at grade, but proposes to pave most of that area, and add the 353 sq ft amount of required landscape area to the curbside planting bulbs in the 9th Avenue street right of way. Page 69 details this departure request.

   The Board noted the 2 ft setback is used to provide an acceptable sidewalk width (14ft) that better promotes pedestrian activity, rather than enhance the Green Street character, even though vertical greenery was previously suggested. The Board appreciated the additional 353 sq ft will augment the curb bulbs, but noted there is no curbside planting proposed between the bulbs (subject to SDOT review). The Board accepted the absence of building edge greenery, in deference to the more desirable entries, consistent permeability, and intermittent benches now proposed on this critical pedestrian frontage. The Board also acknowledged and accepted that their recommendation to remove the tree located within the building setback area (see item #7 under the Priorities and

Recommendations section of this report) will further reduce the provision of this landscaping standard. (C1 Streetscape: Promote Pedestrian Interaction, C3 Streetscape: Provide Active Facades)

The Board unanimously recommended that Seattle DCI grant this departure.

4. **Blank Façade Limits – (SMC 23.49.056.D):** The Code limits the length of non-transparent or blank facades between 2 and 8 ft above the sidewalk grade, per the following street classifications: Class 1 Pedestrian streets (Olive, 9th and Pine); maximum blank length of 15ft (separated by 2 ft minimum non-blank) and maximum total of 40% of façade length. Class 2 Pedestrian streets (Boren); maximum blank length of 30ft and maximum total of 75% of façade length.

   The applicant proposes: **a)** on the 577ft long Olive facade (Class 1), 175 feet of blank facade as shown (page 73); **b)** on the 375 ft long Boren façade (Class 2), 214 feet of blank facade as shown (page 75); **c)** on the 353 ft long 9th façade (Class 1), 55 feet of blank facade as shown (page 77). All the proposed blank walls are compliant with the maximum percent of blank wall.

   The Board was pleased with the treatment and design intervention proposed for Olive and 9th Avenue, however the Board agreed that more pedestrian scale and interest was necessary along Boren and recommended the following conditions: a) Integrate more art, wood material or contrasting color at the door locations along Boren Avenue. b) The seating design should be retained as part of the art plan along Boren Avenue. c) Maintain the dimensions of the Boren 'Beacon' element shown on the previous recommended design [page 24], along with the following:
   a. Maintain the depth of the parapet projection previously recommended for approval.
   b. Maintain the same color and proportion of the fascia frame as previously shown.
   c. Maintain the wood soffit and wood wall-liner previously shown.

   See also Recommended Conditions 2, 3 and 4. (C1 Streetscape: Promote Pedestrian Interaction, C3 Streetscape: Provide Active Facades)

   The Board unanimously recommended that Seattle DCI grant this departure.

5. **Overhead Weather Protection - (SMC 23.49.018):** The Code requires continuous weather protection (canopies) along all street frontages, 8 ft minimum width, at a height 10 – 15 ft above the adjacent sidewalk. Canopies are not required above driveways or setback landscaped areas (such as Boren in this case).

   The applicants propose a variety of departures from these standards on all four streets as outlined on pages 79 through 87 of the packet. Landscaping and trees have been provided along the street edge to enhance the pedestrian experience. The sidewalk along Boren Ave is 15'-6" wide, street trees are required to be centered 3'-6" from the curb. An 8' canopy requirement allows only 4' between the edge of the canopy and center of the tree. Urban Forestry recommends providing 5' from the center of the tree to the edge of the

canopy for proper growth. Pulling the canopy back to 7' from the building face provides coverage without limiting the growth of the trees.

The Board supported the canopy heights and depths as shown on pg 79 that reinforces Downtown Design Guideline C5: to integrate continuous, well-lit overhead weather protection into the overall architectural concept, and along Pine Street addresses the public comment about patron queues. The proposed canopy design also highlights entries and major retail spaces and provides variety of the building façade while addressing changing grade conditions.

The Board unanimously recommended that Seattle DCI grant this departure.

6. **Denny Triangle Setback and ROW Landscaping – Pine Street (SMC 23.49.056.F.1.b):** This project is within the Denny Triangle Urban Center Village, where the Code requires a minimum area of landscaping and 18" wide landscape strips in the right of way along the entire length of the street lot line, except at building entrances or driveways; the exception areas cannot exceed 50% of the total length of the lot line. Pages 89, 90 and 91 detail the proposed landscaping.

   The Board supported the informal, staggered arrangement of curb edge and building edge planters along Pine Street, and for the right of way planters to have various widths which provide visual interest but shorter lengths. The Board supported the reduction in planter length, and the generous planter widths shown, but reiterated that clear walking widths should not reduce from those shown. If SDOT later requires planters along the curb, the building edge planters should reduce to afford the minimum walking widths needed. In the event of a conflict, the pedestrian walking areas take precedence over the planter widths/areas. (D2 Enhance the Building with Landscaping, D3 Provide Elements That Define the Place)

   The Board unanimously recommended that Seattle DCI grant this departure.

7. **Denny Triangle Setback and ROW Landscaping – Boren Street (SMC 23.49.056.F.1.b):** This project is within the Denny Triangle Urban Center Village, where the Code requires a minimum area of landscaping and 18" wide landscape strips in the right of way along the entire length of the street lot line, except at building entrances or driveways; the exception areas cannot exceed 50% of the total length of the lot line. Pages 92 and 93 detail the proposed landscaping.

   The Board supported the proposed planter widths/areas along this challenging urban street condition and agreed that the Boren Beacon element at the north end and corner building projection at the south end serves to bracket this highly visible elevation along Boren. (D2 Enhance the Building with Landscaping, D3 Provide Elements That Define the Place)

   The Board unanimously recommended that Seattle DCI grant this departure.

8. **Denny Triangle Setback and ROW Landscaping – Olive Way (SMC 23.49.056.F.1.b):** This project is within the Denny Triangle Urban Center Village, where the Code requires a minimum area of landscaping and 18" wide landscape strips in the right of way along the entire length of the street lot line, except at building entrances or driveways; the exception areas cannot exceed 50% of the total length of the lot line. Pages 94 and 95 detail the proposed landscaping.

   The Board supported the curb edge and building edge planters along Olive Way, and supported the reduction in planter length, and the generous planter widths shown, but reiterated that clear walking widths should not reduce from those shown. If SDOT later requires planters along the curb, the building edge planters should reduce to afford the minimum walking widths needed. In the event of a conflict, the pedestrian walking areas take precedence over the planter widths/areas. (D2 Enhance the Building with Landscaping, D3 Provide Elements That Define the Place)

   The Board unanimously recommended that Seattle DCI grant this departure.

9. **Façade Setback Limits – Pine Street (SMC 23.49.056.B.2):** The Code sets forth setback limits on both the setback area square footage and dimensions. The maximum setback on Pine Street is 2,891 square feet and 15-foot maximum depth. The applicant proposes to increase the setback area on Pine Street to 4,108 square feet with a maximum depth of 25'-11". The applicant has detailed this departure request on page 99.

   The design proposes a greater variety of modulation than prescribed by Code. This variation of depth and shape extends across significant areas of the facade on Pine Street, providing greater visual interest and a more active facade with retail, seating areas and landscape that exceeds the intent of the facade setback requirements.

   The Board agreed that the overall design incorporates bold civic scale gestures and fine grain articulation at the pedestrian edge to further modulate the facade. Pine St. is articulated on the same scale as neighboring Capitol Hill. Additional layering and depth is expressed through a composition of pedestrian circulation, varying facade systems and materials, retail and landscape zones. Places to pause and high transparency to experience views are created through the relationship between the exterior and interior programming, along with strong entry points and space provided for potential bus seating.

   This departure allows the project to better meet the intent of the Design Guidelines A1.1 Response to Context, B3.3 Pedestrian Amenities at Ground Level, C1.3 Street Level Uses, C1.2 Retail Orientation, D1.1 Pedestrian Enhancements, D1.2 Open Space Features and D2.1 Landscape Enhancements.

   The Board unanimously recommended that Seattle DCI grant this departure.

10. **Façade Setback Limits – Olive Way (SMC 23.49.056.B.2):** The Code limits setback area square footage and dimensions. The maximum setback on Olive Way is 2,887 square feet and 15-foot maximum depth. The applicant proposes to increase the setback

area on Olive Way to 3,618 square feet with a maximum depth of 20'-7". The applicant has detailed this departure request on page 99.

The design proposes a greater variety of modulation than prescribed by Code. This variation of depth and shape extends across significant areas of the facade on Olive Way, providing greater visual interest and a more active facade with retail, seating areas and landscape that exceeds the intent of the facade setback requirements.

The Board agreed that the overall design incorporates bold civic scale gestures and fine grain articulation at the pedestrian edge to further modulate the facade. Olive Way is articulated to maintain the contextual patterns. Additional layering and depth is expressed through a composition of pedestrian circulation, varying facade systems and materials, retail and landscape zones. Places to pause and high transparency to experience views are created through the relationship between the exterior and interior programming, along with strong entry points and space provided for potential bus seating.

This departure allows the project to better meet the intent of the Design Guidelines A1.1 Response to Context, B3.3 Pedestrian Amenities at Ground Level, C1.3 Street Level Uses, C1.2 Retail Orientation, D1.1 Pedestrian Enhancements, D1.2 Open Space Features and D2.1 Landscape Enhancements.

The Board unanimously recommended that Seattle DCI grant this departure.

11. **Parking Aisles (SMC 23.54.030.E):** The Code requires parking aisle widths of 24 feet. The proposed design reduces this dimension by 2.5% to 23.4 feet. The applicant has detailed this departure request on page 101.

    The Board expressed agreement for this departure as it is supported by Design Guideline B4 Architectural Expression: Design a well-proportioned and unified building. The guidelines goes on to state: "*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 [for] building and garage entries*." The Board agreed that the proposed design helps to reduce the overall footprint and impact of parking within the structure and this reduction of parking area contributes to the clarity of the building structure, informing the overall building form and facade articulation.

    The Board unanimously recommended that Seattle DCI grant this departure.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Tuesday, January 16, 2018, and the materials shown and verbally described by the applicant at the Tuesday, January 16, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following recommended conditions:

1. Resolve the relationship of the Pine Street stair element and curtain wall and how they interact and intersect to create cleaner, crisper edges which were conveyed more readily in the previous design [pages 24-25]. Specifically, extend the lower edge of the curtain wall to drop as low as possible to the base of the stair fascia to achieve a clean, crisp gasket condition. (B4, B4.1, B4.2, B4.3)

2. Integrate more art, wood material or contrasting color at the door locations along Boren Avenue. (C3, D1, D3, D3.1)

3. The seating design should be retained as part of the art plan along Boren Avenue. (C3, D1, D3, D3.1)

4. Maintain the dimensions of the Boren 'Beacon' element shown on the previously recommended design [page 24], along with the following:
    a. Maintain the depth of the parapet projection previously recommended for approval.
    b. Maintain the same color and proportion of the fascia frame as previously recommended for approval.
    c. Maintain the wood soffit and wood wall-liner previously recommended for approval. (C1, C3)

5. Add further interest along the 9th Avenue ground level to further break up the length and provide more pedestrian interest as follows:
    a. Integrate retail lighting.
    b. Remove the tree shown between the exit doors and replace with a vitrine element reminiscent of the retail frontage found elsewhere on the project, creating a brighter element in the blank section.
    c. Provide further interest in the design of the metal panels and doors. (C3)

6. All areas shown throughout Site A with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, C3.1, D1, D3, D3.1)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

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

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

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

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. At the conclusion of the Recommendation meeting held on January 16, 2018, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Five members of the East Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. Resolve the relationship of the Pine Street stair element and curtain wall and how they interact and intersect to create cleaner, crisper edges which were conveyed more readily in the previous design [pages 24-25]. Specifically, extend the lower edge of the curtain wall to drop as low as possible to the base of the stair fascia to achieve a clean, crisp gasket condition. (B4, B4.1, B4.2, B4.3)

The Master Use Permit Plan set sheets A301 and A321 were updated to resolve the relationship of the curtainwall and stair. The curtainwall and metal panel now run parallel for the length of the stair, reducing the visual conflict between the different planes and materials. The metal panel has been lowered to expose more glass and reveal additional wood at the base of the hillclimb stair. This provides a more consistent relationship between the curtainwall/metal panel edge to create a uniform gasket condition. The response satisfies the recommended condition for the MUP decision. The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

2. Integrate more art, wood material or contrasting color at the door locations along Boren Avenue. (C3, D1, D3, D3.1)

The Master Use Permit Plan set sheet A302 was updated to show the exit doors along Boren Avenue will be included in the artist(s)'s call for integrating the overall art vision for Boren Avenue, including garage door treatments and freestanding artworks that call for integrating the overall art vision for Boren Avenue, including garage door treatments and freestanding artworks that include seating and lighting along the landscaped frontage. The response satisfies the recommended condition for the MUP decision. The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

3. The seating design should be retained as part of the art plan along Boren Avenue. (C3, D1, D3, D3.1)

The Master Use Permit Plan set sheet L112 has been updated to show the seating will be maintained as an element and scope of the art plan along Boren Avenue. The response satisfies the recommended condition for the MUP decision. The design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

4. Maintain the dimensions of the Boren 'Beacon' element shown on the previously recommended design [page 24], along with the following:
    a. Maintain the depth of the parapet projection previously recommended for approval.
    b. Maintain the same color and proportion of the fascia frame as previously recommended for approval.
    c. Maintain the wood soffit and wood wall-liner previously recommended for approval. (C1, C3)

The Master Use Permit Plan set sheet A301/302 and A321/322 were updated to show the revised design of the Boren Beacon. A deeper frame with a wood soffit and liner walls has been reintroduced to reflect the design as previously presented, providing more warmth and texture. The lower glass canopy has been maintained to conform with the dimensions and scope of the canopy departures approved by the DRB. The response satisfies the recommended condition for the MUP decision. The design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

5. Add further interest along the 9th Avenue ground level to further break up the length and provide more pedestrian interest as follows:
    d. Integrate retail lighting.
    e. Remove the tree shown between the exit doors and replace with a vitrine element reminiscent of the retail frontage found elsewhere on the project, creating a brighter element in the blank section.
    f. Provide further interest in the design of the metal panels and doors. (C3)

The Master Use Permit Plan set sheets A304 and A324 were updated to show the tree and landscaping have been removed at the 9th Avenue exit doors. A vitrine has been added to the area between the exit doors, consistent in materials and detailing with the market pop-outs along

9th Avenue. The adjacent metal panels have been further developed with additional detail and interest through panel joints and depth, integrated with the exit doors. Retail lighting is provided throughout the market facade from the canopies. The response satisfies the recommended condition for the MUP decision. The design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

6. All areas shown throughout Site A with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, C3.1, D1, D3, D3.1)

The Master Use Permit Plan set sheets A312 and A313 were updated to show the perforated custom metal designs will have a minimum of 40% open area in the perforation design. The response satisfies the recommended condition for the MUP decision. The design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

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

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

SITE B and C: PRIORITIES & BOARD RECOMMENDATIONS

RECOMMENDATION: May 17, 2016 -- 3018096, 3020177

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://web6.seattle.gov/dpd/edms/

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

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

Email: PRC@seattle.gov

INTRODUCTION TO RECOMMENDATION:

This Recommendation meeting addressed only the residential structure on site B and the office structure on site C, consisting of the two blocks framing Terry Avenue, bounded by 9th and

Boren Avenues, Howell Street and Olive Way. The meeting focused on how the applicants responded to DRB guidance from the EDG#3, and other Board comments generated by the 5/17/16 submittal exhibits. In addition to the Recommendation #1 booklet posted on the city website above, the applicants displayed a large-scale model, showing the 3 blocks A, B and C with detailed surrounding context.

PUBLIC COMMENT

- Stated the residential project should support HALA efforts and therefore include affordable units on site.
- Supported both projects achieving LEED gold or platinum.
- Encouraged both projects to maximize ground level retail, which promotes pedestrian safety, and to include generous lighting and safe landscape design for all the surrounding streets.
- Supported design moves that promote pedestrian vibrancy, rather than vehicles, loading and parking.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the three Design Review Board members (the Board) provided the following design guidance for Sites B and C:

All [page] references below are to the Recommendation#2 booklet dated 5/17/2016; citations in parenthesis are to the Downtown Design Guidelines.

General: The Board agreed both blocks had evolved well, demonstrating good responses to EDG guidance, and were basically well resolved compositions. The Board recommended the following aspects be revised and strengthened:

SITE B – Residential, #3018096

10) **Ground Floor**:

h) True Commercial Uses on Olive Way: The Board recommended the entire ground floor frontage facing Olive Way, except for the yellow lobby zone shown on pg 56, should consist of commercial uses (bright orange) with doors direct to the sidewalk and southeast corner plaza. The Board endorsed the interior design approach which blends commercial and amenity uses (similar to the Via 6 precedent), but unanimously agreed the Olive frontage should not be counted towards any Code-required "residential amenity" floor area; doing so compromises long-term flexibility on a key pedestrian/retail frontage, opposite the active entries of the CCX. The Board noted additional amenity space can be located on level 7 adjacent to the large amenity deck there [pg 57/right]. (C1, C3, C4)

i) Uses on Howell Street Frontage: The Board agreed that the 5 bays of mid-block frontage along Howell Street were an acceptable maximum amount of ground level "amenity", only on that street, provided the corners contain the amount of true commercial shown in bright orange on pg 56/left. (C1, C3)

j) Southeast Corner Plaza: The Board strongly supported the consistent street trees wrapping the block, especially the specimen curbside tree shown on pg 101 adjacent to the southeast plaza. The Board unanimously agreed that plaza lawn panel should be much more than turf, and redesigned to provide diverse pedestrian amenities such as seating, lighting and artwork, the north 'cut-though' paving should be widened to facilitate the true retail and doors adjacent, and the southeast corner should be eased to accommodate pedestrian desire lines. (C1, D1, D2)

11) Podium:

e) Materiality: The Board supported the tower form and materiality tracking through the darker podium and reaching the level 2 floor line on Howell and Olive. The vertical transitions between the tower and podium should be clear and decisively detailed, possibly with deep and legible reveals. The Board agreed the western part of the brick podium on Howell overlapped too much over the tower form above, and the last two bays of podium [pg 67/top-middle] should be changed to correspond and reinforce the tower vocabulary. (B4, C2)

f) Lower Level Tones: The Board supported the three vertical balcony 'cuts' in the brick podium, as shown on pg 61, 63 and 67, and agreed that these provide relief and a lighter color contrast, but recommended the level 2 spandrel cladding exposed on the Olive and Terry elevations [73], be a darker tone to complement the podium brick, and not dilute the light color tower coming to grade at the southeast entrance. (B4, C2)

g) South Entrance Scale: The Board agreed the primary residential entrance shown on pg 61, 71 and 74, was under-scaled for the tower and not distinctive enough from the nearby retail door boxes [61, 70]. The Board recommended the entrance be scaled up to at least 2 stories height, corresponding with the interior volume, and detailed with materials, colors and forms not similar to the retail entry boxes. (C2, C4)

h) "Flat-iron", West Podium Elevation: The Board supported the dark iron-spot brick proposed and recommended that brick should wrap the two west corners to frame the large 'glass bay' [65, 68]. The glass should be broken down with articulation, possibly darker framing or mullions, but spandrels should be minimized to emphasize this bay as a response to the angled street views from the west. The Board recommended the trellis material not be wood, but supported the wood soffit shown over the public plaza [68]. (B1, C2)

i) Terry Avenue Loading Door: The Board supported the co-location of loading, trash and two exit doors at the mid-block on Terry, and the continued effort to minimize all

those blank widths. The Board recommended the overhead doors be given an artful treatment, with pedestrian visual interest, and/or be translucent glass (the perforated gray image shown at the meeting was too generic; while the two orange examples were more visually interesting). Because it is a large opening onto a Green Street, the Board recommended quality materials consistent with the exterior design return approximately 15 ft into the loading opening. Also see discussion under B departure #3. (C3, E3)

j) Canopies: The Board supported the continuous canopies shown, and agreed the heights and framing styles should vary to express the tower/podium and other logical transitions; these provide scale and interest as shown on pg 70. However, the Board was unanimously opposed to canvas as a canopy material in a dense urban setting, and recommended translucent or fritted glass as a variation within a predominantly clear glass canopy wrap. (C5, C2)

12) West Public Plaza:

d) Massing and Daylight: The Board strongly supported the revised west elevation with the overhang raised to floor level 3, and the three slender columns shown on pg 65; these should be maintained. (D1)

e) Ground Plane & Landscape Design: The Board agreed the plaza should be open to the sidewalk at least 50% of the north and west sides, and maintain a basically flat surface to accommodate movable café tables everywhere. The Board supported the basic design of the "Alternate 2" shown at the meeting, with a consistent 12ft wide sidewalk and one consolidated planter along 9th Avenue. The planter should include 3 medium height trees that work with the fourth tree at the southwest corner to vertically define the Green Street. Any steps from 9th to the plaza should be wide and as few risers as possible, and the steps at the southwest building corner should be widened to 6ft minimum. (D2, D3)

f) Lighting, Materiality and Details: The Board strongly supported activation of the plaza edges, by adding multiple doors and/or a wide sliding opening on the west retail face, and integrated seating along both long edges of the west planter, and the bench shown along the south edge of the plaza. The Board supported the warm wood soffit shown on pg 50, provided it is light tone and incorporates generous lighting. The Board supported the wide ground level planter at the curb edge shown in Alternate 2, with lush, vertical plantings to reinforce the Green Street, and possibly surrounding/minimizing the intrusion of any required hatches or manholes. (D2, D5)

Site C – Office; #3020177

13) Ground Floor Plan:

f) Corner Plazas: The Board strongly supported the two north corner plazas and associated building recesses [82] (see site C departures #1a, 1b), provided the adjacent retail spaces have doors that open onto the plazas, and the plaza landscapes are revised to improve pedestrian experience: the Board unanimously agreed each plaza lawn panel should be much more than turf, and redesigned to provide diverse pedestrian amenities such as seating, lighting and artwork. The 'cut-though' paving on the northeast plaza [87] should be widened to facilitate the added retail doors adjacent, and the northeast corner should be eased to accommodate pedestrian desire lines. (C1, D1, D2)

g) Retail and Transparency: The Board strongly endorsed the extent of retail shown and high amount of eye-level transparency for the perimeter, as shown on pg 87-93. The Board recommended the middle glass bay into the loading ramp on Howell Street [91/middle] be about 50% clear with frit or patterns at pedestrian eye-level for when truck movements do not provide interest. Explore recessing the glass lines between the 8 structural piers, to enhance depth and pedestrian interest on this long façade. (C1)

14) Podium:

e) Materiality: The Board supported the distinction between the light gray, metal panel piers on the Howell Street volume [77], contrasted with the wide, deep, black stone piers on the other three street frontages. To improve the legibility of this distinction, the Board recommended the upper metal panel/louvers between the black piers [97] be revised to a darker tone, but not matching the stone. These 'spandrels' are highly visible from the sidewalks [see pg 95] as well as further away. (C2)

f) Office Lobby: The Board supported the location, transparency and vertical proportions of the office lobby at the southwest corner [76, 89], but agreed the west vertical and top wrap elements should be thicker and strengthened to hold their own with the large dark piers nearby. (C4)

g) Truck Portal Doors: The Board unanimously agreed the two large portal locations are well-integrated into the bay rhythm of the base, and continued effort should try to further reduce the opening widths. The Board recommended the overhead or sectional doors be given an artful treatment, with pedestrian visual interest, and/or be translucent glass (the gray door image shown on pg 76 was too generic; the two orange examples shown on pg 43 had promise). (C3, E3)

h) Portal Returns: Because these are exceptionally wide and tall openings (one onto a Green Street) - where nearby pedestrians will see more interior than a typical loading

door - the Board recommended wrapping quality materials consistent with the exterior design into the two large truck openings, approximately 15ft, regardless of how long or often the doors will be open. (E3)

15) Tower:

f) Materiality: The Board strongly supported the basic 2-part massing of the tower volume, including the contrasting composition of vertical fins on the north volume [98] and horizontal emphasis on the south volume. The Board agreed the 2-level indented gasket below the south volume was a critical element, along with the essential green relief of the 7 large, level 2 trees, and that gasket should possibly have a darker tone than the tower spandrels above. (B2, C2, D2)

g) Modulation Legibility: The Board unanimously agreed the three reveals on the Terry, Howell and Boren tower facades were crucial, and should be made deeper if possible (in particular the south side of the Terry Green Street reveal, which appears to be only 2 ft), and they should be a consistent dark gray spandrel and glass, as shown on the updated renderings shown at the meeting. In particular, the Howell Street reveal should not include expressed horizontals, but one dark, vertical pilaster (as shown at the meeting) is acceptable. (B2, B4)

16) **Lighting:**

b) The Board supported the overall lighting concept shown on pg 114, and especially supported integrated soffit and canopy lighting as shown on 115. More detailed, comprehensive lighting plans and fixture types for all ground levels are required in subsequent drawings, and for key reveals and gaskets in the upper levels to be legible at night. (D5)

17) **Signage:**

c) The Board supported the signage concepts presented at the meeting, especially the canopy mounted and relatively modest tenant signs. The Board agreed the enhanced residential entrance described under 2c should obviate the need for any excessive signage at that location. The site C office lobby might also employ an architectural treatment that functions as a strong identifier to minimize overt signage, such as distinctive linear lighting outlining the box volume, and/or a rich material on the lobby walls or ceiling, visible through the large glass corner [76]. (D4)

FINAL RECOMMENDATION: January 16, 2018 -- 3018096, 3020177

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://web6.seattle.gov/dpd/edms/

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

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

INTRODUCTION TO RECOMMENDATION:

Although the final recommendation meeting had already occurred, several design changes and departure requests necessitated the project returning to the Board for a second Recommendation meeting. The areas covered at the meeting included:

4. Response to the Board conditions from the previous Recommendation meeting.
5. Review other design changes that have occurred as part of the street vacation process and review by the Design Commission.
6. Review new departures (and confirm previously seen departures).

PUBLIC COMMENT

The following comments were offered at the meeting:

- Supportive of the project evolution filling in this uniquely large site and providing street level activation and maximizing the pedestrian spaces. Would encourage more retail uses and maximizing flexibility of these spaces. Supportive of the proposed overhear canopies, widened sidewalks and landscaping as proposed.
- Community group was supportive of the approachable designs for the various public spaces with lush landscaping, public art elements, lighting and overhead canopies. Felt that the project vision will be well integrated into the neighborhood and be a positive addition.

The following written comments were received prior to the meeting:

- Concerned that pedestrian volumes cannot be accommodated on the sidewalks near the Convention Center.
- Sidewalks should exceed minimum code dimensions to address the pedestrian needs and enhance the public realm.
- More street trees should be provided.
- The overhead canopies should cover the entire project perimeter without gaps and deep enough to protect large groups of pedestrians. Preferred glass canopies with integrated lighting to increase sunlight and safety.
- More façade modulation and setbacks are needed at frequent intervals – especially along Pine Street and Olive Way. Entryways, retails spaces, exterior plazas and seating should be integrated with these modulations.
- Incorporate large, functional, open to the sky courtyards midway along the Pine and Olive streets to break up the length.
- Significant setbacks are needed to break the vertical height of the building.

- Retail spaces should also be concentrated along Pine and Olive, where the high pedestrian volumes occur.
- The proposed plazas should have ample permanent and moveable seating, lighting and landscaping features.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following design guidance for Sites B (residential tower) and C (office tower):

All page references below are to the Recommendation#2 booklet dated 1/16/2018 (unless otherwise noted); citations in parenthesis are to the Downtown Design Guidelines.

1. **Site B - Ground Floor Uses**: The recommended condition from the previous Recommendation meeting stated: "*Revise the entire ground floor frontage facing Olive Way, except for the yellow lobby zone shown on pg 56 (REC #1 packet), to consist of true retail/commercial uses with doors direct to the sidewalk and southeast corner plaza. These uses and area should not be counted towards any Code- required amenity area*."

   At the Final Recommendation meeting, the revised design included additional street level-use along Olive Way.

   The Board recommended approval of this design resolution with an expanded retail use and a blended retail space concept [pages 8-9]. The Board recommended a condition that the wall/windows be operable as shown along the 9th Avenue street level. (C1, C3, C4)

2. **Site B & Site C - 3 Corner Plaza Landscapes:** The recommended condition from the previous Recommendation meeting stated: "*Revise the design of the three plaza lawn panels to be more than simple turf, and to provide diverse pedestrian amenities such as seating, lighting and artwork. Add retail access doors directly onto the plazas to activate them. The building edge paving should be widened to facilitate the retail and doors adjacent, and the intersection corners should be eased to accommodate diagonal pedestrian desire lines*."

   At the Final Recommendation meeting, the applicant demonstrated that the plaza landscape designs have been revised to allow for easier pedestrian flow along the building, provide direct access from retail doors onto the plaza when sidewalk elevations allow, and activate plazas with seating and connections to the retail.

   The Board recommended approval of this design resolution [pages 10-11]. (C1, D1, D2)

3. **Site B - Howell Façade**: The recommended condition from the previous Recommendation meeting stated: "*The western part of the brick podium on Howell overlaps too much over the tower form above; revise the eastern two bays of brick podium [pg 67/top-middle, REC #1 packet] to the tower vocabulary*."

At the Final Recommendation meeting, the applicant demonstrated that the western portion of the brick podium along Howell has been moved east to align with the tower edge above.

The Board recommended approval of this design resolution [pages 12-13]. (B4, C2)

4. **Site B - Level 2 Cladding:** The recommended condition from the previous Recommendation meeting stated: "*Revise the level 2 spandrel cladding exposed on the Olive and Terry elevations to be a darker tone to complement the podium brick and not dilute the light color of the tower coming to grade*."

   At the Final Recommendation meeting, the applicant demonstrated that the Level 2 spandrel color has been changed to a darker tone, consistent with the Board's previous recommendation.

   The Board recommended approval of this design resolution [pages 14-15]. (B4, C2)

5. **Site B - Lobby Entrance Scale:** The recommended condition from the previous Recommendation meeting stated: "*Scale up the main lobby entrance to at least 2 stories height, corresponding with the interior volume, and detailed with materials, colors and forms not similar to the retail entry boxes*."

   At the Final Recommendation meeting, the applicant demonstrated that the building entrance has been redesigned with a two-story expression. A related new departure is requested for the entrance canopy which is now above the maximum 15' requirement.

   The Board recommended approval of this design resolution [pages 16-17]. (C2, C4)

6. **Site B - West Elevation and Flat Iron Condition:** The recommended condition from the previous Recommendation meeting stated: "*Add brick to wrap the two west corners to frame the large 'glass bay' [65, 68 REC #1 packet]. Break down the glass bay with articulation, possibly darker framing or mullions, but spandrels should be minimal and few to emphasize this bay as a response to the angled street views from the west. Revise the trellis material to not be wood, but retain the wood soffit shown over the public plaza [p. 68 REC #1 packet]*."

   At the Final Recommendation meeting, three alternatives were presented in response to this condition as follows:

   - Option 1, the applicant's preferred alternative of the West elevation, has a brick facade wrapping the building corners to frame the large glass bays. Dark mullions provide articulation within the glass bay. The wood trellis at Level 7 has been eliminated.
   - Option 2. The design of the West elevation has a brick facade wrapping the building corners to frame the large glass bay with dark metal panel and dark mullions for articulation. The wood trellis at Level 7 has been eliminated.

- Option 3. The design of the West elevation has a brick facade wrapping the building corners to frame an extruded glass and metal bay. The glass balconies from the DRB Recommendation meeting #1 design remain. The bay is articulated with dark metal panel and dark mullions per the Board's guidance. The wood trellis at Level 7 has been eliminated.

The Board was pleased to see the three options presented and agreed with the applicant's preferred option as the most successful in terms of resolving this prominent elevation of the podium projection. The Board also agreed that the elimination the wood trellis was preferred [pages 18-19]. (B1, C2)

7. **Site B & Site C - Three Loading Doors:** The recommended condition from the previous Recommendation meeting stated: "*Design the three overhead or sectional doors be including an artful treatment, with high pedestrian visual interest, and/or be translucent glass (the gray door image shown on pg 76 was too generic; the two orange examples shown on pg 43 had more visual interest).*"

   At the Final Recommendation meeting, the garage doors on Site B and C were presented with a custom design that provides pedestrian visual interest. The Site C doors will be at least 51% open to outside air. The Seattle Design Commission requested artist-designed garage doors as a street vacation condition.

   The Board recommended approval of this design resolution and recommended a condition that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design [pages 20-21]. (C3, E3)

8. **Site B & Site C - Three Loading Door Portal Returns:** The recommended condition from the previous Recommendation meeting stated: "*Design quality materials consistent with the exterior design return approximately 15 ft. into the two large truck openings, regardless of how long or often the doors will be open*."

   At the Final Recommendation meeting, the artist designed graphic was proposed for the south return wall of the Site C loading dock. No graphic or material return is planned on the north side of the loading entries on Site C, and the north wall does not return and is interrupted and not consistent for a material return. Site B is not proposing a quality material return, and there are no walls returning at the loading entrance. The Site B loading doors will fold inward, displaying the custom panel design at the portal returns. Loading openings are no longer located on Terry Ave (Green Street); the loading door is now located on Howell St. for Site B.

   The Board recommended approval of this design resolution [pages 22-23]. (E3)

9. **Site B & Site C - Canopies:** The recommended condition from the previous Recommendation meeting stated: "*Redesign to eliminate all canvas canopies and use only translucent or fritted glass for variation within a predominantly clear glass canopy wrap*."

   At the Final Recommendation meeting, the applicant demonstrated that all canvas canopies have been eliminated from the design. Site B and Site C include clear glass canopies in the overhead weather protection.

   The Board recommended approval of this design resolution [pages 24-25]. (C5, C2)

10. **Site B - Public Plaza:** The recommended condition from the previous Recommendation meeting stated: "*Revise the plaza design to match the basic design of the "Alternate 2" shown at the meeting, with a consistent 12ft wide sidewalk and one consolidated planter along 9th Avenue. The planter should include edge seating and 3 medium height trees that work with the fourth tree at the southwest corner to vertically define the Green Street. Any steps from 9th to the plaza should be wide and as few risers as possible, and the steps at the southwest building corner should be widened to 6ft minimum. Include a wide ground level planter at the curb edge shown in Alternate 2, with lush, vertical plantings to reinforce the Green Street*."

    At the Final Recommendation meeting, it was clarified that the 9th Avenue Plaza has been designated a Public Benefit Open Space. The proposed design has been approved by the Seattle Design Commission. The new design remains consistent with the Alternate 2 design (shown at EDG #1) with a wide sidewalk along 9th Ave, one consolidated planter, and wide steps down to the plaza and edge seating. A planter at the curb edge has been eliminated as proposed utilities do not allow sufficient soil depth for healthy planting.

    The Board agreed that the design was improved but noted that there was an expansive area between the seating and landscape bed groupings across the plaza and ROW. Therefore, the Board recommended a condition to include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. The Board understood that any proposed interventions in the ROW will require SDOT approval [pages 26-27]. (D2, D3)

11. **Site C - Ground Level Façade Revisions:** The recommended condition from the previous Recommendation meeting stated: "*Revise the middle bay glass into the loading ramp on Howell Street [91/middle, REC #1 packet] be about 50% clear with frit or patterns at pedestrian eye-level; revise the upper metal panel/louvers between the black piers [97, REC #1 packet] to a darker tone, but not matching the stone; revise and strengthen the edges of the southwest entry volume*."

    At the Final Recommendation meeting, the middle glass bay looking into the loading ramp along Howell St. was shown with a custom 50% glass frit, designed by an artist. The Seattle Design Commission requested artist-designed frit as a vacation condition. The artist has the option to extend the frit design east another bay if desired by artist and future retail tenant.

The metal panel/louver areas between the black stone piers along Terry Avenue, Olive Way and Boren Avenue were changed to a darker tone. Additionally, the lobby entry box edges have been widened to give it a stronger definition.

The Board supported this resolution, but recommended a condition that both of the center bays receive the custom-designed fritted glass treatment to better differentiate this middle bay from the two corners bays [pages 28-29]. (C2)

12. **Site C - Tower Modulation & Reveals:** The recommended condition from the previous Recommendation meeting stated: "*All three vertical reveals should be made deeper if possible (in particular the south side of the Terry Green Street reveal, and they should be a consistent dark gray spandrel and glass, as shown on updated renderings at the meeting. In particular, the Howell Street reveal should not include expressed horizontals, but one dark, vertical pilaster is acceptable.*"

    At the Final Recommendation meeting, design details were provided showing that all tower reveals will have a transparent glazing that will appear deeper and read darker than the more reflective glazing of the typical curtain wall and spandrels. The vertical pilaster at the Howell Street recess has been eliminated from the design at the ground level and above in the tower. Removing the pilaster gives the recess a stronger presence on the facade and creates a clear separation between the tower massing.

    The Board was satisfied with and recommended approval of this design resolution [pages 32-33]. (B2, B4)

13. **Site C – Alternate Design for Construction Phasing**: At this final Recommendation meeting, an alternate design for Site C was presented to address the possibility of an interim condition where the proposed office tower is not constructed at the same time as the Convention Center. The loading dock entrance and ramp are located in the podium of the Site C and these elements are required for the functionality of the Convention Center and will be built at the same time as the Convention Center. If such an interim condition occurs, the alternate design would include the construction of the podium section of the proposed design (with the tower to follow at a later date). The alternate design is shown on page 78-87. The Board recommended approval of this interim design condition agreeing it was well-considered.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were 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).

At the time of the Final Recommendation meeting, the following departures were requested:

SITE B:

1. **Façade Setback Limit – Site B, 9th Avenue (SMC 23.49.058.B):** The Code requires setback limits to facades between an elevation of 15 feet and 25 feet.

   The applicant proposes to further set back the façade along 9th Ave in the area between 15' and 25' in height for a two-foot deep section that is 10 feet long as shown on page 88.

   The Board supported the increased set back that creates a larger outdoor space to accommodate seating, landscaping and space at this unique intersection. The proposed design better meets Design Guidelines B3.3: Pedestrian Amenities at the Ground Level and C1: Promote Pedestrian Interaction.

   The Board unanimously recommended that Seattle DCI grant this departure.

2. **Green Street Landscaping – Site B, 9th Avenue (SMC 23.49.058.F):** 9th Avenue is a designated Green Street. The Code requires the square footage of landscaped area be at least 1.5 times the length of the street lot line in linear feet. The total area of landscape required along this lot line 90.99 SF. The Code also specifies that the landscape area shall be at least 18 inches wide and located in the public right-of-way along the entire length of the street lot line for a total length of 30.33 linear feet.

   The applicant proposes zero landscaping in the public right of way (ROW). 356.2 SF of landscaping is proposed within the lot line, adjacent to 9th Avenue ROW, and 34 linear feet of landscape is provided within the lot line. Page 89 details this departure request.

   The Board supported the recommendation of the Seattle Design Commission and agreed that the public plaza design was improved. They noted, however, that there remains an expansive area between the seating and landscape bed groupings across the plaza and ROW. Therefore, the Board recommended a condition to include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. The Board understood that any proposed interventions in the ROW will require SDOT approval [pages 26-27]. The Board agreed that subject to this condition, the proposed landscape design, location and quantity of vegetation (overall amount of landscaping proposed is greater than that required by Code) better meets Design Guidelines D1.2. Open Space Features D1.2: Open Space Features and D3: Provide Elements That Define the Place.

   The Board unanimously recommended that Seattle DCI grant this departure, subject to recommended condition #3.

3. **Façade Setback Limits – Site B, 9th Avenue (SMC 23.49.056.C):** The Code sets forth setback limits on both the setback area square footage and dimensions. The maximum setback on 9th Avenue is 592 square feet. The applicant proposes to increase the setback area on 9th Avenue to 1,931 SF square feet with a maximum depth of 33'-8". The applicant has detailed this departure request on page 90.

The Board supported the increased set back that creates a larger outdoor space to accommodate seating, landscaping and space at this unique intersection. The proposed design better meets Design Guidelines B3.3: Pedestrian Amenities at the Ground Level and C1: Promote Pedestrian Interaction.

The Board unanimously recommended that Seattle DCI grant this departure.

4. **Street Level Uses – Site B, Terry Avenue (SMC 23.49.009.B.1.a):** The Code requires a minimum of 75% length of each street frontage to be occupied by certain street-level uses listed in subsection 23.49.009.A, and those uses must be within 10 ft of the lot line. The applicant proposes the frontage along Terry to be 58% qualifying street-level uses. Since the last Recommendation meeting, the loading and garage access have been relocated to Howell Street, reducing the extent of the departure request. The applicant has detailed this departure request on page 91.

   The building loses some street level frontage by creating a setback for a public benefit open space at the corner of Terry Ave. and Olive Way. The building generator is a necessary building use and has been reduced to a minimum dimension. Locating the intake in this location allows the project to provide more street level use along the Olive Way and Howell Street frontages. This departure allows the project to better meet the intent of the Design Guidelines C1: Promote Pedestrian Interaction and E3: Minimize the Presence of Service Areas.

   The Board unanimously recommended that Seattle DCI grant this departure.

5. **Blank Façade Limits – Site B, Terry Avenue (SMC 23.49.056.D.2.a):** The Code limits the length of non-transparent or blank facades between 2 and 8 ft above the sidewalk grade, to a maximum of 15 ft width, separated by transparent areas at least 2ft wide. The applicant proposes a 32-foot wide blank façade consisting of louvers and exit doors at the midblock of the Terry Avenue Green Street façade. The applicant has detailed this departure request on page 92.

   The Board agreed that the generator intake is a necessary building service and has been reduced to a minimum dimension. Concentrating the intake in this area allows for a more activated street frontage along Olive Way and Howell Street. To enhance the pedestrian experience, the louvers will be fronted with a custom metal screen design by a local artist. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas. To more fully support Design Guideline E3, the Board recommended a condition (discussed previously in this report) that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. This also includes the intake louver screening.

   The Board unanimously recommended that SDCI grant this departure, subject to recommended condition #2.

6. **Façade Setback Limits – Site B, Terry Avenue and Olive Street (SMC 23.49.056.B.2.d):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the northwest corner of Terry and Olive, an angled façade that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 93.

   The building is set back at the corner of Olive Way and Terry Ave. to provide a wider sidewalk and planted area along the Green Street with better solar access. The corner creates a transition to the north entry of the proposed convention center beyond and provides a generous terminus to the Green Street. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board recommended approval of this design resolution that is supported by Design Guidelines C1: Promote Pedestrian Interaction, D1 Provide Inviting & Usable Open Space and D3: Provide Elements That Define the Place.

   The Board unanimously recommended that Seattle DCI grant this departure.

7. **Green Street Upper Level Setback – Site B, 9th Avenue (SMC 23.49.058.F.4):** Terry Avenue is a designated Green Street. The Code requires a continuous upper level setback of 15 feet for portions of the structure above 45 feet. Portions of the proposed design project into this setback area and are detailed on Page 94.

   The entire tower is set back beyond what is required by Code to open up the Green Street and provide greater solar access. A portion of the podium is within the required setback in order to clarify the massing and intersection of building forms along the shift in the street grid at Howell street. This departure allows the project to better meet the intent of the design guidelines A1.1: Response to Context and B4: Design a Well-Proportioned & Unified Building.

   The Board unanimously recommended that Seattle DCI grant this departure.

8. **Overhead Weather Protection – Site B, Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a height of 10 – 15 feet above the adjacent sidewalk. The applicants propose an overhead canopy at 17 feet at the main building entrance along Olive Way. The applicant has detailed this departure request on page 95.

   The Board agreed the primary lobby entrance and volume deserved a taller scale of canopy, to create more presence and legibility in support of Design Guideline C3.1. Desirable Facade Elements. This change was provided directly in response to the Board's condition from the previous Recommendation meeting.

   The Board unanimously recommended that Seattle DCI grant this departure.

9. **Overhead Weather Protection – Site B, Howell Street (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Howell Street. The applicant has detailed this departure request on page 96.

   This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

   The Board unanimously recommended that Seattle DCI grant this departure.

10. **Overhead Weather Protection – Site B, Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Olive Way. The applicant has detailed this departure request on page 97.

    This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

    The Board unanimously recommended that Seattle DCI grant this departure.

11. **Minimum Sidewalk Width – Site B, Howell Street (SMC 23.49.022):** The Code requires the sidewalk width to be 10 feet. The applicant proposes a width of 15 feet. The applicant has detailed this departure request on page 98.

    The Code provision is tied to the location along a bus transit corridor. The project is providing an 18-foot wide sidewalk in a designated area for a potential bus stop location. The combination of the proposed sidewalk width, landscape and canopy height promotes pedestrian comfort and scale described in the Design Guideline C1: Promote Pedestrian Interaction. The designated widened area allows people to congregate and wait at the building edge, out of the walkway path and protected from the elements by the building canopy above. Recessing the waiting area into the building also eliminates the need for a standalone bus shelter that can impede pedestrian traffic and create visual clutter along the street frontage. There is no bus stop planned for this site, but an area is provided in the event that a future bus stop is needed.

    The Board unanimously recommended that Seattle DCI grant this departure.

SITE C:

12. **Façade Setback Limit – Site C, Howell and Boren (SMC 23.49.056.B):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the corner of Howell and Boren, a notch that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 100.

    The proposed design responds to the shift in the street grid at Howell Street, reflected in the massing of the tower. The form of the tower is carried through to the ground, adding clarity to the overall design and providing for a more generous sidewalk at an otherwise sharply angled intersection. The additional pedestrian space at grade eases the transition through the intersection and allows for better visibility across the changing street grid. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board agreed that this departure allows the project to better meet the intent of Design Guidelines B1: Respond to the Neighborhood Context, C1: Promote Pedestrian Interaction, and D3: Provide Elements That Define the Place.

    The Board unanimously recommended that Seattle DCI grant this departure.

13. **Façade Setback Limit – Site C, Howell and Terry (SMC 23.49.056.B):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the corner of Howell and Boren, a notch that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 101.

    The proposed design responds to the shift in the street grid at Howell Street, reflected in the massing of the tower. The form of the tower is carried through to the ground, adding clarity to the overall design and providing for a more generous sidewalk at an otherwise sharply angled intersection. The additional pedestrian space at grade eases the transition through the intersection and allows for better visibility across the changing street grid. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board agreed that this departure allows the project to better meet the intent of Design Guidelines B1: Respond to the Neighborhood Context, C1: Promote Pedestrian Interaction, and D3: Provide Elements That Define the Place.

    The Board unanimously recommended that Seattle DCI grant this departure.

14. **Street Level Uses – Site C, Terry Avenue (SMC 23.49.009.B.1.a):** The Code requires a minimum of 75% length of each street frontage to be occupied by certain street-level uses listed in subsection 23.49.009.A, and those uses must be within 10 ft of the lot line. The applicant proposes the frontage along Terry to be 25% qualifying street-level uses, some located further than 10 feet from the lot line. Since the last Recommendation meeting, the

loading and garage access have been relocated to Howell Street, reducing the extent of the departure request on Terry. The applicant has detailed this departure request on page 101.

The building is providing loading egress along Terry Ave. (reviewed under Type 1 application process) with the smallest building opening possible. The main pedestrian entrance is located at the corner of Terry Ave. and Olive Way with the desire to bring part of the lobby frontage along Terry to activate the facade at street level. The remaining frontages along Howell Street, Olive Way and Boren Ave. have been maximized for street level uses, where none are required by Code. This departure allows the project to better meet the intent of the Design Guidelines C1: Promote Pedestrian Interaction and E3: Minimize the Presence of Service Areas.

The Board unanimously recommended that Seattle DCI grant this departure.

15. **Blank Façade Limits – Site C, Terry Avenue (SMC 23.49.056.D.2):** The Code limits the length of all blank façade segments to not more than 40% of the street facing façade. The applicant proposes a 43% blank façade along the Terry Avenue Green Street façade. The applicant has detailed this departure request on page 103.

    A wider than typical garage door is required to allow for the exiting of large semi-trucks from the Washington State Convention Center loading dock below the site. The door width has been reduced to the minimum required for the trucks to safely exit the building. The garage door will have a custom designed perforation that will add visual interest to the facade and some transparency to the door, providing a larger garage door in this location allows this project and the Washington State Convention Center to consolidate garage doors for loading, reducing the overall number and length of garage doors for both sites. This allows the project to provide more active frontages. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas. To more fully support Design Guideline E3, the Board recommended a condition (discussed previously in this report) that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. This also includes the intake louver screening.

    The Board unanimously recommended that SDCI grant this departure, subject to recommended condition #2.

16. **Façade Transparency – Site C, Terry Avenue (SMC 23.49.056):** The Code requires a minimum of 60% of the street level facing façade shall be transparent. The applicant proposed 58% transparency along Terry Avenue. The applicant has detailed this departure request on page 104.

    A wider than typical garage door is required to allow for the exiting of large semi-trucks from the Washington State Convention Center loading dock below the site. The door width has been reduced to the minimum required for the trucks to safely exit the building. The garage door will have a custom designed perforation that will add visual interest to the facade

and some transparency to the door, providing a larger garage door in this location allows this project and the Washington State Convention Center to consolidate garage doors for loading, reducing the overall number and length of garage doors for both sites. This allows the project to provide more active frontages. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas.

The Board unanimously recommended that SDCI grant this departure.

17. **Overhead Weather Protection – Site C, Terry Ave and Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a height of 10 – 15 feet above the adjacent sidewalk. The applicants propose portions of the overhead canopy at 19'-4", 21'-4" and 22'feet at the corner of Terry Ave and Olive Way. The applicant has detailed this departure request on page 95.

    The Board agreed that the taller canopy serves to signal the pedestrian entrance to the building and over the loading door for truck exiting in support of Design Guideline C3.1. Desirable Facade Elements.

    The Board unanimously recommended that Seattle DCI grant this departure.

18. **Overhead Weather Protection – Site C, Boren Ave (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 4-foot depth along Boren Ave. The applicant has detailed this departure request on page 106.

    This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

    The Board unanimously recommended that Seattle DCI grant this departure.

19. **Overhead Weather Protection – Site C, Howell Street (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Howell Street at the stone piers and middle bays. The applicant has detailed this departure request on page 107.

    This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

    The Board unanimously recommended that Seattle DCI grant this departure.

20. Overhead Weather Protection – Site C, Olive Way (SMC 23.49.018): The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Olive Way at the stone piers. The applicant has detailed this departure request on page 108.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

The Board unanimously recommended that Seattle DCI grant this departure.

21. Minimum Façade Heights – Site C, Olive Way and Boren Avenue (SMC 23.49.056): The Code requires minimum façade heights of 25 feet. The applicant proposes a 23-foot tall façade height at the corner of Olive Way and Boren Avenue. The applicant has detailed this departure request on page 109.

A one-story retail base is proposed along Olive Way to allow direct access to an open space above from the second-floor main building lobby. The ground floor facade is held at 23 feet to provide a solid 42" parapet wall at the second level terrace. If the facade is raised to the Code required 25' it would raise the parapet wall to 5'-6", blocking the view for people using the terrace. Large trees are proposed at the second level terrace along Olive Way to create a taller presence at the façade. The Board recommended approval of this design resolution that is supported by Design Guideline B4 Design a Well-Proportioned & Unified Building.

The Board unanimously recommended that Seattle DCI grant this departure.

22. Minimum Sidewalk Width – Site C, Howell Street (SMC 23.49.022): The Code requires the sidewalk width to be 10 feet. The applicant proposes a width of 15 feet. The applicant has detailed this departure request on page 110.

The Code provision is tied to the location along a bus transit corridor. The project is meeting the 18' sidewalk width requirement for the majority of the Howell St. facade. At the column locations, however, the sidewalk width is reduced to 15' to help break down the scale and length of the facade at the pedestrian level and meet Design Guideline C1.3: Street-Level Articulation for Pedestrian Activity.

At the mid-block of Howell St., the facade steps out 3' to align and strengthen the building mass and facade modulation of the tower above. The storefront glass in this area will be enhanced with an artist designed custom frit pattern. The project is providing the required 18 feet sidewalk width in a designated area for a potential bus stop location. This area allows people to congregate and wait at the building edge, out of the walkway path and protected from the elements by the building canopy above. Recessing the waiting area into the building also eliminates the need for a standalone bus shelter (6'-0' X 9'-0") that can impede

pedestrian traffic and create visual clutter along the street frontage. There is no bus stop currently planned for this site, but an area is provided in the event that a future bus stop is needed.

The Board unanimously recommended that Seattle DCI grant this departure.

23. **Unmodulated Façade – Site C, Howell Street (SMC 23.49.058.C):** The Code requires facade modulation above a height of 85 feet above the sidewalk for 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 a 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 applicant is proposing a 55’ -0” wide modulation that is setback 6’ from the property line starting at 42’-6 1/8” (from Howell St. datum) and extending up to 240’. This provides an additional 1,700 sf of modulation along the full tower width at Howell Street. The design is proposing a 6-foot set back at the modulation rather than the required 15-foot setback.

    The proposed facade modulation supports the overall building massing response to the shift in the street grid at Howell Street, by providing a clear frame of reference to both grids. The proposed modulation occurs over a larger area than required by Code, and creates the simplified singular move encouraged by the Board. The size and scale of the setback, a direct response to the building across Howell Street to the north, defines itself as a distinct element from the rest of the building facade. The Board agreed that the proposed design better meets Design Guidelines A1 Respond to the Physical Environment and B4.1. Massing.

    The Board unanimously recommended that Seattle DCI grant this departure.

24. **Curb Cut Width – Site C, Terry Avenue (SMC 23.54.030.F):** The Code sets forth the minimum curb width for one-way traffic is12 feet and the maximum is 15 feet. The applicant proposes a curb cut width of 30 feet on Terry Avenue. The applicant has detailed this departure request on page 112.

    The curb cut is required for the exiting of both office and Washington State Convention Center loading trucks. The curb cut has been reduced to the minimum dimension required for the trucks to safely exit the building without interrupting the flow of traffic in adjacent vehicle lanes. Pedestrian safety features will be incorporated into the design, including landscape and diversion elements against the building facade to direct pedestrians away from the exiting trucks, mirrors and audible system. Providing a larger curb cut in this location allows this project and the Washington State Convention center to consolidate curb cuts for loading, reducing the overall number and length of curb cuts for both sites. This allows the project to provide more active frontages. The larger opening in the facade has been treated as a design feature with a feature wall spanning from Terry Avenue to Boren Avenue. The

Board agreed that the proposed design better meets Design Guidelines C1.3. Street-Level Articulation for Pedestrian Activity.

The Board unanimously recommended that Seattle DCI grant this departure.

25. **Curb Cut Width – Site C, Boren Avenue (SMC 23.54.030.F):** The Code sets forth the minimum curb width for one-way traffic is 12 feet and the maximum is 15 feet. The applicant proposes a curb cut width of 58'-10" on Boren Avenue. The applicant has detailed this departure request on page 113.

    The curb cut is required for the exiting of both office and Washington State Convention Center loading trucks. The curb cut has been reduced to the minimum dimension required for the trucks to safely exit the building without interrupting the flow of traffic in adjacent vehicle lanes. Pedestrian safety features will be incorporated into the design, including landscape and diversion elements against the building facade to direct pedestrians away from the exiting trucks, mirrors and audible system. Providing a larger curb cut in this location allows this project and the Washington State Convention center to consolidate curb cuts for loading, reducing the overall number and length of curb cuts for both sites. This allows the project to provide more active frontages. The larger opening in the facade has been treated as a design feature with a feature wall spanning from Terry Avenue to Boren Avenue. The Board agreed that the proposed design better meets Design Guidelines C1.3. Street-Level Articulation for Pedestrian Activity.

    The Board unanimously recommended that Seattle DCI grant this departure.

BOARD RECOMMENDATION

The recommendation summarized below was based on the #3018096/3020177 design review booklet dated January 16, 2018, and the materials shown and verbally described by the applicant at the January 16, 2018 Design Recommendation meeting (unless required as a condition below, the design should not change).

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the material samples, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

1. Site B: The wall/windows should be operable as shown along the 9th Avenue street level. (C1, C3, C4)
2. Sites A & B: All areas shown with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, E3)
3. Include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. Any proposed interventions in the ROW will require SDOT approval. (D2, D3)

4. Site C: Apply the custom-designed fritted glass treatment to both of the center bays to better differentiate this middle bay from the two corners bays. (C2)

Director's Analysis

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

> *The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:*
>
> *e. Reflects inconsistent application of the design review guidelines; or*
> *f. Exceeds the authority of the Design Review Board; or*
> *g. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
> *h. Conflicts with the requirements of state or federal law.*

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. At the conclusion of the Recommendation meeting held on January 16, 2018, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Five members of the East Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. Site B: The wall/windows should be operable as shown along the 9th Avenue street level. (C1, C3, C4)

The Master Use Permit plan set sheet A201 was updated to show operable windows along the 9th Avenue street level. The response satisfies the recommended condition for the MUP decision.

The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

2. Sites A & B: All areas shown with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, E3)

The Master Use Permit plan set sheets G312 and G313 on Site B (3018096) and sheets G311 and G313 on Site C (3020177) were updated to show all custom perforated metal designs proposed (Site B generator intake and Site B & C garage doors) will have a minimum 40% open perforation design. The response satisfies the recommended condition for the MUP decision. The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

3. Include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. Any proposed interventions in the ROW will require SDOT approval. (D2, D3)

The Master Use Permit plan set sheets L111 and A101 on Site B (3018096) were updated to show moveable seating has been provided along the 9th Avenue street edge of the 9th Avenue plaza. The paving pattern in this new seating area has been changed to better define this zone. The response satisfies the recommended condition for the MUP decision. The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

4. Site C: Apply the custom-designed fritted glass treatment to both of the center bays to better differentiate this middle bay from the two corners bays. (C2)

The Master Use Permit plan set sheet G312 was updated to show the custom-designed fritted glass treatment has been extended an additional bay to include both center bays. The response satisfies the recommended condition for the MUP decision. The revised design will be shown on the construction plans, and the final installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy.

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

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

DESIGN REVIEW GUIDELINES

At the EDG#2, the Board identified the following **Downtown Design Guidelines of highest priority for 3020176, 3020177, 3018096**, while all guidelines remain applicable. The Priority Downtown Guidelines are summarized below; for the full text please visit the Design Review website 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;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

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

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

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

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

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

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

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

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

a. the fenestration pattern;
b. exterior finish materials;

c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

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

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

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

PUBLIC AMENITIES

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

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

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

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

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
b. walking surfaces of attractive pavers;
c. pedestrian-scaled site lighting;
d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
e. areas for vendors in commercial areas;
f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

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

i. courtyards that organize architectural elements while providing a common garden;
j. entry enhancements such as landscaping along a common pathway;
k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

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

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

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

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

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

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

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

DECISION – DESIGN REVIEW

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departure with the conditions summarized at the end of this Decision.

II. ANALYSIS – SEPA

Procedural SEPA

An Environmental Impact Statement ("EIS") was prepared for the proposal. The WSCC served as SEPA lead agency. The Draft EIS and Final EIS disclosed and analyzed the potential environmental impacts of different project alternatives. The FEIS evaluates five development alternatives. The preferred alternative, Alternative 4.1, includes a co-development residential and office tower. Total development associated with this alternative would approximate 2,580,000-sq.-ft. on three parcels (Sites A, B and C). Site includes the 1,587,500-sq.ft. WSCC Addition, which includes 54,000 sq. ft. of street-level uses. Site B includes a residential co-development including a 29-story, 400-unit residential tower. Site C includes a co-development including a

16-story 585,000 sq. ft. office tower. The proposal includes parking for 700-800 vehicles; vacation of five City rights-of-way, including: three full vacations and two subterranean vacations. The proposal would include a new structure cantilevered over WSDOT property, adjacent to the I-5 express lane and adjacent to Boren Avenue and Pine Street overpass and demolition of the exist Metro transit flyover ramp that is located on Site A.

The EIS analyzed the following elements of the environment:

- Earth
- Air Quality/Greenhouse Gases
- Pedestrian Level Wind
- Water
- Environmental Health
- Noise
- Energy
- Land Use
- Historic and Cultural Resources
- Recreation
- Population/Housing/Environmental Justice
- Aesthetics
- Public Services
- Utilities
- Transportation, Parking and Loading

Substantive SEPA (Seattle Department of Construction and Inspections)

An environmental *impact statement* is used by agency decision makers to analyze environmental impacts, along with other relevant considerations or documents, in making final decisions on a proposal. The Seattle SEPA Code contemplates that the general welfare, social, and other requirements, and essential considerations of state policy will be taken into account in weighing and balancing project alternatives and in making final decisions. The FEIS provides a basis upon which agency officials can make the balancing judgment mandated by SEPA, because it provides information on the environmental costs and impacts.

The Seattle SEPA Code provides substantive authority to require mitigation of adverse environmental impacts resulting from a proposal (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be imposed only when based on policies, plans, and regulations referenced in SMC 25.05.665 to SMC 25.05.675 (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

The *Washington State Convention Center's FEIS* identified short- and long-term impacts, as well as mitigation measures. The City of Seattle is conducting substantive SEPA review of the proposal to determine whether additional mitigation is warranted by the City's SEPA policies found in SMC 25.05.665-675.

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

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

SHORT TERM IMPACTS

The EIS did not identify short term impacts or mitigation related to Pedestrian-Level Wind, Water, Energy, Land Use, Recreation, Population/Employment, Housing and Environmental Justice, Aesthetics, Public Views, Light, Glare and Shadows, Public Services or Utilities.

The following is a discussion of the impacts identified in remaining elements of the environment analyzed within the EIS, along with indication of any required mitigation for the impacts disclosed.

Earth

The FEIS identifies total excavation of approximately 375,000 cu. yds. within the site and adjacent rights-of-way in order to construct the underground portion of the Washington State Convention Center. Site excavations have the potential to create localized erosion. In addition, the Washington State Convention Center, Site A, reviewed under SDCI project number 3020176, was mapped as ECA Steep Slope after the EIS was published. SDCI's geotechnical experts have review the existing site conditions and determined that the steep slopes on and adjacent to the property were created by previous legal grading; and therefore, development is allowed on the steep slope areas. No ECA steep slope area variance or exception is required for site development. The existing Grading and Stormwater Codes, Building Codes and the Environmentally Critical Areas Code will sufficiently mitigate adverse impacts to the ECAs. Temporary shoring for the site excavation is described in Section 4.2.1-2 of the FEIS. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

Greenhouse Gas Emissions

The FEIS identifies construction activities which could adversely impact air quality and result in increases in carbon dioxide and other greenhouse gas (GHG) emissions that adversely impact air quality and contribute to climate change and global warming. These activities include the construction worker commutes, truck trips, the operation of construction equipment and

machinery, and periodic traffic delays on adjacent streets. The FEIS also identifies that the demolition of existing structures would require the removal and disposal of existing building materials, some of which could contain asbestos.

The FEIS identifies potential mitigation related to greenhouse gas emissions, including maintaining construction equipment in optimal operational condition, implementing restrictions on truck idling, and activities to reduce dust leaving the site. Compliance with EPA and PSCAA regulations related to the safe removal and disposal of any asbestos-containing materials.

SDCI concludes that existing codes and regulations are sufficient to control short-term air quality impacts associated with greenhouse gases. Therefore, no further mitigation is warranted pursuant to the Overview Policy (SMC 25.05.665) or the Air Quality Policy (SMC- 25.05.675.A).

Construction Impacts - Transportation

The FEIS (Section 4.2.17 and Volume 3 Appendix I Transportation Discipline Report) evaluates short term transportation impacts of the proposed development. Increased trip generation is expected during the proposed construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic. The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. Construction of the project is forecast to generate between 157,500 and 167,500 truck trips, which will delay traffic and disrupt travel in the vicinity of the site.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Pursuant to SMC 25.05.675 B (Construction Impacts Policy), mitigation is warranted to reduce these impacts, in the form of a Construction Management Plan (CMP).

A CMP has been reviewed and conditionally approved by SDOT. The CMP discusses expected sidewalk, bike lane, and street lane closures, and includes a Construction Parking Plan. The CMP also describes the modifications necessary to accommodate the construction of the below-grade loading dock underneath Olive Way. Olive Way between 9th Avenue and Boren Avenue will be rerouted to a new temporary roadway constructed to the north of the existing Olive Way right-of-way. This alignment would maintain the current connections to 9th Avenue and Boren Avenue. After the structure is completed under Olive Way, a new roadway will be constructed in the current Olive Way alignment. This rerouting of Olive Way is expected to take roughly 8 months. Olive Way will remain open during this time, although the number of lanes may be reduced, particularly during off-peak times.

Sound Transit’s Northgate Link extension would result in buses coming out of the tunnel in 2021. Sound Transit’s North Link FEIS indicated that this would result in an additional 16 peak hour buses on downtown surface streets. The WSCC construction schedule will advance the removal of buses from the tunnel; anticipated to occur in March 2019. The WSCC FEIS indicates this would move 80 buses to downtown surface streets in the PM peak hour. Due to Metro route restructuring with the opening of the Northgate Link light rail extension in 2021, the number of buses on downtown surface streets will be substantially reduced.

The FEIS indicates that, based on forecast background traffic volumes and assignment of buses to the surface street routes, background bus traffic volumes are expected to increase by 1-3 percent, depending on the corridor. The FEIS forecast that the increased travel time for buses on these routes would range from 13.2 to 19.2 minutes, depending on the route, compared with 9.8-10.3 minutes in the tunnel.

To mitigate the increased travel time resulting from the early removal of buses from the tunnel, the project will be required to make a pro-rata contribution to capital projects that will reduce this travel time increase. Calculation of this pro-rata share reflects both the increased number of buses that will be using downtown streets (80 vs. the 16 anticipated in the Sound Transit FEIS) and their accelerated removal from the tunnel.

Mitigation will be provided by projects in One Center City that are anticipated to decrease transit travel time on corridors impacted by the accelerated bus removal. These include off-board fare payment on 3rd Avenue, signal phasing enhancements on 4th Avenue, and the 5th/6th Avenues transit pathway. Together, these improvements are anticipated to improve transit travel times by roughly 3.5 to 4.5 minutes.

The benefits of these One Center City projects will be most noticeable over a roughly five-year timeframe. Following 2023, the opening of the Shoreline/Lynnwood and Bellevue/Redmond Link extensions will reduce buses on downtown streets; additionally, some of the equipment being installed as part of these OCC projects has a typical lifespan of five to seven years. Over this five-year span, the early removal of buses from the tunnel will account for 76.9% of all the buses that will be removed from the tunnel until 2023 (assuming 80 additional buses in 2019 and 2020, and 16 additional buses in each of the three remaining years).

The current estimated cost of the mitigation components identified above is $4,157,000. The project's pro-rata share of this amount is currently calculated at $3,196,733. The final payment will be based on the cost estimates of the improvements at the time of permit issuance.

The CMP and pro-rata contribution to capital projects are sufficient to mitigate short term transportation impacts pursuant to SMC 25.05.675.B.

Construction Impacts - Noise

The FEIS identifies project construction is expected to generate loud noise during demolition, grading and construction. Construction activities on the co-development sites could occur concurrently with the WSCC or consecutively. Construction related noise has the potential to affect nearby commercial and residential uses. The Seattle *Noise Ordinance* (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00PM on weekends. If extended construction hours are desired, the applicant may seek approval from SDCI through a Noise Variance request.

The FEIS identifies mitigation measures for short-term noise impacts in section 4.2.6-2. Pursuant to SMC 25.05.675 B mitigation is warranted and a Construction Management Plan will be required prior to issuance of the first permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm. The limitations stipulated in the *Noise Ordinance* and the CMP are sufficient to mitigate noise impacts.

Environmental Health

The FEIS identified the potential for the presence of hazardous materials, including asbestos, lead-based paint, and the potential for contaminated soils. Former commercial buildings on the subject property between the 1920s and 1980s included a gas station, auto repair, photography, and drycleaners. A Phase I Environmental Site Assessment dated Mach 25, 2016 and a Phase II Environmental Site Assessment dated February 29, 2016 were prepared by GeoEngineers. Soil and water samples were performed, and all chemicals detected were at concentrations less than the Model Toxic Control Act (MTCA) cleanup levels.

The FEIS identifies mitigation measures for short-term environmental health impacts in section 4.2.5-2.

SMC 25.05.675.F provides policies to minimize impacts to environmental health, including soil and groundwater contamination. If not properly handled, existing contamination could have an adverse impact on environmental health. Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology ("Ecology"), consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. MTCA functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

Pursuant to SMC 25.05.675 E mitigation is warranted and a Soil and Groundwater Management Plan and a Health and Safety Plan (HASP) shall be provided that complies with the monitoring and cleanup standards of the Model Toxic Control Act (MTCA).

Cultural Resources

The FEIS identified construction activities including building demolition, site preparation, excavation and construction of the proposed building could pose direct effects to archaeological resources. The WSCC underground structure would include deep ground disturbances. Archaeological resources have been documented in deeply buried context in Downtown settings, including some close to the project site. Geotechnical information for the proposed project indicates the presence of deeply buried historic-era debris within the area of direct impacts. Review the extent of historic-era ground disturbance indicate that there may be some ground surface that could have been occupied by Native American groups. The EIS identifies potential mitigation in Section 4.2.9-5.

Since the information showed there is probable presence of archaeologically significant resources on site, Section B of Director's Rule 2-98 applies.

Pursuant to SMC 25.05.675 H, mitigation is warranted, and a DAHP-approved monitoring plan shall be provided. The monitoring plan would identify procedures for addressing artifacts encountered during land disturbing activities. An unanticipated discovery plan shall also be required outlining the procedures to follow if cultural resources or human remains are encountered during ground disturbance.

In addition to the condition of monitoring during construction, the following conditions are also warranted to mitigate impacts to potential historic resources, per SMC 25.05.675.H and consistent with Section B of Director's Rule 2-98:

Prior to Issuance of Master Use Permits:

1. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

During Construction:

2. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

- Stop work immediately and follow procedures outlined in a DAHP-approved monitoring and inadvertent discovery plan, and DAHP-approved archaeological resources treatment plan.

- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

LONG TERM IMPACTS

The EIS did not identify long term impacts or mitigation related to Earth, Pedestrian-Level Wind, Water, Operational noise, Energy, Land Use, Recreation, Population/Employment and Environmental Justice, Aesthetics-Viewshed, Public Services, and Utilities. Compliance with existing regulations is adequate to achieve sufficient mitigation.

The following is a discussion of the impacts identified in remaining elements of the environment analyzed within the EIS, along with indication of any required mitigation for the impacts disclosed.

Greenhouse Gas Emissions

The FEIS concluded that increased development and population growth would increase consumption of electricity, fossil fuel, and natural gas, which would contribute to cumulative air quality impacts. The FEIS estimates that development associated Washington State Convention Center and the Co-Development office and residential tower will generate 2.76 million metric tons of carbon dioxide equivalent (MTCO2e) over the lifespan of the development. The FEIS identified potential mitigation related to greenhouse gas emissions in section 4.2.2-2. Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.F.

Historic Preservation

The FEIS identified the existing structure(s) on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure(s) on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 66/16 for SDCI project 3020176, LPB 65/16 for SDCI project 3020177, and LPB 64/16 for SDCI project 3018096).

The site is located across the street from multiple designated historic landmarks including the Worldmark Seattle – Camlin, the Paramount Theatre and Olive Tower. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and did not recommend changes to the proposed design.

Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Light and glare

The FEIS (Section 4.2, pages 4.2.14-1 through 4.2.14-20) evaluates light, glare, and shadow impacts. The EIS anticipates new interior and exterior building lighting, pedestrian scale lighting, and an increase in mobile sources of lighting associated with vehicle headlights.

A solar glare analysis was prepared. The analysis primarily evaluated reflected solar glare impacts resulting from glazing on the façade during four key periods of the year – vernal equinox, summer solstice, autumnal equinox, and winter solstice. Glare impacts were analyzed for motorists traveling along I-5, Olive Way and Boren Avenue, as well as, the impacts to adjacent residential structures. Temporary reflected solar glare impacts were identified along I-5 and Boren Avenue during the 8am and 5pm study window throughout the year. In all instances, the glare impacts were determined to be noticeable, but no significant impacts are anticipated. Temporary impacts would not differ substantially from the periodic glare that motorist typically

experience from stationary and mobile sources. New glare impacts are minimal and additional mitigation is not warranted under SMC 25.05.675.K.

Shadows on Open Spaces

The FEIS (Section 4.2.14-20 through 4.2.14-53) evaluates shadow impacts of the proposed development. Shadow simulations were completed for vernal equinox, summer solstice, autumnal equinox, and winter solstice. Shadow impacts were assessed for Plymouth Pillars Park, Freeway Park, Westlake Park and Plaza and Victor Steinbrueck Park. No shadow impacts are anticipated for Freeway Park, Westlake Park and Plaza and Victor Steinbrueck Park given the relative distance and orientation from the subject development. New shadows are anticipated on Plymouth Pillars Park at 5pm during the Vernal Equinox, Summer Solstice and Autumnal Equinox. The park is already entirely shaded under existing conditions on vernal and autumnal equinoxes. The shading during summer solstice would be considered a new impact. Shading of the off-leash dog area would not prevent dog walkers from continuing to use the off-leash dog area. The FEIS does not identify mitigation measures for shadow impacts and no mitigation is required under SMC 25.05.675 Q.

Height, Bulk, and Scale

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

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

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

Transportation

The FEIS (Section 4.2.17 and Volume 3 Appendix I Transportation Discipline Report) evaluates transportation impacts of the proposed development. The proposed WSCC Addition is expected to host a number of events of various sizes, with associated vehicle and pedestrian trip generation. The preferred alternative includes several alley vacations, and proposes the

development of 1,587,500 square feet (sf) of gross floor area; the convention center functional areas would include 255,000 sf of exhibition halls, 120,000 sf of meeting room space, 60,000 sf of ballroom, and 44,000 sf of street level uses, including retail. The co-development sites would include approximately 585,000 sf of office space and 400 residential units.

Vehicle access would occur on all three sites, with auto vehicle access on Site A and truck access on Sites B and C. Parking garage access would occur through driveways on Olive Way and Boren Avenue, both with right-in/right-out access. Access to the Site C below-grade freight loading docks would occur from Boren Avenue, and egress from the docks would occur on Terry Avenue. Access to an at-grade loading facility on Site B would occur from Howell Street.

WSCC hosts a variety of events, with a wide range of attendance levels. Attendance levels for the Addition were forecast based on attendance at 2015 WSCC events, increased to reflect the larger size of the Addition. Attendance data were gathered for various event types, such as banquet/receptions, consumer shows, and conventions of varying sizes. Traffic impact analysis was based on those events expected to generate the highest peak hour vehicular traffic volumes. Additionally, forecasts assumed a 95th percentile level of event attendance (a level of attendance that would be exceeded by no more than 5% of event cases), providing a conservatively high estimate of event attendance.

For the weekday AM peak hour, the 95th percentile-sized banquet/reception was used (representing an event such as a breakfast event), with an attendance of 1,450 persons. For the weekday PM peak hour, the smaller of the two consumer show/public event scenarios, with 5,140 persons attending, was used. In addition to the main event at the WSCC Addition, a concurrent local meeting with an attendance of 210 persons was assumed, consistent with common scheduling of simultaneous events at the WSCC.

WSCC attendee trip generation was estimated based on calculating person trips and estimating the proportion of the person trips that would be vehicle trips, with mode split assumptions varying by types of events. The percent of vehicle trips occurring during the peak hours was applied to the daily trips to calculate peak hour vehicle trips. Similar steps were taken to forecast employee trips and trips associated with the retail portion of the Addition. Trip generation for the residential and office co-development components of the project was based on ITE Trip Generation Manual rates and local mode split adjustments.

During the weekday AM peak hour, the WSCC Addition is anticipated to generate approximately 909 vehicle trips for the model event (banquet/reception). During the weekday PM peak hour with the model event (consumer/trade show), the Addition is forecast to generate 717 trips. Trip generation at the office co-development site is forecast to be 275 trips during the weekday AM peak hour and 262 trips during the weekday PM peak hour. The residential component of the project would generate 48 and 59 trips during these hours, respectively. The total daily trip generation forecast for the project varies depending on the type and size of events; the EIS indicates that daily trips for relatively high volume events would range from 4,730 to 8,810.

Trip distribution patterns and assignments were developed for each of the different land uses and trip types that would be generated by the proposal, including event attendees, WSCC employees, retail development, and the office and residential co-development sites. As the size of the proposed on-site garage is not anticipated to fully accommodate the site-generated parking demand, project trips were assigned to both the proposed on-site parking garage and to neighboring parking garages based on general availability of each location.

Traffic operations impacts of the WSCC Addition were assessed at 66 intersections during both the AM and PM peak hours. Under the proposal, 13 intersections were forecast to operate at level of service (LOS) E or F during the AM peak hour, and 22 during the PM peak hour. Compared to baseline forecasts, the number of E or F intersection during the morning peak would increase by 4, and the number during the PM peak would increase by 5. Implementation of SDOT's Denny Way Active Traffic Management project will help reduce the increased delay caused by project traffic. To mitigate its impacts, the project will be required to pay its pro-rata share of implementation of the Denny Way Active Traffic Management project at the Stewart St/Denny Way, Fairview Ave/Denny Way, and John St/Fairview Ave N intersections.

Arterial level of service was evaluated for four corridors in the study area: Fairview Avenue, Olive Way, Howell Street, and Stewart Street. Arterial travel speeds are expected to remain the same from baseline conditions to conditions under the proposed development, with the exception of Olive Way and Howell Street. The average travel speed along Olive Way would decrease from 8 MPH to 7 MPH in both the weekday AM and PM peak hour. Along Howell Street, speeds are anticipated to decrease from 5 MPH to 4 MPH during the weekday PM peak hour. The WSCC Addition is required to provide a Transportation Management Plan (TMP) as a condition of the approved Street Vacation. The project also will be conditioned to require a TMP for the office co-development project when that project receives an architectural phase building permit. Trip reductions as a result of these TMPs will help reduce the impacts to travel speeds on the Olive Way and Howell Street corridors.

Pedestrian trips would be generated by the WSCC Addition; these include event attendees, WSCC and office employees, residents, and retail customers, which collectively represent all project-generated pedestrians walking to/from transit, to/from off-site parking garages, and to and from residences, hotels, and other locations in the immediate area. The highest volumes of pedestrian trips are expected to occur during the weekday midday peak hour due to the number of event attendees expected to travel between the existing Convention Center and the Addition. The sidewalk segment with the highest projected pedestrian volumes during the midday peak hour would be the north side of Pine Street between 9th Avenue and Boren Avenue, along the south side of the Addition. During the weekday PM peak hour, pedestrian volumes would be highest on the east side of 9th Avenue between Pine Street and Olive Way, adjacent to the west side of the Addition.

Pedestrian levels of service were forecast for weekday midday and PM peak hours and include dual events at the Addition and existing WSCC facilities. All evaluated sidewalk segments are forecast to operate at LOS C or better during the PM peak hour. At midday, the sidewalk on the west side of Ninth Avenue between Olive Way and Pine Street would operate at LOS E,

indicating restricted conditions. This may result in some pedestrians shifting their routes to parallel facilities, such as 8th Avenue.

Attendees at WSCC events, WSCC and office employees, residents, and the on-site retail would generate additional transit trips. Overall, 880 transit trips are anticipated to be generated by the project during the weekday AM peak hour and 820 transit trips during the weekday PM peak hour.

The WSCC Addition project includes approximately 800 on-site parking spaces, accessed from Olive Way and Boren Avenue. The existing WSCC Main and Freeway Park garages also would be available to accommodate parking demand associated with the WSCC Addition. The peak demand generated by most events at the WSCC Addition would be accommodated by the proposed parking garage. The peak parking for the office demand is estimated to be 585 vehicles, and the peak residential parking demand is estimated to be 164 vehicles. Given differing days and times of peak demand, residential and office uses can share some parking.

The cumulative Convention Center parking supply with the project will be approximately 2,148 parking spaces. This supply could accommodate the peak parking demand associated with many cumulative event scenarios, as well as the office and residential parking demand. However, certain combinations of events, such as two large local conventions, would exceed the combined on-site parking supply. A large consumer show that occurs on a weekday would have the highest parking impact, since this peak demand could overlap with the peak office demand. A combination of transportation management to reduce parking demand along with parking management to maximize use of WSCC's combined on-site supply would be needed for these more impactful events. The parking management component of the Transportation Management Program required by the City Council as a condition of the Street Vacation is expected to adequately mitigate this impact.

The WSCC Addition will substantially increase truck volumes to and from the site on certain days. Forecasts of freight demand in the WSCC Addition EIS focused on events with higher freight volumes during load-in and load-out operations. For larger events, which include multiple day freight load-in and load-out periods, the anticipated freight demands for the WSCC Addition were forecast using data collected at the existing WSCC facility. The forecast demands reflect freight volumes during the PM peak periods for larger events such as conventions, consumer shows, or trade shows. These types of events have load-in and load-out periods that span several days preceding and following the actual convention or show. These events are anticipated to occur approximately 36 times per year and would involve roughly 143 days of loading throughout the year, including both weekdays and weekends. Daily freight vehicle volumes on load-in and load-out days are anticipated to range from fewer than 20 vehicles to greater than 200 vehicles.

The greatest volume of freight loading activity in a single hour is expected to be 50 vehicles, with about 10 to 15 percent of the events that have multiple day load-in/load-out periods anticipated to experience greater than 30 vehicles per hour. The inbound and outbound volumes are expected to be generally consistent due to the management of the ramp, the off-site

marshalling yard, and internal operations. The time of day that this peaking characteristic occurs would vary by show. Existing observations generally show decreasing volumes during the weekday PM peak hour.

Trucks primarily would use I-5 to traveling to and from the WSCC Addition freight loading dock, with the majority traveling to and from the south based on the location of the offsite marshalling yard. Inbound trucks would access the loading dock by traveling southbound on Boren Avenue. A staging area for three large freight vehicles would be provided at the surface level of the loading area; this staging area would be used for short-term deliveries as well as for holding trucks while the one-lane, bi-directional helix ramp to the lower levels is in use. Trucks leaving the site would exit onto Terry Avenue, utilizing Howell Street to access I-5. No trucks will be allowed on Terry north of Howell. Vehicles traveling to I-5 northbound could use Howell Street and Fairview Avenue to travel to the Mercer Street on-ramp.

To mitigate impacts of increased truck movements and the operation of the loading dock, the project will be required to prepare a Dock Management Plan as a condition of the Street Vacation. As noted in the vacation approval by the City Council, "the plan shall be approved by SDOT and SDCI and shall require review of any impacts of the service activities on the character of the [Terry Avenue] Green Street, including blocking the sidewalk".

Master Use Permit (MUP) conditions include:

- Pro-rata contributions to the Denny Way Active Traffic Management project, and
- the Office Co-Development Transportation Management Plan (TMP).

Seattle City Council Street Vacation Conditions of Approval, per CF 314338, include:

- A single TMP for the WSCC Addition and the existing WSCC Convention Center, and
- A Dock Management Plan.

MUP and Street Vacation conditions of approval are sufficient to mitigate transportation impacts pursuant to SMC 25.05.675 M and R.

DECISION – SEPA

The EIS, technical reports, application materials, Master Use Permit plans and responses to requests for information all comprise Seattle Department of Construction and Inspection's (SDCI) record. Pursuant to SMC 25.05.600.D.1, SDCI relies on the environmental determination, documents and technical reports prepared by the Washington State Convention Center in their role as lead agency. The conditions listed below are warranted as a result of SDCI's substantive SEPA review imposed based on Seattle's SEPA policies.

The proposed action is APPROVED WITH CONDITIONS.

CONDITIONS – DESIGN REVIEW

For the Life of the Project- 3020176, 3010177, 3018096

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Lindsay King, Lindsay.king@seattle.gov).

CONDITIONS – SEPA

Prior to Issuance of a Master Use Permit- 3020176

2. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

Prior to Issuance of a Master Use Permit- 3020177

3. The applicant shall record an Acknowledgement Letter of the TMP condition (#10, below) substantially consistent with Attachment A in SDCI Director's Rule 27-2015.

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit- 3020176, 3020177, 3018096

4. Provide a Construction Management Plan that has been approved by SDOT. The Plan shall identify anticipated sidewalk, bike lane, and street lane closures, and shall include a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit- 3020176

5. Provide a Soil and Groundwater Management Plan and a Health and Safety Plan (HASP) shall be provided that complies with the monitoring and cleanup standards of the Model Toxic Control Act (MTCA).

6. Provide a DAHP-approved monitoring plan which includes procedures for addressing artifacts encountered during land disturbing activities.

7. Provide an unanticipated discovery plan outlining the procedures to follow if cultural resources or human remains are encountered during ground disturbance.

Prior to Issuance of Architectural Construction Permit- 3020176

8. The applicant shall provide a pro-rata share payment for 76.9% of the cost of the following One Center City improvements (currently valued at $4,157,000), based on the cost estimates of the improvements at the time of permit issuance: 3rd Avenue off-board fare payments, 4th Avenue signal phasing enhancements, and the 5th/6th Avenues transit pathway.

9. The applicant shall provide a pro-rata share payment for implementation of the Denny Way Active Traffic Management project at the Stewart St/Denny Way, Fairview Ave/Denny Way, and John St/Fairview Ave N intersections, based on the relative traffic volume increases contributed by the project. The pro-rata share shall be based on the cost estimate of the Denny Way Active Traffic Management project at the time of permit issuance.

Prior to the Issuance of Architectural Construction Permit for the Office Co-Development- 3020177

10. The applicant shall provide a signed and recorded copy of a Transportation Management Program that includes a 15% SOV goal for all office employees, consistent with and including TMP elements as described in SDCI Director's Rule 27-2015.

During Construction- 3020176

11. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

    Stop work immediately and follow procedures outlined in a DAHP-approved monitoring and inadvertent discovery plan, and DAHP-approved archaeological resources treatment plan.

    Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Lindsay King, Senior Land Use Planner Date: June 11, 2018
Seattle Department of Construction and Inspections

LK:bg

King/3020176 WSCC Final Decision (002)

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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