



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3007606
Applicant Name: Dan Foltz, Weber Thompson Architects for Marty
Goodman, The Justen Company
Address of Proposal: 1931 2nd Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to establish use for future construction of a 38 story building with 11 floors containing 154 hotel rooms and 26 floors containing 190 unit residential units with 6,431 sq. ft. of retail commercial use at ground level. Parking for 288 vehicles will be located both below (five floors) and above (3 floors) grade. Project includes 47,882 cubic yards of grading. Addendum to EIS prepared by City of Seattle Downtown Height and Density Changes - January 2005.¹

The following approvals are required:

Design Review pursuant to Seattle Municipal Code Chapter 23.41 with Development Standard Departures:

1. Maximum Tower Width (SMC 23.49.058 D.2)
2. Overhead Weather Protection (SMC 23.49.018)
3. Street Level Uses (SMC 23.49.009.B3)
4. Parking Stall Size Requirement (SMC 23.54.030.C)
5. Façade Setback Between 15' and 35' (SMC 23.49.056..B1.b2ii)

SEPA - to approve, condition or deny pursuant to 25.05.660.

Certificate of Approval – Landmarks Preservation Board (SMC 23.66)

SEPA DETERMINATION: Exempt DNS MDNS EIS²
 DNS with conditions
 DNS involving non-exempt grading, or demolition or
involving another agency with jurisdiction.

¹ The project was first noticed on February 14, 2008 with 186 residential units and 139 hotel rooms and parking for 294 vehicles. The Summary above reflects the updated and revised project description.

² This project includes an Addendum to the Downtown Height and Density Changes Final EIS dated January 2005, which is adopted with this decision. This Addendum was noticed on September 18, 2008

BACKGROUND DATA

Site Description

The proposed development site is located at the corner of 2nd Avenue and Virginia Street in the Belltown neighborhood of downtown Seattle. The site is on the West side of 2nd, on the quarter block south of Virginia and contains three structures and a surface parking lot. Second Avenue is a Class 1 pedestrian corridor and principal transit street, while Virginia is a Class 2 pedestrian street and minor arterial. No Green Street or View Corridor designations exist for this project.

The site is zoned DMC 240/290-400. The height limit for this zone is 240 feet, however if a residential tower is proposed that participates in the creation or funding of low income house under SMC 23.49.015, and if the building is designed and built to at least a silver LEED level, it is eligible for up to 400 feet in height. An additional 40 feet, or 10% of the maximum height limit, is available for screened rooftop mechanical equipment.

The site is 180' long in the north/ south direction and 108' in the east/ west direction. The alley is currently 16' feet wide, making it substandard, requiring a setback on the alley of two feet to a minimum height of 26' above the alley. The sidewalks on Second Avenue and Virginia Street meet the minimum code dimensional requirements.



The site to the west across the alley is occupied by the Terminal Sales building. To the south is a lower scaled commercial building for which a Master Use Permit has been issued for a 240-foot tall residential tower. A new proposal is under consideration for a new tower that would reach the 400-foot height limit, but would be subject to tower spacing requirements.

The applicant submitted a historic nomination application to the Department of Neighborhoods (DON) in early 2008. Subsequent to the referral, the Landmarks Preservation Board reviewed and documentation and unanimously designated the exterior of the Terminal Sales Annex structure as a landmark on January 16, 2008. The proposed exterior building alterations are under review by the Landmarks Preservation Board. A Certificate of Approval was submitted to DON January 29, 2008. A historic survey "Appendix A" for a second 4-story structure, located on the site at 1919 Second Avenue was submitted to the Department of Neighborhoods (DON) and determined by the Landmarks Board Coordinator to be an unlikely designation as an individual landmark (letter dated February 29, 2008). A third single story structure on the site at 1921 Second Avenue is proposed to be demolished for the new development. The Department of Neighborhoods (DON) identified this building as one that has been so altered that it would not qualify as a Seattle landmark (letter dated July 13, 2007).

Vicinity

Located just outside the Downtown Commercial Core in the Belltown District, this area has a wide range of land uses and structures. Uses include offices, retail, multi-family residences and surface and garage parking lots. Immediately adjacent the site to the south is a four story commercial building and across the alley to the west is the historic Terminal Sales Building. Across Second Avenue to the east, development includes the Moore Theatre and Josephinum Hotel.

The Downtown Mixed Commercial (DMC 240-290/400) zone surrounds the subject site to the south, north, and east. To the west of the subject site the zoning changes to DMC 125. The subject site falls within the Belltown Urban Village and neighborhood specific guidelines for Belltown have been adopted as an extension of the Downtown guidelines.

Second Avenue accommodates one-way, southbound traffic with parallel parking on the both sides of the street. Second Avenue is designated as both a principal Transit Street and a Class One Pedestrian Street. Virginia Street is classified as a Minor Arterial, Class II Pedestrian Street that runs one-way east bound. Parallel parking is located on both sides of Virginia. SDOT however, is considering turning Virginia Street into a two-way street at some point in the future. An existing alley runs along the west side of the site.

Project Description

The proposed development at 1931 Second Avenue is for a 38 story building with 11 floors containing 154 hotel rooms and 26 floors containing 190 unit residential units with 6,431 sq. ft. of retail commercial use at ground level. Parking for 288 vehicles will be located both below (five floors) and above (3 floors) grade. Access to the site will occur from the alley. The existing alley is 16 feet wide and the proposed development will dedicate an additional two feet, bringing the alley width to 18 feet. The project includes elimination of two existing surface parking lot and the demolition of one four-story structure and one single-story structure. The existing Terminal Sales Annex Building is a designated landmark, whose exterior is protected and significant portions will remain preserved. Grading of approximately 40,000 cubic feet will also be required for the below grade portion of the parking.

Public Comments

Approximately 42 members of the public attended the Early Design Guidance meeting held on October 9, 2007. Several additional comment letters were received. The following comments were offered:

- Concerned with the overwhelming impact of the canyon effect created by locating both towers close to Virginia.
- The design should be responsive to the historical buildings near to the sites. As proposed, the designs do not appear to recognize this aspect of the context in a significant way. The carving back of the proposed towers seems random.
- While the south side of the south tower has been narrowed, it appears to slam into the north façade of the approved 1915 2nd Avenue building. The north façade of the 1915 2nd Avenue building is primarily solid due to the proximity to the property line and the inability to secure an easement over the abutting property (the south tower). This design of this north façade may be revisited as a result of this proposed development.
- Wondering why the hotel use is proposed for the south tower and not the north tower.

- Neighbors appreciate outreach efforts of the design and development team.
- Strongly concerned that the 80' tower spacing requirement does not apply to the site. That the Code reduced the tower spacing to zero in this circumstance is indicative of a defective code. As a result, these projects should seek to limit the damage created by the problematic code.
- Important guidelines to consider are A1, B1, B2 and B3 which address reduction of the bulk and scale impacts and being sensitive to the three historic buildings in the immediate vicinity.
- Views of the project from neighboring units should be provided in future presentations. Shifting the north tower further to the north would preserve many views to the southeast.
- The neighborhood context has been built keeping view corridors down the east west streets in mind. This objective should be continued in these projects.
- Commend the alley improvements made along with the neighboring Cristalla development, which widened the alley, included lighting and provided space to have a dumpster-free alley.
- Concerned with the wind at these corners due to the hill in conjunction with the height and closeness of the towers.
- Additional graphics showing the proposed building footprints in context would be helpful.
- The 18' distance between the proposed north tower and the OPT building is very compact.
- The Terminal Sales Annex, located on the site, is an important building that represents an architectural style that is relatively rare in Seattle.
- The two towers represent significant impacts, particularly with regard to bulk and scale as viewed from certain vantage points. The unprecedented height of both buildings is difficult to comprehend. Therefore, increased separation between the two towers is critical.
- Residents of the Cristalla are concerned about the loss of light due to the proposed structure.
- Want to see more examination of the light and shadow impacts on the streets and nearby residential units.
- The safety of hotel workers is affected by building design. Therefore, the design of the hotel units should consider how the design may be improved to prevent unnecessary worker injury. The Unite Here Union is available for consultation on the design of the hotel units.
- Request to be listed as a Party of Record.
- Objections to the proposed building height.
- Request graphic studies of the site and context showing figure grounds, open spaces, shadows, zoning allowances and photos towards the site from neighboring buildings.

Approximately 11 members of the public attended the Second Early Design Guidance meeting held on November 27, 2007. An additional comment letter was also received. The following comments were offered:

- Compliments to the applicant for responding so thoroughly to the EDG comments. Despite a defective city code with regard to tower spacing, the proposed schemes are extraordinarily sensitive to the neighbors. Would like to see a figure ground study of how the spaces are shaped to show views to the west.
- Appreciates the response by the design team to address neighbor's concerns with results that are both positive and creative. Feels that the two towers are spaced too closely across Virginia (76') and would encourage the south building to round off the sharp corners to increase this distance. Prefers rounded edges, rather than corners. Five residential floors of OPT face the alley and proposed alley façade of the north building. The design of this west elevation is therefore critical. The garage exhaust should not be dumped into the alley and these residential units. Encourage the developer to reach across 2nd Avenue and contact the property owners

(Moore, Catholic Archdiocese, Josephinum) to look for opportunities to improve the east side of the street. Interested to see the materials, colors, streetscape treatment, as well as environmental studies associated with the proposed developments.

- Found this to be an excellent urban design analysis and supports the proposed tower placement locations. At the podium level is where the human scale is affected most. As such, the podium design must offer a substantial form that grounds the towers; the base should not look applied. And within the substantial base, the form should further break down to favor the pedestrian scale. Encourage the design to work for simpler, calmer, more consistent approach to the podium designs that complement (not compete with) neighboring buildings.
- The architectural expression of the two buildings should reflect the different sites and programs. Two similarly executed buildings will exacerbate the height, bulk and scale impacts. These should be treated as two different buildings that look like they were developed independently. Supports the proposed departure request given the public improvements proposed at the ground level.
- The alley raises a security issue with a blank façade offering no activity or views to the alley. Would like to see details of how the alley will be designed in terms of lighting, active uses, increased width, stairwell design and dumpster accommodation. Uses at the sidewalk level should offer multiple storefronts with generous and active pedestrian spaces, especially at the alley corners. The tower spacing and location of the south building appears well considered. The north building, however, should eliminate the bulge at the southeast corner towards the Cristalla. Such a projection is not respectful of the Cristalla residences. The Cristalla has a 23rd floor roof deck and common open space which should the design should be sensitive towards. The building footprint has become wider from east to west and would encourage a return to the previous small tower footprint. The maximum tower footprint is not guaranteed by the Code. Not concerned with the wind issues if the design is responsive to the studies.
- Agree that the bulge towards the Cristalla is detrimental. The towers look too unrelieved and monolithic without significant changes between them.
- This section of Second Ave feels uncomfortable for the pedestrian and needs to have more outdoor restaurant seating to activate the streetscape.
- Need to make the tower design friendly given the numbers of neighbors who will be viewing the buildings.
- The design has generally been responsive to the comments from the first EDG. The northeast corner of the south tower should be rounded off to soften the appearance and increase the distance between the towers. The alley design of the north building should be enhanced adjacent to OPT residential floors. Specifically, blank walls should be eliminated and special design enhancements should be included. Additionally, building venting and other noise generators should not be included along this façade.

Approximately ten members of the public attended the Initial Recommendation meeting held on July 22, 2008; the following comments were offered:

- Appreciate pulling the building back from the northeast corner making it less obtrusive to those neighbors to the northwest. Applicant has worked closely with neighboring property owners to explore improving the streetscape across 2nd Avenue; this work is on-going. Concerned with the volume of traffic on Virginia and the alley, especially if portions of the alley are only 18 feet wide.

- Pleased with the previous direction of the Board and cautions that the proposed building will set a precedent in terms of blocking views of the water and creating a wall along 2nd Avenue.
- Concerned that three towers are being proposed in close proximity to each other in this area of 2nd Avenue and that the designs should be mindful of this unique opportunity and condition.

Approximately two members of the public attended the Final Recommendation meeting held on September 9, 2008 and one comment letter was received; the following comments were offered:

- The decisions made the DRB for this project have significant adverse impacts on the proposed project to the south.
- Both the subject property and the proposed development to the south are under review by the DRB. The shift of the tower five feet to the south was supported by the DRB. Such a shift requires that the proposed tower to the south also be shifted in order to accommodate the 80' tower separation requirement. If the tower spacing exception is not granted, there is a loss of floor area. Given this condition, the Board should recommend in favor of an exception for the project to the south for at least the five foot distance that was recommended to the subject tower.

The SEPA comment period for this proposal ended on February 27, 2008 and was extended by request to March 12, 2008. Approximately 15 comment letters were received focusing on the following issues:

- Requesting to be listed as a Party of Record.
- Object to the proposed project due to the new traffic it will bring.
- Concern with loss of view from private residence, as well as with potential wind tunnel effects and the dust and noise associated with construction activity.
- Interest in preserving the façade of the Terminal Sales Annex building.
- Concerned with the tower spacing issue created between the proposed development and that of the tower previously permitted to the south. The proposed tower should be set back as far as possible from the previously permitted tower.
- Question the completeness of the application due to the outstanding issue of landmark designation process.
- Desire for the proposed tower to be reviewed concurrently with the proposed tower at 2015 Second Avenue in terms of environmental review procedures and documentation. The City should require a full or supplemental EIS be prepared for these two projects. The two proposals are likely to have significant impacts that need to be analyzed, such as traffic, construction, light, shade and air, aesthetics and wind.
- Concern with the traffic congestion likely to result from the two projects. This is particularly problematic at the 1st and Virginia intersection and improvements are needed.
- Concern that the alley width is too narrow to accommodate the cumulative traffic and service uses for all of the building and uses both existing and proposed along the alleyway. The alleys should be widened.
- Concern that alley use during construction will be obstructed or blocked and urge that such closures be extremely limited.

- Concern that construction noise and light will be disruptive to nearby residences. The hours of construction should be limited to avoid nighttime hours.

ANALYSIS - DESIGN REVIEW

At the Early Design Guidance (EDG) meeting, the applicant presented several massing diagrams. A joint site review for both the subject site and the proposed tower to on the southwest corner of the 2nd and Virginia intersection was provided through the presentation of graphics, photos and computer modeling showing the allowed zoning envelope for the project and massing of in relationship to the surrounding built environment. The presentation materials included three separate concepts for each project, including massing diagrams, location of parking, pedestrian and vehicular access and possible departures. However, the options were paired so that Option 1 north was coupled with Option 1 South. No specifics concerning materials were provided due to the early stage of design development and the overall purpose of this meeting.

The program of the south site included a residential lobby along Virginia Street, a hotel entrance on Second Avenue and ground level retail uses. Five floors of below grade parking and three floors of above grade parking limited to the south half of the site in order to maximize hotel use along Virginia were presented. The program incorporates a corner retail space at 2nd and Virginia, along with potential sidewalk widening along 2nd Avenue. Access is proposed from the alley. Currently the proposal does not anticipate any existing buildings or portions of existing buildings will be reused on site.

The program of the north site included a residential lobby along 2nd Avenue with four floors of below grade parking and four floors of above grade parking. Access is proposed from the alley. The program incorporated a corner retail space at 2nd and Virginia. All of the schemes proposed a base that is eroded at the corner of 2nd and Virginia to include space for the retail entry and possible spillover of commercial activity. For the south tower options, the base steps back to relate to adjacent datum lines and reinforce the hotel program, while also creating landscaped terraces. For all of the north tower alternatives, the base relates to the adjacent architectural datum line established by Cristalla's base.

The first scheme (Option 1S) for the south site showed a rectilinear base with a tower that uses angled and fractured rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along Virginia St. which works with a similar bar on the north tower. The tower is approximately 57 feet from 1915 Second Avenue to the south

The first scheme (Option 1N) for the north site showed a rectilinear base with a tower that uses angled and fractured rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The Base element on Virginia is expressed at 2nd. A distinctive, faceted vertical bar hovers above the base and rises from the corner at 2nd and Virginia along 2nd which works with a similar bar on the south tower. The tower holds back from Virginia property line as a neighborly gesture, but aggressively holds the alley property line for a significant length of the west façade. The tower is approximately 77 feet from the Cristalla to the north and 16 feet from OPT's property line.

The second scheme (Option 2S) for the south site showed a rectilinear base with a tower that uses a base with a tower that mixes curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along Virginia St. which works with a similar bar on the north tower. The tower's south façade is faceted to capture views while providing more relief to 1915 2nd Avenue. The tower is approximately 49 feet from 1915 Second Avenue to the south

The second scheme (Option 2N) for the north site showed a rectilinear base with a tower that mixes curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along 2nd. which works with a similar bar on the south tower. The tower angles back from the Virginia property line, but aggressively holds the alley property line for a moderate length of the west façade. The tower is approximately 72 feet from the Cristalla to the north and 16 feet from OPT's property line.

The third and preferred scheme (Option 3S) for the south site showed a rectilinear base with a tower that mixes slightly curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The tower's south façade is faceted to capture views while providing more relief to 1915 2nd Avenue. The tower is expressed at the corner. The tower is approximately 61 feet from 1915 Second Avenue to the south

The third and preferred scheme (Option 3N) for the north site showed a rectilinear base with a tower that mixes slightly curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The tower angles back from alley property line touching the west property line at only one point, but approaches the Virginia property line at points on the south façade. The tower is expressed at the corner. The tower is approximately 71 feet from the Cristalla to the north and 16 feet from OPT's property line.

A conceptual plan for the right-of-way improvements along both Second Avenue and Virginia Street included widened sidewalks, open space at the entry points, special paving, landscaping, curb bulbs at the corners and alley intersections, street trees, seating and overhead weather protection.

At the second EDG meeting, extensive site review for both tower sites was provided through the presentation of graphics, photos and computer modeling exploring architectural relationships to adjacent structures, street context including across 2nd Avenue, massing in relationship to the surrounding built environment, and architectural responses to the previous EDG meeting direction in relation to adjacent structures.

The major ramifications and opportunities stemming from 15 iterations of tower placement combinations and scenarios were presented and discussed, with 2 acceptable alternatives identified. Also, the preferred design direction for tower shaping was discussed, and explained relating to the positives and negatives of each move affecting adjacent structures.

The towers were presented separately with the south tower first and the north tower second. The presentation materials built on the preferred alternative identified in the first EDG for each project, with modifications to address key issues of bulk, light and air relationships to adjacent structures. Three base studies were presented exploring a range of ideas more than presenting definitive options. No specifics concerning building materials were provided due to the early stage of design

development and the overall purpose of this meeting. Landscape was deferred to a later meeting per the direction of the Board in the first EDG.

All of the options had similar assumptions regarding the proposed building programs as was presented at the previous EDG meeting.

At the Initial Recommendation meeting, several modifications to the design were presented to the Board, including:

- The project has evolved with a distinct character from the North Tower proposal.
- The base and tower have been designed in concert with Landmarks Architectural Review Committee (ARC) concerns for the Terminal Sales Annex (TSA). See comments below.
- The base designs presented at EDG #2 were too busy. With the addition of the TSA as an integrated façade element, all other facades have been designed to be subordinate to the TSA.
- The tower has been allowed to come to the ground in 2 places, the hotel entrance and the residential entrance, thus reinforcing the entries.
- The design of the alley façade has been integrated into the overall building design, will be lit for safety and a corner retail element wraps the alley entrance.
- The ground floor is a mix of retail and lobby space along the streets. The retail at the corner of 2nd and Virginia holds back from the property line to create a larger sidewalk and provide the possibility for outdoor cafes of retail spill-over. A retail location is also located at the alley off of Virginia, at the corner of 2nd and Virginia and along the 2nd avenue façade south of the hotel entrance. The hotel entrance and lobby is located off of 2nd Avenue and the residential entrance is located off of Virginia. A storage area for trash and recycle bins currently located in the alley has been provided with access from the alley.
- Level 2 is primarily parking w/ hotel wrapping all of the Virginia façade, 2-story retail, hotel use and “work studios” wrapping most of the 2nd Avenue Façade.
- Levels 3 and 4 are primarily parking w/ hotel wrapping all of the Virginia façade and hotel use and work studios wrapping most of the 2nd Avenue.
- Level 5 to 12 is for hotel use with conference rooms, administration areas, and outdoor terraces for hotel use.
- Levels 13-38 are residential units
- The roof level contains interior and exterior common recreation space, as well as mechanical spaces.

The applicant team has also met with the Architectural Review Committee (ARC) of the Landmarks Board on four occasions. The ARC has made several recommendations, which are summarized as follows:

At the Final Recommendation meeting, additional design details were presented for the entry canopy, parking screening, building materials and patterning and landscaping.

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment on October 9, 2007, November 27, 2007, July 22, 2008 and September 9, 2008, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those guidelines found in the City of Seattle’s

“*Design Review: Guidelines for Downtown Development*” of highest priority to this project. The Belltown specific supplemental Design Guidelines are in italics. The plain text following the guidelines elaborates on the Board’s discussion of the design issues. The Board’s final recommendations are in bold blue italics.

Site Planning

A-1 Respond to the physical environment. Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Belltown-specific supplemental guidance: (a) Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures; (b) The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners; and (c) The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

The Board discussed at length the spacing of the towers on each of the sites. The Board felt that the two schemes presented did not reflect the possible range of alternatives for tower spacing. The Board agreed they would like to see additional alternatives that explore the towers being located towards the center of their respective sites, rather than at the edges. At the next meeting, the Board would like to see greater exploration of the siting of the towers on the base.

The Board also raised concerns with the canyon effect of having both towers situated against Virginia Street. They suggested that a wind tunnel analysis be completed to better understand the impacts of wind on the pedestrian realm.

At the Second Early Design Guidance meeting, a detailed study of tower spacing was presented exploring the balance between the two towers and their relationship to each other and nearby buildings. Intervals of 0’, 5’, 10’, 15’, 20’ and 30’ setbacks for each building were shown.

In the preferred scenario, the tower of the south site was moved eight feet from the north property line. The applicant explained that greater than eight feet would necessitate full plate parking which was undesirable as it creates frontage of parking use along Virginia. The Board agreed that screening this façade with active hotel uses is preferable. The top of the tower was modified to step away from Virginia Street, down to adjacent structures and the massing was modified to step down to adjacent structures including OPT. The Board confirmed that the shifting of the tower by eight feet seemed a reasonable and realistic resolution.

On the north site, the building core was shifted ten feet to the north. The tower was reshaped to angle away from OPT reducing the bulk and proximity of the two towers to each other and opening up OPT to more light and air. Responding to the reshaping

along the south and west facades, additional massing was added to the north façade. This mass was also reshaped to angle away from Cristalla, reducing the profile and proximity of the tower to Cristalla and allowing for greater light and air. The Board agreed that the sculpted curves of the north building provides a sensitive response to the OPT and Cristalla residents. They also felt that the additional bulge is acceptable given the balance achieved by all five towers considered together. The Board noted that perhaps the pointed edge at the southeast corner could be further setback.

The Board noted that the while the shaping of the north tower has been revised and the south tower has shifted to the south, as seen from a distance, the beveled condition of the north tower will not be evident – only the edges will be apparent – thus making the bulk seem greater.

An analysis of the building typologies in the immediate vicinity was presented showing patterns of frames, structural rhythm, taller datum lines, terra cotta detailing, masonry and concrete materials that can help inform the design of the two proposed buildings. The Board strongly agreed that the design of the two buildings should steer away from concepts or designs that are similar to each other. The two towers will appear as a pair from a distance and that alone is a sufficient commonality. The Board encouraged creating different building profiles that will read from a distance.

The applicants noted that a wind study is underway for the two sites and the preliminary results agree that shifting the towers away from each other and projecting the podiums outward is helpful in reducing adverse wind conditions.

The Board was pleased with the extensive studies responding to the EDG, particularly with tower spacing and shape.

At the Initial Recommendation meeting, the Board expressed appreciation for the presentation of reviews by the Architectural Review Committee of the Landmarks Board and how the coordination of the both review bodies has resulted in a more restrained, simplified design that focuses on the detailing and materials around the landmark and tower above. The Board agreed that the building tower and base on either side of the TSA should defer to and relate to the TSA. The banding, columns, mullions, fenestration and detailing should takes cues from the TSA and endeavor to make the TSA the dominant element of the building base.

At the Final Recommendation meeting, the Board was very pleased with the material treatment of the building exterior as it relates to the TSA. In particular, the frame around the base along Second Avenue takes cues from the framing of the TSA façade. Furthermore, two shades of pre cast were selected to create primary and secondary framing along the base on both Second and Virginia streets. The lighter shade was used as the primary, outer frame and the darker color provides contrast as the secondary, inner frame. This same treatment wraps around the alley façade at the base. The Board also appreciated the open vertical space created in the interior of the hotel lobby behind the TSA façade.

The Board reiterated that the effort to incorporate the TSA into the façade both programmatically and aesthetically was successfully achieved and allows the TSA to stand out as the prominent focal point of the development that manages to straddle and activate both the exterior and interior spaces.

A-2 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The Board recognized that the proposed towers will be highly visible against the existing downtown skyline, especially given the grade at this intersection and the increased height limits. These two towers are proposed in such close proximity to each other and they will both reach a height not yet experienced in Belltown. The Board cautioned against treating these towers as twins; rather they should be designed as distinctive buildings in their own right. The also mentioned they would like to see greater contextual analysis that extends far enough to show other towers (existing and in proposed) in the vicinity. The Board also would like to see *fly-bys* of the site and vicinity that show what the permitted zoning would allow in the area. As well as the view provided from the water of the downtown skyline, the Board was interested in the view of the proposed structures from West Seattle and Victor Steinbrueck Park. The roofscape designs will be important considerations as the building forms develop.

At the Second EDG meeting, the Board agreed that the tower placement has sufficiently responded to the context and allowed prominent views down Virginia towards the water.

At the Initial Recommendation meeting, the Board felt that the detailing and refinement of both the subject development as well as the proposed tower to the south should respond to each other architecturally. This also applies to the 2015 Second Avenue tower, as all three buildings will create a dramatic addition to the skyline. The uses within the building should be expressed in a subtle form with care given to the detailing.

B. Architectural Expression

B-1 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.

Belltown-specific supplemental guidance: (a) Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape; (b) Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner; (c) Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions; and (d) Employ design strategies and incorporate architectural elements that reinforce Belltown's unique

qualities. In particular, the neighborhood's best buildings tend to support active street life.

The Board would like to see consideration of the buildings across Second Avenue in the design development of the two buildings. The Board sees the built context to the east as more influential on these two sites, than the context to the west. The rich historical context of the area, especially the Moore Theatre and Josephinum buildings, should help inform the design. The Board struggled with the severe streetscape along the east side of Second Avenue in contrast with the lush streetscape improvements proposed and existing along the west side of Second Avenue. The two corners on the west side should endeavor to relate to the east side and bridge this gap.

The Board noted that they are waiting to learn about the landmark potential of the Terminal Sales Annex building and are not weighing in the landmark review or status.

The Board suggested that photos of the proposed towers from neighboring residences would be useful in understanding the view, light, shadow and bulk impacts. *Staff Note: While such an analysis will be helpful in understanding the light, shadow and bulk impacts resulting from the proposed structures, it is not appropriate to assess this from private nearby residences, since the City does not have the authority to preserve or protect views from private property (SMC 25.05.675.P). Instead, staff has recommended that the architects prepare fly-by analyses (similar to that shown at the EDG) from lower elevations in order to capture a better understanding of the bulk, scale, light and shadow impacts as experienced from the pedestrian perspective, as well as from the broader environment. This understanding and response to patterns of urban form found nearby should inform the composition and massing of the proposed structures. Efforts should be made to enhance view opportunities from and around the proposed towers.*

At the Second EDG meeting, the Board discussed the emerging forms of the two tower designs. The south building has more regularity, while the north building is responding to multiple conditions, thus the result is a somewhat tortured form. The Board recommended shaving back the point at the southeast corner by five feet to see whether this change results in a better relationship between the buildings and between the tower and the podium.

The Board was satisfied that the explorations of distances between the two buildings were well analyzed and they agreed with the preferred option.

The Board also noted at the datum lines established by the Cristalla and 1218 Second Avenue should be reflected in the design as a series of buildings. For both buildings, the Board would like to see more integration of the base design into the tower. The Board looks forward to reviewing three-dimensional images of the podium and tower designs and how they relate.

See A-1.

At the Initial Recommendation meeting, the Board was pleased with the overall massing of the base and the filling in of the corner open space. On the Virginia Street elevation, the Board appreciated the vertical reveal that marks the residential entrance, as well as the slightly increased height of the base along Virginia to respond to the Terminal Sales Building datum line to the west. Along Second Avenue, the Board also agreed that the indentation or “hyphen” between the TSA and the new building face creates a dramatic hotel entry space. The Board also liked that the cornice line of the corner building element was below and subservient to the TSA cornice line.

B-2 Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk and scale of development in neighboring or nearby less-intensive zones.

The Board discussed the shape of the proposed towers and would like to see how various iterations of the building form would affect the pedestrian realm in terms of light and shadow impacts, as well as views down Second Avenue and Virginia Street. The Board encouraged consideration of the neighbors by softening the impacts to nearby residences through sculpting the building form. See also B-1.

The Board agreed that the design of the two buildings should be approached as separate structures and not as related twins. The close proximity and height of the two buildings will automatically create a common vocabulary.

See A-1.

At the Initial Recommendation meeting, the Board indicated interest in the integration of the new tower and base surrounding the TSA landmark. The Board was encouraged by the more delicate approach and refined mullion patterns that tie into the patterns established by the TSA. The Board also recommended carrying the scale of the TSA upwards as the building moves higher. Such treatment of the curtain wall would also help break the tower into a more residential scale in a contemporary manner. The inclusion of the proposed operable windows will also help achieve this sense of residential uses.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Belltown-specific supplemental guidance: (a) Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation; (b) Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street; and (c) Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

- B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible 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.**

At the EDG meeting, this was not addressed in detail by the Board.

At the Second Early Design Guidance meeting, three conceptual design options for each building base were presented. For the south building, Option 1 included a solid, grand frame that articulates and accentuates the entry to the hotel along 2nd Avenue. Material accents in the frame reappear as columnar elements along the retail portion of the façade, supporting a trellis or wing feature framing the hotel terrace at level 5. The parking is treated with translucent channel glass, mixed with accent panels. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant verticals, recalling some elements of the neighboring Terminal Sales Building. Some of the solid horizontals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This treatment alludes to some of the features of the TSB, but is decidedly contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 2 for the base of the south building showed a stout frame element that articulates and accentuates the entry to the hotel along 2nd Avenue and is repeated at in the bay structure of the retail frontage. The parking is treated with translucent or colored glass in a random mullion pattern. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant horizontals, recalling some elements of the neighboring Terminal Sales Building (TSB). Some of the solid verticals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This treatment alludes to some of the features of the Terminal Sales Building, but is more contemporary. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 3 for the base of the south building was a series of exposed decks that accentuate the hotel elevator lobbies and entrance, which is further defined by a grand canopy. The hotel and parking are treated with a similar, consistent frame of punched windows. Bays of colored glass overlay the grid, so that it is masking the grid behind. This treatment alludes to some of the features of the TSB, but is more contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 1 for the base of the north building allows the tower to simultaneously hover above and meets the ground plane as layers of the façade are expressed at different levels. Solid and void are expressed as a study of program, with more solid elements occurring where parking would otherwise be visible and voids occurring where work studios and retail occurs. A layered façade is imagined to provide horizontal shading elements that further break down the façade and provide functional shading for the work studios. Spandrel and translucent glazing also provide a mechanism to break down the “solid” portions of the façade, specifically at night.

Option 2 for the base of the north building also allows the tower to simultaneously hover above and meets the ground plane as layers of the façade are expressed at different levels. Solid façade elements are wrapped in lighter “framing elements”, accentuating and expressing the solid vs. the void. Solid elements are composed with deep reveals, overlapping the curved tower elements, expressing the residential entry. Punched openings articulate the locations of work studios and help break down the façade.

Option 3 for the base of the north building again allows the tower to simultaneously hover above and meet the ground plane as layers of the façade are expressed at different levels. A major bay structure is superimposed with framed elements, exposed columns and horizontal fins defining the base. The framed elements define parking bays, building entries, and work studios. The glazing within each bay responds to program. Spandrel, translucent or art / colored glass at parking, and glass accentuating the entry as well were shown.

The Board agreed that the strong commercial appearance and uses at the ground level is critical. The Board looks forward to reviewing conceptual ideas of how the designs will weave together the tower and podium designs. The Board felt unclear as to the factors driving the different base designs. Generally, the Board agreed that the architectural expression of the various base designs were too busy. The podium should respond to the scale and datum lines of the neighboring buildings.

At the Initial Recommendation meeting, the Board discussed at length the tower design and materiality. The tower was shown with four alternative designs for the curtain wall of the tower including no super grid, a horizontal banding (super mullions) at every third floor, vertical banding (super mullions) every ten feet or a combination of the horizontal and vertical banding (super grid). No preference was given and no preference was provided by the Board.

At the Final Recommendation meeting, the Board was extremely supportive of the proposed curtain wall grid which divides every third floor datum line with a charcoal colored horizontal datum belly band. This three floor grid established by the horizontal spacing reflects the height and proportion of the TSA at the building base. The vertical datum lines are also a charcoal color, which extend up entirely to the roofline and become part of the screening of the mechanical equipment. The vertical banding is confined only to the main building body and does not extend to the flanking elements on

the southeast and northeast corners. The mechanical equipment screening consists of the vertical mullions alternating with dichroic glass panels and in-filled with fritted glass between the mullions and panels. The Board felt that the resolution of the building top was beautifully executed and successfully integrates the mullions, materials and introduction of the special dichroic glass. Overall, the Board was pleased with the proposed building massing, use of materials and proportions, as well as the design of the building top.

C. The Streetscape

C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming, and open to the public.

Belltown-specific supplemental guidance: Sidewalks should (a) reinforce existing retail concentrations; (b) Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible; (c) Incorporate the following elements the adjacent public realm and in open spaces around the building: unique hardscapes, pedestrian-scale sidewalk lighting, accent paving, seating, water features, art and landscape elements; and (d) Building corners are places of convergence.

The Board noted that this guideline will be a critical consideration for future reviews and that the details of the pedestrian level.

At the Initial Recommendation meeting, the Board noted that they would like to better understand the glazing and façade design at the base level. They also recommended exploring some architectural distinction between the work studio spaces and the parking at the base levels. In an effort for the architecture to express the different uses within the building, the Board also noted that the while increased height of the building base to 13 stories along Virginia to reflect the datum of the Terminal Sales building is desirable, it also creates a challenge because the building program changes at the 12th floor (from hotel to residential). The Board suggested that the 13th level could be expressed slightly differently between the residential uses above and the hotel uses below and shown within a frame element.

At the Final Recommendation meeting, the Board was satisfied that the residential units above the hotel floors will have operable windows with solariums that terminate at the horizontal datum lines. These windows types will signify the change in uses within the tower. The Board was assured that the solariums will be a dark color to match the charcoal colored mullions.

The Board also appreciated how the building program worked with the preservation of the TSA to locate the hotel lobby in the sunken area of the TSA along Second Avenue. This use is well suited to the changing grade condition and will activate the street level.

C-4 Reinforce Building Entries. To promote pedestrian comfort, safety and orientation, reinforce the building entrance.

This priority guideline was added at the Second EDG meeting.

At the Initial Recommendation meeting, the Board was very enthusiastic about the vertical integration of the tower to the ground by extending the tower materials to the ground at the two main entry points.

At the Final Recommendation meeting, the Board continued to enthusiastically support the “zipper” like effect of continuing the tower elements directly to the ground at both entry points. The Board noted, however, that the tower lands at the revolving door on Second Avenue and perhaps this could be further examined and strengthened to ground this element.

The Board recommended including a plaque near the Second Avenue entrance (on the south side of the TSA) to commemorate the history and landmark status of the TSA.

C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Belltown-specific supplemental guidance: Overhead weather protection is an important design consideration in Belltown to provide human scaled proportions and pedestrian comfort in the public realm. Pedestrian activity and pedestrian oriented uses are facilitated when weather protection is provided adjacent to the public sidewalk.

The Board noted a desire for continuous overhead weather protection along the street facing facades.

At the Second EDG, the Board noted a preference for stepped canopies to help reinforce the entries and uses.

At the Initial Recommendation meeting, a departure from the overhead weather protection along the TSA was requested given that as a landmark, this façade is protected from such additions.

C-6 Develop the alley facade. To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

The Board felt that the mid-block curb bulbs shown for both sites at the alley was an excellent concept and that the building treatment should wrap around the corners to the alley facades. The Board encouraged rich, human-scaled materials, lighting and landscaping to be considered at the bulbs and alley. The configuration of ground level uses

at the northwest corner of the south tower especially lends itself to activating and wrapping the corner. The Board also encouraged taking cues from the successful ally treatment established by the Crystalla building in terms of dumpsters and lighting.

At the Second EDG meeting, the Board agreed that the design of the alley façade is critical both from a safety standpoint, but also because several residential floors of OPT will face the proposed podium. The lighting and nighttime illumination plan for the alley is important. The Board reiterated support for having active uses and views of the alley from the proposed buildings, as well as developing the alley corners with curb bulbs, creating mini plaza spaces that are landscaped and extend into the alleyways.

At the Initial Recommendation meeting, the Board questioned how the height transition to the 125' zone across the alley would be addressed in the proposed design. They encouraged some level of detailing that acknowledges this datum line along the alley. The Board was extremely pleased with the wrapping of the retail use at ground level around the corner to the alley.

At the Final Recommendation meeting, the Board was pleased with the expanded size of the corner retail space at the alley corner, as well as the continuation of the materials and patterning from the street elevations around to the alley façade. The Board appreciated the presentation of the alley façade within the two block context that includes proposed developments, as well as the efforts to activate the alley with hotel rooms and work studio uses.

The Board encouraged the applicant to further explore the screening treatment of the above grade parking along the alley, so that the scrim feature does not appear to float in front of the west façade and is better integrated into the elevation.

D. Public Amenities

- D-1 Provide Inviting and Usable Open Space. Design public open spaces to be visually pleasing, safe and active environment for residents, workers and pedestrians. Views are solar access to the principal are of the open space should be especially emphasized.**

This priority guideline was added at the Second EDG meeting. The Board noted string support for the concept of curb bulbs at the alley corners and using this opportunity to provide vegetation and streetscape enhancements.

At the Initial Recommendation meeting, the Board expressed strong support for the pedestrian experience created by the base design of this building. They liked how the base design also wraps into the alley.

The Board expressed clear unanimous support for the curb bulb at the alley and believes this to be an excellent opportunity to enhance the pedestrian experience.

- D-2 Enhance the Building with Landscaping.** Enhance the building and site with substantial landscaping, which includes special pavements, trellis, screen walls, planters and site furniture, as well as living plant material.

Belltown-specific supplemental guidance: Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an outdoor café or restaurant seating, or a plaza with seating. Residential buildings should be sited to maximize opportunities for creating useable, attractive, well-integrated open space.

The Board unanimously supported the efforts to design the right-of-way to Green Street standards and concepts, particularly the widened sidewalks and the corner and mid-block curb bulbs. The Board was very pleased with the streetscape concepts presented at this meeting and supported the notion that this intersection is a gateway to Belltown.

At the Second EDG meeting, the Board encouraged the applicant to explore extending the landscaping and right-of-way improvements across Second Avenue.

At the Initial Recommendation meeting, the Board was supportive of the proposed landscape plan on Second Avenue, but suggested that perhaps the orthogonal shaping of the tower above could be translated onto the landscape design at street level. The Board continued to strongly encourage and support coordination with the other Second Avenue property owners to develop a right-of-way improvement plan that will enhance the streetscape.

At the Final Recommendation meeting, the Board expressed support for the proposed landscape design that strives for a more reserved, quiet palette that reflects the lines established by the TSA without competing for attention. The street level landscape design includes wider sidewalks, grouping of street trees to flank the entry points, concrete banding along the sidewalk and extending the paving treatment from the entry areas directly to the curb. The building base is granite with black sand blasted pre-cast to create texture at pedestrian level.

The Board was also pleased with the proposed open space at the 9th floor and the roof deck amenity open space, which has been well designed as an extension of the interior amenity room.

- D-3 Provide elements that define the place and 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.**

Belltown-specific supplemental guidance: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:(a) vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs;(b) art that relates to the established or emerging theme of that area; and (c) install plaques or other

features on the building that pay tribute to Belltown history. Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

The Board was very pleased with the conceptual streetscape improvements and encouraged the streetscape design to integrate information about the re-grade history through informational signage, artwork, etc that communicate the unusual history of the intersection and these sites. These four corners provide a critical juncture between downtown and Belltown due to the shift in the grid one block to the south.

At the Initial Recommendation meeting, the Board strongly reiterated its support for mid-block curb bulbs that provide visual relief and opportunities for additional landscaping in the urban environment.

At the Final Recommendation meeting, the Board noted that the preservation of the TSA elevation resulted in a calm, restrained and elegant building tower design. The preservation of the building elevation also creates a distinctive sense of place of historical significance.

- D-6 Design for personal safety and security. Design the site to enhance the real and perceived feeling of personal safety and security in the immediate area.**

This priority guideline was added at the Second EDG meeting.

At the Final Recommendation meeting, the Board recommended approval of the full exterior lighting concept plan showing illumination of the building with particular emphasis on the TSA.

E. Vehicular Access & Parking

- E-2 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.**

The Board discussed the above grade parking levels proposed for each of the two buildings. They agreed that the parking levels shown on the north tower would have more exposure to the street and pedestrian environment. In particular, the portion that wraps the southeast corner of the building near the main entry. While the proposed screening is helpful, the uses along the corner should be as active as possible. The Board suggested shifting the work studios to the corner to help activate the space. The Board applauded the configuration of uses on the south tower and felt that it successfully minimizes the presence of parking along these facades. If solid material is selected to screen the above grade parking in both buildings, it should receive special

treatment that provides visual interest to the pedestrian while remaining cohesive with the building design.

At the Second EDG meeting, the Board reiterated their support for taking all access from the alley. The Board was also very supportive of the efforts to screen the presence of parking uses in the above grade parking levels with active uses such as hotel rooms and work studios.

At the Initial Recommendation meeting, the Board was very supportive of the understated integration of the above grade parking levels into the overall building architecture and relationship to the TSA. The proposed design includes a combination of work studio units and opaque, fully fritted or frosted glass within a frame that responds to the proportionality and frame of the TSA.

At the Final Recommendation meeting, the Board was unanimous in support of the glazing proposed for the Second Avenue base. In order to screen the parking behind the fenestration of this base element, three treatments of glass panels are proposed for the multi-paned, large windows. The three treatments will be installed in a random pattern to recall the manner in which historic industrial building often replaced broken panes with a variety of glass, creating a patchwork effect using the same materials. One of the glass treatments will be used for approximately 85% of the panes, with the other two interspersed at random. This same treatment of the above grade parking screening will occur on the alley façade.

E-3 Minimize the Presence of Service Areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment and the like away from the street where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The Board was very pleased that the access has been proposed from the alley for both projects. The Board reiterated that accommodating the dumpsters within the buildings is strongly encouraged, so as to leave the alley less constrained. See also C-6.

At the Second EDG meeting, the Board was very pleased to hear that the proposed north tower intends to accommodate the existing dumpsters from the alley within the proposed structure. The Board agreed that the proposed buildings should either accommodate the existing dumpsters within the buildings or set back the building face more than the two feet that is required along the alley by Code.

At the Initial Recommendation meeting, the Board encouraged the applicant to investigate other proposed developments that are likely to occur along this alley and be aware of design and activity implications.

At the Recommendation meeting, five departures from the Code were proposed.

1. **Maximum Tower Width (SMC 23.49.058 D.2).** The Code requires that the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less. At levels 9-11, the proposed tower is approximately 125 feet wide or five feet wider than allowed.

The proposed tower base along the alley has been designed to respond directly to the datum lines established by the Terminal Sales building, which measures nine stories tall at the alley. The proposed building base has been extended upwards to reinforce and relate to the bulk and massing of this neighboring building and give a sense of symmetry to the alley entry. The Board agreed that this design responds more appropriately to the existing context and voted unanimously in favor of the proposed departure. (B-1, C-1)

2. **Overhead Weather Protection (SMC 23.49.018).** Continuous overhead weather protection is required for new development along the entire street frontage of a lot. The proposed design is incorporation of a historic structure into the design. In order to preserve the character of the façade, the ARC directed that the design eliminate overhead canopies along the historic façade to preserve its current architectural condition. The ARC has recommended that the canopies stop at least two feet short of the historic facade on either side to avoid having projections that would obscure or alter the facade, thus creating a 49' (131') gap along 2nd avenue. The Board agreed that preservation of the TSA elevation in keeping with its historic form and detail is paramount and will greatly contribute to an enhanced pedestrian experience and voted unanimously in favor of the proposed departure. (D-3)
3. **Street Level Use (SMC 23.49.009.B3).** The Code requires that 75% street level uses occur within 10' of the property line. A departure has been requested to decrease the amount of requires street level use to 60% (a decrease of 25 linear feet).

Because the proposal includes the preservation of a portion of the TSA fronting onto Second Avenue and due to limited street level transparency, sidewalk activation and the inability to create a retail entrance at this location, this portion of the façade has been incorporated into the hotel lobby. The hotel lobby use does not count towards street level uses; however it is intended that the lobby will be an active space and will offer views to and from the sidewalk. The Board agreed that the integration of the building program into this existing building form has been successfully achieved and will contribute to a vibrant streetscape. The Board voted unanimously in favor of the proposed departure. The Board recommended the installation of a plaque with information about the historic nature and landmark status of the TSA be included near the hotel entryway, along the south façade of the TSA building. (C-1, D-3)

4. **Parking Stall Size Requirement (SMC 23.54.030.C).** The Code requires that a minimum of 35% of the stalls be striped for large vehicles. For the hotel parking only, the proposed design proposes to provide 0% large stalls (the required 15 large stalls would be striped instead as medium stalls).

The width of the site cannot accommodate the floor to floor heights of the hotel use, the 20 feet of ramp required to access the above-grade parking and the dimensions of large stall sizes and aisle widths. The Board agreed that having the above grade parking share floors with hotel use, while allowing the hotel use to screen the parking along one street side was beneficial to the pedestrian environment by creating a more active façade. The Board voted unanimously in favor of the proposed departure. (E-2)

5. **Façade Setback Between 15' and 35' (SMC 23.49.056..B1.b2ii).** The Code requires that setbacks between the elevations of 15' and 35' above sidewalk be a maximum of 10. The proposed design includes a 15' setback at the entry area along Second Avenue.

The Landmarks Preservation Board encouraged increased depth of the setback along Second Avenue at the entry area abutting the TSA structure, allowing the south facade to be further exposed. This deeper entry space creates a more dramatic view of the existing TSA, while also creating a more gracious and visible point of entry for pedestrians. The Board voted unanimously in favor of the proposed departure. (C-1, C-4)

The Board, therefore, unanimously recommended approval of the design as shown, including the requested departures.

SUMMARY OF BOARD'S FINDINGS AND RECOMMENDATIONS

At their final meeting on September 9, 2008, the Board indicated their support for the project based on the development of their project using the design guidance from City of Seattle's "*Design Review Guidelines for Downtown Development, April, 1999*". The Board indicated that after considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members in attendance recommended **CONDITIONAL APPROVAL** of the proposed design including the requested departures subject to the following design elements in the final design. The recommendations summarized below are based on the plans submitted at the Final Design Review meeting. Design, siting or architectural details specifically identified or altered in these recommendations are expected to remain as presented in the presentation made at the Final Recommendation public meeting and the subsequent updated plans submitted to DPD.

1. The Board recommended the installation of a plaque with information about the historic nature and landmark status of the TSA be included near the hotel entryway, along the south façade of the TSA building.

The recommendations of the Board reflected concern on how the proposed project would be integrated into both the existing streetscape and the community. Since the project would have a strong presence along Second Avenue and Virginia Street and within the gateway to the Belltown community, the Board was particularly interested in the establishment of a vital design that would enhance the existing streetscape, encourage pedestrian activity and promote interesting design.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

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

- 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 above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

Five members of the Downtown 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.F3). The Director agrees with the well-considered street level details, building materials, and architectural design that support a high-quality, functional design responsive to the neighborhood's unique conditions. Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include all of the recommendations of the Design Review Board.

In developing their guidance for the project, the Board prioritized guidelines aimed at further refining and developing the street level design and uses. Further, the Board supported the applicant's request for a departure from street level uses based on the quality of the street level uses provided. Part of the recommendations of the Board included installation of a commemorative plaque marking the Terminal Sales Annex building. Therefore, the following condition shall be imposed:

The Board recommended the installation of a plaque with information about the historic nature and landmark status of the TSA be included near the hotel entryway, along the south façade of the TSA building.

The Director of DPD 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 for Downtown. 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, as well as the additional condition listed above.

Director's Decision

The Director finds that the conditions of approval on the design recommended by the Board are warranted. In developing their guidance for the project, the Board prioritized guidelines aimed at further refining and developing an active and vibrant street level design.

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle's "*Design Review Guidelines for Downtown Development, April, 1999*". The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the condition enumerated above and summarized at the end of this Decision.

ANALYSIS - SEPA

Environmental review is required pursuant to the Washington Administrative Code 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05). The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, 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 (SMC 25.05.665) mitigation can be considered.

A Final Environmental Impact Statement (FEIS) was published for the Downtown Height and Density Changes proposal in January 2005. The FEIS identified and evaluated the probable significant environmental impacts that could result from changing the height and density requirements in several downtown zones. That analysis evaluated the direct, indirect and cumulative impacts of the Preferred Alternative and alternatives.

The subject site is within the geographic area that was analyzed in the FEIS and is within the range of actions and impacts that were evaluated in the various alternatives. The proposed development lies within the new DMC 240'/290'-400' zoning district and the environmental impacts of a height increase to 400 feet at the project site were adequately evaluated as part of the non-project FEIS. DPD determined that for SEPA compliance associated with the subject site, it is appropriate to adopt the Downtown EIS and prepare an EIS Addendum to add more detailed, project-specific information. DPD determined that the EIS Addendum should address the following areas of environmental impact:

- Land Use
- Historic Resources
- Views, Shadows & Wind
- Traffic and Transportation
- Construction

- Greenhouse Gas Emissions

DPD has identified and adopts the City of Seattle's Final Environmental Impact Statement dated January 6, 2005 prepared for and in conjunction with amendments to the Land Use Code, Seattle Municipal Code section 23.49, concerning Downtown Seattle. DPD relies on SMC 25.05.600, allowing the use of existing environmental documents as part of its SEPA responsibilities with this project. DPD has determined that the proposal impacts for this Master Use Permit are identified and analyzed in the referenced FEIS; however additional analysis is warranted as permitted pursuant to SMC 25.05.625-630, through an Addendum to the Downtown FEIS. Accordingly, the Notice of Adoption and Availability of Addendum was published in the City's Land Use Information Bulletin on September 18, 2008. A copy of the Addendum was sent to parties of record that commented on the EIS for the downtown code amendments. In addition, a copy of the notice was sent to parties of record for this project. As referenced, the Addendum prepared for this project included an analysis of the project impacts disclosed above.

A. Long Term Impacts Identified in the Downtown EIS

The following is a discussion of the impacts identified in each element of the environment, along with indication of any required mitigation for the impacts disclosed. The impacts detailed below were identified and analyzed in the Downtown EIS.

Land Use

SMC 25.05.675J establishes policies to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with applicable City land use regulations and the goals and policies set forth in the land use element of the Seattle Comprehensive Plan. Subject to the overview policy set forth in SMC Section 25.05.665, the decision maker may condition or deny any project to mitigate adverse land use impacts resulting from a proposed project. Density-related impacts of development are addressed under the policies set forth in SMC 25.05.675 G (height, bulk and scale), M (parking), R (traffic) and O (public services and facilities) and are not addressed under this policy.

The Downtown EIS included an analysis of how the code changes were consistent with land use policies based on impacts disclosed in the Downtown EIS. The Addendum analyzed applicable development standards in the land use code and the zoning for the site and the surrounding area. In addition, impacts on height, bulk and scale were analyzed. The new codes addressed in the Downtown EIS create incentives to encourage density that can be accommodated in taller, more slender buildings. The design review process conducted in conjunction with the proposed development is intended to mitigate the land use impacts for height, bulk and scale. The architecture and urban design features of the proposed structure are described in the aforementioned Design Review portion of this report and are summarized in the Addendum. Therefore, the department concludes that no adverse impacts exist from the proposal and the proposed development does not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation of impacts disclosed in this section is required.

Historic Resources

The Downtown Height and Density Changes EIS noted that the City supports preservation of important historic resources typically consisting of downtown buildings with architectural or historic value. Subsequent to the publishing of the Downtown EIS, on January 16, 2008, the

Terminal Sales Annex building was designated a historic landmark by the Landmarks Preservation Board. On January 28, 2008, an Application for Certificate of Approval was submitted to the Historic Preservation Program Coordinator to alter portions of the building and to preserve and incorporate significant portions of the building into the new development. The proposal has been reviewed at multiple meetings with the Architectural Review Committee. Ultimately, the full Landmarks Board will decide upon whether to issue a Certificate of Approval to allow modifications to the Terminal Sales Annex building. The proposal action also includes demolition of the four-story building at 1919 Second Avenue. An Appendix A survey was completed and submitted with the Master Use Permit application. After review by the Landmarks Preservation staff, it was determined that the building did not meet landmark standards and should not be nominated for landmark status.

Views & Shadows

SMC 25.05.675.P requires that the Director assess the extent of adverse impacts on public views and the need for mitigation. The Addendum provides an analysis of view impacts to designated parks, landmarks, public places, skyline views and scenic routes as a result of the proposed development. The proposed structure is not anticipated to affect views of the mountains, downtown skyline or major bodies of water from designated public places, including Four Columns Park, the closest viewpoint that could potentially be affected.

The proposed building is also not anticipated to block public views of identified historic landmarks from designated locations. The Terminal Sales Annex building at 1931 Second Avenue which was designated a landmark on January 16, 2008 is on the site of the proposed development. Significant portions of the landmark building will be preserved and incorporated into the new development as reviewed and approved by the Landmarks Preservation Board. The primary façade of the Terminal Sales Annex faces Second Avenue and would not be blocked by the proposed development. Other landmark buildings in close proximity to the Proposed Action include the Terminal Sales Building at 1932 First Avenue, an eleven story office building constructed in 1921, and across the street to the east are the Moore Hotel and Theatre constructed in 1907, and the Josephinum Hotel also constructed in 1907. The proposed project is not expected to block public views of these historic landmarks from public places. When looking at the cumulative impacts of the two towers on the Terminal Sales Building, the Terminal Sales Annex, the Moore Hotel and Theatre, and the Josephinum Hotel, the conclusion is the same that the views of historic landmarks will not be impacted from public places.

The existing Monorail is a landmark and therefore was evaluated for view impact from the Proposed Action. The major views of the Monorail happen from vantage points above the streets (primarily from the Space Needle or surrounding hills) or on axis with east-west downtown streets. The location of the Proposed Action by itself on the water side of the Monorail and south of the Seattle Center would not individually or cumulatively affect or prohibit existing public views of the Monorail.

Finally, the proposed structure is not anticipated to affect views of the Space Needle from the Viaduct, Interstate 5, the downtown skyline or other designated viewpoint location. While not physically located in the Downtown area, the most visible landmark from many parts of the City is the Space Needle, which is located approximately one mile north of the project site. The City has identified nine viewpoints from which views of the Space Needle are to be protected. While the

majority of these designated viewpoints are located north of the project site, there are three viewpoints located south of the project site — in West Seattle. The view corridor extending directly from these viewpoints to the Space Needle passes approximately 12 blocks north of the project site. The proposed project, therefore, would not affect views of the Space Needle from any of the City's nine designated locations. The proposed action would affect cross-site views from residential dwellings and office buildings located proximate to the subject site. However, private views are not protected by City regulations.

SMC 25.05.675.Q requires that the Director assess the extent of adverse impacts of shadows on designated downtown open spaces and the need for mitigation. The analysis of sunlight blockage and shadow impacts is limited in the downtown and mitigation may only be required for Freeway, Westlake, Market (Steinbrueck), Convention Center and Kobe Terrace parks. Due to the increased building heights contemplated in the Downtown EIS, shadows will increase; however, additional shadowing of any of these downtown parks is not expected to change significantly. A shadow analysis was prepared for the Design Review Board meetings that considered shadow impacts from weather, building height, width and façade orientation; and the proximity of other intervening structures, topographic variations and significant landscaping. None of the downtown parks identified in the SEPA policy would be shaded by the proposed development.

No shadowing impacts will occur on any of the public open spaces identified in the SEPA policy, including the closest ones at Westlake or Steinbrueck Parks. Accordingly, no mitigation is necessary.

Wind

The Downtown Height and Density Changes EIS notes that tall buildings can notably affect the wind environment for pedestrians and that the Preferred Alternative in the EIS would permit buildings of greater height. However, the EIS also notes that ground level wind effects usually can be controlled by design features that deflect the winds near the base of the building, and that including such design features is an effective design strategy.

The purpose of the wind analysis completed for this project was to identify potential effects of wind on pedestrians, which in turn would affect the public's ability to use public streets and areas around the project site. This analysis focuses on pedestrian comfort levels, and compares existing conditions with projected impacts from the proposed building; specifically, the analysis describes how the proposed building form could modify air currents in the project area in ways that may affect pedestrians. Large buildings tend to intercept stronger winds at higher elevations and redirect them down to the street level, causing a "downwashing flow." Also, a "channelling effect" can occur when buildings are situated side by side and wind flow accelerates between them.

Rowan, Williams, Davies & Irwin, Inc. (RWDI) prepared a report, dated May 27, 2008, that analyzed effects of wind around the project site as well as the proposed building across Virginia Street at 2015 2nd Avenue, to determine the downwashing flow of wind from each building and the channelling effects from the proximity of the two buildings on the pedestrian environment. Discussion below is excerpted from this report.

To access wind effects, RWDI utilized local climate and wind data, site data, design drawings, and their experience with wind tunnel modeling of buildings and structures, including recent projects in Seattle. RWDI used their proprietary software to complete numerical analysis to evaluate wind flow around the general building forms and compare these with wind comfort criteria categorized by types of typical pedestrian activities.

Three types of pedestrian activities were reviewed:

(1) **Sitting:** Low wind speeds during which one can read a newspaper without having it blown away. These wind speeds are appropriate for outdoor cafes and other amenity spaces that promote sitting.

(2) **Standing:** Slightly higher wind speeds that are strong enough to rustle leaves. These wind speeds are appropriate at major building entrances, bus stops or other areas where people may want to linger but not necessarily sit for extended periods of time.

(3) **Walking:** Winds that would lift leaves, move litter, hair or clothing. Appropriate for sidewalks, plazas, parks or playing fields where people are likely to be more active and receptive to some wind activity.

Wind conditions were considered suitable for sitting, standing, or walking if the wind speeds identified for each activity are expected for at least 4 out of 5 days (80% of the time). An “uncomfortable” designation means that the criterion for walking is not satisfied. Safety was also considered by the criteria and is associated with excessive gust wind speeds that can adversely affect a pedestrian’s balance and footing.

Based on RWDI’s analysis of wind data and potential for local wind acceleration caused by the proposed and existing buildings, winds from the south through the south west and north are considered important in the assessment of pedestrian wind conditions, although other wind directions were also considered in their analysis.

Wind conditions suitable for standing are desirable for main entrances, while wind comfort suitable for sitting is preferred at a sidewalk café. For other sidewalk locations, winds comfortable for walking are satisfactory.

For the existing site conditions, the summer winds along Second Avenue were generally rated suitable for standing. With the addition of the proposed development these conditions remain. The wind comfort level at the sidewalk café proposed at the south end of the Second Avenue frontage was predicted to be suitable for standing, which is higher than is desired during the summer. RWDI states that in their opinion, the proposed landscaping in combination with localized wind screening measures incorporated into the café layout will provide the necessary wind comfort conditions at the sidewalk café. During the winter, wind comfort conditions along Second Avenue were typically rated comfortable for standing for both the existing and proposed site conditions. The wind safety criteria was predicted to be met in this area throughout the year.

The existing wind comfort levels in this area of Virginia Street were rated as suitable for sitting or standing during the summer. With the proposed development in place, wind comfort conditions were rated suitable for standing, which is appropriate for the area and planned activity. In the wintertime, existing winds were rated comfortable for standing, and became comfortable for walking with the proposed development in place, which is higher than desired at the residential entrance. Wind control features are recommended at the residential entrance which may include landscaping, wind screening or canopies. The wind safety criteria was predicted to be met in this area throughout the year.

Existing wind conditions in the alley were rated as sitting or standing on a year round basis. The addition of the proposed development created wind conditions that were typically rated standing throughout the year, with a localized area around the intersection of the alley with Virginia Street rated walking during the winter. RWDI concluded that these conditions are regarded as satisfactory. The wind safety criteria was met throughout the year for both existing and proposed site conditions.

RWDI analysed the wind activity from the new building at 1931 Second Avenue on the neighboring existing roof terraces and concluded that they would not predict any significant change in wind comfort on the One Pacific Tower roof terrace or the Cristalla roof terrace.

As recommended by RWDI, wind control features such as landscaping, wind screening or canopies have been be incorporated at the Second Avenue sidewalk café and the Virginia Street residential entrance. No further wind impacts will occur at the sidewalk level identified in the SEPA policy. Accordingly, no mitigation is necessary.

Traffic and Transportation

SMC 25.05.675R requires that the Director assess the extent of adverse impacts of traffic and transportation and the need for mitigation. The Downtown EIS analysis considered the direct, indirect and cumulative impacts of that proposal and alternatives as they relate to the overall transportation system. The subject site is within the area analyzed in the EIS and the proposed development is within the range of actions and impacts evaluated in the EIS.

A Traffic Impact Study, completed by The Transpo Group dated April 2008 and amended in September 2008 and referenced in the Addendum found that the proposed project is estimated to generate approximately 99 trips during the AM peak hour and 123 trips during the weekday PM peak hour. The study examined ten intersections in the project vicinity and found that during the weekday PM peak hour, all of the signalized study intersections are anticipated to operate at the same Level of Service (LOS) currently experienced (LOS B or better) with the exception of 2nd Avenue and Stewart Street which is anticipated to degrade from LOS A to LOS B and the 5th Avenue and Olive Way intersection which is anticipated to degrade from LOS C to LOS D by 2011 without the proposed project. During the weekday PM peak hour, the addition of project traffic is expected to cause one study intersection (1st Avenue and Lenora) to degrade from baseline conditions from LOS A to LOS B. The traffic study contemplates 18 planned development projects in the vicinity that have been identified in the development pipeline and have been taken into account in the forecasted traffic growth figures.

The proposed development is expected to increase traffic along the alley as vehicles enter and exit the building. The traffic analysis shows that approximately 150 trips will occur at the north end of the alley during the PM peak hours, including traffic anticipated to be generated by other projects currently under review. In order to increase visibility for pedestrians and vehicles at the intersection of the alley and Virginia Street and increase safety, several conditions are warranted. The sight lines for eastbound traffic turning from Virginia Street into the alley and the sight lines between vehicles exiting the alley and making a right-hand turn onto Virginia Street are of particular importance. The following conditions are imposed to increase visibility at these two corners:

1. No opaque or translucent window coverings shall be allowed over any windows at the ground floor northwest corner retail space.
2. A mirror shall be installed and maintained on the northwest corner of the proposed building to increase visibility between pedestrians and vehicles alike, particularly eastbound pedestrians approaching from the west of the project site.
3. Per SDOT approval, raised planters shall be installed and vegetated on the sidewalk in front of the northwest corner retail space along Virginia Street to shift pedestrian circulation away from the building face and alley, thereby increasing the distance and visibility between pedestrians walking westbound on the sidewalk and vehicles exiting the alley.

The proposed development will provide parking for 288 vehicles, all of which are accessed from the alley. No parking for residential uses is required downtown. Based on current market studies in downtown Seattle, peak parking demand for urban downtown apartments is estimated at 0.7 to 0.8 stalls per unit. The proposed project is providing approximately 1.3 stalls per unit, plus 39 spaces

for the hotel rooms. Therefore, it is anticipated that the proposed parking supply will adequately accommodate the projected parking demands.

B. Additional Impacts Not Identified in the Downtown EIS

SMC 25.05.600.D allows for existing environmental documents to be used. As stated above, this project includes the adoption of the Downtown EIS along with the development of an Addendum to analyze and mitigate site specific impacts not disclosed in the EIS. The area of impact that was not discussed in the EIS – Construction – is analyzed with the Addendum for this project. The authority to allow for additional analysis is in SMC 25.05.600.D3, as long as the analyses and information does not substantially change the analysis of significant impacts or alternatives in the existing environmental document, that being the Downtown EIS.

Short—Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Construction

SMC 25.05.675.C provides policies to minimize or prevent temporary adverse impacts associated with construction activities. To that end, the Director may require an assessment of noise, drainage, erosion, water quality degradation, habitat disruption, pedestrian circulation and transportation, and mud and dust impacts likely to result from the construction phase. The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. Puget Sound Air Pollution Control Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Noise

The Addendum includes a series of measures to mitigate noise, vibration air quality and traffic impacts associated with work in the downtown area. These include limiting hours of most construction work to between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm on Saturdays, ensuring nighttime activities do not exceed noise ordinance limits, limiting high

noise impacts to between 7:00 am and 5:00 pm on weekdays. Other mitigation measures include reducing or limiting vibrations, using sound barriers and other methods to reduce impacts on adjacent structures, developing truck haul routes and processing certain materials off-site. Traffic management measures to mitigate impacts on the vehicular and pedestrian networks during construction are also included, specifically the development of a truck hauling plan, use of structured parking facilities for construction parking, staging of trucks outside of the downtown area, maintaining pedestrian walkways and sidewalks during construction, with temporary closures and covered walkways if needed.

Accordingly, the project is conditioned to implement all mitigating measures outlined in the Addendum related to mitigation of Construction impacts through the development of a Construction Management Plan addressing access to the site during construction, noise mitigation efforts, vibration mitigation efforts and other features to address impacts related to construction activities. In order to preserve the existing level of services and functions that occur along the alley, the following mitigation goal shall be included in the Construction Management Plan, as well as measures to meet this objective:

1. The alley shall be kept clear of construction parking, storage, debris or other non-essential construction related activity, other than normal circulation and delivery activities typically associated with alley functions. The Plan shall detail those limited circumstances when it is essential for the alley is to be used for construction activities, and shall provide for advance notice to adjoining properties when such activities are to occur.

Air Quality

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No unusual circumstances exist which warrant additional mitigating, per the SEPA Overview Policy.

Long Term Impacts

Solid Waste and Recycling

Currently, the alley abutting the project is home to solid waste and recycling containers for a number of commercial and office uses in the immediate area. The use of the alley for these facilities has been a long standing feature of the Terminal Sales Building, across the alley from the subject site. Given the age of the Terminal Sales Building, their dumpsters cannot be accommodated within the building. The proposed project design includes accommodation of the waste and recycling facilities within the new structure. Therefore, no further mitigation is necessary.

Air Quality

The number of vehicular trips associated with the project construction is expected to increase from the amount currently generated by the various sites and the projects' overall electrical energy and natural gas consumption is expected to increase. Together these changes may result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

DECISION - STATE ENVIRONMENTAL POLICY ACT

The proposed action is **APPROVED WITH CONDITIONS.**

CONDITIONS – DESIGN REVIEW

Prior to Final Certificate of Occupancy

1. Installation of a plaque with information about the historic nature and landmark status of the TSA shall be included near the hotel entryway, along the south façade of the TSA building. Such an installation must be reviewed and approved by the Landmarks Board.

General Conditions

2. As proposed, the architectural features and details presented at the Final Design Review meeting shall remain.
3. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner or by the Design Review Manager. Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
4. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD Land Use Planner assigned to this project or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
5. Embed all of the conditions listed at the end of this decision in the building permit drawings.
6. Embed the 11 x 17 colored elevation drawings from the DR Recommendation meeting and as updated into the Building Permit Plan set in order to facilitate subsequent review of compliance with Design Review.

CONDITIONS - SEPA

Prior to MUP Issuance

7. A Certificate of Approval for any changes to the building exterior from the Landmarks Preservation Board/Department of Neighborhoods Director must be obtained.
8. Project #3007606 shall contain bonus residential floor area pursuant to SMC 23.49.015. Prior to issuance of the MUP, the applicant shall enter into a voluntary agreement to mitigate impacts of the bonus development. Such agreement may be in the form of a letter, subject to approval by the Seattle Office of Housing. The letter will describe how affordable housing impacts associated with the bonus will be mitigated: performance option, payment option, or combination; and payment calculation and date (see .015 B.1.b and .015 C); or performance housing details: floor area calculation (see .015 B.1.a and .015 D), ownership, location, income & affordability, amount & terms of any financial contribution by applicant to the affordable housing owner, date when final Certificate of Occupancy for the low-income housing was or is anticipated to be issued, and calculation of initial and annual monitoring fees (.015 B.6) and estimated date of initial year of compliance.

Prior to the Issuance of the Demolition and/or Shoring Permit

9. The applicant shall submit for review and approval a Construction Management Plan to address mitigation of impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. The project shall also include all mitigating measures for construction related impacts identified in the Addendum. The Plan may also be incorporated into any Construction Management Plans required to mitigate any short term transportation impacts that result from the project.

During Construction

10. The project shall implement all mitigating measures for construction related impacts identified in the EIS Addendum and contained in the Construction Management Plan.
11. The Construction Management Plan shall also include the following statement (and provide implementation measures to ensure its compliance): "The alley shall be kept clear of construction parking, storage, debris or other non-essential construction related activity, other than normal circulation and delivery activities typically associated with alley functions." The Plan shall detail those limited circumstances when it is essential for the alley is to be used for construction activities, and shall provide for advance notice to adjoining properties when such activities are to occur.

For the Life of the Project

12. No opaque or translucent window coverings shall be allowed over any windows at the ground floor northwest corner retail space.

13. A mirror shall be installed and maintained on the northwest corner of the proposed building to increase visibility between pedestrians and vehicles alike, particularly eastbound pedestrians approaching from the west of the project site.
14. Per SDOT approval, raised planters shall be installed and vegetated on the sidewalk in front of the northwest corner retail space along Virginia Street to shift pedestrian circulation away from the building face and alley, thereby increasing the distance and visibility between pedestrians walking westbound on the sidewalk and vehicles exiting the alley.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Lisa Rutzick, (206 386-9049) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved. **Prior to any alteration of the approved plan set on file at DPD, the specific revisions shall be subject to review and approval by the Land Use Planner.**

Signature: _____ (signature on file) Date: December 18, 2008
Lisa Rutzick, Land Use Planner
Department of Planning and Development
Land Use Division

LR:lc

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