

C.F. 313716

**Vacation Application**

for the

***Pike Place Market  
Waterfront Entrance  
Project***



**City of Seattle**

**April 7, 2014**

prepared for

***Seattle Department of Transportation***

# **TABLE OF CONTENTS**

**Section**

**Page**

**VACATION PETITION APPLICATION**

1. Filing Fee:.....	1
2. Required Signatures:.....	1
3. Community Information: .....	2
4. Development Team:.....	2
5. Right of Way Proposed for Vacation: .....	2
6. Project Location:.....	3
7. Reasons for the Vacation: .....	4
8. Project Description: .....	7
9. Other Land Use Actions: .....	9
10. Vacation Policies/Transportation Impacts: .....	9
11. Vacation Policies/Utility Impacts:.....	12
12. Vacation Policies/Land Use Impacts: .....	14
13. Vacation Policies/Public Benefit: .....	18
14. Public Benefit Matrix:.....	20
15. Site Maps: .....	20
16. Project Maps: .....	20
17. 9-block Urban Design Analysis:.....	20
18. Impact on Public Transportation Projects:.....	20
19. Environmental Impact Statement (EIS): .....	21
20. Neighborhood Plan:.....	21
21. Comprehensive Plan and Other City Plans and Goals: .....	22
22. Sustainable Practices:.....	24
23. Design Review Board:.....	24
24. Company/Agency Information: .....	25
25. Development Schedule: .....	27

## **FIGURES SECTION**

1. Site Ownership
2. Vicinity Map
3. Right-of-Way to be Vacated
4. No Vacation Alternative – Loss of Open Space
5. No Vacation Alternative – Loss of Parking
6. Site Plan
8. Parking Garage
9. West Elevation
10. East Elevation
11. North and South Elevations
12. Western Avenue Stair and Breezeway Study
13. View from SW Corner of Site
14. Pike Place Market Waterfront Entrance Project Site - Existing Conditions
15. Pike Place Market Waterfront Entrance Project Site – with PC1-N Building Constructed
16. Pike Place Market Waterfront Entrance Project Site – with Viaduct Demolished
17. Pike Place Market Waterfront Entrance Project Site – with Elliott Connector Built
18. Pike Place Market Waterfront Entrance Project Site – with Potential Future Overlook Walk Built
19. Pike Place Market Waterfront Entrance PC1-N Building – 3D Depiction

## **APPENDICES**

- A. *Signed Vacation Petition*
- B. *Community Outreach*
- C. *Development Team*
- D. *Plat Map, Site Survey Map, Ordinance No. 67125, and Historic Right-of-Way Map*
- E. *Utility Impacts*
- F. *Development Matrix*
- G. *Public Benefits Matrix*
- H. *9-Block Urban Design Analysis*
- I. *SEPA Checklist*
- J. *Sustainability Practices*
- K. *Pike Place Market Design Commission Materials*
- L. *Development Schedule*

# **Pike Place Market Waterfront Entrance Development**

## **Street Vacation Petition**

April 7, 2014

The proposed ***Pike Place Market Waterfront Entrance Development*** would redevelop a surface parking lot with a new, mixed-use building containing low income residential uses, commercial space, social services space, below grade parking, and public terrace/walkways. The street that is proposed for vacation is 1,342 sq. ft.<sup>1</sup> of Armory Way (as condemned by Ordinance 67125) that is not connected to the street grid and provides no current transportation function.

This Vacation Petition application consists of descriptive text, which is presented below, followed by a **Figures Section** and **Appendices**. Key figures, prepared by The Miller Hull Partnership for this Vacation Petition, include: the 9-block urban context maps, site plans, lot and building dimensions, lot ownership, and illustrations of the street vacation, building elevations, landscaping, and proposed pedestrian amenities.

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

1. **Filing Fee**: A check in the amount of \$450.00 and made payable to City of Seattle Department of Finance is included as part of this petition application.
2. **Required Signatures**: *Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.*

The signed petition is included in **Appendix A** of this Vacation Petition application. The property adjoining the street to be vacated is owned by the City of Seattle Department of Transportation. **Figure 1** in the **Figures Section** of this packet shows the site's ownership.

---

<sup>1</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

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

Listed below are the community groups, neighborhood organizations, and business groups that have been contacted regarding the proposed project. Additional information regarding public involvement is provided in **Appendix B** to this Vacation Petition application.

- Downtown District Council
- Downtown Seattle Association
- Market Stakeholders Group
- Market Community
- Market Historical Commission
- Central Waterfront Design Team
- Downtown Resident’s Council
- Belltown Community Council
- Belltown Business Association
- Alliance for Pioneer Square
- BNSF

**4. Development Team: *Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and e-mail address.***

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

**5. Right of Way Proposed for Vacation: *Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.***

**Appendix D** contains a plat map depicting the ***Pike Place Market Waterfront Entrance*** project site and a site survey of the existing conditions on the site.

Please refer to the **Figures Section** of this street Vacation Petition for the following: a vicinity map (**Figure 2**) and a figure that illustrates the proposed right-of-way (ROW) to be vacated (**Figure 3**).

The petitioner seeks a vacation of 1,342 sq. ft.<sup>2</sup> along the western edge of the ***Pike Place Market Waterfront Entrance*** project site. The subject right-of-way is no longer used for transportation purposes. In 1936, the area was condemned to create Armory Way under Ordinance 66339, as amended by Ordinance 67125. In 1948, the City established the elevated viaduct over portions of City rights-of-way, including Armory Way, in Ordinance 77088, as amended by Ordinance 77749. The subject right-of-way is located between the viaduct and the project site (not directly under the viaduct). Neither the viaduct ordinances nor any subsequent ordinance vacated Armory Way. Even though the subject area is no longer used for transportation purposes, it is still designated as Armory Way.

See **Appendix D** for a copy of Ordinance 67125 and the historic right-of-way map.

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

<sup>2</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

**Right-of-Way**

THAT PORTION OF ARMORY WAY (AS CONDEMNED BY ORDINANCE NO. 67125) RIGHT OF WAY, LYING WITHIN THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF VACATED STEWART STREET AND THE NORTHEASTERLY MARGIN OF SAID ARMORY WAY;  
THENCE SOUTH 30°38'30" EAST ALONG SAID NORTHEASTERLY MARGIN, A DISTANCE OF 40.22 FEET;  
THENCE CONTINUING ALONG SAID MARGIN SOUTH 59°24'35" WEST, A DISTANCE OF 2.40 FEET;  
THENCE LEAVING SAID MARGIN, NORTH 30°35'35" WEST, A DISTANCE OF 103.91 FEET;  
THENCE NORTH 42°22'49" WEST, A DISTANCE OF 201.38 FEET TO A POINT ON THE NORTHEASTERLY MARGIN OF SAID ARMORY WAY;  
THENCE SOUTH 47°42'09" EAST, ALONG SAID NORTHEASTERLY MARGIN, A DISTANCE OF 64.11 FEET TO A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 556.05 FEET AND A CENTRAL ANGLE OF 17°03'40";  
THENCE ALONG SAID CURVE, A DISTANCE OF 165.58 FEET;  
THENCE SOUTH 30°38'30" EAST, A DISTANCE OF 36.43 FEET TO THE POINT OF BEGINNING.  
CONTAINING 1,342 SQUARE FEET OR 0.0309 ACRES, MORE OR LESS.

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

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

- **Address of Project:** The PC1-N site consists of two parcels, which are addressed as follows according to King County Assessor records:

Parcel No. 197720-0330 – 1901 Western Avenue, Seattle WA 98101

Parcel No. 197720-0329 – 1900 Elliott Avenue, Seattle WA 98101 (this parcel is the subterranean BNSF right-of-way utility tunnel)

- **Streets Bordering Project:** The *Pike Place Market Waterfront Entrance* project is bordered by Western Avenue to the east and the street segment that is proposed for vacation to the west (that portion of Armory Way as condemned by Ordinance 67125). The elevated Alaskan Way Viaduct is located directly to the west of the right-of-way proposed for vacation.
- **Neighborhood Planning Area:** The *Pike Place Market Waterfront Entrance* project is located within the Commercial Core Neighborhood of Seattle's Downtown Urban Center, and within the *Pike Place Urban Renewal Plan* area. The site is identified as PC1-N in the *Pike Place Urban Renewal Plan*.
- **Zoning:** The site is currently zoned Pike Market Mixed-85 (PMM-85).

See **Appendix H** for figures showing the streets bordering the project site, neighborhood planning area and a zoning map.

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

On August 13, 2012, the Seattle City Council unanimously adopted Resolution 31399. The Resolution directs the City’s Central Waterfront design team to work “collaboratively with the designers for the Pike Place Market’s proposed development on the PC-1 north site.” The Resolution also says, “By the end of 2012, the City should enter into agreements with the Pike Place Market and Seattle Aquarium to continue design collaboration and to develop a process for refining other aspects of these partnerships. The agreements should include principles to determine an appropriate City contribution to the public infrastructure improvements on the PC-1 north site and the Aquarium renovation, in coordination with the next phase of design work.” The City and the PDA entered into a Memorandum of Understanding (MOU), pursuant to Resolution 31399 on May 16, 2013. The City Council approved the concept with the MOU and then received a detailed project brief on August 5, 2013.

The proposed ***Pike Place Market Waterfront Entrance Development*** would redevelop a surface parking lot with a new, mixed-use building containing low income residential uses, commercial space, social services space, below grade parking, and public terrace/walkways. The street that is proposed for vacation is a small area of land (1,342 sq. ft.)<sup>3</sup> that is not connected to the street grid and provides no current transportation function. The requested street vacation would straighten the property line, provide additional below-grade parking capacity, improve parking garage circulation, and provide additional public open space/walkway area.

**Current Site Conditions and Use**

The project site encompasses an area of 38,993 sq. ft. (0.89 acres). There are no buildings on-site; existing site uses include surface parking (84 spaces) with vehicular access from Western Avenue. The parking lot portion of the site is relatively flat and generally ranges between elevations of 80 and 75 feet, and slopes downward to the northwest. A retaining wall supports Western Avenue on the eastern side of the site, where the street level is up to approximately 15 feet above the parking lot grade. The southwest portion of the site is designated as a "Steep Slope" Environmentally Critical Area (ECA). The steepest slope on the site is approximately 50 percent. The street that is proposed for vacation is located on a steep slope that provides no current transportation function. Because the street is relatively sheltered from public view, it is used for illicit activities by transient populations at present, and is frequently littered with garbage and used drug paraphernalia.

---

<sup>3</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

## **Pike Place Market Waterfront Entrance Project**

The proposed ***Pike Place Market Waterfront Entrance Project*** involves development of a 7-level mixed-use structure containing approximately 210,000 gross sq. ft.<sup>4</sup> The proposed building would have 3 to 4 levels above-grade and the amount of gross floor area above-grade would approximate 45,731 sq. ft. Included within the building would be approximately 12,700 sq. ft. of retail/commercial space, 27,000 sq. ft. of low-income housing (40 units), 1,700 sq. ft. of social services space, and 4 levels of below-grade parking (approx. 119,000 sq. ft.) to accommodate approximately 300 vehicles. In addition, approximately 35,500 sq. ft. of public roof terrace and walkways would be provided.

### **Site Constraints**

The site is bordered to the east by Western Avenue, to the north by Victor Steinbrueck Park and the Market Place Garage, to the south by the existing Pike Place Garage and Heritage House senior housing and the street that is proposed for vacation to the west (that portion of Armory Way as condemned by Ordinance No. 67125). The existing elevated Alaska Way Viaduct which is scheduled for demolition in 2016 is located to the west of the right-of-way proposed for vacation. Upon demolition, the Viaduct right-of-way is planned to be redeveloped by the Waterfront Seattle project.

The program for this mixed-use project proposes a 7-level structure containing approximately 3 to 4 levels above-grade with low-income housing units, retail space, and below grade parking. Due to the already narrow east-west width of the project site, several key program requirements including the parking, residential, commercial, and public terrace portions of the project, would be constrained without the requested street vacation. The project has also been closely working with the future Waterfront Seattle design team which has assumed this vacation as a basis for integration between the two projects.

The development potential of the site is also constrained below-grade by the presence of the BNSF Railroad Tunnel, which crosses the PC1-N site below grade at an acute angle from the southeast corner to the northwest corner, and limits the excavation depth to four stories, and restricts the size of the bottom parking level (level P-4). Refer to **Figure 7** in the **Figures Section** for reference.

Development potential for the project is also constrained above grade by the need to limit the building's height in order to preserve view corridors from neighboring land uses including Pike Place Market and Victor Steinbrueck Park.

### **Why the Vacation is Requested**

The street vacation is requested because it is the only way to accommodate the development program in its ideal configuration on the site and make the project viable. According to the *Pike Place Urban Renewal Plan*, the PC-1 land use area is to accommodate approximately 850 public parking stalls (PC-1 includes the project's PC-1N site, and the PC-1S site, which contains Pike Market Heritage House and a parking garage). The PC-1S site currently contains approximately 550 parking stalls within a parking garage.

---

<sup>4</sup> The SEPA Checklist (**Appendix I**) prepared for this project contains analysis based on MUP drawings dated November 2013; the preferred concept has been refined, therefore project numbers contained in this vacation petition have the updated to reflect the most recent design on file at the City.

The proposed **Pike Place Market Waterfront Entrance** project would develop approximately 300 parking spaces, bringing the total parking count to 850, and in compliance with the intended parking count for the PC-1 land use area, as called for in the *Pike Place Market Urban Renewal Plan* of 1974. Without the requested street vacation, only roughly 254 parking stalls could be built on the PC-1N site, and the amount of parking would not be consistent with the *Plan* (804 spaces).

### **What the Vacation Contributes to the Proposed Project**

The street vacation will contribute to the proposed project in the following ways:

- The street vacation will allow the proposed building to be configured in such a way as to maximize below-grade parking and provide approximately 300 parking stalls. This will contribute towards meeting the 850 parking stall criteria identified in the *Pike Place Urban Renewal Plan* for the PC-1 land use area.
- The proposed vacation allows for a more efficient parking & circulation layout that meets the requirements of the *Pike Place Urban Renewal Plan*.
- The proposed vacation allows for the parking within the **Pike Place Market Waterfront Entrance** project to partially contribute towards replacing parking that would be eliminated underneath the Alaskan Way Viaduct as part of the waterfront development.
- The proposed vacation allows for additional public open space along the public promenade above the garage. The street vacation allows the building to develop more public roof terrace to improve the pedestrian experience and enhance public enjoyment of water views.
- The proposed vacation contributes to the future integration of the **Pike Place Waterfront Entrance** and the Overlook Walk portion of the Waterfront Seattle redevelopment.
- The street vacation allows for ideal building size and configuration making the project unique and viable.

### **Development that Could Occur as No Vacation Alternative**

Without the proposed vacated right-of-way, the project would lose approximately 48 of the planned parking spaces and would not meet the parking count called for in the *Pike Place Urban Renewal Plan*, the public promenade would decrease in size by approximately 1,390 sq. ft., and additional work would be required to redesign Overlook Walk in order to connect to this project. See **Figures 4** and **5** in the **Figures Section** for the public open space and parking that would be constrained without the requested street vacation.

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

### **Current Site Conditions and Existing Uses**

The project site consists of an area of 38,993 sq. ft. (0.89 acres). There are no buildings on-site; existing site uses include:

- Surface parking (84 spaces) with vehicular access from Western Avenue;
- Timber framed access stairs which connect the surface parking and Western Avenue to the Pike Place Market via the Joe Desimone Bridge;
- Two fluid cooler units that are connected to the Pike Place Market's central water plant; and,
- Foundations from a building that was previously on the site (Market Municipal Building, which was destroyed by fire in 1974).

### **Proposed Project**

The proposed ***Pike Place Market Waterfront Entrance Project*** involves development of a 7-level mixed-use structure containing approximately 210,000 gross sq. ft.<sup>5</sup> The proposed building would have 3 to 4 levels above-grade and the amount of gross floor area above-grade would approximate 45,731 sq. ft. Included within the building would be approximately 12,700 sq. ft. of retail/commercial space, 1,700 sq. ft. of social services space, 27,000 sq. ft. of low-income housing (40 units), and 4 levels of below-grade parking (approx. 119,000 sq. ft.) to accommodate approximately 300 vehicles. In addition, approximately 35,500 sq. ft. of public roof terrace and walkways would be provided. See **Figure 6** in the **Figures Section** for a site plan.

From the east (Western Avenue), the building would appear as a 2-story structure with the rooftop terrace at approximately the level of Pike Place Market. From the west (SR 99), the building would appear as a 4-story structure. The entrance lobby to the building would be centrally-located along the east side of the structure with direct access from Western Avenue. The building steps down toward the north and west preserving a "view cone" from Victor Steinbrueck Park and the upper market.

### **Open Space**

Approximately 35,500 sq. ft. of public terrace and walkways are proposed for the ***Pike Place Market Waterfront Entrance Project***. The public terrace would connect to Pike Place Market and would have views of Elliott Bay, Puget Sound and the Olympic Mountains to the west.

The open space at the Pike Place Market level of the proposed building would include overhead weather protection (in places), precast concrete unit pavers, a wooden deck, and

<sup>5</sup> The SEPA Checklist (**Appendix I**) prepared for this project contains analysis based on MUP drawings dated November 2013; the preferred concept has been refined, therefore project numbers contained in this vacation petition have the updated to reflect the most recent design on file at the City.

multiple seating elements. A ramp would lead down to the north, with two switch-backs traversing the length of the commercial portion of the building down to the first floor.

### Pedestrian Circulation

Pedestrian street level access to the entrance lobby would be provided from Western Avenue, as well as a connection from Pike Place Market via the Joe Desimone bridge.

### Parking, Access, and Loading

Below-grade parking would be provided for approximately 300 vehicles. One point of ingress and egress to the below-grade garage would be provided from Western Avenue. This access would be at the east end of the building. In the future, a second right-in/right-out only driveway is proposed on the Elliott-Western Connector that would be located in the footprint of the current Alaskan Way Viaduct. The proposed vacation of approximately 1,342 sq. ft. of Armory Way (as Condemned by Ordinance 67125), would not interfere with the future Elliott-Western Connector.

There would be an internal connection between level P-3 of the new parking garage and the existing, adjacent Pike Place Market parking garage to the north.

Loading and service access to the building would be provided from Western Avenue. See **Figure 7** in the **Figures Section** for the parking garage layout.

### Proposed Design Concept

The proposed building massing is intended to preserve existing iconic views from the Market while creating new public view opportunities and connections afforded by the site and potential future developments. To achieve this, the four level parking garage has been placed below grade to create a platform at the level of Western Avenue for the proposed commercial and residential parts of the building.

The one story commercial component, with its roof terrace, provides public view and assembly opportunities, while maintaining clear view access to Elliot Bay from the existing Pike Place Market. Access from the Pike Place Market would be provided through the existing Joe Desimone Bridge, which aligns with the level of the roof terrace. An exterior public stairway and ramp further enhance porosity through the site from Pike Place Market and Western Avenue, and facilitate possible future connections to the Waterfront Seattle redevelopment.

The four story residential component at the south end of the project site further maintains the balance between zoning allowances and view preservation by setting back to the east as it increases in height.

The project would reference the vernacular concrete and timber structural systems of existing Pike Place Market buildings. Refer to **Figures 9, 10** and **11** for building elevations and **Figures 12** and **13** for renderings of the project.

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

The applicant is seeking a Master Use Permit (MUP No. 3015514) for development of this project.

A Certificate of Approval from the Pike Place Market Historical Commission will be required for the project.

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

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

*Rights-of-way provide public transportation routes and access to abutting properties.*

**Guideline 1.1 - Protection of Circulation and Access According to Street Classification.**

*The following guidelines are organized by street classification consistent with the Transportation Strategic Plan (TSP)*

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

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

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

- C. Transit Routes. Streets that contribute to the integrity and continuity of the public transit system will be considered for vacation only after review and comment by relevant public transportation agencies. .
- D. Truck Routes and Truck Streets (Arterials). Designated major truck streets may be vacated only when an alternative route is substituted.
- E. Boulevards. Designated boulevards and portions of boulevards may be vacated only for public purposes such as parks.
- F. Alleys. Proposed alley vacations will be considered according to the following guidelines.
1. The primary purpose of alleys is to provide access to individual properties for loading functions and to provide utility corridors and access to off-street public services such as water, sewer, solid waste and electricity. In addition, alleys may provide other public purposes and benefits including pedestrian and bicycle connections, and commercial and public uses. Alleys should be retained for their primary purposes and other public purposes and benefits. Alley vacations may be approved only when they would not interrupt an established pattern in a vicinity, such as continuity of an alley through a number of blocks or a grid, which is a consistent feature of neighborhood scale. The impacts on future service provision to adjacent properties if utilities are displaced will be reviewed.
  2. Residential Zones. In general, alleys in residential zones will be preserved. Alley vacations associated with institutions (as defined in the Land Use Code) may be permitted only when:
    - a) steep topography prevents development and use of an unimproved alley for access; or
    - b) the alley is not needed for service functions; and
    - c) off-street parking access which meets the land use code requirements can be provided otherwise.
  3. Commercial Zones. In general, alleys in commercial zones will be preserved. Such alleys may be considered for vacation only when:
    - a) their loading, service, delivery, and access to parking functions are retained on the petitioner's property; and
    - b) the number of curb cuts along commercial frontage is not likely to be increased as a result of the proposed vacation.
  4. Downtown. The following criteria will be considered for specific downtown alley vacation petitions:
    - a) may be vacated only when their loading, service and access functions can be continued within the development site, and curbcuts are provided in conformance with the Comprehensive Plan and the land use code;

- b) alleys which are part of the primary pedestrian circulation system, such as Post Alley, may be vacated only when comparable public pedestrian circulation is provided and the pedestrian environment along the corridor is improved; and
- c) to ensure compatible scale and character of infill development, for example, alleys in special review districts or historic districts may be vacated only when compatible scale and character of development is assured.

G. Bicycle Routes. The continuity and integrity of designated bicycle routes, such as bicycle streets, bicycle paths, and bicycle lanes will be protected. Such rights-of-way may be vacated only when a comparable or better bicycle right-of-way is provided as part of the vacation. Bicycle access must be comparable in terms of safety, convenience, and directness.

H. Pedestrian Access.

1. Pedestrian routes including designated green streets, and public stairways may be vacated only for public purposes, such as parks.
2. Proposed vacations, which would result in a reduction of the sidewalk width in areas of existing or anticipated heavy pedestrian volume may be vacated only when provisions are made to otherwise accommodate the pedestrian traffic.
3. Proposed vacation of rights-of-way, which contain unimproved pedestrian trails, may be approved only when the public pedestrian function is protected.

I. Unimproved Streets and Alleys. Existing and potential uses for unimproved rights-of-way will be identified during the review process. These uses include development of vehicular circulation and access, pedestrian uses such as pedestrian access to schools, public facilities, shorelines, open space uses, bicycle use and access to public spaces or parks or adjacent streets. All or a portion of the right-of-way may be retained for these or other purposes.

**Guideline 1.2 Traffic Code Compliance**

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

**Guideline 1.3 Cumulative Effects to be Assessed**

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

**Guideline 1.4 Necessary On-Street Parking Must be Replaced**

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

**Guideline 1.5 Circulation/Access Conditions on Vacations**

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

## **Guideline 1.6 Vehicular and Pedestrian Access by Agreements with Property Owners**

### **A. Vehicular Access**

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

### **B. Pedestrian Access**

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

**DISCUSSION:** The right-of-way to be vacated is Armory Way as condemned by Ordinance No. 67125. It provides no current transportation function. The Alaskan Way Viaduct Replacement Program will be creating a new roadway—Elliott Way—in the footprint of the elevated Viaduct once it is removed. The vacation of this right-of-way would not affect the proposed new roadway, traffic circulation, service or pedestrians.

Vacation of the right-of-way would increase the footprint of the proposed project, providing improved on-site circulation as well as about 48 additional parking stalls. The *Pike Place Market Waterfront Entrance Traffic Analysis* evaluated the traffic impacts associated with the project, which included the parking accommodated with the vacation.<sup>6</sup> That analysis concluded that the project would not adversely affect the transportation system. If the right-of-way is not vacated and the on-site parking were decreased, it would result in about 10 fewer trips during the Saturday peak hour.

As noted above, an Environmental Checklist was prepared for ***Pike Place Market Waterfront Entrance Project***, which included transportation analysis. The Checklist and Transportation memo are included in **Appendix I**.

- 11. Vacation Policies/Utility Impacts:** *During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.*

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

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

---

<sup>6</sup> Heffron Transportation, Inc., November 13, 2013.

**Guideline 2.1 Review of Petitions by Affected Utilities**

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

**Guideline 2.2 Utility Conditions on Vacations**

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

**Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility**

*A. Easement agreements should clearly state the rights and responsibilities of each party.*

*B. Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.*

*C. Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.*

**DISCUSSION:** One utility currently has infrastructure within the right-of-way proposed to be vacated -- Seattle City Light (SCL). SCL has a 115 kV T-4 line within the right-of-way area to be vacated and this line would overlap the project site for a length of approximately fifty feet (50'). From pothole information it is known that the T-4 line within the proposed vacation area exists at a depth of cover ranging from 26" to 76". Based on the current PC-1N project design, the T-4 line could co-exist at the same depth as the P4 parking level. The PC-1N project has been designed to accommodate the preservation of the T-4 line in its current location. The protection and preservation of the T-4 line in place has been discussed with SCL on several occasions to develop PC-1N construction requirements for protecting the line during the PC-1N development. The applicant will continue to coordinate with SCL as the project team finalizes design and approaches the construction phase. All utilities and planned easements for future utilities located within vacated rights-of-way would be adequately protected by easements, relocation, or agreement(s) satisfactory to the utility owner.

BNSF also has a franchise tunnel that is located beneath the PC1-N project site (see **Figures 6 and 7** in the **Figures Section**) within the right-of-way area to be vacated and this line would overlap the project site. Based on the current PC-1N project design, the BNSF tunnel could co-exist at the same depth as the P4 parking level. The PC-1N project has

been designed to accommodate the preservation of the BNSF tunnel in its current location. The protection and preservation of the BNSF tunnel in place has been discussed with BNSF on several occasions to develop PC-1N construction requirements for protecting the tunnel during the PC-1N development. The applicant will continue to coordinate with BNSF as the project team finalizes design and approaches the construction phase.

See **Appendix E** for further information on consultation that has occurred to-date. As project design evolves, additional information will be provided and details will be added to the mitigation plans.

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

**POLICY 4 –Land Use:** A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.

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

**Guideline 4.6 Zone Specific Review**

*Adopted City Land Use Policies to be Used*

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

## *Area Specific Guidelines*

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

### *A. Downtown*

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

**DISCUSSION:** The proposed ***Pike Place Market Waterfront Entrance Development*** is located within the Commercial Core neighborhood within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The potential vacation for the proposed ***Pike Place Market Waterfront Entrance Development*** would promote increased mixed-use density (low-income residential, retail, public terrace, and below-grade parking), which is consistent with the intent of Urban Centers.

The site of the proposed ***Pike Place Market Waterfront Entrance Development*** is zoned Pike Market Mixed-85 (PMM-85). Per SMC 25.24, permitted uses within the Pike Place Market zone are to be determined by the Pike Place Market Historical Commission, pursuant to the Pike Place Market Historical District Ordinance.

The site is located within the Pike Place Market Historic District, and the *Pike Place Urban Renewal Plan Area* of 1974. Under this plan, the site is designated as PC-1 North.

The proposed ***Pike Place Market Waterfront Entrance Development*** would be a mixed-use project that is consistent with the City's Land Use Code and with the land use and building controls identified for the PC-1N site within the *Pike Place Urban Renewal Plan*. The proposed development would consist of a 7-level mixed use structure containing approximately 210,000 gross sq. ft. The building would have 3 to 4 levels above grade and the amount of gross floor area above-grade would approximately 45,731 sq. ft.. Included within the building would be approximately 12,700 sq. ft. of retail/commercial space, 1,700 sq. ft. of social services space, 27,000 sq. ft. of low-income housing (40 units), and 4 levels of below grade parking (approximately 119,000 sq. ft.) to accommodate approximately 300 vehicles.

The *Pike Place Urban Renewal Plan* states that the PC-1 site shall be the location of structures containing public parking for the Project Area and should provide for development of commercial, residential and public spaces to complement the existing Market activity. The uses that are proposed for the PC1-N site (low income residential, retail, public parking, and public terrace) would be consistent with land uses that are permitted under the *Pike Place Urban Renewal Plan*.

The street vacation that is proposed is requested to improve the overall project in a manner consistent with the public interest and to provide for better urban design for the proposed development.

### **Increase in Development Potential**

Net development potential for the ***Pike Place Market Waterfront Entrance*** would increase by approximately 5,556 sq. ft. with the street vacation. The area of the street vacation measures 1,342 sq. ft. and thus increases the development potential by 5,556 sq. ft. The site's development potential without the alley vacation is 209,279 sq. ft. The 5,556 sq. ft. net increase in proposed development potential is approximately a 2.58 % increase and would not significantly alter the land use impacts of development on the project site.

The increase in development potential attributable to the proposed vacation associated with ***Pike Place Market Waterfront Entrance Project*** is consistent with the provisions of the City's *Comprehensive Plan* and the *Commercial Core* neighborhood. Proposed development associated with the potential street vacation for the ***Pike Place Market Waterfront Entrance*** is also consistent with the City's Land Use & Zoning Code, and the *Pike Place Urban Renewal Plan* and the permitted uses and Special Controls identified for the PC-1 North site.

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

### **Scale, Building Orientation and Access to the Site**

The design of the ***Pike Place Market Waterfront Entrance Development*** includes features to enhance the compatibility with the surrounding uses and minimize potential land use conflicts between the proposed site and surrounding uses. Such features include: building height, location and orientation, building design and materials, provisions for landscaping, creation of open space/gathering areas, and provisions for street and pedestrian improvements.

Development that is proposed for the PC-1 North site would include roughly 210,000 gross sq. ft. of with approximately 12,700 sq. ft. of retail/commercial space, 1,700 sq. ft. of social services space, 27,000 sq. ft. of low-income housing (40 units), and 4 levels of below grade parking (approx. 119,000 sq. ft.) to accommodate approximately 300 vehicles. In addition, approximately 35,500 sq. ft. of public roof terrace and walkways would be provided.

Pedestrian street level access to the entrance lobby would be provided from Western Avenue, as well as a connection from Pike Place Market via the Joe Desimone Bridge. A pedestrian walkway ramp would also be provided from the street level (SR-99) on the west side of the building. This walkway would provide access to the top of the building (Commercial Roof Terrace Level).

The bulk and scale of the project responds to the surrounding context by limiting the building height to four-stories, and stepping the massing down toward the north and west to preserve a "view cone" from Victor Steinbrueck Park and the upper Pike Place Market.

As noted previously, the site of the proposed ***Pike Place Market Waterfront Entrance Project*** is adjacent to the Alaskan Way Viaduct (SR-99), which is to be removed and replaced with a tunnel extending from approximately S. King Street on the south to the vicinity of the Battery Street Tunnel on the north. These changes are part of the Alaskan Way Viaduct and Seawall Replacement Programs. The new SR-99 tunnel beneath

Downtown is scheduled to open to traffic in 2015 and that segment of the existing Alaskan Way Viaduct that is adjacent to the project site is scheduled to be demolished in 2016. It is proposed, as part of the SR-99 project.

With removal of the viaduct, new opportunities to open the Seattle waterfront to the public would be presented. As such, one of the projects associated with the Waterfront Program is the Overlook Walk, a landscaped pedestrian connection that is proposed between Victor Steinbrueck Park and the Seattle Aquarium.

The proposed ***Pike Place Market Waterfront Entrance Project*** is independent of the Alaskan Way Viaduct replacement and the Overlook Walk. The project may proceed whether or not the Overlook Walk is built, and the project is not dependent on the Overlook Walk for its justification. However, once both programs are complete, the proposed new building can be linked to the Overlook Walk, providing a pedestrian connection between the Pike Place Market and the waterfront. See **Figures 14-18** in the **Figures Section** for depictions of the proposed project together with different phases of the waterfront redevelopment and a possible future linkage to the Overlook Walk.

Without the street vacation, the project would lose approximately 48 of the planned parking spaces, the public promenade would decrease in size by approximately 1,342 sq. ft.<sup>7</sup>, and additional work would be required to redesign Overlook Walk in order to connect to this project. This alternative is not viable for the project proponent.

### **Neighborhood Character and Design**

The proposed ***Pike Place Market Waterfront Entrance Development*** would redevelop a site that is currently underutilized in this neighborhood. The ***Pike Place Market Waterfront Entrance Development*** would become a critical link between Pike Place Market to the east and the future waterfront Overlook Walk project to the west. Please refer to **Figures Section, Figure 14-18** for more information on how the two projects would be developed.

The overall project is consistent with the vision for the Pike Place Market Historic District that is articulated in the *Pike Place Urban Renewal Plan*. The street vacation that is proposed as part of the ***Pike Place Market Waterfront Entrance Development*** is integral to the overall development concept in that it would allow more flexibility in building orientation, spacing and design, improved access and circulation, and a greater amount of public roof terrace and below-grade parking. Without the street vacation, the project would not be able to meet the parking

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

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

---

<sup>7</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

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

**Guideline 5.1 Public Benefits Identified**

*The City of Seattle has a set of adopted policies that guide the evaluation of street vacation petitions. CF310078. Under the current policies, Policy 5 addresses public benefits. The policy explains that each vacation must include an element of public use or benefit, and a vacation cannot be granted solely for a private benefit or use. Policy 5.A. Proposed vacations may only be approved when they provide a long-term public benefit. Policy 5.B.*

*A number of factors will be considered during review of a public benefits package for a proposed street vacation, including the zoning, street classification, assessed value of adjacent property, lease rates, project size, size of area to be vacated, and contribution of the vacated area to the development potential of the site. Policy 5.E. The city will also consider compliance of the project with the Comprehensive Plan, neighborhood planning and economic development goals; provision of affordable or special needs housing, public nature of the project, neighborhood support or opposition, among other listed considerations. Policy 5.F.*

*Street Vacation Policy 5 suggests specific public benefits in Guideline 5.1, which include the following:*

- *On-Site Public Benefits: public plazas or green spaces, streetscape enhancements (widened sidewalks, street trees or landscaping, street furniture, pedestrian lighting, wayfinding, art, or fountains), pedestrian or bike trails, enhancement of the pedestrian or bike environment, view easement or corridors, or preservation of landmark buildings or other community resources.*
- *Off-Site Public Benefits: pedestrian or bike trails, public stairways, enhancement of the pedestrian or bike environment, enhancement of existing public open space (such as adding playground equipment), green streets improvement, funding an element of an adopted Neighborhood Plan, wayfinding signage, or public art.*

**Guideline 5.1** says that on-site public benefits are favored over off-site public benefits. SDOT, the Seattle Design Commission, and City Council will evaluate the public benefits package based on these general categories and the criteria set out in Street Vacation Policy 5.

**Discussion:** Consistent with City of Seattle criteria for the approval of street vacations, a broad range of improvements associated with this project are intended to provide long-term public benefits. As discussed in this petition, the applicant seeks to vacate only a sliver of right-of-way to straighten out its property line. This petition does not involve a full street or alley vacation.

Street Vacation Policy 5.C says, “The public benefit should balance what the public loses through the vacation with what the public will gain from the project.” The public

benefits associated with this project more than outweigh the public's loss of a sliver of under-utilized right-of-way.

In addition to providing significant public benefits, described below, the proposed project also falls in line with the adopted *Pike Place Urban Renewal Plan*. The *Plan* specifically envisions development at this site. The project will provide affordable elderly housing, and there has not been neighborhood opposition to the proposal.

The entire project is public in nature and strives to improve the public experience at Pike Place Market. The applicant looks forward to further discussion with the City on the street vacation public benefits. The list below shows the public benefits provided by this project.

- **Public Plaza** – Approximately 35,500 sq. ft. of public terrace and walkways are proposed for the project. The public terrace would connect to Pike Place Market and would have views of Elliott Bay, Puget Sound and the Olympic Mountains. The open space at the Pike Place Market level of the proposed building would include overhead weather protection (in places, precast concrete unit pavers, a wooden deck and multiple seating elements. A ramp would lead down to the north, with two switch-back traversing the length of the commercial portion of the building to the first floor.
- **Future Link to the Waterfront** – The project has been designed to allow a future pedestrian walkway connection to the improved waterfront.
- **Public Art** – The project includes new outdoor public open space that would integrate outdoor art to enhance the pedestrian experience. The project will include three pieces of public art, including interactive media and a family-oriented play piece.
- **Public Parking** – The project will provide more than 300 public parking stalls to replace the public parking under the viaduct.
- **Low Income Senior Housing** – The project will include 40 studio units. Half of the new units will serve seniors at 30% AMI, and the other half of the new units will serve seniors at 50% AMI. These units will add to the PDA's current portfolio of 238 low-income housing units and 93 market-rate housing units.
- **Social Services Space** – The project will provide approximately 1,700 sq. ft. of space along Western Avenue dedicated to facilities for Pike Place Market's social service agencies. The social service space will be accessible to the onsite residents, as well as nearby PDA residents. The space could be used to provide services such as health classes, financial planning, and mental health services.

This public benefits package is graphically depicted in **Appendix G**. The applicant looks forward to further discussion with the City about the proposed public benefits package.

**14. Public Benefit Matrix:** *A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:*

- *Zoning designation: i.e. commercial, industrial, residential*
- *Street classification: i.e. arterial, alley, residential*
- *Assessed value of adjacent property: per square foot*
- *Lease rates in the general vicinity for similar projects: per square foot*
- *Size of project: in square feet*
- *Size of area to be vacated: in square feet; and*
- *Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet.*

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

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

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

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

Project maps including sketches of the proposed project design and building elevations are included in the **Figures Section** see **Figures 6-13** and **19**.

**17. 9-block Urban Design Analysis:** *Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.*

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

**18. Impact on Public Transportation Projects:** *If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.*

The proposed **Pike Place Market Waterfront Entrance Project** would concentrate public use and residential and employment growth in a location with access to major bus routes.

The right-of-way proposed for vacation has no current transportation function. No transit service or facilities would be affected if the right-of-way is vacated. See the **Appendix H** for the location of project in relation to major transit routes and stops.

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

A SEPA Checklist was prepared for the proposed **Pike Place Market Waterfront Entrance Project** (November 18, 2013). A copy of the Checklist is included in **Appendix I**.

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

***Pike Place Urban Renewal Plan, approved by Ordinance No. 102916***

The project site is located in the *Pike Place Urban Renewal Project* area; a 22-acre planning area that establishes goals and objectives for Pike Place Market, and includes development, land use and building controls. Within this plan, the **Pike Place Market Waterfront Entrance Project** site is identified as PC-1 North in the Land Use Plan. The PC-1 land use area is noted to be the location of structures containing public parking and should provide for the development of commercial, residential and public spaces to complement the existing Market activity.

The Pike Place Market Historical Commission is in charge of reviewing and approving applications for design and use changes within the Pike Place Market Historical District (in which the **Pike Place Market Waterfront Entrance Project** site is located). Any changes within the District must be approved and a Certificate of Approval issued by the Commission. The Commission bases approval decisions on the standards set forth in the Pike Place Market Historical District Guidelines and the District Ordinance (SMC 25.24).

On August 13, 2012, the Seattle City Council unanimously adopted Resolution 31399. The Resolution directs the City’s Central Waterfront design team to work “collaboratively with the designers for the Pike Place Market’s proposed development on the PC-1 north site.” The Resolution also says, “By the end of 2012, the City should enter into agreements with the Pike Place Market and Seattle Aquarium to continue design collaboration and to develop a process for refining other aspects of these partnerships. The agreements should include principles to determine an appropriate City contribution to the public infrastructure improvements on the PC-1 north site and the Aquarium renovation, in coordination with the next phase of design work.” The City and the PDA entered into a Memorandum of Understanding (MOU), pursuant to Resolution 31399 on May 16, 2013. The City Council approved the concept with the MOU and then received a detailed project brief on August 5, 2013.

**DISCUSSION:** The *Pike Place Market Urban Renewal Plan* identifies parking, recreational commercial, residential and automobile service facilities inside parking structures as permitted uses on the PC-1N site. The plan notes that 100% site coverage is permitted, and the following Special Controls are detailed for the site:

1. Stored automobiles shall not be exposed to view
2. Top floor shall take maximum advantage of natural light by utilizing transparent roofs, skylights, monitors, clearstories, etc.
3. Pedestrian access shall be provided to adjacent land use areas. Pedestrian and vehicular access to Main Market structures shall be provided by the following bridges across Western Avenue, as illustrated on Land Use Map, Exhibit B:
  - B3 -- existing rehabilitated pedestrian bridge
  - B4 -- existing rehabilitated pedestrian/vehicular bridge providing access to Market parking facilities from Pike Place
  - B5 -- new covered pedestrian bridge connecting Pike Place level of Main Market building with top floor of structure in PC-1.

The proposed ***Pike Place Market Waterfront Entrance Project*** includes below-grade parking, low income housing, retail/commercial and public terrace uses; these are all uses that are permitted under the Plan. In accordance with all special controls: the parking would be below-grade, and would not be exposed to view; the top floor of the building would contain a public rooftop terrace designed to take maximum advantage of natural light and views. The new building would be connected to adjacent land use areas, including the Pike Place Market via the Joe Desimone Bridge.

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

***City of Seattle Comprehensive Plan***

*The City of Seattle's Comprehensive Plan – Toward a Sustainable Seattle, was originally adopted in 1994, amended each year, and substantially updated in 2005. The City's updated Comprehensive Plan consists of eleven major elements – urban village, land use, transportation, housing, capital facilities, utilities, economic development, neighborhood, human development, cultural resources and environment. Each element contains goals and policies that are intended to “guide the development of the City in the context of regional growth management” for the next 20 years. The project site is located in the Commercial Core neighborhood of the Downtown Urban Center. The Future Land Use Map in the Seattle Comprehensive Plan identifies the site as an Urban Center. Urban Centers are intended to provide mixed-use neighborhoods with nearby access to housing, jobs and transportation.*

*Urban Village Element*

**Summary:** *The Urban Village Element establishes the City's urban village strategy for growth, by guiding the designation of urban centers, urban villages, and manufacturing industrial centers (all of which are broadly referred to as “urban villages”), and by defining the priorities for land use in these areas. General goals for urban villages call for: promoting densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban*

villages (UVG4); directing the greatest share of future development to centers and urban villages, and reducing the potential for dispersed growth not conducive to walking, transit use, and cohesive community development (UVG5); accommodating planned levels of household and employment growth (UVG6); Accommodating a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, (UVG7); using limited land resources more efficiently and pursuing a development pattern that is more economically sound by encouraging infill development on vacant and underutilized sites, particularly within urban villages (UVG9);and, promoting physical environments of the highest quality, which emphasize the special identity of each of the City's neighborhoods, particularly within urban centers and villages (UVG13).

**DISCUSSION:** The proposed **Pike Place Market Waterfront Entrance** project is located within one of the City of Seattle's six designated Urban Centers – the Downtown Urban Center. The potential vacation for the proposed **Pike Place Market Waterfront Entrance** project would promote increased mixed-use density (low-income residential, retail, public roof terrace, and structured parking) on a site that is currently underutilized in this neighborhood, which is consistent with the intent of Urban Centers.

Consistent with the goals identified for Urban Centers, the concept for the **Pike Place Market Waterfront Entrance** project would provide a mix of residential, employment-generating uses onsite in a compact, mixed use pattern. The range of potential employment uses would contribute to providing jobs for the City's diverse residential population, and the affordable housing units would provide much-needed housing in this part of the City. The project would also concentrate residential and employment growth in a location with direct access to the major bus routes and Sound Transit Light Rail, as well as convenient access to areas in nearby neighborhoods, such as Belltown, First Hill, Capitol Hill, South Lake Union and the Central Area.

The potential vacation would enable the efficient redevelopment of a site that is currently underutilized in terms of density, consistent with the goal to use limited land resources in Urban Centers more efficiently, and would contribute towards meeting or exceeding established residential and employment growth targets identified in the Comprehensive Plan for the Downtown Urban Center. The proposed development, including the potential vacated right-of-way, would consume less land than would lower density development and could be viewed as being more efficient from a land use perspective. The proposed development would also be consistent with the type and scale of surrounding land uses within the immediate vicinity.

#### Land Use Element

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

*of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities (LU178).*

**DISCUSSION:** The proposed ***Pike Place Market Waterfront Entrance*** project involves the establishment of new low-income residential, retail, public roof terrace, and structured parking uses on a site that currently contains only surface parking. The redevelopment concept proposed is consistent with the current Downtown Urban Center/Urban Village land use designation, and consistent with promoting increased density and a broader mix of activities in Downtown Seattle.

The project would increase residential and employment density within the Downtown Urban Center, which would further contribute to the urban mixed-use area in close proximity to services, residences, employment, and transit facilities. The development's new residents and employees and activation of the site and the streetscape with retail/restaurant uses and the public roof terrace, would substantially increase pedestrian activity in this portion of the neighborhood. Additional pedestrian activity could also result in greater transit ridership, due to the site's proximity to numerous bus routes. This result is consistent with the Downtown's land use goals of fostering development that continues to promote the economic vitality of Downtown, generates significant increases in pedestrian activity and transit ridership, and promoting the greatest intensity of development.

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

The ***Pike Place Market Waterfront Entrance*** project will embrace multiple sustainable design, construction and operational practices. The project is seeking LEED Gold Certification for the parking garage, retail and public areas, and Evergreen Sustainable Development Standard (ESDS) Certification for the housing portion of the project.

See **Appendix J** for the project's LEED Gold Certification Checklist and the current ESDS Checklist.

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

The Pike Place Market Historical Commission is in charge of reviewing and approving applications for design and use changes within the Pike Place Market Historical District (in which the ***Pike Place Market Waterfront Entrance Project*** site is located). Any changes within the District must be approved and a Certificate of Approval issued by the Commission. The Commission bases approval decisions on the standards set forth in the Pike Place Market Historical District Guidelines and the District Ordinance (SMC 25.24).

The project team has regularly briefed the Pike Place Market Historical Commission, providing progress updates on the project and design including, but not limited to the following dates:

- February 12, 2014
- November 13, 2013
- July 24, 2013
- April 24, 2013
- March 27, 2013
- February 27, 2013
- November 14, 2012
- July 25, 2012
- June 18, 2012
- May 30, 2012

After the project receives the SEPA approval, the ***Pike Place Market Waterfront Entrance*** project will seek Change of Use approval followed by overall project approval. Market Historical Commission approval must be received prior to the issuance of the MUP.

The proposed ***Pike Place Market Waterfront Entrance Project*** was also presented to the Seattle Design Commission on January 23, 2014. Design Commission review materials from this meeting, as well as meeting minutes are provided in **Appendix K**.

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

#### **Nature of Operation**

The Pike Place Market is owned and managed by the Pike Place Market Public Development Authority (PDA). Following passage of the Market Initiative No. 1 in 1971, the PDA was formed to rehabilitate, own, and operate the public Market. With an operating annual budget of over \$13 million, the PDA is a quasi-public municipal corporation chartered in 1973 by the City of Seattle with the mission to promote enterprises essential to the functioning of the historic Pike Place Market and which includes the preservation and expansion of the market's surrounding low-income residential community, the survival of small owner-operated businesses, the presence of fresh local farm produce and a wide range of ethnic goods, groceries, and sundries, as well as the expansion of services to the public market community. The PDA maintains and operates 14 buildings in the nine acre historic district, and is governed by a 12 member council with five standing committees.

The purpose of the PDA as the public market's redevelopment agency is to provide a legal entity through which citizens may fulfill the aims and objectives of the Pike Place Market Historical District Ordinance 10045, and the Historic Preservation Plan for the *Pike Place Urban Renewal Project Area*. The PDA, as authorized, may also be involved in the rehabilitation and redevelopment of surrounding areas that might impact the character of the Market Historic District. Accordingly, and consistent with the PDA's charter, the PDA has an ongoing interest and obligation to be engaged in plans for the removal of the Alaskan Way Viaduct and revitalization of the central waterfront.

## **History of the Institution**

The Pike Place Market officially opened August 17, 1907 with much public outcry over middlemen and dishonest commission houses whose greed was undercutting the farmers. City Councilman Thomas P. Revelle, “Father of the Pike Place Market” was lead sponsor of the ordinance designating Pike Place as Seattle’s public market. On November 30, 1907, Revelle, in his speech before an excited crowd of thousands at the opening dedication ceremony of the first sheltered Market farmers’ stalls, was prophetic:

*“This market is yours, I dedicate it to you, and may it prove a benefit to you and your children. It is for you to defend, protect, and to uphold, and it is for you to see that those who occupy it treat you fairly, that no extortion be permitted and the purpose for which created be religiously adhered to. This is one of the greatest days in the history of Seattle, but it is only the beginning for soon this city will have one of the greatest markets in the world.”*

From that day forward, local farmers selling local produce directly to consumers would have first priority as the Market’s day stall tenants. In the early 1960’s in the era of suburbanization, advent of convenience store shopping and the auto-centric supermarket, the long neglected Public Market had fallen into disrepair and was declared an urban blight by the city. This opened the door for use of federal urban renewal funds to bulldoze the market and put in its place a massive complex of glitzy office towers, hotels, and a new boutique market along the high bluff overlooking Elliot Bay.

The Friends of the Market, led by architect and preservationist Victor Steinbrueck, was formed in 1964 to block the City’s plans to raze the Pike Place Market and entire surrounding area. After a protracted seven year civic battle led by the Friends, the Market was saved by a citizen led initiative, known as “Save the Market” Initiative No. 1 in November, 1971 (“Yes” 76,369, “No” 53,263), which established a seven acre historic district within the 22 acre federally designated *Pike Place Urban Renewal Project* area. The citizens’ initiative was the most far reaching preservation plan ever adopted in the United States and expanded the concept of historic preservation “In order to promote the educational, cultural, farming, marketing, and other economic resources,” and to include retention of traditional market related activities, goods and services supporting the low income community, small, owner operated shops and especially for the sale directly to consumer of “market fresh” local farm produce.

## **How Long at Present Location**

Pike Place Market officially opened August 17, 1907.

## **Number of Employees**

100

## **Economic Impact of Vacation**

The PDA will grow by approximately 6-12 FTE’s; however, the larger benefit of this project is to the neighborhood and businesses in and around the Pike Place Market including vendors, restaurant owners and workers, and other businesses in the Market buildings. Other benefits include additional staff for social services, and most significantly, this project would

provide a critical connection between Downtown Seattle and the Waterfront that will enhance both areas. The Pike Place Market currently has approximately 10 million visitors a year.

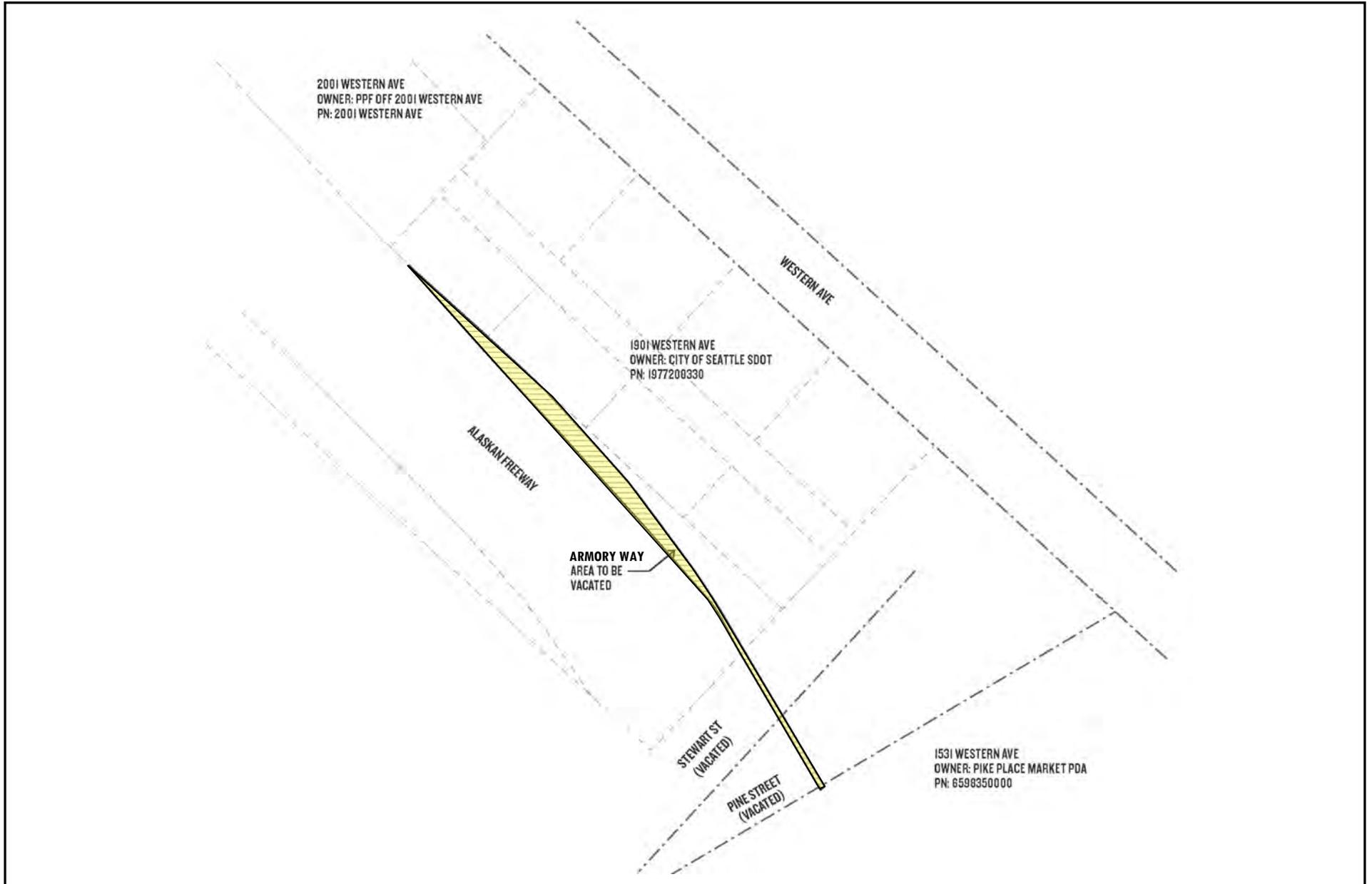
**25. Development Schedule: *Provide a proposed development timeline and schedule.***

See **Appendix L** for the proposed development timeline and schedule.

---

## Figures Section

# Pike Place Market Waterfront Entrance Vacation Petition

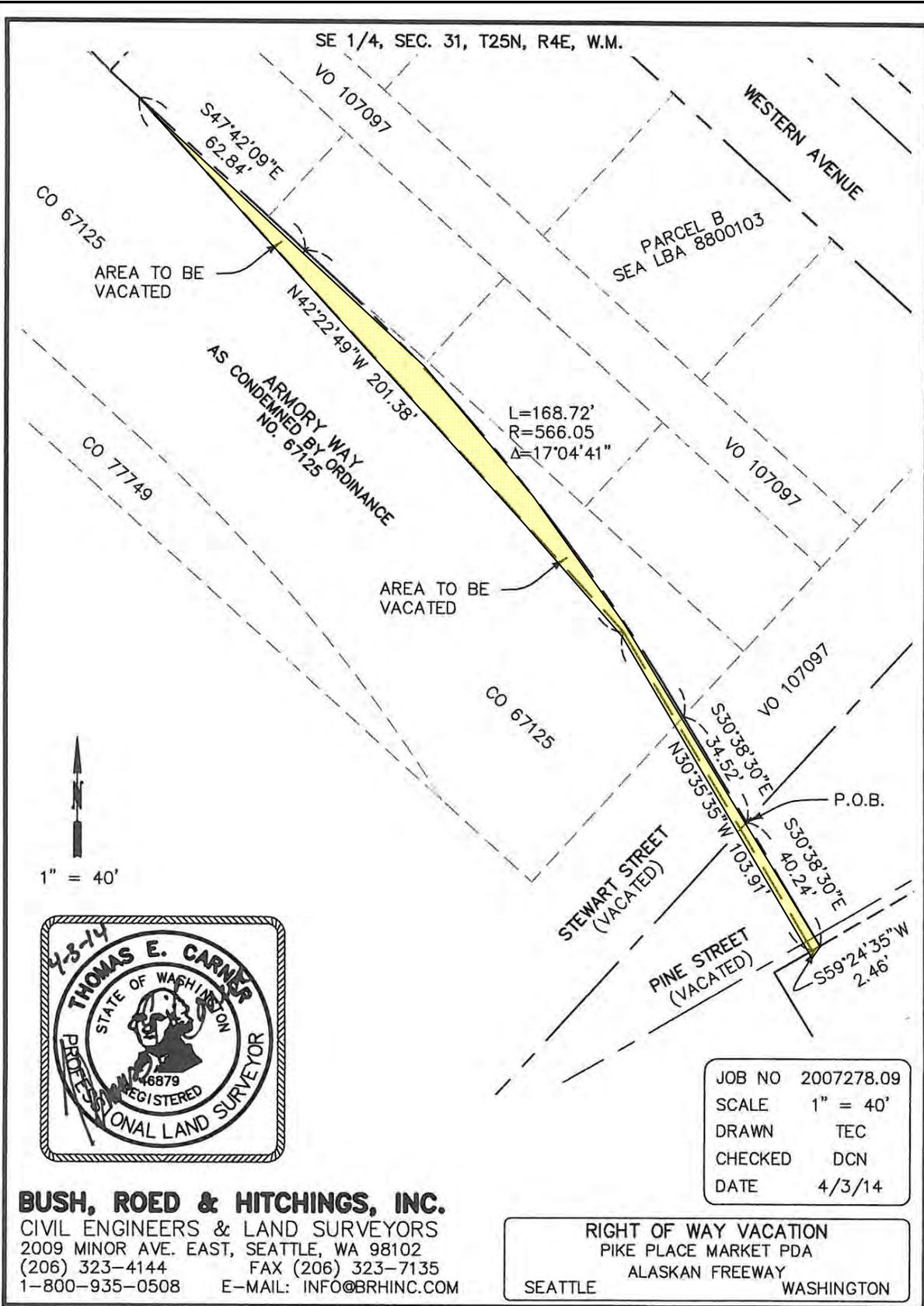


Source: The Miller Hull Partnership, 2014.

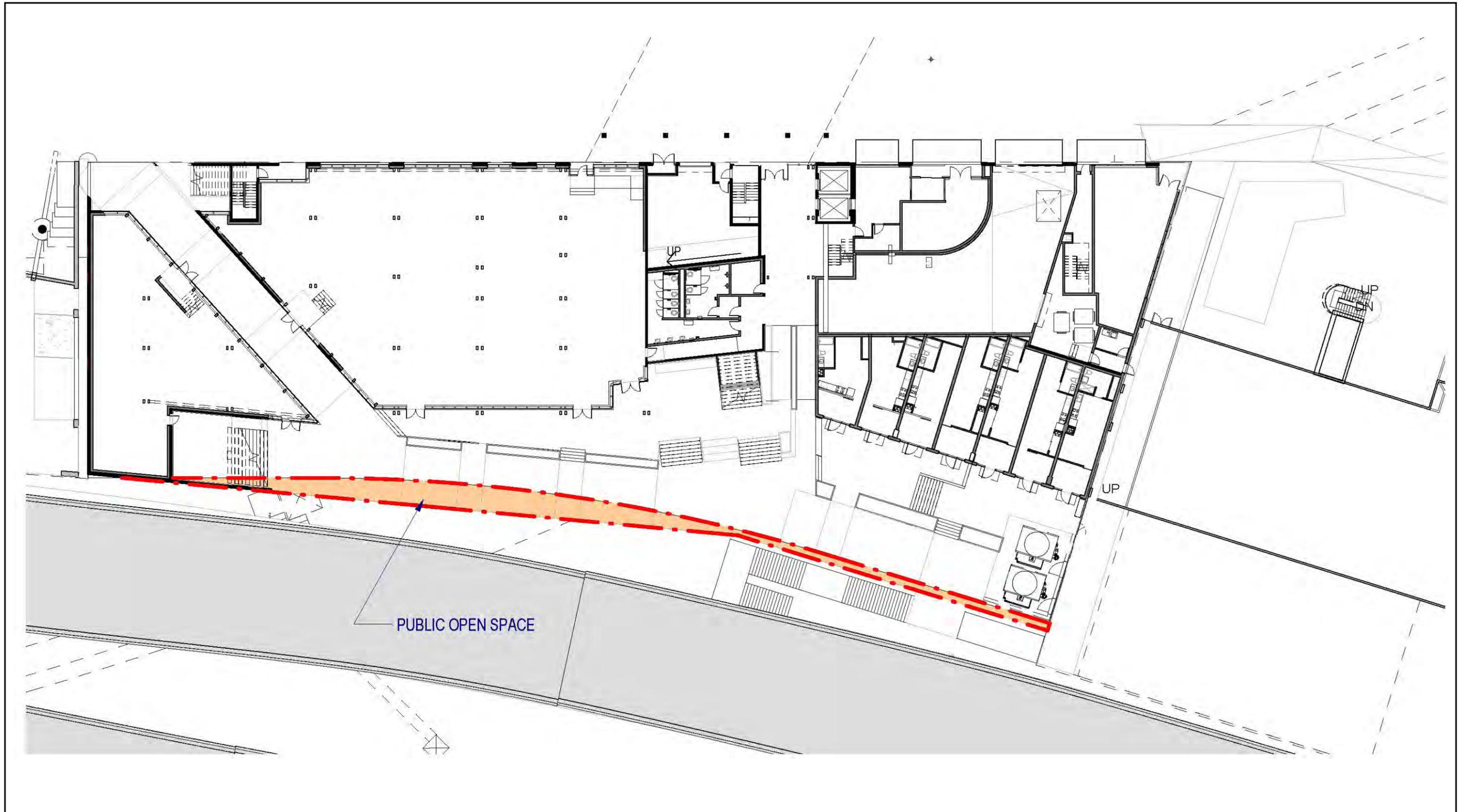
**Figure 1**  
Site Ownership



**Pike Place Market Waterfront Entrance  
Vacation Petition**



Pike Place Market Waterfront Entrance  
Vacation Petition

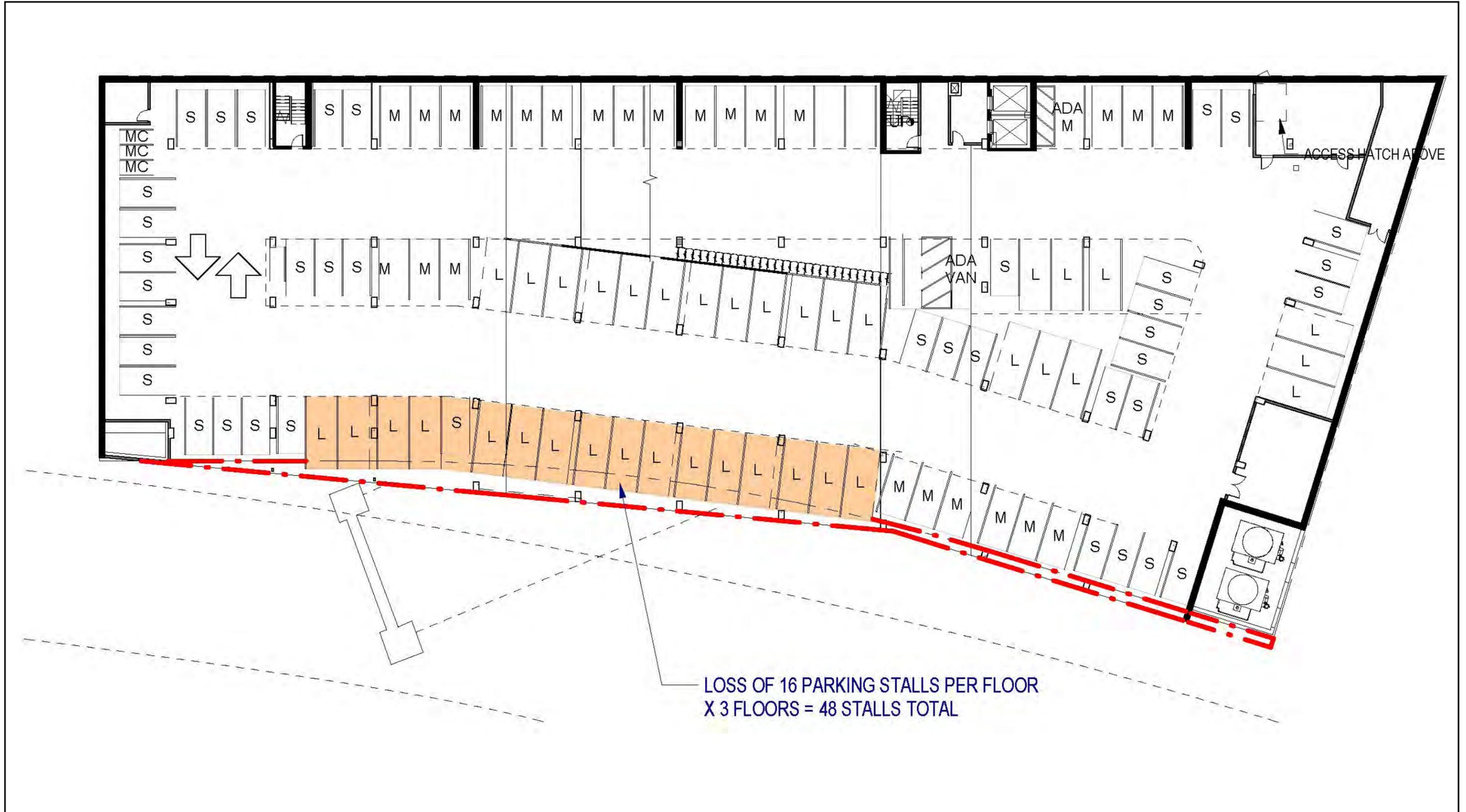


Source: The Miller Hull Partnership, 2014.

**Figure 4**

Open Space Lost Without Street Vacation

Pike Place Market Waterfront Entrance  
Vacation Petition



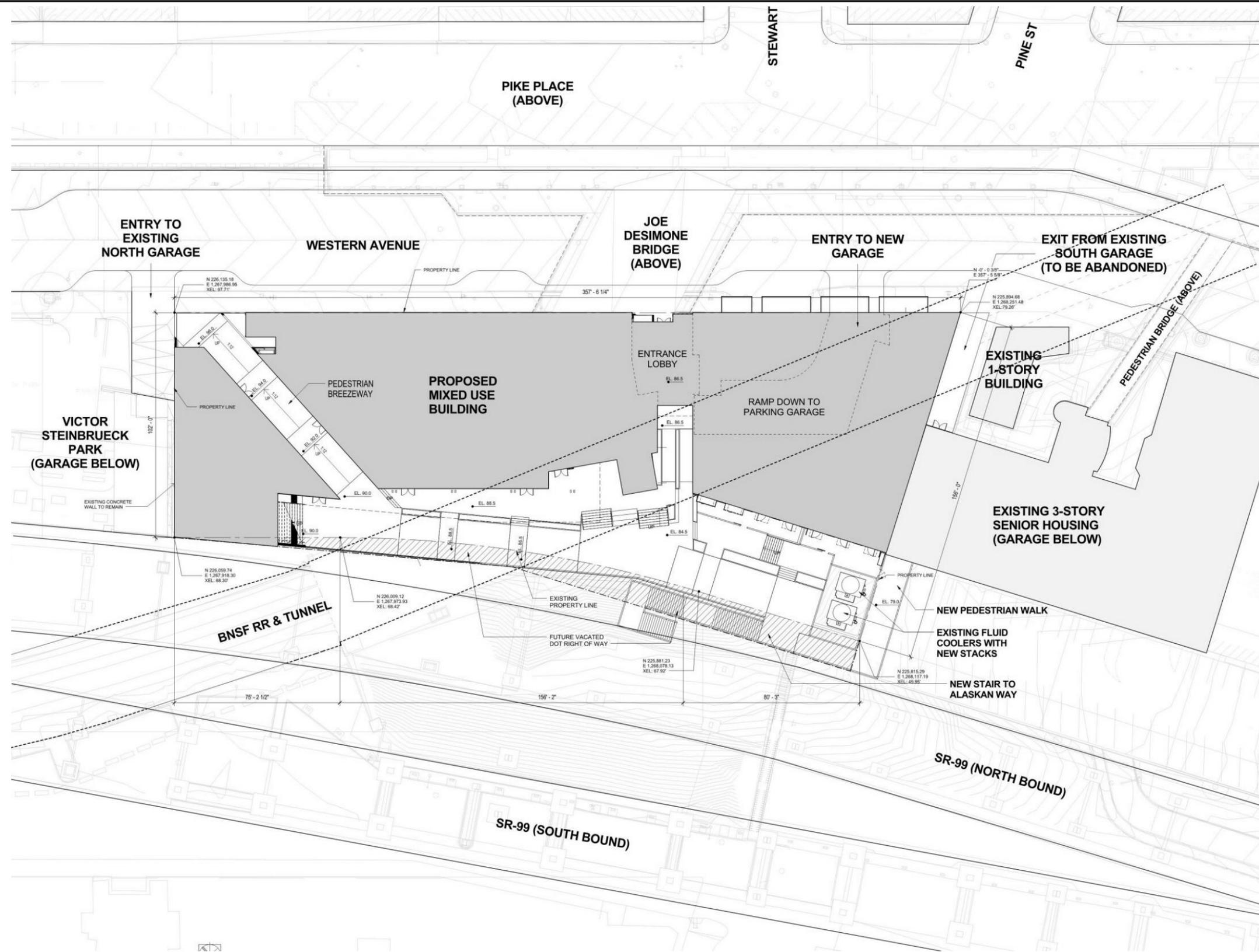
Source: The Miller Hull Partnership, 2014.



Figure 5

Parking Spaces Lost Without Street Vacation

Pike Place Market Waterfront Entrance  
Vacation Petition

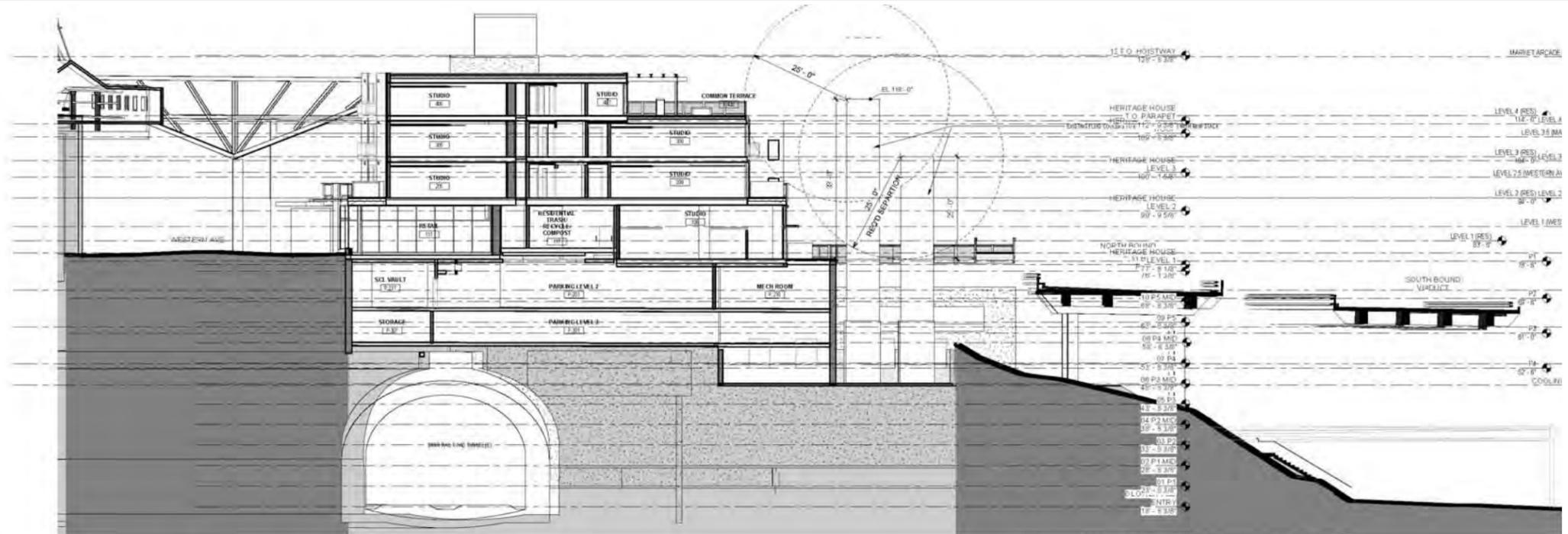


Source: The Miller Hull Partnership, 2014.

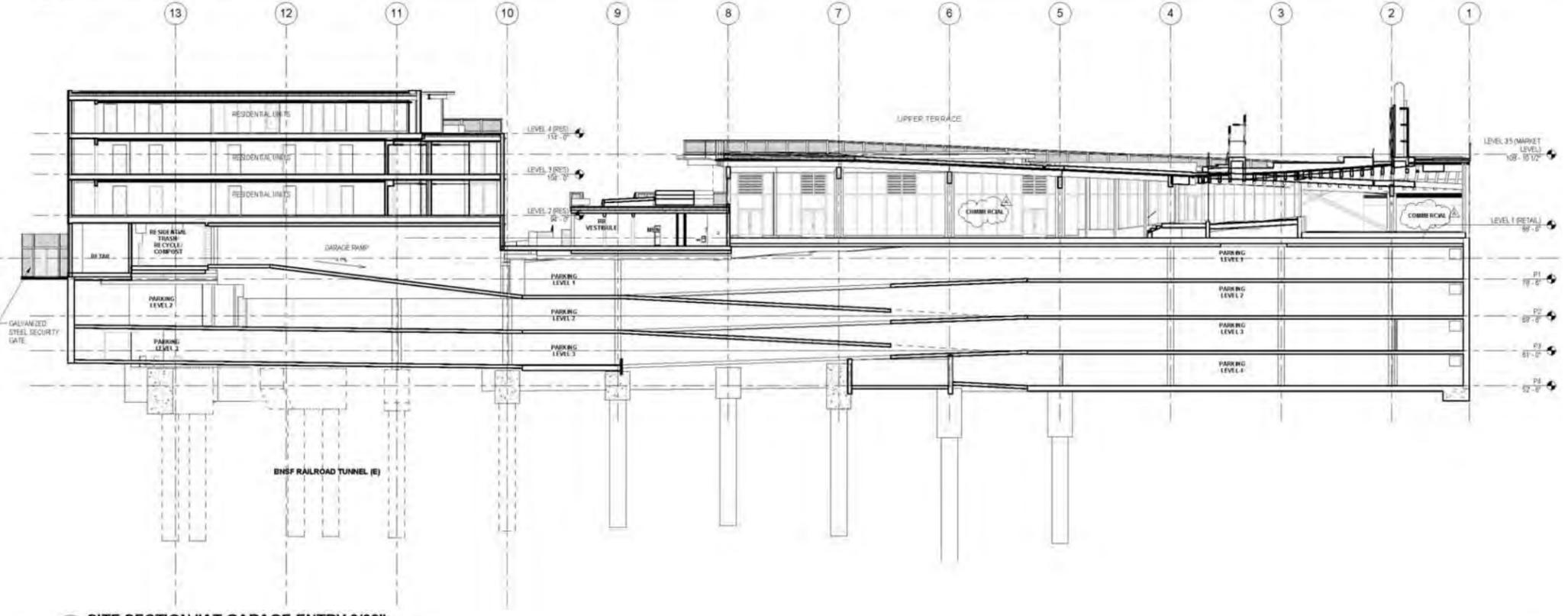


Figure 6  
Site Plan

# Pike Place Market Waterfront Entrance Vacation Petition



**1** SITE SECTION "A" - LOOKING SOUTH 3/32  
3/32" = 1" = 0"

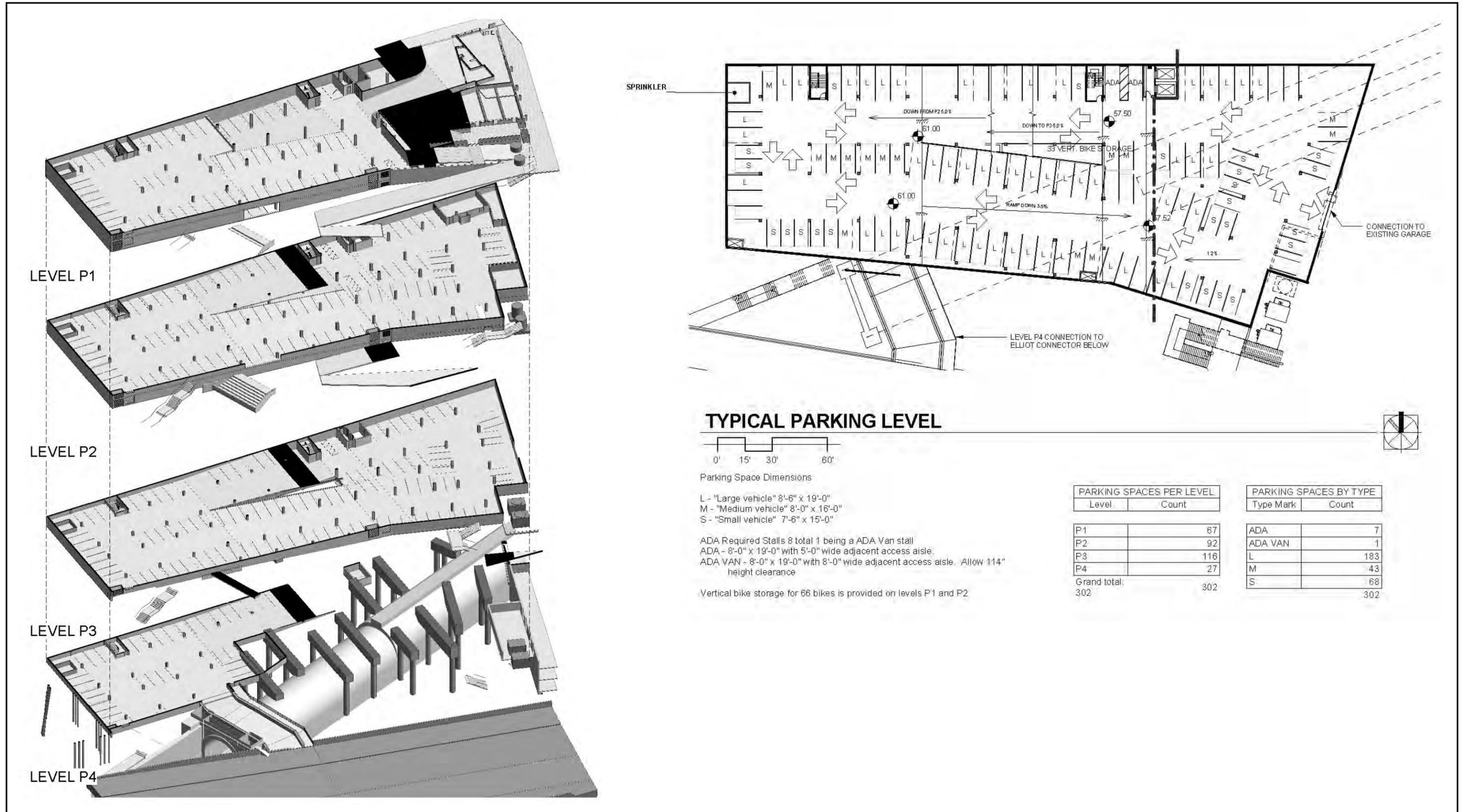


**2** SITE SECTION "AT GARAGE ENTRY 3/32"

Source: The Miller Hull Partnership, 2014.

**Figure 7**  
Site Sections

Pike Place Market Waterfront Entrance  
Vacation Petition

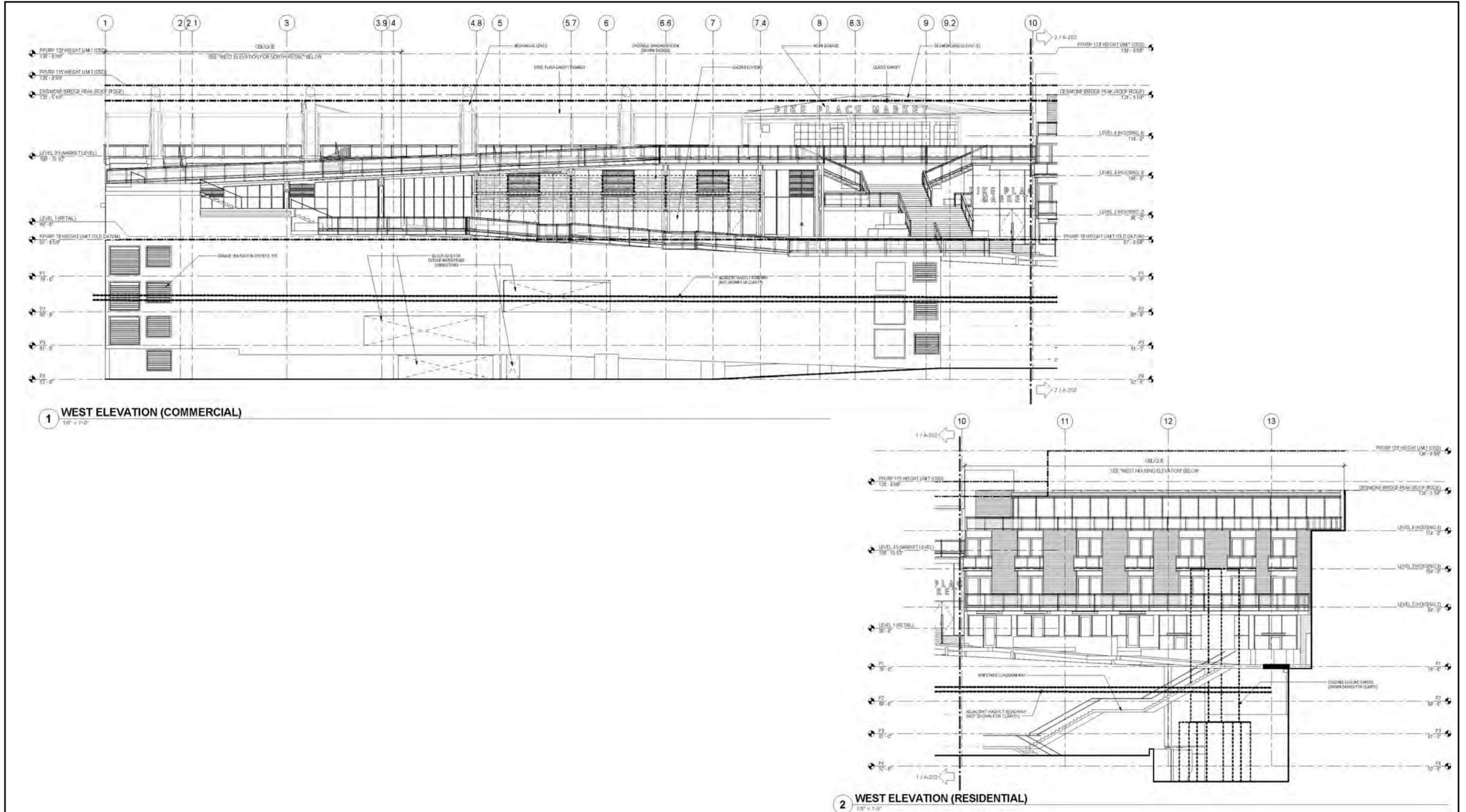


Source: The Miller Hull Partnership, 2014.



Figure 8  
Parking Levels

# Pike Place Market Waterfront Entrance Vacation Petition

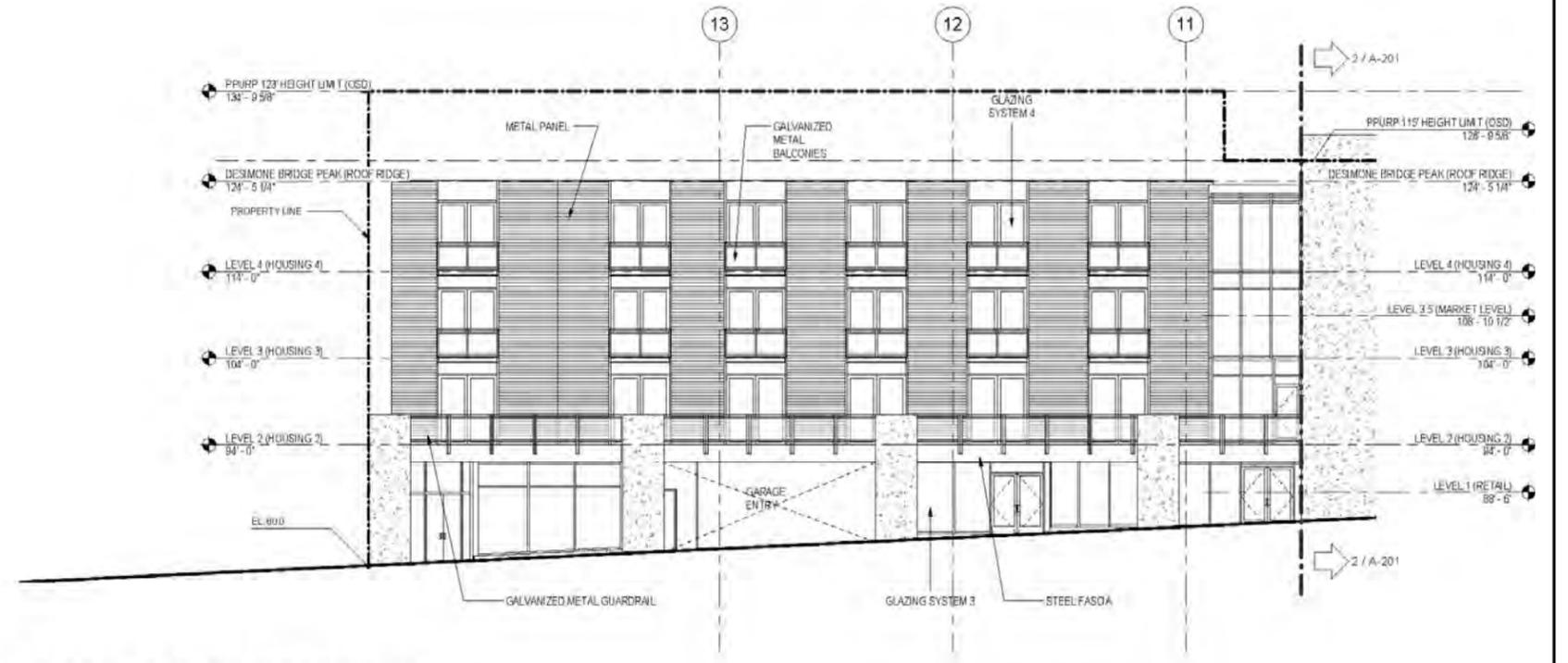


Source: The Miller Hull Partnership, 2014.

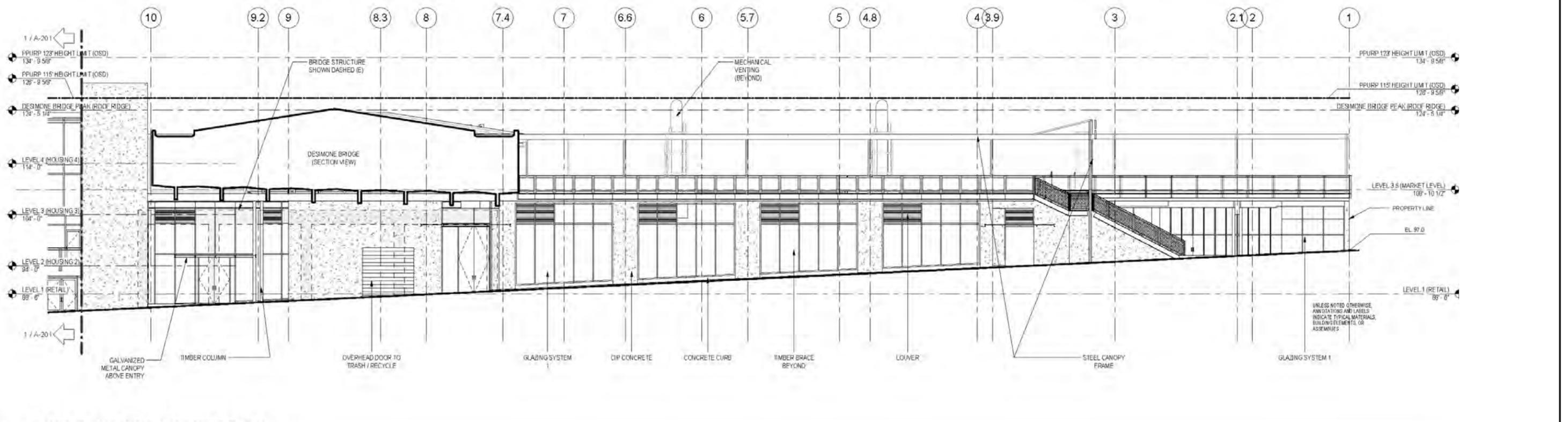


**Figure 9**  
West Elevation

Pike Place Market Waterfront Entrance  
Vacation Petition



**1 EAST ELEVATION (RESIDENTIAL)**  
1/8" = 1'-0"



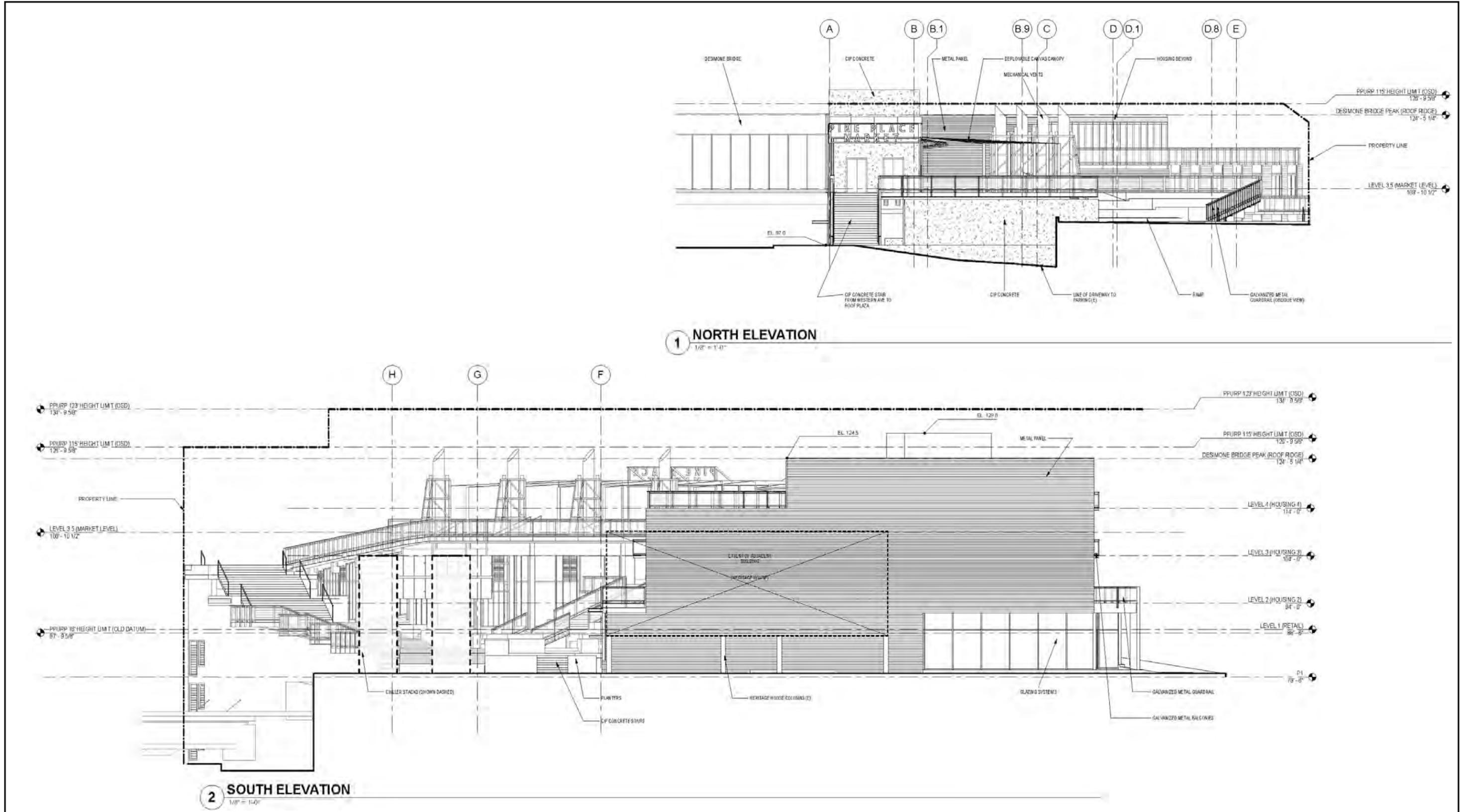
**2 EAST ELEVATION (COMMERCIAL)**  
1/8" = 1'-0"

Source: The Miller Hull Partnership, 2014.



**Figure 10**  
East Elevation

Pike Place Market Waterfront Entrance  
Vacation Petition



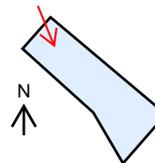
Source: The Miller Hull Partnership, 2014.

Figure 11  
North and South Elevation

# Pike Place Market Waterfront Entrance Vacation Petition



Source: *The Miller Hull Partnership, 2013.*



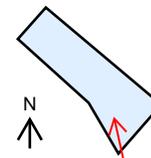
**Figure 12**

Western Ave Stair and Breezeway Study

# Pike Place Market Waterfront Entrance Vacation Petition



Source: The Miller Hull Partnership, 2013.



**Figure 13**

View from SW Corner of Site

Pike Place Market Waterfront Entrance  
Vacation Petition



Source: *The Miller Hull Partnership, 2013*



**Figure 14**  
Existing Conditions—PC1-North Site

# Pike Place Market Waterfront Entrance Vacation Petition



Source: *The Miller Hull Partnership, 2013.*



**Figure 15**

PC1-North Project Constructed

# Pike Place Market Waterfront Entrance Vacation Petition



Source: *The Miller Hull Partnership, 2013.*

**Figure 16**  
PC1-North Site with Viaduct Demolition

# Pike Place Market Waterfront Entrance Vacation Petition



Source: *The Miller Hull Partnership, 2013.*

**Figure 17**  
PC1-North Site with Elliott Connector

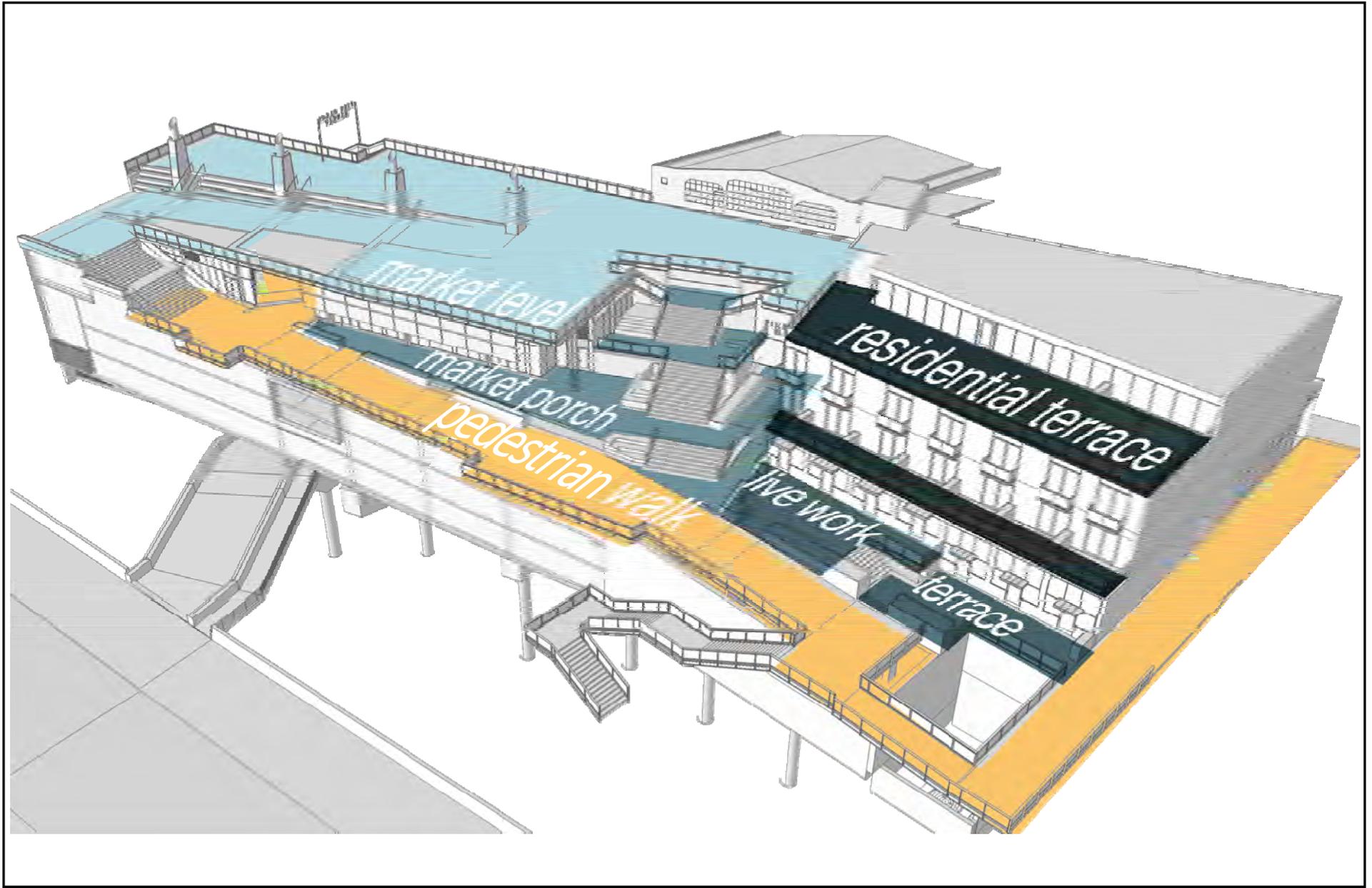
**Pike Place Market Waterfront Entrance  
Vacation Petition**



Source: *The Miller Hull Partnership, 2013.*

**Figure 18**  
PC1-North Site with Potential Future Overlook Walk

Pike Place Market Waterfront Entrance  
Vacation Petition



Source: Berger, 2014.



Figure 19

PC1-N Building—3-D Depiction

# Signed Vacation Petition

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

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

The vacated area is a 1,389 sq. ft. strip of land on the western edge of the property located at 1901 Western Avenue, parcel Number 1977200330.

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

**RIGHT OF WAY VACATION**

THAT PORTION OF ARMORY WAY (AS CONDEMNED BY ORDINANCE NO. 67125) RIGHT OF WAY, LYING WITHIN THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF VACATED STEWART STREET AND THE NORTHEASTERLY MARGIN OF SAID ARMORY WAY;  
THENCE SOUTH 30°38'30" EAST ALONG SAID NORTHEASTERLY MARGIN, A DISTANCE OF 40.24 FEET;  
THENCE CONTINUING ALONG SAID MARGIN SOUTH 59°24'35" WEST, A DISTANCE OF 2.46 FEET;  
THENCE LEAVING SAID MARGIN, NORTH 30°35'35" WEST, A DISTANCE OF 103.91 FEET;  
THENCE NORTH 42°22'49" WEST, A DISTANCE OF 201.38 FEET TO A POINT ON THE NORTHEASTERLY MARGIN OF SAID ARMORY WAY;  
THENCE SOUTH 47°42'09" EAST, ALONG SAID NORTHEASTERLY MARGIN, A DISTANCE OF 62.84 FEET TO A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 566.05 FEET AND A CENTRAL ANGLE OF 17°04'41";  
THENCE ALONG SAID CURVE, A DISTANCE OF 168.72 FEET;  
THENCE SOUTH 30°38'30" EAST, A DISTANCE OF 34.52 FEET TO THE POINT OF BEGINNING.

CONTAINING 1,342 SQUARE FEET OR 0.0308 ACRES, MORE OR LESS.

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

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

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

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

**SIGNATURE OF PETITIONERS:**

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

---

**OWNER** (Printed Name, Signature and Title)

Goran Sparman, Interim Director  
Seattle Department of Transportation (SDOT)

**PROPERTY:**

BY:

 4/1/14

1977200330

---

OWNER

DATE

Parcel No. & Lot & Block





# Community Outreach

### **3. Community Notification**

#### **Waterfront Entrance Presentations and Documents**

Extensive community involvement has played a vital role in the process of the Waterfront Entrance to date. The PDA Charter requires public disclosure and a review process for actions that may have a substantial effect on Market merchants, tenants, residents and others in the Market community, and this includes projects like the Waterfront Entrance. The process requires the PDA to: provide a 45-day community notification prior to votes taken by the PDA Council; provide an analysis of possible impact to the community at least 31 days in advance; compile and respond to public comments.

The written analysis has been completed and includes exhibits about the development and the PDA's agreements with the City of Seattle and with WSDOT regarding parking mitigation.

Project updates, documents and presentation from the Waterfront Redevelopment Committee and the PDA Council are listed below. Updates on the project occur at monthly at PDA Council meetings and Waterfront Redevelopment Committee meetings. All meetings are in the Elliott Bay Room on the second floor of the Economy Building and are open to the public.

WRC Project Update  
January 13, 2014

Steinbrueck Report 2013

Pike Place Market PC-1 North Progress Report - PC-1 North Development Plan and Waterfront Connections

WRC Project Update  
November 7, 2013

Waterfront Entrance Full Council Presentation  
October 31, 2013

Waterfront Entrance Full Council Presentation  
September 26, 2013

WRC Project Update  
September 16, 2013

Waterfront Entrance Full Council Presentation  
July 25, 2013

WRC Project Update  
July 22, 2013

WRC Project Update  
March 21, 2013

WRC Project Update  
February 5, 2013

Draft Final Concept of PC1-North Presentation to PDA Council  
PC-1 North draft Final Concept Document (there are intentional blank pages in this document)  
September 2012

Presentation to the Market Historical Commission  
PC-1 North Site History Presentation  
August 14, 2012

Initial PC1-North Presentation to PDA Council  
PC-1 North June 28 Presentation to PDA Council  
June 28, 2012

### **Other Community Involvement**

The Pike Place Market PDA and Project Team have been and continue to work collaboratively in the design process with the Market Community, Market Historical Commission and the City's Central Waterfront Design Team to achieve the goals and outcomes of the project.

Outside of the PDA Waterfront Review Committee and the PDA Council Meetings, the PDA and Design Team have regular meetings with Market Stakeholders Group and the Market Constituency throughout the design process soliciting feedback on various design components. Community input has been received through a series of specific community meetings held within the Market public areas with surveys for public comment. Survey results are compiled and distributed to the design team for review and incorporation into the project.

Open community meeting dates specific to the Waterfront Entrance Project include but are not limited to:

April 11, 2014 – plaza landscaping and materials survey

March 10, 2014 – public art proposer's open house

March 7, 2014 – plaza landscaping and materials survey

March 4, 2014 – plaza landscaping and materials survey

June 2013 – Daystall community survey

May 16<sup>th</sup>, 2013 – PC1-N public comment meeting

## **Future and Ongoing Communications**

The project website will be continually updated, with regular notification of media outlets, throughout pre-development, design, and construction. Throughout the development process and into long-term operations, the public council meetings will continue to be an ongoing available forum for the public to comment on its needs related to the Waterfront Entrance project.

The PDA will continue its regular contact with the Downtown District Council and the Downtown Seattle Association (DSA), and presented to the DSA's Urban Environment Committee to present an update on the project.

Upon the suggestion of Christa Dumpys of the Department of Neighborhoods, the PDA additionally contacted the following groups seeking opportunities to present its project to their stakeholders:

- Downtown Resident's Council (presented at September 10, 2013 meeting)
- Belltown Community Council
- Belltown Business Association
- Alliance for Pioneer Square

## **Support Letters**

Letters of support have been obtained from the following organizations:

- Friends of the Market, which led the original charge to save Pike Place Market in the 1970s;
- Pike Market Clinic, operated by Neighborcare Health;
- Sandra Dunn, Pike Market Resident Advocate, who helps place homeless seniors in housing.
- Friends of the Waterfront
- Heritage House

## **BNSF**

Due to the presence of the franchise tunnel beneath the PC1-N project site, ongoing coordination with BNSF will continue throughout project design and construction.

Onsite Meeting with BNSF: 7/9/14, 12pm, PC1-N Site

# Development Team

## Design Team

### Architect

Steve Doub	sdoub@MillerHull.com	The Miller Hull Partnership, LLP	206-254-2030	71 Columbia, 6th floor	Seattle WA 98104
------------	----------------------	----------------------------------	--------------	------------------------	------------------

### MEP

Anne Marie Moellenberndt	anne.moellenberndt@arup.com	Arup	206-493-2244	403 Columbia	Seattle WA 98104
--------------------------	-----------------------------	------	--------------	--------------	------------------

### Structural

David Fields	dfields@mka.com	Magnusson Klemencic Associates	206 215 8293	1301 5th Avenue #3200	Seattle WA 98101
--------------	-----------------	--------------------------------	--------------	-----------------------	------------------

### Landscape

Jonathan Morley	jonathanm@bergerpartnership.com	Berger Partnership	206-325-6877	1721 8th Avenue	Seattle WA 98109
-----------------	---------------------------------	--------------------	--------------	-----------------	------------------

### Civil

Patrick A. Hansen-Lund	phansen-lund@mka.com	Magnusson Klemencic Associates	206-215-8238	1301 5th Avenue #3200	Seattle WA 98101
------------------------	----------------------	--------------------------------	--------------	-----------------------	------------------

### Housing Developer

Brian Lloyd	Brianl@beacondevgroup.com	Beacon Development Group	206-860-2491 x210	1221 East Pike Street	Seattle WA 98122
-------------	---------------------------	--------------------------	-------------------	-----------------------	------------------

### Owner

Ben Franz-Knight	ben@pikeplacemarket.org	Pike Place Market PDA	206-774-5232	Pike Place Market	Seattle WA 98101
------------------	-------------------------	-----------------------	--------------	-------------------	------------------

### Land Use Attorneys

Holly Golden	hdg@hcmp.com	Hillis Clark Martin & Peterson, P.S.	(206) 470-7656	1221 2nd Avenue #500	Seattle WA 98101
--------------	--------------	--------------------------------------	----------------	----------------------	------------------

Ryan Durkan	trd@hcmp.com	Hillis Clark Martin & Peterson, P.S.	(206) 623-1745	1221 2nd Avenue #500	Seattle WA 98101
-------------	--------------	--------------------------------------	----------------	----------------------	------------------

### Owner's Representative

Carrie Homes	cholmes@axispnd.com	Shiels Obletz Johnsen	206-793-6547	800 5th Avenue #4130	Seattle WA 98104
--------------	---------------------	-----------------------	--------------	----------------------	------------------

Justine Kim	justinek@sojsea.com	Shiels Obletz Johnsen	206-838-3706	800 5th Avenue #4130	Seattle WA 98104
-------------	---------------------	-----------------------	--------------	----------------------	------------------

### Specialty Consultants

Marni Heffron	marni@hefftrans.com	Heffron Transportation, Inc.	206-523-3939	6544 NE 61st Street	Seattle WA 98115
---------------	---------------------	------------------------------	--------------	---------------------	------------------

Martin Page	MWP@shanwil.com	Shannon & Wilson, Inc.	206-695-6875	440 N 34th Street #100	Seattle WA 98103
-------------	-----------------	------------------------	--------------	------------------------	------------------

Michele Sarlitto	msarlitto@eaest.com	EA Engineering, Science & Technology	(206) 452-5350 x1713	2200 6th Avenue #707	Seattle WA 98121
------------------	---------------------	--------------------------------------	----------------------	----------------------	------------------

### BNSF

Richard Wagner	<a href="mailto:Richard.Wagner@BNSF.com">Richard.Wagner@BNSF.com</a>	BNSF	206.625.6152	2454 Occidental Avenue So Ste 2D	Seattle WA 98134
----------------	--	------	--------------	----------------------------------	------------------

Appendix D

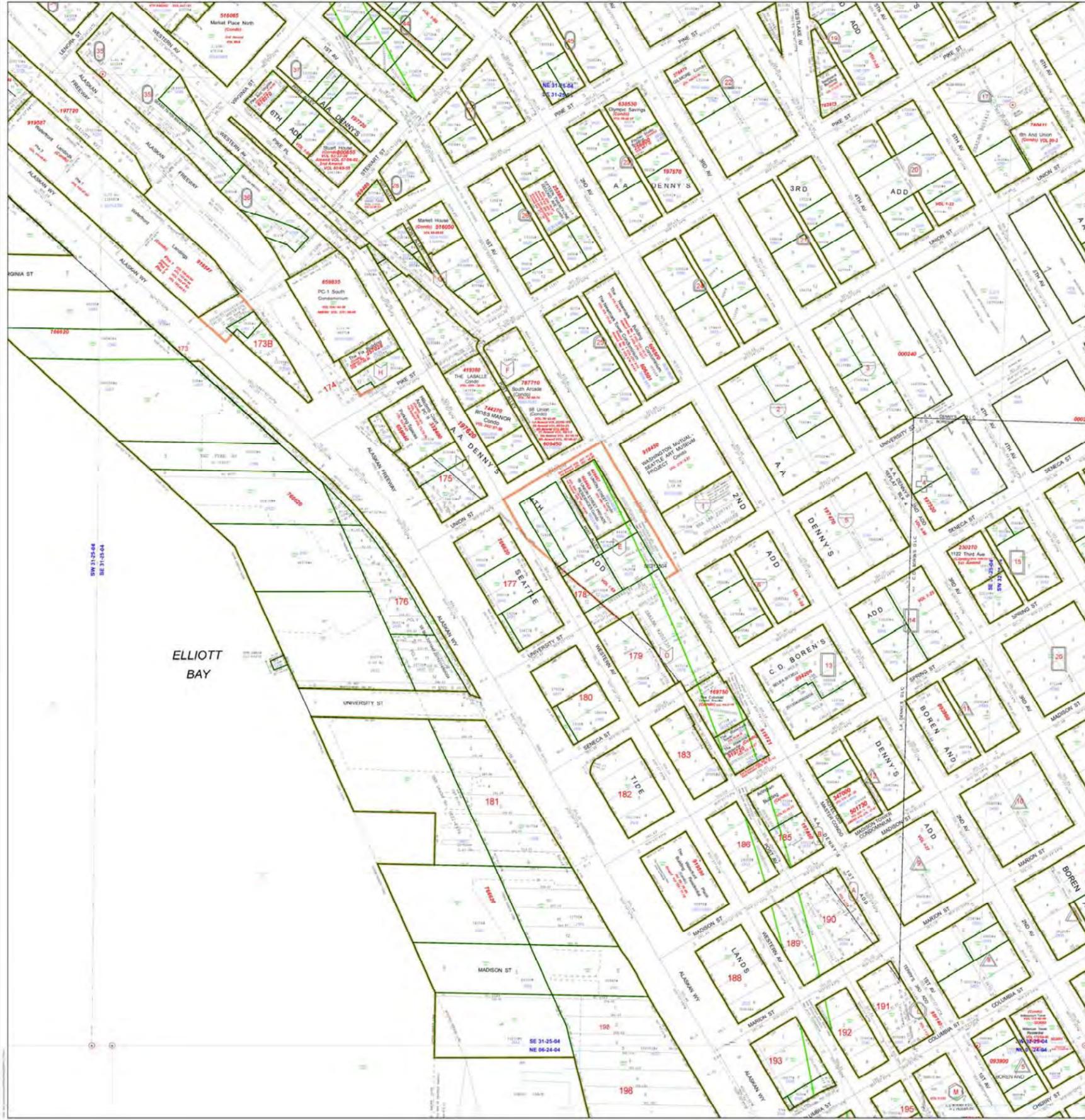
---

**Plat Map**  
**Site Survey Map**  
**Ordinance No. 67125**  
**Historic Right-of-Way Map**

# Plat Map

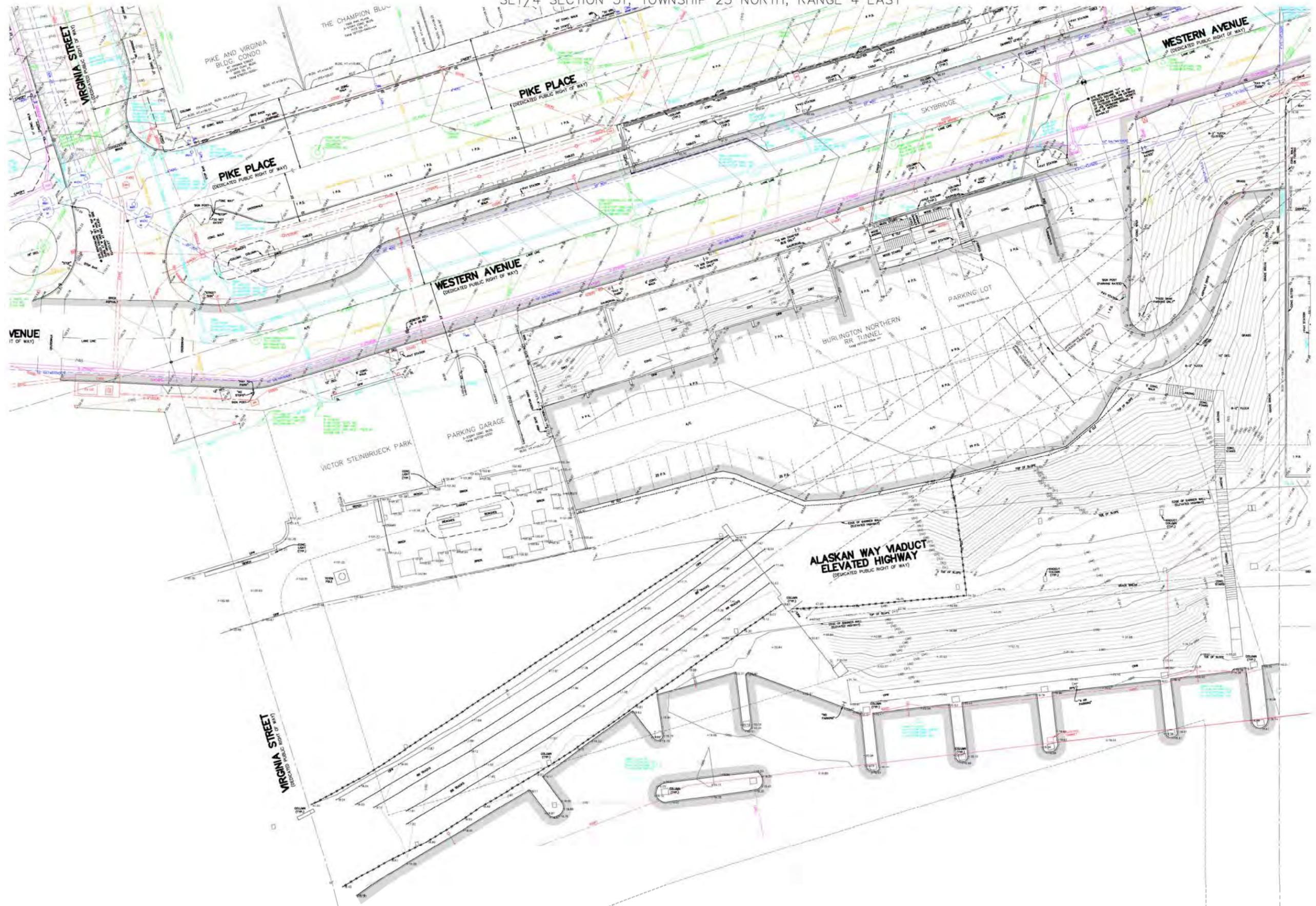
- Control
- Right-of-Way
- Plat
- Shed/Plat
- Original/Plat
- Harbor
- Lot
- Easement
- Survey
- Condominium
- Hydro
- Donation/Land Claim
- Proposed
- Parcel
- Platted Major number
- City

This information is provided as a public service and is not intended to be used for legal purposes. It is not a guarantee of accuracy and is not intended to be used for legal purposes. It is not a guarantee of accuracy and is not intended to be used for legal purposes.



# Pike Place Market Waterfront Entrance - Site Survey

SE1/4 SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST



# Ordinance No. 67125

Relating to the laying off, opening, widening, extending and establishing of ARMORY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 66339.

# Council Bill No. 58102

INTRODUCED: JAN 18 1937	BY: STREETS & SEWERS
REFERRED: JAN 18 1937	TO: STREETS & SEWERS
REMITTED: JAN 25 1937	COMMITTEE OF WHOLE
REPORTED: FEB 1 1937	VETO:
SECOND READING:	PUBLISHED:
THIRD READING: FEB 1 1937	VETO SUSTAINED:
SIGNED: FEB 1 1937	PASSED OVER VETO:
PRESENTED TO MAYOR: FEB 4 1937	APPROVED: FEB 5 1937
FILED: FEB 5 1937	PUBLISHED: FEB 10 1937
ENGROSSED: 363	BY:
VOL. 2 PAGE 365	B. D. R. ✓
COMPARED BY:	AND

Form I. 5M. 7-32 McCann.

64959  
0:77088 - Opposes Blakely Way Viaduct

**Ordinance No. 107125**

Relating to the laying off, opening, widening, extending and establishing of ARROY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 66339.

**Council Bill No. 58102**

INTRODUCED: JAN 18 1937	BY: STREETS & SEWERS
REFERRED: JAN 19 1937	TO: STREETS & SEWERS
REFERRED: JAN 23 1937	COMMITTEE OF
REPORTED: FEB 1 1937	VETO:
SECOND READING:	PUBLISHED:
THIRD READING: FEB 1 1937	VETO SUSTAINED:
SIGNED: FEB 1 1937	PASSED OVER VETO:
PRESENTED TO MAYOR: FEB 4 1937	APPROVED: FEB 5 1937
FILED: FEB 5 1937	PUBLISHED: FEB 10 1937
ENGROSSED: 363	BY: FEB 10 1937
VOL. 2 PAGE 365	B. H. B. ✓
COMPARED BY:	AND

ORDINANCE NO. 67125

AN ORDINANCE relating to the laying off, opening, widening, extending and establishing of ARMORY WAY and certain other streets and avenues, and amending Sections 1 and 2 of Ordinance No. 66339.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That Sections 1 and 2 of Ordinance No. 66339, entitled:

"AN ORDINANCE Providing for the laying off, opening, widening, extending and establishing of a public street and highway to be known as ARMORY WAY, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of Western Avenue and Bell Street; of Elliott Avenue, from its intersection with Pike Street to Pine Street, and of the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein; providing for the changing and establishing of the curb grades of said way and avenues, of Lenora Street from Western Avenue to Armory Way as established herein, and of Blanchard Street from Elliott Avenue to Western Avenue; providing for the condemnation, appropriation, taking and damaging of land and other property necessary therefor and for making the necessary slopes for cuts and fills upon the property abutting on said way, streets and avenues; and providing for the payment therefor."

approved May 28, 1936, be and the same are hereby amended to read as follows:

"Section 1. That Armory Way, from the intersection of Stewart Street and Pine Street northwesterly to the intersection of Western Avenue and Bell Street, Elliott Avenue from its intersection with Pike Street to Pine Street, and the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein, be and the same are hereby laid off, opened, widened, extended and established as public streets and highways over and across the following lots, blocks and tracts of land, to-wit:

IN SEATTLE TIDE LANDS

That portion of Block 174 described as follows: Beginning at a point on the southeasterly line of said block,

said point being distant four and ninety-four one-hundredths (4.94) feet southwesterly from the most easterly corner of said block; thence southwesterly along the southeasterly line of said block a distance of fifty-five and seventy-five one-hundredths (55.75) feet; thence northwesterly along the southwesterly line of said block a distance of one hundred eighty-one and four one-hundredths (181.04) feet to the most northerly corner of said block; thence southeasterly along the northeasterly line of said block a distance of one hundred seventy-five and forty one-hundredths (175.40) feet; thence southeasterly along a straight line a distance of fourteen and seventy-five one-hundredths (14.75) feet to the point of beginning.

In the PLAT OF AN ADDITION TO THE TOWN (NOW CITY)  
OF SEATTLE, as laid off by A. A. DENNY, recorded  
in Volume 1 of Plats, page 69.

That portion of Lots 1, 4, 5, 8, 9 and 12, Block H, lying southwesterly of a line thirty-one and twenty-five one-hundredths (31.25) feet southwesterly from and parallel with the southwesterly margin of the alley as platted in said Block H of said addition.

In the PLAT OF AN ADDITION TO THE CITY OF SEATTLE,  
as laid off by A. A. DENNY, recorded in Volume 1  
of Plats, page 99.

That portion of Blocks 34, 35 and 36; that portion of Blanchard Street vacated by Ordinance No. 9124, lying between Blocks 33 and 34; that portion of Lenora Street vacated by Ordinance No. 9125, lying between Blocks 34 and 35; and that portion of Virginia Street vacated by Ordinance No. 9126, lying between Blocks 35 and 36 and lying within the following description:

Beginning at the southwest corner of Block 36; thence northeasterly along the southeasterly line of said block a distance of sixty-three and four one-hundredths (63.04) feet; thence northerly and northwesterly along the arc of a curve to the left, having a radius of five hundred sixty-six and five one-hundredths (566.05) feet, a distance of one hundred sixty-eight and seventy-two one-hundredths (168.72) feet to a point of tangency; thence northwesterly along the tangent to said curve at said point, a distance of thirteen and seventy-seven one-hundredths (13.77) feet to a point on the northwesterly line of Lot 8, said block, said point being distant thirty-two (32) feet southwesterly from the northeast corner thereof; thence continuing northwesterly along said tangent a distance of four hundred twenty-six (426) feet to a point of curvature; said point being a point on the northwesterly line of Lot 8, Block 35, and thirty-two (32) feet, measured southwesterly from the northeast corner thereof; thence northwesterly along the

arc of a curve to the right, having a radius of eleven hundred two and seventeen one-hundredths (1102.17) feet, a distance of one hundred sixty-one and eighty-nine one-hundredths (161.89) feet to a point of tangency; thence northwesterly along the tangent to said curve at said point, a distance of eighteen and eighty-nine one-hundredths (18.89) feet to a point on the north line of Lot 1, said Block 35, said point being seventeen and thirty-seven one-hundredths (17.37) feet southwesterly of the northeast corner thereof; thence continuing along said tangent a distance of one hundred eighteen and sixty-five one-hundredths (118.65) feet to a point on the northeasterly line of Lot 12, Block 34; thence northwesterly along the northeasterly line of Lots 12, 9, 8, 5, 4 and 1, to a point on the southwesterly margin of Elliott Avenue, as established by Condemnation Ordinance No. 12502; thence westerly along said southwesterly margin of Elliott Avenue a distance of one hundred fifteen and sixty-nine one-hundredths (115.69) feet to the point of intersection of said southwesterly line of Elliott Avenue with the northwesterly line of that portion of Blanchard Street vacated by Ordinance No. 9124; thence southeasterly along the arc of a curve to the right, having a radius of two hundred one and thirty-nine one-hundredths (201.39) feet, a distance of one hundred seven and eighty-eight one-hundredths (107.88) feet to a point of tangency; thence continuing southeasterly along the tangent to said curve at said point a distance of twenty and forty-five one-hundredths (20.45) feet, to a point on the southeasterly line of Lot 1, said Block 34, said point being eighty-six and two one-hundredths (86.02) feet distant northeasterly from the southwest corner thereof; thence continuing along the said tangent a distance of three hundred sixty-nine and ninety-eight one-hundredths (369.98) feet to a point on the northwesterly line of Lot 1, Block 35, said point being distant thirty-one and eighty-seven one-hundredths (31.87) feet northeasterly from the northwest corner thereof; thence continuing along the aforesaid tangent a distance of eight and fifty-four one-hundredths (8.54) feet to a point of curvature; thence along the arc of a curve to the left, having a radius of eleven hundred seventy-two and seventeen one-hundredths (1172.17) feet, a distance of one hundred seventy-two and seventeen one-hundredths (172.17) feet to a point of tangency, said point being a point on the southeasterly line of Lot 5, Block 35, eighteen (18) feet northeasterly from the southwest corner thereof; thence along the tangent to said curve at said point a distance of four hundred twenty-six (426) feet to a point on the southeasterly line of Lot 5, Block 36, said point being distant eighteen (18) feet northeasterly from the southwest corner thereof; thence continuing along said tangent a distance of thirteen and seventy-seven one-hundredths (13.77) feet to a point of curvature; thence along the arc of a curve to the right, having a radius of four hundred ninety-six and five one-

hundredths (496.05) feet, a distance of one hundred thirty-four and five one-hundredths (134.05) feet to a point on the southwesterly line of Lot 12, Block 36; thence southwesterly along said southwesterly line a distance of thirty-three and eighty-two one-hundredths (33.82) feet to point of beginning.

That portion of Virginia Street vacated by Ordinance No. 9126 and lying between Blocks 35 and 36, described as follows: Beginning at the point of intersection of the southeasterly line of said vacated Virginia Street, with the northeasterly margin of Armory Way, as established herein; thence northwesterly along said northeasterly margin of Armory Way a distance of eighteen (18) feet to true point of beginning; thence northeasterly along a line eighteen (18) feet distant northwesterly from, and parallel to, said southeasterly line of vacated Virginia Street, a distance of fourteen (14) feet, to the point of curvature; thence northeasterly and easterly along the arc of a curve to the right, having a radius of eighteen (18) feet, a distance of twenty-nine and eighty-four one-hundredths (29.84) feet to the northeast corner of Lot 1, Block 36; thence northwesterly along a straight line a distance of sixty-six (66) feet to the southeast corner of Lot 12, Block 35; thence southeasterly and southerly along the arc of a curve to the right, having a radius of eighteen (18) feet, a distance of twenty-nine and eighty-four one-hundredths (29.84) feet to a point on a line eighteen (18) feet southeasterly from and parallel to the northwesterly line of said vacated Virginia Street; thence along said parallel line a distance of fourteen (14) feet to its intersection with the northeasterly margin of Armory Way as established herein; thence southeasterly along said northeasterly line of Armory Way, a distance of thirty (30) feet to point of beginning.

The northwesterly forty-four (44) feet of vacated Lenora Street, lying between Blocks 34 and 35, extending from the easterly margin of Armory Way as established herein, and the westerly line of the alley in Block 34, produced southerly.

That portion of Lot 12, Block 34 lying easterly of the northeasterly margin of Armory Way, as established herein.

That portion of Lots 3, 6 and 7, Block 34, described as follows: Beginning at a point on the southwesterly line of said Lot 7, said point being distant thirty-three and fifty-one one-hundredths (33.51) feet northwesterly from the most southerly corner of said Lot 7; thence northwesterly along the southwesterly line of said lots a distance of one hundred twenty-six and forty-four one-hundredths (126.44) feet to the southwesterly margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the southwesterly margin of said Elliott Avenue a

distance of sixty-two and three one-hundredths (62.03) feet; thence southeasterly along the arc of a curve to the left, having a radius of three hundred thirty-five (335) feet a distance of seventy-three and eleven one-hundredths (73.11) feet to the point of beginning;

That portion of Lots 2 and 3, Block 34, described as follows: Beginning at a point on the northwesterly line of said Lot 2, said point being distant eleven and twenty-three one-hundredths (11.23) feet southwesterly from the most northerly corner of said Lot 2; thence southwesterly along the northwesterly line of said Lot 2 a distance of seventy and twenty-five one-hundredths (70.25) feet to an intersection with the northeast margin of Elliott Avenue as established by deed under Ordinance No. 23570; thence southeasterly along the northeasterly margin of said Elliott Avenue a distance of seventy-three and sixty-five one-hundredths (73.65) feet; thence northwesterly along the arc of a curve to the left, having a radius of six hundred forty-five (645) feet, a distance of eighty and eighteen one-hundredths (80.18) feet to the point of beginning;

The northeasterly fourteen (14) feet of Lots 2 and 3, Block 33;

That portion of Lots 6, 7, 10 and 11, Block 33 described as follows: Beginning at a point on the southeasterly line of said Lot 11, said point being distant sixty-seven and fifty-one one-hundredths (67.51) feet southwesterly from the most easterly corner of said Lot 11; thence along said southeasterly line a distance of sixty-seven and fifty-one one-hundredths (67.51) feet to the most easterly corner of said Lot 11; thence northwesterly along the northeasterly line of said Lots 6, 7, 10 and 11 a distance of two hundred forty (240) feet to the most northerly corner of said Lot 6; thence southwesterly along the northwesterly line of said Lot 6, a distance of fourteen (14) feet; thence southeasterly along the arc of a curve to the right having a radius of five hundred sixty-five (565) feet, a distance of two hundred forty-seven and eighty-seven one-hundredths (247.87) feet to the point of beginning.

Section 2. That the curb grades of Armory Way, from Stewart Street northwesterly to an intersection with Western Avenue and Bell Street, of Elliott Avenue from its intersection with Pike Street to Pine Street, of the intersection of Elliott Avenue, as condemned by Ordinance No. 12502, with Armory Way as established herein, of Lenora Street from Western Avenue to Armory Way as established herein, and of Blanchard Street from Elliott Avenue to Western Avenue, be and the same are hereby

changed and established at the following elevations above city datum, to-wit:

On ELLIOTT AVENUE and ARMORY WAY

At a point ten and no one-hundredths (10.00) feet north of the center line of Pike Street, at elevations conforming to the existing grade at the intersection of Elliott Avenue and Railroad Avenue:

Northeasterly Curb	7.00 feet
Southwesterly Curb	7.00 feet

At a point opposite the intersection of the northeasterly margin of Armory Way as established herein, with the northwesterly margin of Stewart Street as now established:

Northeasterly Curb	36.50 feet
Southwesterly curb	36.00 feet

At a point thirteen and seventy-seven one-hundredths (13.77) feet southeasterly from the line common to Lots 5 and 8, Block 36 in the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

Northeasterly Curb	44.20 feet
Southwesterly Curb	43.70 feet

At a point twelve and one-half (12 1/2) feet northwesterly from the center line of vacated Virginia Street, at a point of curvature of a vertical curve:

Northeasterly Curb	56.62 feet
Southwesterly Curb	56.12 feet

At a point two hundred (200) feet northwesterly of the last mentioned point, at the point of tangency of a vertical curve:

Northeasterly Curb	62.80 feet
Southwesterly Curb	62.30 feet

Opposite a point on the northeasterly margin of Armory Way as established herein, said last named point being eighteen and eighty-nine one-hundredths (18.89) feet distant southeasterly from the southeasterly line of vacated Lenora Street:

Northeasterly Curb	64.46 feet
Southwesterly Curb	63.96 feet

At a point twenty-four (24) feet northwesterly along the center line of Armory Way as established herein, from the last mentioned point:

Northeasterly Curb	64.70 feet
Southwesterly Curb	64.20 feet

At a point forty (40) feet northwesterly, along the center line of Armory Way as established herein, from the last mentioned point:

Northeasterly Curb	65.75 feet
Southwesterly Curb	65.25 feet

Opposite a point on the produced northeasterly margin of Armory Way as established herein, said point being one hundred thirty-one and twenty-five one-hundredths (131.25) feet northwesterly from the point of intersection of said northeasterly margin, as established herein, with the northwesterly margin of Lenora Street, produced southwesterly:

Northeasterly Curb	72.75 feet
Southwesterly Curb	72.25 feet

Opposite a point twenty (20) feet northwesterly, measured along the southwesterly margin, from the last mentioned point, at a point of curvature of a vertical curve:

Southwesterly Curb	72.10 feet
--------------------	------------

Opposite a point one hundred twenty (120) feet northwesterly along the southwesterly margin of Armory Way, as established herein, from the last mentioned point at the point of tangency of a vertical curve:

Southwesterly Curb	74.60 feet
--------------------	------------

Opposite a point on the southwesterly margin of Armory Way, as established herein, twenty and forty-five one-hundredths (20.45) feet northeasterly of the southeasterly line of Lot 1, Block 34, in the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

Southwesterly Curb	73.50 feet
--------------------	------------

Opposite the point of intersection of the southwesterly margin of Elliott Avenue as established by Condemnation Ordinance No. 12502, with the northwesterly line of vacated Blanchard Street; at existing elevations:

Southwesterly Curb	68.85 feet
--------------------	------------

Opposite the intersection of the northeasterly margin of Armory Way as established herein with the southwesterly margin of Elliott Avenue as now established:

Northeasterly Curb 77.00 feet

At a point five and no one-hundredths (5.00) feet north, measured along the northeasterly margin of Armory Way, as established herein, from the intersection of said northeasterly margin with the northeasterly margin of Elliott Avenue as now established:

Northeasterly Curb 76.50 feet

Opposite the intersection of the northeasterly margin of Armory Way as established herein with the southeasterly margin of Blanchard Street:

Northeasterly Curb 78.15 feet

Opposite the intersection of the southwesterly margin of Armory Way as established herein, with the northwesterly margin of Blanchard Street:

Southwesterly Curb 76.00 feet

Opposite a point on the southwesterly margin of Armory Way as established herein, two hundred twenty and no one-hundredths (220.00) feet southeasterly of its intersection with the southeasterly margin of Bell Street:

Southwesterly Curb 77.50 feet

At a point one hundred nineteen and ninety-five one-hundredths (119.95) feet southeasterly from the intersection of the center line of Armory Way as established herein, with the southeasterly margin of Bell Street, at existing elevations:

Southwesterly Curb 76.47 feet

At the southeasterly margin of Bell Street, at existing elevations:

Northeasterly Curb 75.37 feet

Southwesterly Curb 74.67 feet

ON LENORA STREET

On Lenora Street, opposite the center line of the vacated alley in Block 35 of the Plat of an Addition to the City of Seattle, as laid off by A. A. Denny, recorded in Volume 1 of Plats, page 99:

At elevations conforming to existing grades.

ON BLANCHARD STREET

At the northeasterly margin of Elliott Avenue as now established, at existing elevations:

Northwesterly Curb 71.45 feet

Opposite the intersection of the northwesterly margin of Blanchard Street with the southwesterly margin of Armory Way, as established herein:

Northwesterly Curb 75.10 feet

Opposite the intersection of the southeasterly margin of Blanchard Street with the northeasterly margin of Armory Way, as established herein:

Southeasterly Curb 79.00 feet

At the southwesterly margin of Western Avenue, at existing elevations:

Southeasterly Curb 80.68 feet

That the curb gradients shall be of a uniform rate of grade between the elevations established herein, except in those cases where they are specified as lying in vertical curves."

Stark

(To be used for all Ordinances except Emergency.)

Section 2. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed the City Council the 1 day of FEBRUARY, 1937,  
and signed by me in open session in authentication of its passage this 1 day of  
FEBRUARY, 1937 Arthur G. Hopkins  
President \_\_\_\_\_ of the City Council.

Approved by me this 5 day of FEBRUARY, 1937.  
John F. Lane  
Mayor.

Filed by me this 5 day of FEBRUARY, 1937.  
Attest: W. V. Canoll  
City Comptroller and Ex-Officio City Clerk.  
By: W. V. Canoll  
Deputy Clerk.

(SEAL)

Published FEB 10 1937

\_\_\_\_\_  
City Comptroller and Ex-Officio City Clerk.  
By \_\_\_\_\_  
Deputy Clerk.

DEPARTMENT OF PUBLIC WORKS OF  
**THE CITY OF SEATTLE**

OFFICE OF CITY ENGINEER  
N. A. CARLE, CITY ENGINEER

IN RE:

January 20th, 1937

The Honorable City Council  
of the City of Seattle  
Seattle, Washington

Gentlemen:

I am returning herewith the map illustrating the amendments to the Condemnation Ordinance for Armory Way, which are being considered under Council Bill No. 58102.

The reasons for the proposed amending ordinance are as follows:

1. It eliminates the State Armory from consideration. At the time that the condemnation was ordered under Ordinance No. 66339, plans and estimates had been submitted to the Federal Government for the erection of a new Armory at a site near the Civic Auditorium. The present ordinance grades of Armory Way at this point are below the foundation of the Armory and the structure extends into the new street 28 feet. The City has no power of eminent domain as against the State of Washington and at the present time there is considerable doubt as to when, if ever, a new Armory will be built.

With the consent of the State of Washington to protect the foundation of the present structure on the original line, it is estimated that the cost of such protection would be in the neighborhood of \$50,000.00. Should the State give its consent to the cutting of the building back to the street margin, rearranging it for use as an Armory and rebuilding the westerly wall, it is estimated that the cost of all this would be in the neighborhood of \$150,000.00.

2. It eliminates the heavy retaining walls necessary to sustain Market Place.

Under the present plan the cut slope of the new street will extend up into, and as far easterly as, the easterly side of Market Place. Market Place is a narrow street used as an entrance and exit to the basements of the Market between Market Place and Western Avenue. Trucking into the buildings is from the westerly side of these markets, which are three or four story structures, the top floors of which are connected by bridges to the Pike Place Public Markets.

In addition to the entrance from Western Avenue, Market Place also at present has an exit to the north, passing the westerly side of the Armory.

To construct Armory Way to the present ordinance grades, it will be necessary to erect a heavy retaining wall on the westerly side of Market Place and to do considerable construction to permit a northerly exit from this street. It is estimated that the cost of such construction would run from \$30,000.00 to \$45,000.00.

3. Retaining walls for slopes along the Tunnel Tracks of the Great Northern Railway.

Under the present plan it was contemplated to retain these slopes by concrete retaining walls. This wall would be approximately 350 feet in length and average around 20 feet in height and would cost between \$35,000 and \$40,000.00. In addition to this wall a heavy fill, concrete walks and pavement would be added.

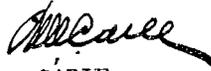
It is planned under the proposed ordinance to construct the westerly portion of Armory Way along the railway track as a viaduct. This will cost more than the retaining wall, but filling and pavement will be co-incident to the structure.

4. Rights of Way.

Armory Way was condemned in 1931 and the Council rejected the awards. The cost of the portion included in the present condemnation was \$222,527.00, not including any damage to the Armory or cost of retaining the slope on Market Place. It is estimated that the cost of the right of way on the amended location for this improvement will be in the neighborhood of \$185,000.00.

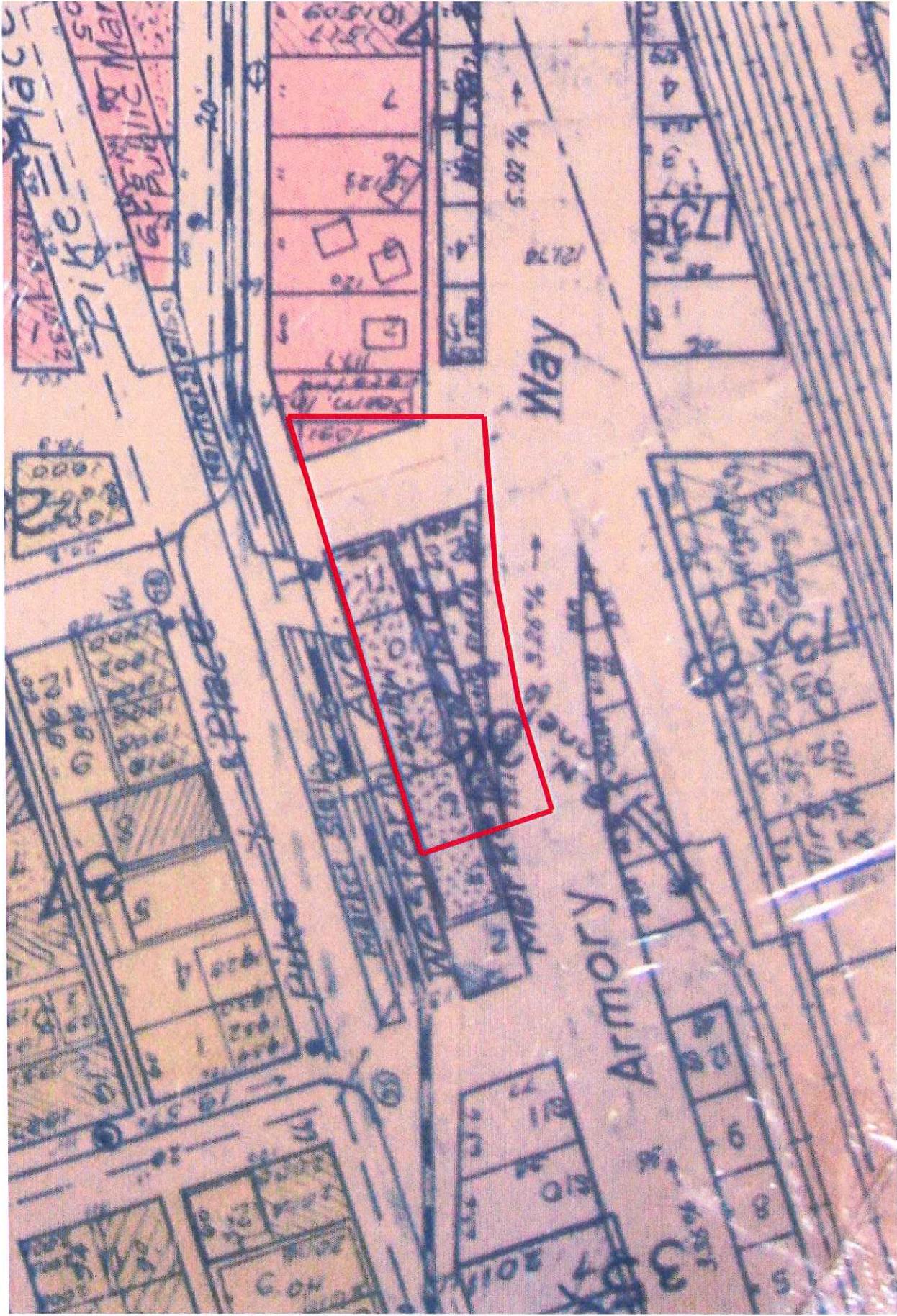
For the reason that the amended location provides a roadway free and clear of obstruction, less costly to acquire and construct and with no increase in the maximum grades, we respectfully recommend the passage of Council Bill No. 581C2.

Very respectfully,



N. A. CARIE  
City Engineer

*J. W. E.*



1920 - Sanborn Fire Insurance Map

Appendix E

---

# Utility Impacts

---

# Seattle City Light



March 31, 2014

**Patrick Hansen-Lund, P.E.**  
Associate

Mr. Steve Doub, Senior Technical Architect  
The Miller Hull Partnership, LLP  
71 Columbia Street, - 6<sup>th</sup> Floor  
Seattle, Washington 98104

Subject: Pike Place Market Waterfront Entrance  
Seattle, Washington

Re: Public Right-of-Way Vacation Utility Impacts

Dear Steve:

Magnusson Klemencic Associates (MKA) has investigated the impacts to utilities related to the proposed vacation of right-of-way along the westerly property boundary of the PC-1 site.

We have performed utility investigation by reviewing the field survey provided by Bush, Roed, and Hitchings, Inc. (updated in February 2014) and November 2013 site pothole information, and have collected as-built drawing information from the City of Seattle Engineering Records Vault and Department of Planning. Anticipated utility impacts related to the proposed vacation are as follows:

- **Seattle Public Utilities (SPU):**  
None. No sanitary sewer or storm drain facilities exist in the area to be vacated.
- **Communications (Comcast, Wave)**  
None. No communications facilities exist in the area to be vacated.
- **SDOT Street Lighting:**  
None. No street lighting facilities exist in the area to be vacated.
- **Seattle City Light (SCL):**  
The 115 kV T-4 line exists with the area to be vacated and is impacted for a length of approximately fifty feet (50'). From pothole information it is known that the T-4 line within the vacation area exists at a depth of cover ranging from 26" to 76". Based on the current PC-1 design, the T-4 line could co-exist at the same depth as the P4 parking level. As we have discussed, the PC-1 architecture has been designed to accommodate the preservation of the T-4 line in its current location.

The protection and preservation of the T-4 line in place has been discussed with SCL on several occasions, including a meeting on January 10, 2014 with SCL representatives Bob Risch (Transmission Engineering) and John Bresnahan to develop PC-1 construction requirements for protecting the line during the PC-1 development.

**Structural + Civil Engineers**

1301 Fifth Avenue, Suite 3200 Seattle, Washington 98101-2699  
T: 206 292 1200 F: 206 292 1201 www.mka.com

Mr. Steve Doub  
March 31, 2014  
Page 2



In summary, the only known utility impact is related to the T-4 high voltage line, which has been discussed and coordinated with SCL.

Please let us know if you have any questions or comments on this matter.

Sincerely,

Magnusson Klemencic Associates, Inc.

A handwritten signature in blue ink, appearing to read "P. Hansen-Lund", is written over a faint horizontal line.

Patrick Hansen-Lund  
phansen-lund@mka.com

Attachments

I:\Pikeplacegarpc-1Civ\Engineers\S Doub\_Vacation Letter 2014 03 31.Docx

---

**BNSF**

## Sarlitto, Michele

---

**From:** Wagner, Richard W <Richard.Wagner@BNSF.com>  
**Sent:** Wednesday, June 26, 2013 5:09 PM  
**To:** Justine Kim  
**Cc:** Ben Franz-Knight; 'Brian Court'; Ken Johnsen; 'Sian Roberts'; cholmes@axispnd.com  
**Subject:** RE: Pike Place Market Mixed Use Project - building over BNSF tunnel: insurance question

Justine –

Your summary below describes our phone conversation and my comments are based on my current understanding of project you described.

After we meet on the 9<sup>th</sup> I will have a better understanding regarding the project's impacts if any to the RR and whom you need to contact regarding any permitting or RR protective insurance, if required.

I write contracts/agreements with Agencies and their contractors for those publicly funded projects which require temporary access for construction and permanent easements for their structures.

My full contact info:

Richard W Wagner  
BNSF Railway Mgr Public Projects for WA, ID & BC  
2454 Occidental Avenue So Ste 2D  
Seattle, WA 98134  
O – 206.625.6152  
F – 206.625.6356

Rick Wagner  
BNSF Mgr Public Projects  
O – 206.625.6152  
F – 206.625.6356

---

**From:** Justine Kim [<mailto:justinek@sojsea.com>]  
**Sent:** Wednesday, June 26, 2013 4:23 PM  
**To:** Wagner, Richard W  
**Cc:** Ben Franz-Knight; 'Brian Court'; Ken Johnsen; 'Sian Roberts'; 'cholmes@axispnd.com'  
**Subject:** Pike Place Market Mixed Use Project - building over BNSF tunnel: insurance question

Hi Richard,

Thank you for your call this afternoon. I would like to summarize our talk for the record, and would appreciate your response back to make sure I understood our conversation correctly.

You are aware of our project location, its engagement with the future Waterfront project's Overlook Walk from previous drawings and information you have seen in other meetings. After our discussion of the project (with parking, commercial spaces and housing units to be built over the tunnel, supported by new structure not touching the tunnel), your opinion of the **BNSF Railroad Insurance limits** should be similar to that of the SR99 Deep Bore Tunnel project (by Seattle Tunnel Partnership) – which is **\$5 million per occurrence and \$10 million for aggregate coverage**.

Your opinion was, as long as our project does not add any structural load to the existing BNSF tunnel, there should be low risk associated with the construction. As a result of extensive testing you have already conducted while involved in the SR 99 tunnel project, BNSF is pretty confident that the integrity of the concrete tunnel encasing the railroad tracks under our property is strong enough to withstand the construction activities of the project. In your opinion, construction work over exposed (open to air) railroad tracks have higher risks associated compared to working over the protected tunnel.

Brian Court (architect with Miller/Hull) will email you (PDF files for 11x17 as you requested) with the following drawings for your review, prior to our scheduled meeting to re-confirm our conversation when you get back from your vacation on July 9<sup>th</sup> at noon.

- (1) Site plan showing the location of our project
- (1) Building plan showing the tunnel location dotted in
- (1) Building section showing the relationship of the building to the tunnel

Please let me know if I missed any points. Also, please inform us of your role for BNSF on coordination of these projects, as well as who we should work with in the future to arrange for the purchase of the insurance policy through BNSF.

Thank you, and have a great vacation!

**Justine Kim**

*Shiels Oblatz Johnsen*

800 5<sup>th</sup> Ave. Suite 4130

Seattle WA 98104

**206-838-3706**

**206 355-1730**

[justinek@sojsea.com](mailto:justinek@sojsea.com)

## Sarlitto, Michele

---

**From:** Wagner, Richard W <Richard.Wagner@BNSF.com>  
**Sent:** Tuesday, March 11, 2014 4:23 PM  
**To:** Justine Kim  
**Cc:** Bloomquist, Alan; cholmes@axispnd.com; Steve Doub; David Fields  
**Subject:** Re: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): Final Comments

You asked two questions Justine:

1. We do not own the property over our Tunnel and as long as stay out of our Tunnel or impact the shell you are not on our Property.
2. No one has no contract with BNSF, so your Contractor cannot be a rider on our RRP policy.

Regards

Rick Wagner  
BNSF Railway  
206.625.6152 - O  
206.604.8290 - M

---

**From:** Justine Kim <[justinek@sojsea.com](mailto:justinek@sojsea.com)>  
**Sent:** Tuesday, March 11, 2014 2:29:37 PM  
**To:** Wagner, Richard W  
**Cc:** Bloomquist, Alan; [cholmes@axispnd.com](mailto:cholmes@axispnd.com); Steve Doub; David Fields  
**Subject:** RE: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): Final Comments

One more question:

When you say our project is not 'over' your property or railway, do you not consider your footprint of the tunnel, (which I believe is owned by BNSF) as your property?

Also, could you please send us a contact at BNSF that Sellen Construction Co. can work with, to purchase the railroad insurance for construction? They said they purchased a policy to cover their risks during the construction of Sculpture Park.

Thank you in advance!

Justine Kim  
*Shiels Obletz Johnsen*  
800 5<sup>th</sup> Ave. Suite 4130  
Seattle WA 98104  
**206-838-3706**  
**206 355-1730**  
[justinek@sojsea.com](mailto:justinek@sojsea.com)

---

**From:** Wagner, Richard W [<mailto:Richard.Wagner@BNSF.com>]  
**Sent:** Friday, February 28, 2014 4:53 PM

**To:** Justine Kim

**Cc:** Bloomquist, Alan; [cholmes@axispnd.com](mailto:cholmes@axispnd.com); Steve Doub; David Fields

**Subject:** Re: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): Final Comments

Justin as we discussed previously your Project is not on, over, or under our Property or R/W, neither do you need a temporary construction easement nor do you cross our R/W.

Unless one of the above changes I am certain for now my involvement is over and all you need is supply Mr Bloomquist with his requests.

Rick

Rick Wagner

BNSF Railway

206.625.6152 - O

206.604.8290 - M

---

**From:** Justine Kim <[justinek@sojsea.com](mailto:justinek@sojsea.com)>

**Sent:** Friday, February 28, 2014 4:35:45 PM

**To:** Wagner, Richard W

**Cc:** Bloomquist, Alan; [cholmes@axispnd.com](mailto:cholmes@axispnd.com); Steve Doub; David Fields

**Subject:** Re: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): Final Comments

Thank you, Richard.

We will follow up with Mr. Bloomquist.

As for our next steps, what do we need to do and with whom? Any formal application paperwork? How do we coordinate your observance of our work?

Please advise.

Thank you.

Sent from my iPhone

On Feb 28, 2014, at 3:22 PM, "Wagner, Richard W" <[Richard.Wagner@BNSF.com](mailto:Richard.Wagner@BNSF.com)> wrote:

**Justin, please note Mr Bloomquist's requests outlined below in italics which will close my participation in this Project:**

*"I do not have any additional comments. I would like to see reports of their locating process, once work begins if they will be willing to supply us with that information. If they are willing to include us in on weekly updates of the project, I would appreciate that as well."*

**If your Project agrees to any of the requests please forward them to his email included above.**

**Good luck with your Project and I apologize for the delayed response.**

**Rick**

Rick Wagner  
BNSF Mgr Public Projects  
O – 206.625.6152  
F – 206.625.6356

---

**From:** Justine Kim [<mailto:justinek@sojsea.com>]  
**Sent:** Friday, February 28, 2014 1:15 PM  
**To:** Wagner, Richard W  
**Subject:** RE: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): BNSF calcs

Hi Richard,

Hope you had a nice vacation.

Would you please give us an update, and what our next steps are? Our project team is hoping to start the Construction Documents phase and start the excavation work this September.

Please let us know, thank you for your help!

**Justine Kim**

*Shiels Obletz Johnsen*

800 5<sup>th</sup> Ave. Suite 4130  
Seattle WA 98104

**206-838-3706**

**206 355-1730**

[justinek@sojsea.com](mailto:justinek@sojsea.com)

---

**From:** Wagner, Richard W [<mailto:Richard.Wagner@BNSF.com>]  
**Sent:** Wednesday, February 19, 2014 2:20 PM  
**To:** Justine Kim  
**Subject:** Automatic reply: Seattle, WA - Pike Place Market Waterfront Entrance (PC1N): BNSF calcs

I am on vacation returning 02.25.2014; I will have limited access to emails and voicemails until I return.

Rick

# Development Matrix

# **Pike Place Market Waterfront Entrance Vacation Petition – Development Matrix**

## ***Site and Project Description***

**Zoning Designation:** PMM-85

**Street Classification:** Unknown

### **Assessed Value of Adjacent Property:**

- Parcel 659835-0000 Total Assessed Value = \$0 (Owned by Pike Place Market Preservation and Development Authority. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels)
- Parcel 197720-0280 Total Assessed Value = \$41,731,000 / \$681.75 per sq. ft.<sup>1</sup>
- Parcel 197720-0286 Total Assessed Value = \$0 (Owned by City of Seattle Dept. of Parks and Recreation. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels).
- Parcel 197720-0385 Total Assessed Value = \$0 (Owned by City of Seattle Dept. of Transportation. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels).

**Lease rates in the General Vicinity for Similar Projects:** Pike Place Market has approximately 213 tenants, with approximately 211,000 sq. ft. of total rentable space. Rental rates range from \$10 per sq. ft. to \$50 per sq. ft., with a median of \$35 per sq. ft. depending upon use and location in within the Market.

### **Size of the Project:**

- 12,700 sq. ft.            Commercial Retail
- 27,000 sq. ft.        Affordable Housing
- 1,700 sq. ft.         Social Services
- 119,126 sq. ft.      Below Grade Parking (approximately 300 stalls)
- 35,439 sq. ft.        Open Space - Public Terrace/Plaza

**Size of the Street to be Vacated:** 1,342 sq. ft.<sup>2</sup>

---

<sup>1</sup> Based upon *King County Assessor's Office* data - \$41,731,000 total assessed value/61,212 sq. ft. = \$681.75 per sq. ft.

<sup>2</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

***Pike Place Market Waterfront Entrance  
Development Potential and Proposed Development***

Property	Land Area – (size of street to be vacated)	Maximum Development Potential	Proposed Development <u>without</u> Street Vacation	Proposed Development <u>with</u> Street Vacation
Street – Armory Way <sup>1</sup>	1,342 sq. ft.	277,200 sq. ft.	209,279 sq. ft.	214,835 sq. ft. <sup>2</sup>

<sup>1</sup> This includes common spaces for commercial and residential areas such as garbage facilities, housing terraces, etc.

<sup>2</sup> As Condemned by Ordinance 67125 – See Appendix D of this street vacation petition for more information.

# Public Benefits Matrix

# **Pike Place Market Waterfront Entrance Vacation Petition – Proposed Public Benefits**

## ***Site and Project Description***

**Zoning Designation:** PMM-85

**Street Classification:** Unknown

### **Assessed Value of Adjacent Property:**

- Parcel 659835-0000 Total Assessed Value = \$0 (Owned by Pike Place Market Preservation and Development Authority. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels)
- Parcel 197720-0280 Total Assessed Value = \$41,731,000 / \$681.75 per sq. ft.<sup>1</sup>
- Parcel 197720-0286 Total Assessed Value = \$0 (Owned by City of Seattle Dept. of Parks and Recreation. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels).
- Parcel 197720-0385 Total Assessed Value = \$0 (Owned by City of Seattle Dept. of Transportation. Per RCW 84.40.045 and 84.40.175, the Legislature eliminated revaluation of government owned parcels).

**Lease rates in the General Vicinity for Similar Projects:** Pike Place Market has approximately 213 tenants, with approximately 211,000 sq. ft. of total rentable space. Rental rates range from \$10 per sq. ft. to \$50 per sq. ft., with a median of \$35 per sq. ft. depending upon use and location in within the Market.

### **Size of the Project:**

- 12,700 sq. ft. Commercial Retail
- 27,000 sq. ft. Affordable Housing
- 1,700 sq. ft. Social Services
- 119,126 sq. ft. Below Grade Parking (approximately 300 stalls)
- 35,439 sq. ft. Open Space - Public Terrace/Plaza

**Size of the Street to be Vacated:** 1,342 sq. ft. <sup>2</sup>

<sup>1</sup> Based upon *King County Assessor's Office* data - \$41,731,000 total assessed value/61,212 sq. ft. = \$681.75 per sq. ft.

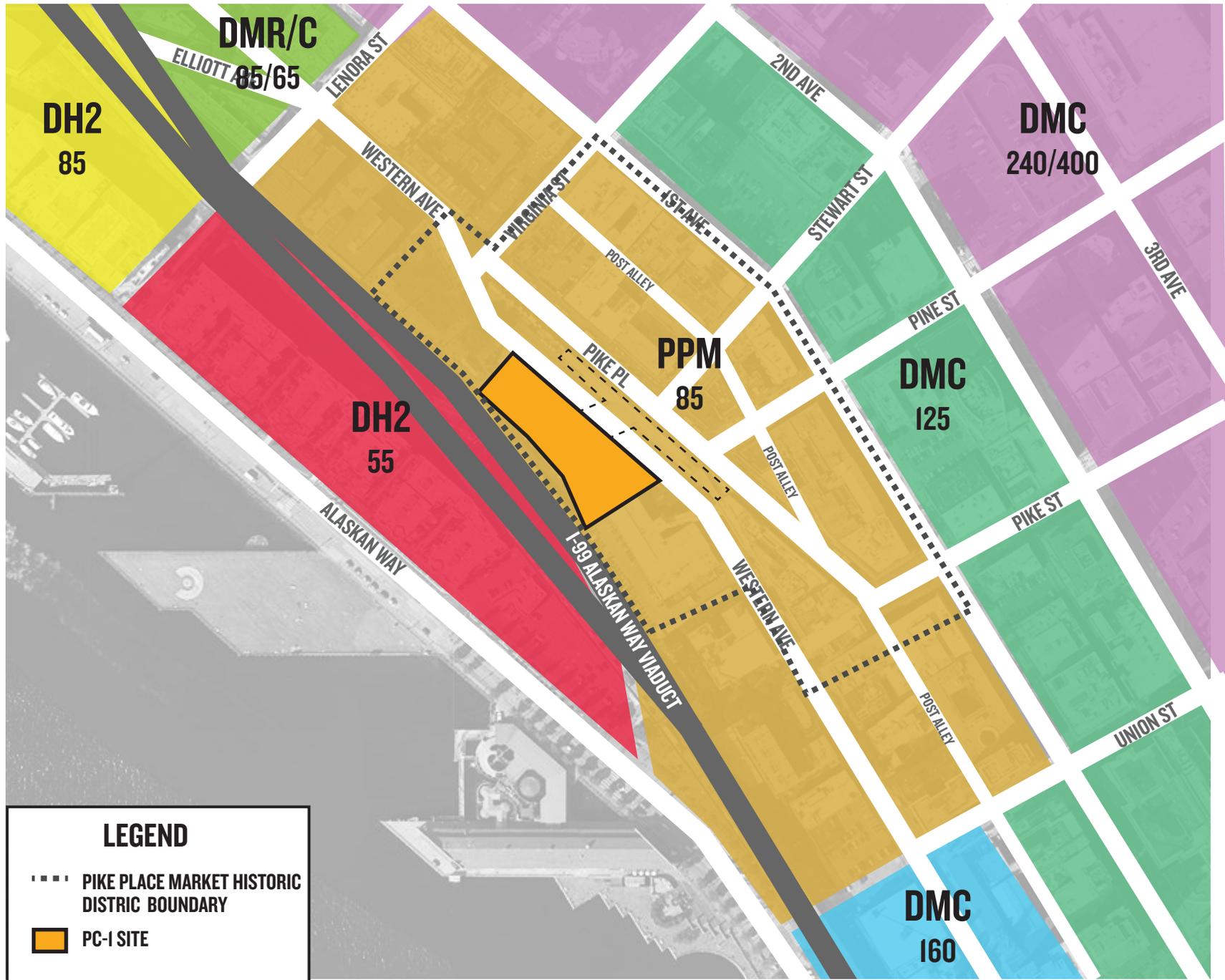
<sup>2</sup> The site survey currently indicates that the area of the ROW proposed to be vacated is 1,342 sq. ft. - this number may be slightly refined upward or downward as design progresses.

**Proposed Public Benefits:** There are many benefits that will be provided from the development of this project and the following items are initial considerations for public benefit to review with SDOT, SDC and City Council:

- **Public Plaza** – Approximately 35,500 sq. ft. of public terrace and walkways are proposed for the project. The public terrace would connect to Pike Place Market and would have views of Elliott Bay, Puget Sound and the Olympic Mountains. The open space at the Pike Place Market level of the proposed building would include overhead weather protection (in places), precast concrete unit pavers, a wooden deck and multiple seating elements. A ramp would lead down to the north, with two switch-backs traversing the length of the commercial portion of the building to the first floor.
- **Future Link to the Waterfront** – The project has been designed to allow a future pedestrian walkway connection to the improved waterfront.
- **Public Art** – The project includes new outdoor public open space that would integrate outdoor art to enhance the pedestrian experience. The project will include three pieces of public art, including interactive media and a family-oriented play piece.
- **Public Parking** – The project will provide more than 300 public parking stalls to replace the public parking under the viaduct.
- **Low Income Senior Housing** – The project will include 40 studio units. Half of the new units will serve seniors at 30% AMI, and the other half of the new units will serve seniors at 50% AMI. These units will add to the PDA's current portfolio of 238 low-income housing units and 93 market-rate housing units.
- **Social Services Space** – The project will provide approximately 1,700 sq. ft. of space along Western Avenue dedicated to facilities for Pike Place Market's social service agencies. The social service space will be accessible to the onsite residents, as well as nearby PDA residents. The space could be used to provide services such as health classes, financial planning, and mental health services.

# 9-Block Urban Design Analysis

**EXISTING ZONING**



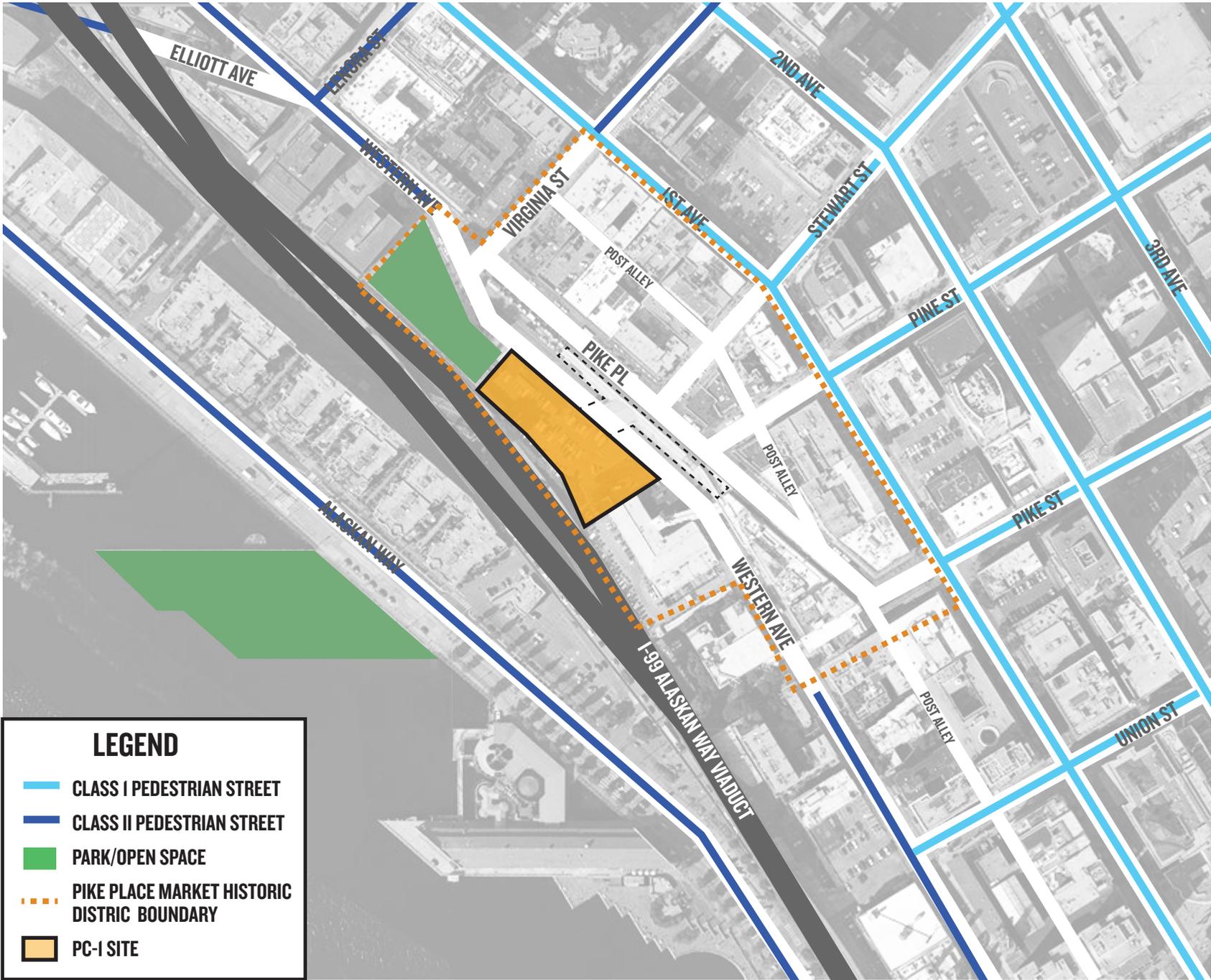
# EXISTING VEHICULAR CIRCULATION



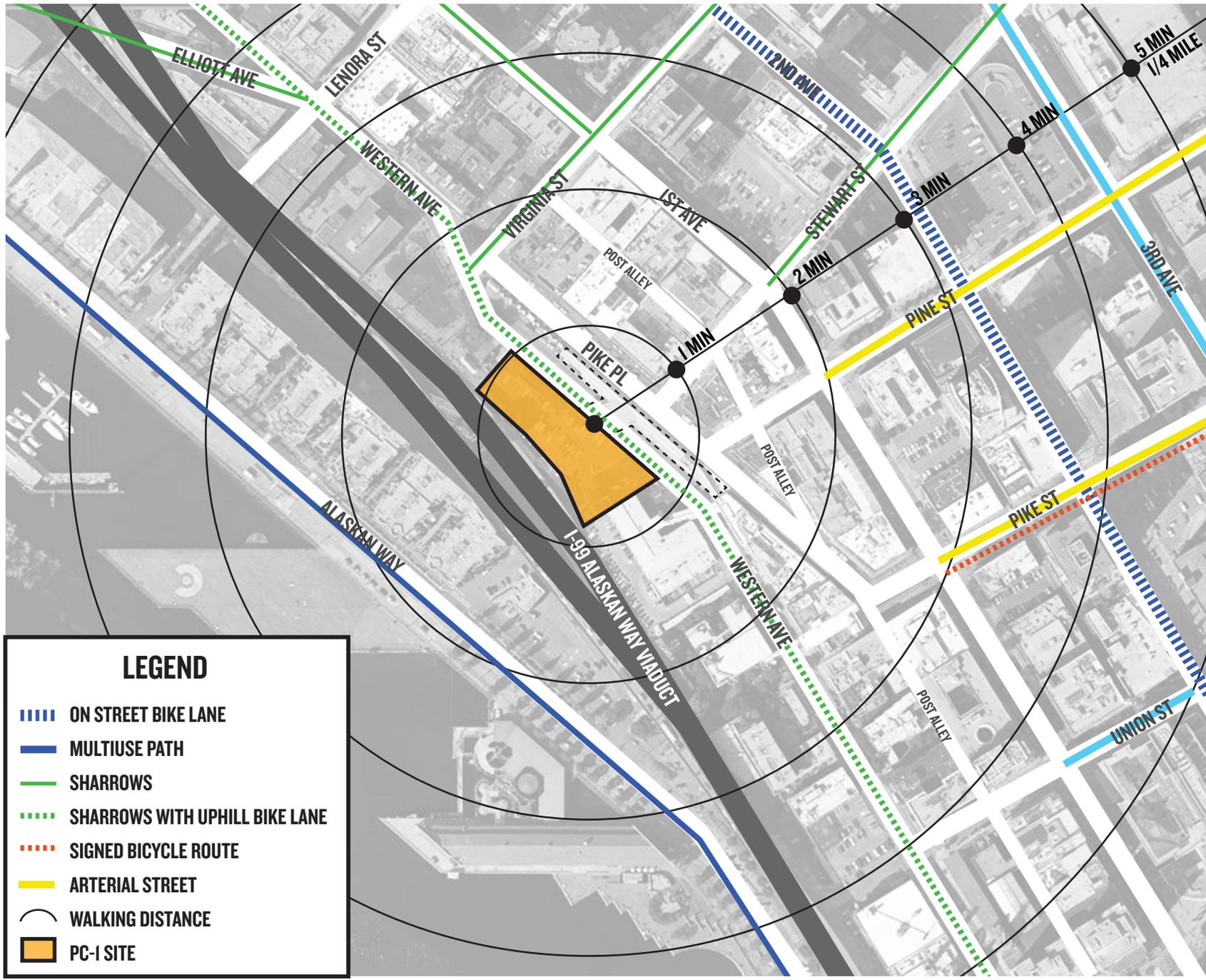
## LEGEND

- PRINCIPAL ARTERIALS
- MINOR ARTERIALS
- ELEVATED HIGHWAY
- - - PRINCIPAL TRANSIT STREET
- PC-1 SITE

# EXISTING PEDESTRIAN STREETS & OPEN SPACE



# EXISTING BICYCLE LANES & WALKING DISTANCE



## LEGEND

- ▬▬▬ ON STREET BIKE LANE
- ▬ MULTIUSE PATH
- ▬ SHARROWS
- ▬▬▬ SHARROWS WITH UPHILL BIKE LANE
- ▬▬▬ SIGNED BICYCLE ROUTE
- ▬ ARTERIAL STREET
- ⊖ WALKING DISTANCE
- PC-1 SITE



Appendix I

---

# SEPA Checklist

# ENVIRONMENTAL CHECKLIST

---

*for the proposed*

## *Pike Place Market Waterfront Entrance Project*

*(Master Use Permit No. 3015514)*



*prepared for*

**City of Seattle Department of Planning and Development**

**August 16, 2013**

**REVISED November 18, 2013**

---

Pike Place Market Preservation and Development Authority (PDA)

---

*EA Engineering, Science and Technology, Inc.  
The Miller Hull Partnership  
Tree Solutions  
Heffron Transportation, Inc.*

## --PREFACE--

The purpose of this Environmental Checklist is to identify and evaluate probable environmental impacts that could result from the *Proposed Action* and to identify measures to mitigate those impacts. The *Proposed Action* would involve development of the project site bounded by Western Avenue to the east, the Alaskan Way Viaduct (SR 99) to the west, Victor Steinbrueck Park to the north and the Heritage House and Market Parking Garage to the south. For purposes of this analysis, the *Proposed Action* is referred to as the ***Pike Place Market Waterfront Entrance Project***. Proposed development on the site would include a 45,730-square foot building with below-grade parking for approximately 300 vehicles. Of the total building square footage, approximately 18,000 square feet would be for retail/commercial uses and 27,000 square feet would be for housing (40-units). Approximately 33,000 sq. ft. of public roof terrace and walkways would also be provided as part of the development.

The State Environmental Policy Act (SEPA)<sup>1</sup> requires that all governmental agencies consider the environmental impacts of a proposal before the proposal is decided upon. This Environmental Checklist has been prepared in compliance with the State Environmental Policy Act; the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and the Seattle City Code (25.05), which implements SEPA.

This document is intended to serve as SEPA review for the site preparation work, grading/excavation, building construction, and operation of the proposed ***Pike Place Market Waterfront Entrance Project***. Probable significant environmental impacts associated with project-related activities are disclosed in this document. Analysis contained in this Environmental Checklist is based on Master Use Permit (MUP) plans for the project, which are on-file with the Seattle Department of Planning and Development (DPD) (MUP #3015514). While not construction-level detail, the schematic plans accurately represent the eventual size, location and configuration of the structures and are considered adequate for analysis and disclosure of environmental impacts.

This Environmental Checklist is organized into three major sections. *Section A* of the Checklist (starting on page 1) provides background information concerning the *Proposed Action* (e.g., purpose, proponent/contact person, project description, project location, etc.). *Section B* (beginning on page 16) contains the analysis of environmental impacts that could result from implementation of the proposed project, based on review of major environmental parameters. This section also identifies possible mitigation measures. *Section C* (page 42) contains the signature of the proponent, confirming the completeness of this Environmental Checklist.

Project-relevant analyses that served as a basis for this Environmental Checklist include: the *Greenhouse Gas Emissions Worksheet* (EA, 2013); the *Transportation Impact Analysis* (Heffron Transportation, 2013); the *Tree Inventory* (Tree Solutions, 2013), and the *Solar Glare Analysis* (EA, 2013) each are included in this Environmental Checklist as **Appendices A, B, C** and **D** respectively. Another report, the *Cultural Resources Assessment* (Northwest Archaeological, 2013), has been submitted to DPD and is on-file as part of the Master Use Permit (MUP) application (MUP #3015514).

---

<sup>1</sup> Chapter 43.21C. RCW

# TABLE of CONTENTS

---

*Page*

<b>A. Background .....</b>	<b>1</b>
1. Name of the Proposed Project .....	1
2. Name of Applicant .....	1
3. Address and Phone Number of Applicant/Contact Person .....	1
4. Date Checklist Prepared.....	1
5. Agency Requesting Checklist.....	1
6. Proposed Timing/Schedule .....	1
7. Future Plans .....	2
8. Additional Environmental Information.....	2
9. Pending Applications of Other Projects.....	2
10. Governmental Approvals .....	2
11. Project Description.....	3
12. Project Location.....	11
<b>B. Environmental Elements .....</b>	<b>13</b>
1. Earth .....	13
2. Air .....	14
3. Water .....	15
4. Plants.....	18
5. Animals.....	19
6. Energy and Natural Resources .....	20
7. Environmental Health .....	20
8. Land and Shoreline Use .....	22
9. Housing.....	24
10. Aesthetics .....	25
11. Light and Glare .....	32
12. Recreation .....	33
13. Historic and Cultural Preservation.....	34
14. Transportation.....	36
15. Public Services .....	38
16. Utilities .....	38
<b>C. Signatures.....</b>	<b>39</b>

## References

### Appendices

- A. Greenhouse Gas Emissions Worksheet
- B. Transportation Impact Analysis
- C. Tree Inventory
- D. Solar Glare Analysis

## LIST of FIGURES

---

<i>Figure</i>	<i>Page</i>
1. Regional Map .....	4
2. Vicinity Map .....	5
3. Existing Site Conditions .....	6
4. Site Plan .....	8
5. Pike Place Market Waterfront Entrance Project with Overlook Walk.....	12
6. Viewpoint Location Map .....	27
7. Viewpoint 1 .....	28
8. Viewpoint 2.....	29
9. Viewpoint 3.....	30
10. Viewpoint 4.....	31

## **A. BACKGROUND**

### **1. Name of proposed project, if applicable:**

*Pike Place Market Waterfront Entrance Project*

### **2. Name of applicant:**

*Pike Place Market Public Development Authority*

### **3. Address and phone number of applicant and contact person:**

#### **Applicant**

*Pike Place Market Public Development Authority*

*85 Pike Street, Room 500*

*Seattle, WA 98101*

*Tel: 206-682-7453*

#### **Contact Person**

*Steve Doub*

*The Miller Hull Partnership*

*71 Columbia, 6th Floor*

*Seattle WA 98104*

*Tel: 206-682-6837*

### **4. Date checklist prepared:**

*November 18, 2013*

### **5. Agency requesting checklist:**

*City of Seattle, Department of Planning and Development*

### **6. Proposed timing or schedule (including phasing, if applicable):**

*The anticipated start of construction is June, 2014. Full operation of the proposed building is expected to occur by December 2015.*

**7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

*The proposed **Pike Place Market Waterfront Entrance Project** is adjacent to the Waterfront Seattle project. A future connection to vehicular and pedestrian components of the waterfront plan may be possible. Despite these possible future connections, the Proposed Action is not dependent upon the Waterfront project and can move forward independent of the Waterfront project, as designed.*

**8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

*Project-relevant analyses that served as a basis for this Environmental Checklist include: the Greenhouse Gas Emissions Worksheet (EA, 2013); the Transportation Impact Analysis (Heffron Transportation, 2013); the Tree Inventory (Tree Solutions, 2013); and the Solar Glare Analysis (EA, 2013); each are included in this Environmental Checklist as **Appendices A, B, C and D**, respectively. Another report, the Cultural Resources Assessment (Northwest Archaeological, 2013), has been submitted to DPD and is on-file as part of the Master Use Permit (MUP) application (MUP #3015514). In addition, view studies have been prepared and submitted to the Pike Place Market Historical Commission as part of the application for Certificate of Approval; additional viewshed analyses are included as part of this Environmental Checklist.*

**9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

*Yes. A Development Agreement between the City of Seattle and the Pike Place Market Preservation and Development Authority (PDA) is currently being established, which includes future vacation of a portion the SR-99 right of way.*

**10. List any government approvals or permits that will be needed for your proposal, if known.**

**Pike Place Market Historical Commission**

- *Certificate of Approval from the Pike Place Market Historical Commission*

### Department of Planning and Development

- *Master Use Permit (including SEPA Review and Zoning Code Review)*
- *Demolition Permit*
- *Building Permit*
- *Grading Permit*
- *Electrical Permits*

### Department of Transportation

- *Street Use Permit*

### Seattle King County Department of Health

- *Plumbing Permits*

### U.S. Department of Interior, National Park Service

- *Section 106 Review under the National Historic Preservation Act*

### Other

- *Public Funding (state, local and/or federal)*

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

#### Overview of Proposal

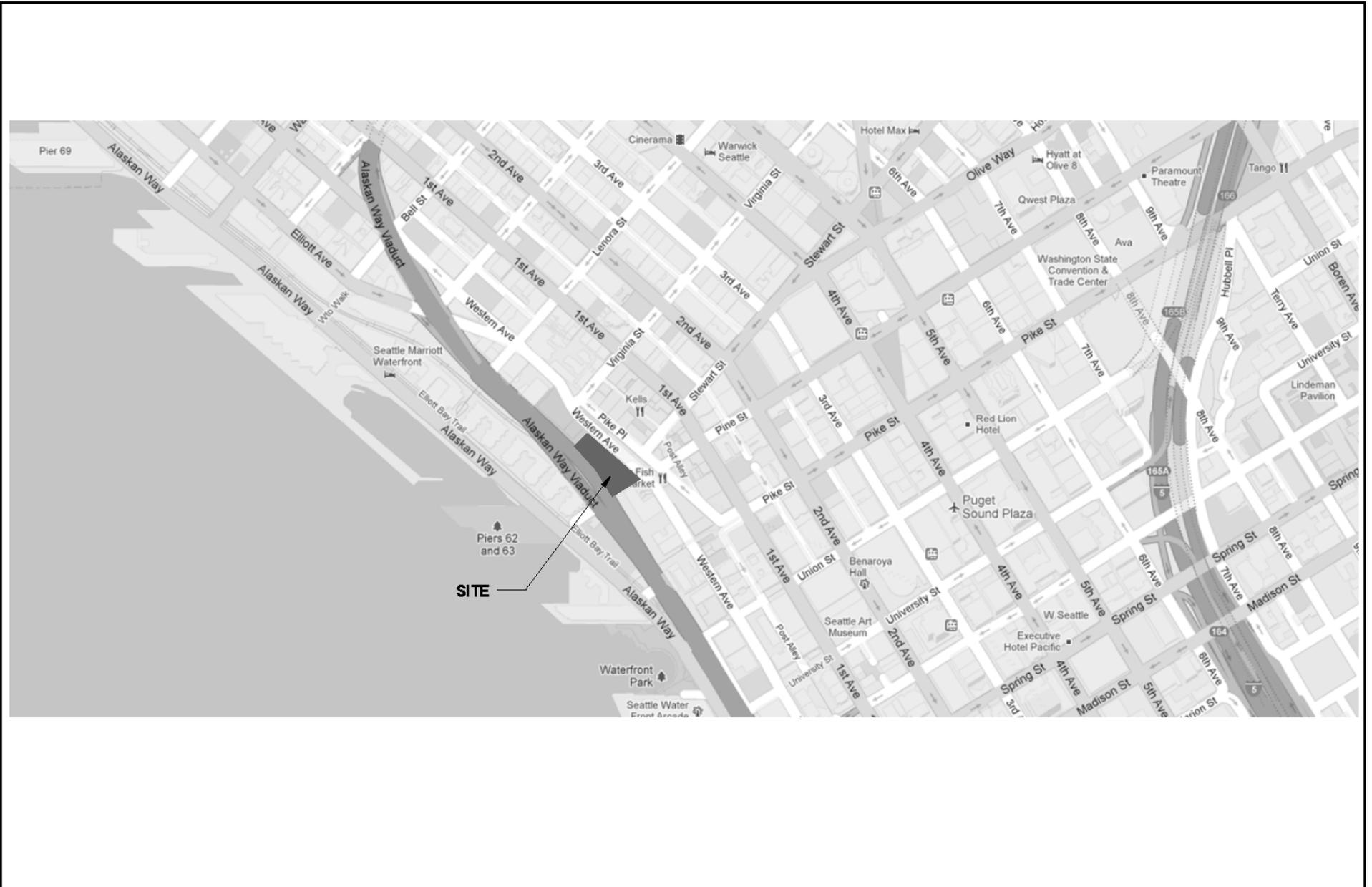
*The proposed **Pike Place Market Waterfront Entrance Project** involves development of a 7-level mixed-use structure containing approximately 210,000 gross square feet (gsf). The proposed building would have 3 to 4 levels above-grade and the amount of gross floor area above-grade would approximate 45,731 sq. ft. Included within the building would be approximately 18,000 sq. ft. of retail/commercial space, 27,000 sq. ft. of low-income housing (40 units), and 4 levels of below-grade parking (approx. 124,000 sq. ft.) to accommodate approximately 302 vehicles. In addition, approximately 30,000 sq. ft. of public roof terrace and walkways would be provided. See **Figure 1** for a regional location map and **Figure 2** for a vicinity map.*

#### Existing Site Conditions

*The project site consists of two lots and encompasses an area of 38,993 sq. ft. (0.89 acres). See **Figure 3** for existing conditions.*



# Pike Place Market Waterfront Entrance Environmental Checklist

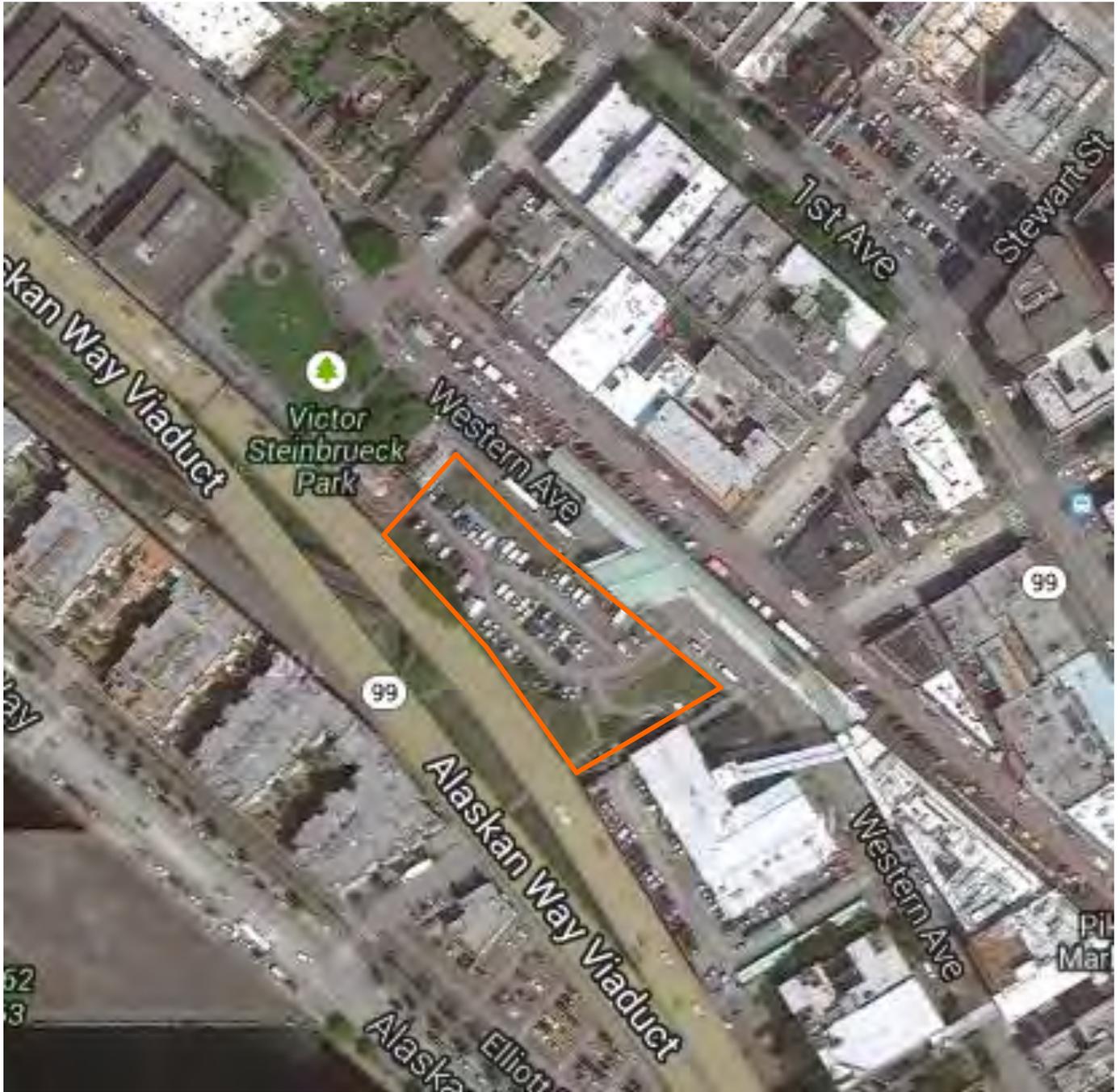


Source: The Miller Hull Partnership, 2013.



**Figure 2**  
Vicinity Map

Pike Place Market Waterfront Entrance  
Environmental Checklist



— Project Site

Source: EA, 2013.



**Figure 3**  
Existing Conditions

There are no buildings on-site; existing site uses include:

- Surface parking (84 spaces) with vehicular access from Western Avenue;
- Timber framed access stairs which connect the surface parking and Western Avenue to the Pike Place Market via the Joe Desimone Bridge;
- Two water cooling towers that are connected to the Pike Place Market's central water plant; and,
- Foundations from a building that was previously on the site (Market Municipal Building, which was destroyed by fire in 1974).

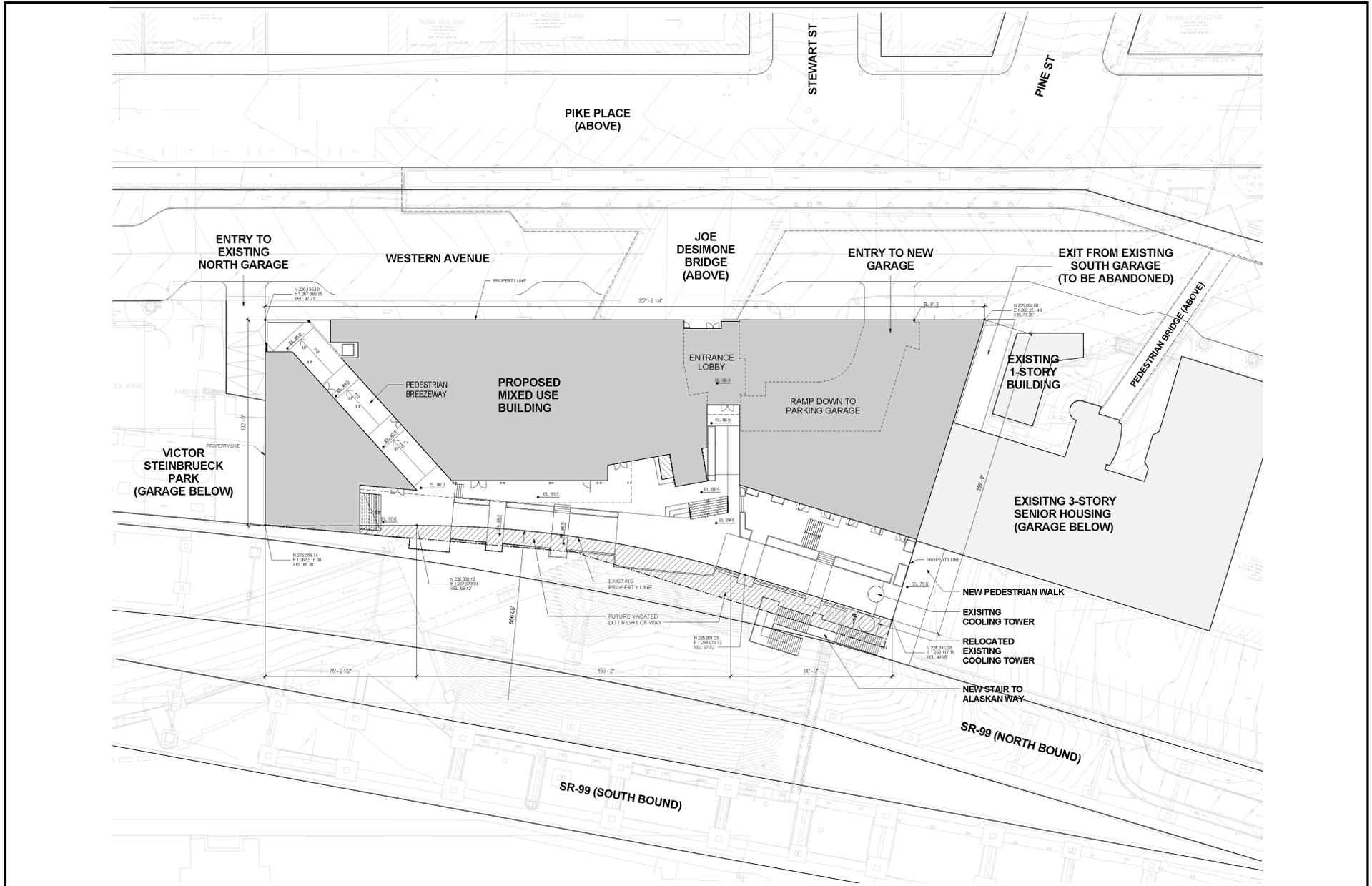
### **Proposed Building**

The proposed **Pike Place Market Waterfront Entrance Project** would occupy the majority of the rectangular shaped site. As indicated by **Figure 4**, the footprint of the building would extend east to Western Avenue; south to Heritage House, a 3-story senior housing building; west to SR-99 right-of-way, and north to Victor Steinbrueck Park, which is located atop the Pike Place Market parking garage.

The following is an approximate breakdown of the mix of land uses that are proposed within the building by level:

- **Street-level (Western Avenue)** – This level would contain retail/restaurant and housing. The retail/restaurant component would approximate 18,680 sq. ft. with space directly accessible from Western Avenue or the arcade at the north end of the site. The majority of the retail/restaurant space would be located in the north two-thirds of this level. Live-work housing and housing common areas would approximate 5,045 sq. ft. and would be located in the south one-third of this level. Seven dwelling units are proposed.
- **Level 2** – This level would contain approximately 6,670 sq. ft. of housing within the south one-third of the building. Thirteen dwelling units are proposed.
- **Level 3** – This level would contain approximately 6,890 sq. ft. of housing (13 units) within the south one-third of the building.
- **Level 4** – This level would contain approximately 2,820 sq. ft. of housing (7 units) within the south one-third of the building.
- **Level P1** – This level would contain approximately 28,780 sq. ft. of parking (approximately 65 spaces).
- **Level P2** – This level would contain approximately 39,700 sq. ft. of parking (approximately 93 spaces).
- **Level P3** – This level would contain approximately 39,650 sq. ft. of parking (approximately 118 spaces).

# Pike Place Market Waterfront Entrance Environmental Checklist



Source: The Miller Hull Partnership, 2013.

**Figure 4**  
Site Plan

- **Level P4** – This level would contain approximately 28,780 sq. ft. of parking (approximately 27 spaces).

From the east (Western Avenue), the building would appear as a 2-story structure with the rooftop terrace at approximately the level of Pike Place Market. From the west (SR 99), the building would appear as a 4-story structure. The entrance lobby to the building would be centrally-located along the east side of the structure with direct access from Western Avenue. The building steps down toward the north and west preserving a "view cone" from Victor Steinbrueck Park and the upper market.

### **Open Space**

Approximately 30,000 sq. ft. of public terrace and walkways are proposed for the **Pike Place Market Waterfront Entrance Project**. The public terrace would connect to Pike Place Market and would have views of Elliott Bay, Puget Sound and the Olympic Mountains to the west.

The open space at the Pike Place Market level of the proposed building would include overhead weather protection (in places), precast concrete unit pavers, a wooden deck, and multiple seating elements. A ramp would lead down to the north, with two switch-backs traversing the length of the commercial portion of the building down to the first floor.

### **Pedestrian Circulation**

Pedestrian street level access to the entrance lobby would be provided from Western Avenue, as well as a connection from Pike Place Market via the Joe Desimone bridge. A pedestrian walkway ramp would also be provided from the street level (SR-99) on the west side of the building. This walkway would provide access the top of the building (Commercial Roof Terrace Level).

### **Parking, Access, and Loading**

Below-grade parking would be provided for approximately 300 vehicles. As shown by **Figure 4**, one point of ingress and egress to the below-grade garage would be provided from Western Avenue. This access would be at the east end of the building. In the future, a second right-in/right-out only driveway is proposed on the Elliott-Western Connector that would be located in the footprint of the current Alaskan Way Viaduct.

There would be an internal connection between level P-3 of the new parking garage and the existing, adjacent Pike Place Market parking garage to the north.

Loading and service access to the building would be provided from Western Avenue.

### **Proposed Street Modifications**

The site, currently occupied by a surface parking lot, is bounded to the east by Western Avenue and is accessed from a driveway on Western Avenue at the southeast corner of the site. A new full-access driveway would be located on

Western Avenue, and in the future, a second right-in/right-out only driveway could be located on the proposed Elliott-Western Connector, located in the footprint of the current Alaskan Way Viaduct. While the Proposed Action has planned for a second driveway on the Elliott-Western Connector, the project is not dependent on the future construction of the Elliott Western Connector.

### **Proposed Design Concept**

The proposed building massing is intended to preserve existing iconic views from the Market while creating new public view opportunities and connections afforded by the site and potential future developments. To achieve this, the four level parking garage has been placed below grade to create a platform at the level of Western Avenue for the proposed commercial and residential parts of the building.

The one story commercial component, with its roof terrace, provides public view and assembly opportunities, while maintaining clear view access to Elliot Bay from the existing Pike Place Market. Access from the Pike Place Market would be provided through the existing Joe Desimone Bridge, which aligns with the level of the roof terrace. An exterior public stairway and ramp further enhance porosity through the site from Pike Place Market and Western Avenue, and facilitate possible future connections to the Waterfront Seattle redevelopment.

The four story residential component at the south end of the project site further maintains the balance between zoning allowances and view preservation by setting back to the east as it increases in height.

The Proposed Action would reference the vernacular concrete & timber structural systems of existing Pike Place Market buildings.

### **Site Modification**

Development of this project would involve demolition and removal of the existing timber framed access stairs, surface parking and building foundations. It is anticipated that these actions would occur in summer 2014.

Site preparation for construction would involve excavation of the site for foundations and the below-grade parking portion of the building. Utility trenching and relocation would also be required.

### **Waterfront Program**

As noted previously, the site of the proposed **Pike Place Market Waterfront Entrance Project** is adjacent to the Alaskan Way Viaduct (SR-99), which is to be removed and replaced with a tunnel extending from approximately S. King Street on the south to the vicinity of the Battery Street Tunnel on the north. These changes are part of the Alaskan Way Viaduct and Seawall Replacement Programs. The new SR-99 tunnel beneath Downtown is scheduled to open to traffic in 2015 and that segment of the existing Alaskan Way Viaduct that is adjacent to the project site is scheduled to be demolished in 2016. It is proposed, as part of the SR-99 project.

*With removal of the viaduct, new opportunities to open the Seattle waterfront to the public would be presented. As such, one of the projects associated with the Waterfront Program is the **Overlook Walk**, a landscaped pedestrian connection that is proposed between Victor Steinbrueck Park and the Seattle Aquarium.*

*The proposed **Pike Place Market Waterfront Entrance Project** is independent of the Alaskan Way Viaduct replacement and the **Overlook Walk**. However, once both programs are complete, the proposed new building can be linked to the **Overlook Walk**, providing a pedestrian connection between the Pike Place Market and the waterfront. See **Figure 5** or a photosimulation of the proposed building together with a possible future linkage to the **Overlook Walk**.*

**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

*The address of the project site is 1901 Western Avenue. The site is identified as PC-1 North in the Pike Place Market Urban Renewal Plan.*

*As noted, the project site is located in Seattle's Downtown Urban Center and contains an area of 38,993 square feet. The site is bounded by Western Avenue to the east; Heritage House, a 3-story senior housing building to the south; the Alaskan Way Viaduct (SR-99) to the west; and below grade structured parking with a park (Victor Steinbrueck Park) to the north.*

*The legal description of the project site is attached to the plans that are on-file with the City of Seattle (MUP #3015514).*

*Assessor's Parcel Numbers: 197720-0330 and 197720-0329.*

## Pike Place Market Waterfront Entrance Environmental Checklist



Source: *The Miller Hull Partnership, 2013.*



**Figure 5**  
Pike Place Market Waterfront Entrance Site with Overlook Walk

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

- a. **General description of the site (circle one):**  
**Flat, rolling, hilly, steep slopes, mountainous, other:**

*The parking lot portion of the site is relatively flat and generally ranges between approximate elevations of 80 and 75 feet, and slopes downward to the northwest. A retaining wall supports Western Avenue on the eastern side of the site, where the street level is up to approximately 15 feet above the parking lot grade.*

- b. **What is the steepest slope on the site (approximate percent slope)?**

*The southwest portion of the site is designated as a "Steep Slope" Environmentally Critical Area (ECA). Because the site is located in a downtown zone, the steep slope will be treated as a landslide-prone ECA, rather than a steep slope ECA. A modification of the ECA submittal requirements has been requested pursuant to Director's Rule 3-2007 because the project will completely remove and stabilize the slope condition. The steepest slope on the site is approximately 50 percent.*

- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

*The site is underlain by 30 to 45 feet of medium stiff silt and clay with some pockets of silty sand and sandy silt. Deposits of non-engineered fill, debris, and landslide are anticipated. Below this layer exists glacial deposits consisting of very stiff silt and clay.*

- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

*The Puget Sound region is a seismically active region, thus the site could experience seismic activity. However, as noted above, due to the relatively dense nature of the soils at the site, the risk of liquefaction, settlement, and landslides at the site is considered low.*

- e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

*Grading and trenching will be performed to attain proposed site grades. It is estimated that excavation for the proposed project would result in the*

removal of approximately 44,600 cubic yards of earth. It is not anticipated that any fill will be required.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

*Erosion is possible in conjunction with any construction activity. Site work would expose soils, but the implementation of a Temporary Erosion Sedimentation Control (TESC) plan would mitigate potential impacts. Once the project is operational, no erosion is anticipated to occur as all disturbed areas will be stabilized through permanent plantings, paving or the new building.*

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

*Overall, impervious lot coverage on the site will be 100 percent.*

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

*The TESC plan will include sedimentation barriers, diversion swales, filtration tanks, inlet protection, wheel wash areas and aggregate construction access driveways. These measures are intended to stop the migration of exposed soils.*

## **2. Air**

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke, greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

*The proposed project could result in temporary, localized increases in air emissions (suspended particulates and carbon monoxide) due to construction activities. The proposed project has been designed to conform to the applicable regulations and standards of agencies regulating air quality in Seattle. These include the Environmental Protection Agency (EPA), the Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA).*

*During operation of the Proposed Action, air quality emissions sources would include automobile emissions, emissions associated with the parking garage ventilation system, and future commercial tenants (kitchen ventilation).*

*The proposed project is not expected to result in violations of ambient air quality standards either during construction or long-term operation.*

*An analysis of potential greenhouse gas emissions estimates that the project may result in lifespan greenhouse gas emissions of approximately 61,757 MTCO<sub>2</sub>e.<sup>2</sup> The worksheet is included as **Appendix A** to this Environmental Checklist.*

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

*No offsite sources of emissions or odors that may affect the proposed project have been identified.*

**c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

*To reduce dust emissions during construction, exposed areas will be sprinkled with water during dust-generating activities.*

**3. Water**

**a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

*The site overlooks the Seattle waterfront and Puget Sound, which are located approximately 300-400 feet to the west.*

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

*No. Project work will not occur within 200 feet of a surface water body.*

---

<sup>2</sup> MTCO<sub>2</sub>e is defined as Metric Tonne Carbon Dioxide Equivalent; it equates to 2204.62 pounds of CO<sub>2</sub>. This is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered. Carbon is not the same as Carbon Dioxide. Sequestering 3.67 tons of CO<sub>2</sub> is equivalent to sequestering one ton of carbon.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

*No fill or dredge material will be placed in or removed from any surface water body as a result of this proposed project.*

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

*No. The proposed project will not require any surface water withdrawals or diversions.*

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

*No. The project site does not lie within a 100-year floodplain and is not identified as a flood prone area on the City of Seattle Environmentally Critical Areas map.*

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

*No. There will be no discharge of waste materials to surface waters.*

**b. Ground:**

- 1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

*No. Groundwater will not be withdrawn, nor will water be discharged to ground water.*

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

*Waste material will not be discharged into the ground from septic tanks or other sources. The proposed project will be connected to the existing City sewer and stormwater systems and will discharge directly to those systems.*

**c. Water Runoff (including storm water):**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

*Existing and new impervious surfaces constructed on the site are and will continue to be the source of stormwater runoff from the proposed project, including from pedestrian pathways and plazas. Runoff collection will be through a system of trench and area drains. Water will flow to the plumbing system and will discharge to the existing public dedicated storm drain system in Western Avenue. The public storm drain system conveys to the west and outfalls to Elliott Bay.*

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

*The proposed project will comply with applicable requirements relating to surface water runoff control and water quality including the City's Drainage Control Ordinance. The proposed project will also require City approval of a Comprehensive Drainage Control Plan (including Construction Best Management Practices, Erosion and Sediment Control approvals) as part of the building permit process.*

*Trench and area drains will have a system of gratings to prevent debris from entering the system. As the watershed consists of non-pollutant generating surfaces, treatment is not proposed.*

**d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

*No surface, ground or runoff water impacts are anticipated. The project site is impervious pavement in the existing condition and will be impervious in the*

proposed condition, so the volume of runoff is anticipated to remain the same. Infiltration of surface waters will not be allowed in accordance with geotechnical engineering recommendations due to the nearby slopes.

#### 4. Plants

**a. Check or circle types of vegetation found on the site:**

- deciduous trees:
- evergreen tree:
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

The **Pike Place Market Waterfront Entrance** site contains vegetation that includes Himalayan Blackberry, Scotch Broom and Ivy. There are also two deciduous trees located on-site, including:

- 1 Yucca (estimated 4.6" across)
- 1 Mimosa (estimated 10" across)

There are also two offsite trees in close proximity to the west boundary of the site, along the Alaskan Way Viaduct, which could be affected by the proposal, including:

- 1 Flower Cherry (estimated 18" across)
- 1 Red Alder (estimated 28" across)

**b. What kind and amount of vegetation will be removed or altered?**

All trees and vegetation on the site would need to be removed to accommodate the proposed project, including the two offsite trees which border the west boundary of the site. A certified arborist evaluated all four trees and determined that none meet the City of Seattle's definition of an Exceptional tree. Refer to **Appendix C** for details.

**c. List threatened or endangered species known to be on or near the site.**

No threatened or endangered species are known to be on or near the site.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

*Proposed landscaping would be comprised of evergreen and deciduous trees, shrubs and groundcover that are either native or adapted to the Northwest, are generally drought tolerant, very durable given intense use of the site, require relatively low maintenance and will aim to provide seasonal interest. With the exception of Western Avenue planting, most proposed plant material would be over structure.*

**5. Animals**

**a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:**

birds: hawk, heron, eagle, songbirds,  
other: \_\_\_\_\_

mammals: deer, bear, elk, beaver,  
other: \_\_\_\_\_

fish: bass, salmon, trout, herring, shellfish,  
other: \_\_\_\_\_

**b. List any threatened or endangered species known to be on or near the site.**

*No threatened or endangered species are known to be on or near the site.*

**c. Is the site part of a migration route? If so, explain.**

*No. The site is not known to be part of a migration route.*

**d. Proposed measures to preserve or enhance wildlife, if any:**

*No specific measures are proposed to enhance wildlife and/or habitat other than the planned landscaping, which could potentially contribute to an enhanced urban wildlife habitat in this portion of the City. Proposed landscaping will be composed of mostly Pacific Northwest trees, shrubs and groundcover, or vegetation adapted for the Northwest.*

## 6. Energy and Natural Resources

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

*Electricity and natural gas.*

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

*No. The proposed project will not affect solar access associated with adjacent properties.*

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

*The proposed project would use the existing Pike Place Market central water plant for both hot and cold water. Residential ventilation and exhaust would utilize heat recovery ventilators (HRVs). The building would be constructed to comply with the 2012 Seattle Energy Code. It is also possible that the Proposed Action could target LEED Gold Certification. Potential LEED and sustainable measures are currently being reviewed as part of the building design process.*

## 7. Environmental Health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

*No. There are no environmental health hazards that will occur as a result of the proposed project.*

- 1) **Describe special emergency services that might be required.**

*No special emergency services are anticipated as a result of this proposed project. As is typical of development in urban areas, it is possible that normal fire, medical, and other emergency services may, on occasion, be needed from the City of Seattle.*

**2) Proposed measures to reduce or control environmental health hazards, if any:**

*None are required or proposed.*

**b. Noise**

**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**

*Traffic noise associated with adjacent streets is relatively high during the day due to the distance between the project site and the Alaskan Way Viaduct (SR-99), which is heavily traveled. This structure is anticipated to be removed by 2016, pending the construction of the SR 99 tunnel.*

**2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.**

*Construction-related noise will occur as a result of on-site construction activities associated with the proposed project. Construction noise, however, will be short-term and will be the most noticeable noise generated by the proposed project. This includes construction activity on-site, at associated construction staging areas, and noise associated with construction-related traffic. The proposed project will comply with provisions of Seattle's Noise Code (Chapter 25.08 SMC); no noise variances are anticipated.*

*Once the project is operational, no significant long-term noise impacts are anticipated. The operational noise associated with the proposed project would be comparable to existing noise generated by the Pike Place Market (i.e. traffic, vendors, tourists, buskers etc.). Once operational, the project will comply with provisions of the City of Seattle's Noise Code.*

**3) Proposed measures to reduce or control noise impacts, if any:**

*Limit hours of construction to comply with noise control ordinance.*

## 8. Land and Shoreline Use

### a. What is the current use of the site and adjacent properties?

*The site is currently used for surface parking.*

*Adjacent to the site to the south is a 3-story low income senior housing building (Heritage House) with below grade structured parking. To the north is also below grade structured parking with a landscaped lid (Victor Steinbrueck Park). To the west is the Alaskan Way Viaduct (SR-99) and to the east are Western Avenue and the Pike Place Market.*

### b. Has the site been used for agriculture? If so, describe.

*No.*

### c. Describe any structures on the site.

*Structures currently on the site include timber framed access stairs connecting to the Pike Place Market via the Joe Desimone Bridge. As well, foundations from the building previously on the site (the Market Municipal Building, destroyed by fire in 1974) are also present.*

### d. Will any structures be demolished? If so, what?

*Yes, the stairs and foundations described in item 8c, above, would be demolished as part of the planned excavation and shoring construction sequence. Temporary stairs would be provided by the Contractor, if required to maintain Code compliant exiting.*

### e. What is the current zoning classification of the site?

*The site is currently zoned Pike Market Mixed-85 (PPM-85).*

### f. What is the current comprehensive plan designation of the site?

*The project site is located in the Commercial Core neighborhood of the Downtown Urban Center. The Future Land Use Map in the Seattle Comprehensive Plan identifies the site as an Urban Center. Urban Centers are intended to provide mixed-use neighborhoods with nearby access to housing, jobs and transportation.*

*The site is also located in the Pike Place Urban Renewal Project area; a 22-acre planning area that establishes goals and objectives for Pike Place*

Market, and includes development, land use and building controls. Within this plan, the **Pike Place Market Waterfront Entrance Project** site is identified as PC1-North in the Land Use Plan. The PC-1 land use area is noted to be the location of structures containing public parking and should provide for the development of commercial, residential and public spaces to complement the existing Market activity.

The Pike Place Market Historical Commission is in charge of reviewing and approving applications for design and use changes within the Pike Place Market Historical District (in which the **Pike Place Market Waterfront Entrance Project** site is located). Any changes within the District must be approved and a Certificate of Approval issued by the Commission. The Commission bases approval decisions on the standards set forth in the Pike Place Market Historical District Guidelines and the District Ordinance (SMC 25.24).

**g. If applicable, what is the current shoreline master program designation of the site?**

*N/A*

**h. Has any part of the site been classified as an “environmentally critical” area? If so, specify.**

*Yes. The southwest portion of the site is designated as a "Steep Slope" Environmentally Critical Area (ECA).*

**i. Approximately how many people would reside or work in the completed project?**

*Approximately 200 people would live and work in the completed **Pike Place Market Waterfront Entrance Project**.*

**j. Approximately how many people would the completed project displace?**

*No people would be displaced by the Proposed Action.*

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

*No mitigation measures are necessary.*

**I. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

*The Pike Place Market Urban Renewal Plan identifies parking, recreational commercial, residential and automobile service facilities inside parking structures as permitted uses on the PC1-N site. The plan notes that 100% site coverage is permitted, and the following Special Controls are detailed for the site:*

1. *Stored automobiles shall not be exposed to view*
2. *Top floor shall take maximum advantage of natural light by utilizing transparent roofs, skylights, monitors, clearstories, etc.*
3. *Pedestrian access shall be provided to adjacent land use areas. Pedestrian and vehicular access to Main Market structures shall be provided by the following bridges across Western Avenue, as illustrated on Land Use Map, Exhibit B:*
  - *B3 -- existing rehabilitated pedestrian bridge*
  - *B4 -- existing rehabilitated pedestrian/vehicular bridge providing access to Market parking facilities from Pike Place*
  - *B5 -- new covered pedestrian bridge connecting Pike Place level of Main Market building with top floor of structure in PC-1.*

*The proposed **Pike Place Market Waterfront Entrance Project** includes below-grade parking, low income housing, retail/commercial and public terrace uses; these are all uses that are permitted under the Plan. In accordance with all special controls: the parking would be below-grade, and would not be exposed to view; the top floor of the building would contain a public rooftop terrace designed to take maximum advantage of natural light and views. The new building would be connected to adjacent land use areas, including the Pike Place Market via the Joe Desimone Bridge.*

**9. Housing**

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

*Approximately 40 low-income housing units would be provided as part of the Proposed Action.*

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

*No housing would be eliminated as part of the Proposed Action. As noted previously, the site is currently used for surface parking.*

**c. Proposed measures to reduce or control housing impacts, if any:**

*No housing impacts have been identified and no mitigation measures are necessary.*

## 10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

*The proposed **Pike Place Market Waterfront Entrance Project** building would be four stories tall (approximately 45 feet) tall, and would be approximately 45 feet above Western Avenue at its tallest. The exterior of the building would be primarily glass, concrete and metal panels.*

- b. **What views in the immediate vicinity would be altered or obstructed?**

*The existing surface parking area located on the site would be replaced with a new four-story building. Therefore, views toward the project site from the east would be altered from that of a relatively open area with a view of Puget Sound, to a modern, mid-rise structure. From nearby locations along Western Avenue, existing background views (i.e. views of Puget Sound and the Olympic Mountains beyond the parking area) would be obstructed by the new, taller building. However, the proposed public terrace area on the rooftop of the building would be accessible to the public from Western Avenue, and would provide the same view of the Seattle waterfront as currently exists, only from a higher elevation.*

*The proposed development would include landscaping and perimeter lighting that would alter street level views along Western Avenue to include some vegetation along with new building surfaces.*

*The City's public view protection policies are intended to "protect public views of significant natural and human-made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1" to the SEPA code.<sup>3</sup> Of the City's 87 officially-designated public viewpoints, only one could be affected by the Proposed Action – Victor Steinbrueck Park. This viewpoint is adjacent to the project site (north boundary). See description of Viewpoint 3 below.*

*City ordinances<sup>4</sup> also identify specific scenic routes throughout the City in which view protection is to be considered. In the vicinity of the project site, there are two designated Scenic Routes – SR-99 and Alaskan Way. As both of these roadways are located to the west of the project site, and scenic views associated with these roadways are located further to the west of the roadways, impacts to scenic views are not anticipated.*

*View studies have been completed to illustrate views from surrounding streets under existing conditions and the view that would result with the*

---

<sup>3</sup> Seattle Municipal Code Chap. 25.05.675 P.2.a.i.

<sup>4</sup> Ord. #97025 (Scenic Routes Identified by the Seattle Engineering Department's Traffic Division) and Ord. #114057 (Seattle Mayor's Recommended Open Space Policies).

Proposed Action. **Figure 6** is a map showing the location of each viewpoint photosimulation.

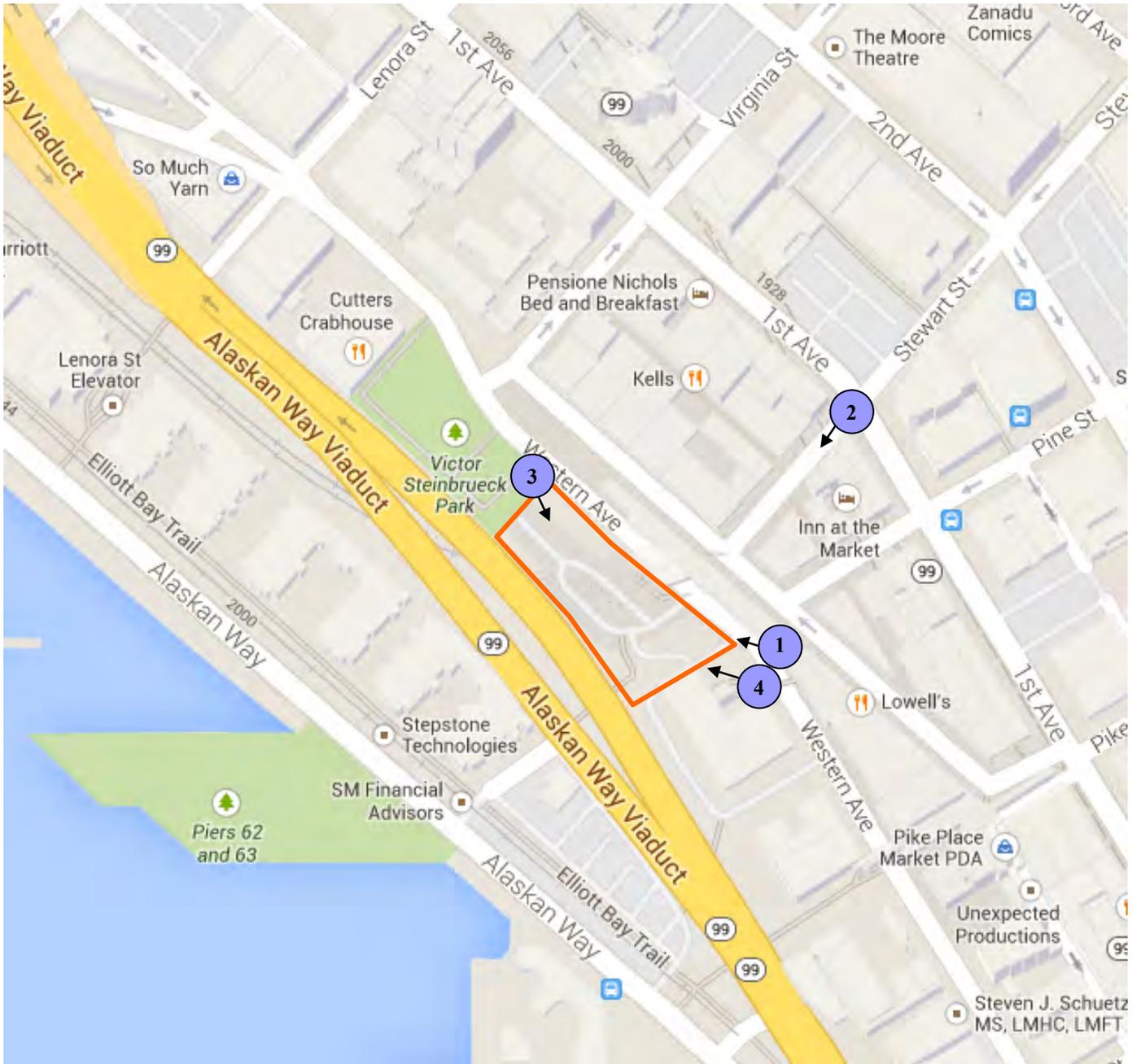
**Viewpoint 1** – **Figure 7** depicts the existing view from Western Avenue looking west from the Heritage House senior housing building adjacent to the south site boundary. As shown, the existing view from this location includes the skyline and mountains in the distance, with the Joe Desimone Bridge and the Pike Place Market Parking Garage in the mid-field view. With the Proposed Action, the background views of the skyline and mountains would be replaced with that of a four-story building.

**Viewpoint 2** – **Figure 8** depicts the existing view from Stewart Street near the intersection with First Avenue, looking southwest towards the site. As shown, the existing view includes the street corridor lined by low- and mid-rise buildings on both sides; at the terminus of Stewart Street the Pike Place Market North Arcade building is visible, perpendicular to the street. The North Arcade building is a one-story, partially-open shed structure; the **Pike Place Market Waterfront Entrance** site is behind this building and is not visible under existing conditions. Puget Sound is visible in the background, behind the North Arcade building. Under the proposed condition, a portion of the new building would be visible above and behind the North Arcade building, but the background view of the water would otherwise remain generally the same.

**Viewpoint 3** – **Figure 9** depicts the existing view to the southwest from the southern entrance to Victor Steinbrueck Park along Western Avenue. As shown, under existing conditions the entrance to the Market Place parking garage is visible in the foreground. The **Pike Place Market Waterfront Entrance Project** site with the existing surface parking lot is visible in the mid-field view, and the Alaskan Way Viaduct is visible in the background with partial views of south Downtown. Under the proposed view, the existing view of the site's surface parking lot would be replaced with that of the new building and rooftop terrace. From this location, the new building would appear as two-stories, with the second level as the open-air rooftop terrace. Stairs for accessing the rooftop level of building are also visible under the proposed view.

**Viewpoint 4** – **Figure 10** depicts the existing view to the northwest from the pedestrian bridge connecting the market to the parking garage directly south of the site. As shown, under existing conditions the Joe Desimone Bridge and Arcade is visible to the right (east), and the exiting surface parking lot on the project site is visible to the west. Beyond the parking area, the Alaskan Way Viaduct is visible and partial views of Puget Sound are visible in the beyond the Viaduct. Under the proposed view, the existing view of the site's surface parking lot would be replaced with that of the new building, which would appear as four stories from this vantage point, with the top floor being at the same level as the Joe Desimone Bridge/Arcade. Views of the Alaskan Way Viaduct and Puget Sound would be obscured by the new building.

# Pike Place Market Waterfront Entrance Environmental Checklist



— Project Site

Source: EA, 2013.



**Figure 6**  
Viewpoint Location Map

# Pike Place Market Waterfront Entrance Environmental Checklist

Existing



Proposed



Source: *The Miller Hull Partnership, 2013.*

# Pike Place Market Waterfront Entrance Environmental Checklist

Existing



Proposed



Source: *The Miller Hull Partnership, 2013.*

# Pike Place Market Waterfront Entrance Environmental Checklist

Existing



Proposed



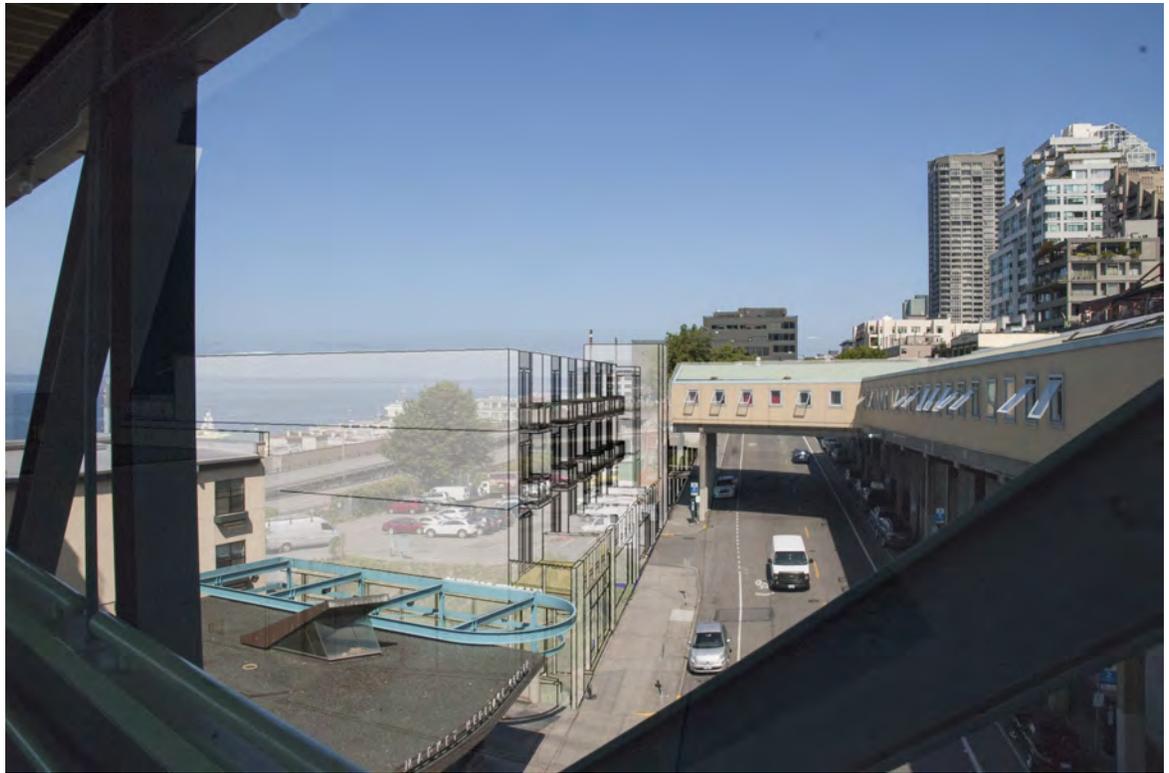
Source: *The Miller Hull Partnership, 2013.*

# Pike Place Market Waterfront Entrance Environmental Checklist

Existing



Proposed



Source: *The Miller Hull Partnership, 2013.*

**c. Proposed measures to reduce or control aesthetic impacts, if any:**

*The building is designed to step down toward the north and west, preserving a "view cone" from Victor Steinbrueck Park and the upper Pike Place Market. The applicant is working closely with the Pike Place Market Association and Pike Place Market Historical Commission to study the proposed **Pike Place Market Waterfront Entrance Project**. Although views are altered, the view impacts are not considered significant adverse impacts.*

**11. Light and Glare**

**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

*New temporary sources of light and glare would be introduced to the site during construction activities. The lighting sources would be associated with building construction, trucks and other equipment. Lighting associated with construction activities would be limited by City of Seattle regulations, which limit activities during night-time hours; this would lessen the amount of construction lighting necessary. Light and glare sources would be temporary in nature, are a life and safety requirement of the construction process, and would not be assumed to be significant.*

*Following the site redevelopment, light and glare from both stationary sources and mobile sources, particularly at night would continue to occur. Stationary sources of light could include interior lighting, building and parking entrance and street lighting, pedestrian-level façade lighting, and pedestrian-oriented lighting within public terrace areas. Mobile sources would primarily include light from vehicle headlights entering and exiting the site and accessing the on-site, below-grade parking garage. Lighting from the site would appear as a continuation of the urban lighting pattern in the area, and no significant light-related impacts would be anticipated.*

*New sources of glare could include solar reflection from building facades and windows and reflections from vehicle traffic.*

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

*With an unobstructed western exposure, some glare from late afternoon direct sun may occur. A solar glare analysis has been prepared for this project (**Appendix D**) to analyze the potential impacts associated with reflection from the building facades. The solar glare analysis indicates that while northbound and southbound traffic on SR-99 could occasionally experience reflected solar glare from the west façade of the proposed building, while noticeable, such glare for the most part would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience. Please see **Appendix D** for more detail.*

**c. What existing off-site sources of light or glare may affect your proposal?**

*There are no off-site sources of light or glare that would affect the proposal.*

**d. Proposed measures to reduce or control light and glare impacts, if any:**

*The project would utilize glazing with a low reflectivity and could employ exterior shading devices along the west facade. As well, exterior building lighting and pedestrian lighting could be selected and located to ensure that light is directed downward and away from adjacent off-site properties to minimize the light spillage-related impacts to nearby uses.*

**12. Recreation**

**a. What designated and informal recreational opportunities are in the immediate vicinity?**

*Pike Place Market is located directly to the east of the site and is a major regional tourist attraction. Victor Steinbrueck Park borders the site to the north. Victor Steinbrueck Park is 0.8-acre area that sits atop the Pike Place Market Parking Garage. The park features lawns, benches, tables, two 50-foot cedar Totem Poles and views of Puget Sound,*

*The planned Seattle waterfront redevelopment will directly connect to the project site and will provide access to the entire Seattle waterfront and the Olympic Sculpture Park.*

**b. Would the proposed project displace any existing recreational uses? If so, describe.**

*No. The Proposed Action would not displace any existing recreational uses. As noted previously, the site is currently used for surface parking.*

**c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

*The **Pike Place Market Waterfront Entrance Project** will include approximately 33,000 square feet of public roof terrace and walkways providing views of the Seattle Waterfront, the Olympic Mountains and Puget Sound, as well as increased area for food and craft oriented vendors and events associated with the Pike Place Market.*

### 13. Historic and Cultural Preservation

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

*The **Pike Place Market Waterfront Entrance Project** site is located within the City-designated Pike Place Market Historical District. This seven-acre District was established in 1971 under Ordinance 100475 (SMC 25.24), and is governed by the Pike Place Market Historical Commission (established by the same ordinance creating the Historical District).*

*The Pike Place Market is also listed in the National Register of Historic Places (NRHP) as a Historic District; however, the **Pike Place Market Waterfront Entrance Project** site is not located within the boundaries of the NRHP-designated District. The site is adjacent to the NRHP-designated Historic District.*

*The **Pike Place Market Waterfront Entrance Project** site is also within the area designated by the City of Seattle as the Government Meander line buffer that marks the historic shoreline. In accordance with City of Seattle Director's Rule 2-98, a Cultural Resources Assessment was prepared for the site and has been submitted to DPD and is on-file as part of the Master Use Permit.*

- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

*Currently the site is a surface parking lot and is formerly the site of the Market Municipal Building (c. 1920).*

*Historic period archaeological remains on the site include a remnant foundation from the 1921 Municipal Market Building. This was recorded as part of the archaeological survey conducted for this project. The multi-story reinforced concrete frame building with wood posts contained basements, stores, market stalls, and an automobile garage. Originally, two bridges spanned Western Avenue to connect to the Municipal Market Building; today only one remains. The Municipal Market Building was damaged by fire in 1961 and 1974 and subsequently demolished. The site has been recommended as not eligible for listing in the NRHP; the State Historic Preservation Officer has not evaluated this determination.*

*The primary structure adjacent to the site from the Pike Place Market is the Joe Desimone Bridge, which was built over Western Avenue as a vehicular connection to the Market Municipal Building when it was converted to a parking structure in the 1960's. The Municipal Building parking garage was subsequently destroyed by fire in 1974. The existing bridge was enclosed*

*with a new roof and walls in the mid-1980's, resulting in its current configuration.*

*To the south of the site is the a three story senior housing building of Type V construction (Heritage House, c. 1989) on top of a cast-in-place parking garage (1988).*

*To the north is Victor Steinbrueck Park (1970-1984) built on top of a cast-in-place concrete parking garage on the site of the former Washington National Guard Armory (c.1909 demolished 1968).*

*The Washington State Department of Archaeology and Historic Preservation's Statewide Predictive Model classifies the project location as High Risk for buried archaeological resources. However, historic and recent landscape modifications including the urbanization of downtown Seattle have affected the visibility of the prehistoric archaeological record. On the site, substantial remodeling of the landscape has included portal construction and tunneling for the Great Northern rail tunnel, as well as cycles of grading, construction and demolition of various buildings and structures over a century. Cumulatively, these actions are likely to have destroyed or removed any prehistoric archaeological resources that might have been present with the site area.*

*Other evidence for potential archaeological resources includes the historic use of the project location between the 1880s and 1920s. The area was first platted in 1873, but the steep, ungraded hillside prevented substantial development until the 1920s. Instead, multiple wood frame "squatters shanties" appear on maps and photographs as early as 1888 and continued to be occupied during the construction of the Great Northern Railway Tunnel in 1903-1905 and the Pike Place Market in 1911. During the railroad tunnel construction an office and three bunkhouses for the railway company were constructed on the south end of the site adjacent to the existing cabins. Archaeological materials related to the cabins, their privies, tunnel construction and the occupation by construction crews may be present at the site.*

**c. Proposed measures to reduce or control impacts, if any:**

*The Proposed Action is being reviewed by both the Pike Place Market Association and the Pike Place Market Historical Commission and is under the auspices of the Pike Place Market Historical Commission Guidelines as well as the Pike Place Market Urban Renewal Plan.*

*An archaeological survey of the project location has been conducted and no further investigations were recommended due to previous disturbances of the site. If any potentially significant archaeological resources were identified during construction, then work will stop to allow for compliance with Director's Rule 2-98.*

## 14. Transportation

- a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.**

*The site, currently occupied by a surface parking lot, is bounded to the east by Western Avenue and is accessed from a driveway on Western Avenue at the southeast corner of the site. The site is also bounded on the west by the Alaskan Way Viaduct (State Route 99 [SR 99]). The SR 99 right of way is the proposed location of the new Elliott-Western Connector that would be constructed after the Alaskan Way Viaduct is removed, as part of the SR 99 Bored Tunnel and Seattle Waterfront projects.*

*The new parking garage proposes a full-access driveway on Western Avenue, and in the future, a second right-in/right-out only driveway on the proposed Elliott-Western Connector that will be located in the footprint of the current Alaskan Way Viaduct. There will also be an internal connection between level P-3 of the proposed new garage and the existing Pike Place Market garage located immediately to the south of the site. While the Project anticipates including a second driveway on the Elliott-Western Connector, the Project is not dependent on the future construction of the Elliott Western Connector.*

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

*King County Metro (Metro) provides bus service throughout Downtown Seattle including along roadways near the project site. The closest stops are located at the First Avenue/Pine Street intersection (about 650 feet away) and at the Alaskan Way/Pine Street intersection (about 780 feet away). The stop at First Avenue/Pine Street is served by Metro Routes 113, 121, 122, 123, 125, and 99; the stop in Alaskan Way is served by Metro Route 99. These routes combine to provide frequent all-day service seven days per week to a variety of destinations in Seattle and beyond.*

- c. How many parking spaces would the completed project have? How many would the project eliminate?**

*The completed project would consist of a new below-grade parking garage with approximately 300 spaces. The project would eliminate the existing surface parking lot, which has 84 parking spaces.*

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

*No. The project is not expected to result in any adverse impacts that would require new roads or streets. See **Appendix B** for more information.*

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

*The project will not occur in the immediate vicinity of air transportation. However, the site is located directly above the BNSF Railway's Downtown Seattle rail tunnel. The proposed future access to the Elliott-Western Connector would also cross over the top of the railway tunnel. The site is also located within about 500 feet of Elliott Bay and within about 800 feet of the Bell Harbor Marina; however, the project would not use water transportation.*

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

*The proposed project is expected to generate up to 410 new trips per day on weekdays and 510 new trips per day on weekend days. Based on data from the existing Pike Place Market parking garage, peak volumes would occur between 5:00 and 6:00 P.M. on weekdays and between 2:00 and 3:00 P.M. on weekend days (for more information, see **Appendix B**).*

- g. Proposed measures to reduce or control transportation impacts, if any.**

*For long-term conditions after the Alaskan Way Viaduct is removed and the new Elliott-Western Connector is constructed, no measures to reduce or control transportation impacts would be required and none are proposed. However, during interim conditions before the Viaduct is removed and the new Connector roadway complete, access to the new garage would be limited to the driveway proposed on Western Avenue or through the existing Pike Place Market Garage. It is also possible that Viaduct demolition would require all access to both the existing and proposed garages to be taken from the Western Avenue driveways. During this interim period, the applicant would provide signage internal to the garage to direct users to the Western Avenue egress. In addition, the applicant will monitor driveway operations on Western Avenue and may implement temporary turn restrictions (such as right-turns only for exiting traffic) if through traffic volumes on Western Avenue also increase due to Viaduct construction and cause excess delay to garage patrons. No other measures to reduce or control transportation impacts are required or proposed.*

## 15. Public Services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

*It is anticipated that the Proposed Action would generate an incremental need for increased public services due to the higher number of tenants and customers associated with the proposed retail, residential and parking uses on the site. To the extent that emergency service providers have planned for gradual increases in service demands, no significant impacts are anticipated.*

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

*The project proposes spaces for additional social service resources pursuant to the existing "social contract" between the Pike Place Market and its residents.*

## 16. Utilities

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.**

*Utilities and providers (in parentheses) proposed for the project would include the following:*

- *Water – New domestic water connection and fire service connection (Seattle Public Utilities).*
- *Sewer – New side sewer connection to combined sewer system (Seattle Public Utilities).*
- *Natural Gas – New gas service (Puget Sound Energy).*
- *Telecommunications – New telecommunications connection (Century Link, Comcast).*
- *Electrical – (Seattle City Light).*
- *Refuse/Recycling Service (Cleancescapes).*

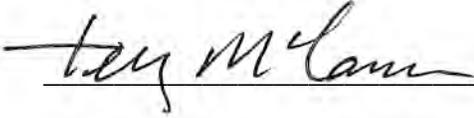
*Construction activities will include trenching and backfilling as required for installation of new underground utility services.*

**C. SIGNATURE**

The above answers are true and complete to the best of my knowledge.

I understand the lead agency is relying on them to make its decision.

Signature:



---

Date submitted: November 18, 2013

This checklist was reviewed by:

---

Land Use Planner, Department of Planning and Development

Any comments or changes made by the Department are entered in the body of the checklist and contain the initials of the reviewer.

---

## REFERENCES

---

## REFERENCES

City of Seattle, Department of Planning and Development. Client Assistance Memo No. 243. November 10, 2010.

City of Seattle. Seattle Municipal Code.

City of Seattle, Viewpoints Locater Map.

Heffron Transportation. Pike Place Market – Mixed-Use & Parking Garage Project. Technical Memorandum, Traffic and Access Analysis. September 27, 2013.

King County Parcel Viewer: Interactive Property Research Tool.  
<http://www.kingcounty.gov/operations/GIS/PropResearch/ParcelViewer.aspx>.

NOAA. Atmospheric Data for Seattle, WA. 2005.

Shannon & Wilson, Inc. Geotechnical Report. Pike Place Market PC-1 North. Seattle, WA. August 29, 2013.

US Environmental Protection Agency (EPA). 2006. 40 CFR Part 50: National Ambient Air Quality Standards for Particulate Matter. EPA-HQ-OAR-2001-0017; FRL-RIN 2060-AI44. Sept. 21, 2006.

Washington Administrative Code.

Waterfront Program Progress Report. Elliott Bay Seawall: April 2013. Waterfront Seattle: 1<sup>st</sup> Quarter 2013.  
[http://waterfrontseattle.org/downloads/FINAL\\_ADA\\_April2013\\_WaterfrontProgramProgressReport.pdf](http://waterfrontseattle.org/downloads/FINAL_ADA_April2013_WaterfrontProgramProgressReport.pdf)

# APPENDIX A

---

## *Greenhouse Gas Emissions Worksheet*

**Pike Place Market Waterfront Entrance**

**Section I: Buildings**

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO <sub>2</sub> e)			Lifespan Emissions (MTCO <sub>2</sub> e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building .....	40		33	357	766	46228
Multi-Family Unit in Small Building .....	0		54	681	766	0
Mobile Home.....	0		41	475	709	0
Education .....		0.0	39	646	361	0
Food Sales .....		0.0	39	1,541	282	0
Food Service .....		0.0	39	1,994	561	0
Health Care Inpatient .....		0.0	39	1,938	582	0
Health Care Outpatient .....		0.0	39	737	571	0
Lodging .....		0.0	39	777	117	0
Retail (Other Than Mall).....		18.0	39	577	247	15530
Office .....		0.0	39	723	588	0
Public Assembly .....		0.0	39	733	150	0
Public Order and Safety .....		0.0	39	899	374	0
Religious Worship .....		0.0	39	339	129	0
Service .....		0.0	39	599	266	0
Warehouse and Storage .....		0.0	39	352	181	0
Other .....		0.0	39	1,278	257	0
Vacant .....		0.0	39	162	47	0

**Section II: Pavement.....**

Pavement.....		0.00				0
---------------	--	------	--	--	--	---

**Total Project Emissions:**

<b>61757</b>
--------------

**City of Seattle Department of Planning and Development**  
**SEPA GHG Emissions Worksheet**  
**Version 1.7 12/26/07**

Introduction

The Washington State Environmental Policy Act (SEPA) requires environmental review of development proposals that may have a significant adverse impact on the environment. If a proposed development is subject to SEPA, the project proponent is required to complete the SEPA Checklist. The Checklist includes questions relating to the development's air emissions. The emissions that have traditionally been considered cover smoke, dust, and industrial and automobile emissions. With our understanding of the climate change impacts of GHG emissions, the City of Seattle requires the applicant to also estimate these emissions.

Emissions created by Development

GHG emissions associated with development come from multiple sources:

- The extraction, processing, transportation, construction and disposal of materials and landscape disturbance (Embodied Emissions)
- Energy demands created by the development after it is completed (Energy Emissions)
- Transportation demands created by the development after it is completed (Transportation Emissions)

GHG Emissions Worksheet

This GHG Emissions Worksheet has been developed to assist applicants in answering the SEPA Checklist question relating to GHG emissions. The worksheet was originally developed by King County, but the City of Seattle and King County are working together on future updates to maintain consistency of methodologies across jurisdictions.

The SEPA GHG Emissions worksheet estimates all GHG emissions that will be created over the life span of a project. This includes emissions associated with obtaining construction materials, fuel used during construction, energy consumed during a buildings operation, and transportation by building occupants.

Using the Worksheet

1. Descriptions of the different residential and commercial building types can be found on the second tabbed worksheet ("Definition of Building Types"). If a development proposal consists of multiple projects, e.g. both single family and multi-family residential structures or a commercial development that consists of more than one type of commercial activity, the appropriate information should be estimated for each type of building or activity.

2. For paving, estimate the total amount of paving (in thousands of square feet) of the project.
3. The Worksheet will calculate the amount of GHG emissions associated with the project and display the amount in the "Total Emissions" column on the worksheet. The applicant should use this information when completing the SEPA checklist.
4. The last three worksheets in the Excel file provide the background information that is used to calculate the total GHG emissions.
5. The methodology of creating the estimates is transparent; if there is reason to believe that a better estimate can be obtained by changing specific values, this can and should be done. Changes to the values should be documented with an explanation of why and the sources relied upon.
6. Print out the "Total Emissions" worksheet and attach it to the SEPA checklist. If the applicant has made changes to the calculations or the values, the documentation supporting those changes should also be attached to the SEPA checklist.

Definition of Building Types

Type (Residential) or Principal Activity (Commercial)	Description
Single-Family Home.....	Unless otherwise specified, this includes both attached and detached buildings
Multi-Family Unit in Large Building .....	Apartments in buildings with more than 5 units
Multi-Family Unit in Small Building .....	Apartments in building with 2-4 units
Mobile Home.....	
Education .....	Buildings used for academic or technical classroom instruction, such as elementary, middle, or high schools, and classroom buildings on college or university campuses. Buildings on education campuses for which the main use is not classroom are included in the category relating to their use. For example, administration buildings are part of "Office," dormitories are "Lodging," and libraries are "Public Assembly."
Food Sales .....	Buildings used for retail or wholesale of food.
Food Service .....	Buildings used for preparation and sale of food and beverages for consumption.
Health Care Inpatient .....	Buildings used as diagnostic and treatment facilities for inpatient care.
Health Care Outpatient .....	Buildings used as diagnostic and treatment facilities for outpatient care. Doctor's or dentist's office are included here if they use any type of diagnostic medical equipment (if they do not, they are categorized as an office building).
Lodging .....	Buildings used to offer multiple accommodations for short-term or long-term residents, including skilled nursing and other residential care buildings.
Retail (Other Than Mall).....	Buildings used for the sale and display of goods other than food.
Office .....	Buildings used for general office space, professional office, or administrative offices. Doctor's or dentist's office are included here if they do not use any type of diagnostic medical equipment (if they do, they are categorized as an outpatient health care building).
Public Assembly .....	Buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls.
Public Order and Safety .....	Buildings used for the preservation of law and order or public safety.
Religious Worship .....	Buildings in which people gather for religious activities, (such as chapels, churches, mosques, synagogues, and temples).
Service .....	Buildings in which some type of service is provided, other than food service or retail sales of goods
Warehouse and Storage .....	Buildings used to store goods, manufactured products, merchandise, raw materials, or personal belongings (such as self-storage).
Other .....	Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category.
Vacant .....	Buildings in which more floorspace was vacant than was used for any single commercial activity at the time of interview. Therefore, a vacant building may have some occupied floorspace.

Sources: .....

Residential 2001 Residential Energy Consumption Survey  
 Square footage measurements and comparisons  
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Commercial Commercial Buildings Energy Consumption Survey (CBECS),  
 Description of CBECS Building Types  
<http://www.eia.doe.gov/emeu/cbeecs/pba99/bldgtypes.html>

Embodied Emissions Worksheet

**Section I: Buildings**

Type (Residential) or Principal Activity (Commercial)	# thousand sq feet/ unit or building	Life span related embodied GHG missions (MTCO2e/ unit)	Life span related embodied GHG missions (MTCO2e/ thousand square feet) - See calculations in table below
Single-Family Home.....	2.53	98	39
Multi-Family Unit in Large Building .....	0.85	33	39
Multi-Family Unit in Small Building .....	1.39	54	39
Mobile Home.....	1.06	41	39
Education .....	25.6	991	39
Food Sales .....	5.6	217	39
Food Service .....	5.6	217	39
Health Care Inpatient .....	241.4	9,346	39
Health Care Outpatient .....	10.4	403	39
Lodging .....	35.8	1,386	39
Retail (Other Than Mall).....	9.7	376	39
Office .....	14.8	573	39
Public Assembly .....	14.2	550	39
Public Order and Safety .....	15.5	600	39
Religious Worship .....	10.1	391	39
Service .....	6.5	252	39
Warehouse and Storage .....	16.9	654	39
Other .....	21.9	848	39
Vacant .....	14.1	546	39

**Section II: Pavement.....**

All Types of Pavement.....			50
----------------------------	--	--	----

	Columns and Beams	Intermediate Floors	Exterior Walls	Windows	Interior Walls	Roofs	Total Embodied Emissions (MTCO2e)	Total Embodied Emissions (MTCO2e/ thousand sq feet)
Average GWP (lbs CO2e/sq ft): Vancouver, Low Rise Building	5.3	7.8	19.1	51.2	5.7	21.3		
Average Materials in a 2,272-square foot single family home	0.0	2269.0	3206.0	285.0	6050.0	3103.0		
MTCO2e	0.0	8.0	27.8	6.6	15.6	30.0	88.0	38.7

**Sources**

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)  
Square footage measurements and comparisons  
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

Floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)  
Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003  
[http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed\\_tables\\_2003/2003set9/2003excel/c3.xls](http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls)

Average GWP (lbs CO2e/sq ft): Vancouver, Low Rise Building

Athena EcoCalculator  
Athena Assembly Evaluation Tool v2.3- Vancouver Low Rise Building  
Assembly Average GWP (kg) per square meter  
<http://www.athenasmi.ca/tools/ecoCalculator/index.html>  
Lbs per kg 2.20  
Square feet per square meter 10.76

Average Materials in a 2,272-square foot single family home

Buildings Energy Data Book: 7.3 Typical/Average Household  
Materials Used in the Construction of a 2,272-Square-Foot Single-Family Home, 2000  
[http://buildingsdatabook.eren.doe.gov/?id=view\\_book\\_table&TableID=2036&t=xls](http://buildingsdatabook.eren.doe.gov/?id=view_book_table&TableID=2036&t=xls)  
See also: NAHB, 2004 Housing Facts, Figures and Trends, Feb. 2004, p. 7.

Average window size

Energy Information Administration/Housing Characteristics 1993  
Appendix B, Quality of the Data. Pg. 5.  
<ftp://ftp.eia.doe.gov/pub/consumption/residential/rx93hcf.pdf>

### **Embodied GHG Emissions.....Worksheet Background Information**

#### *Buildings*

Embodied GHG emissions are emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass).

Estimating embodied GHG emissions is new field of analysis; the estimates are rapidly improving and becoming more inclusive of all elements of construction and development.

The estimate included in this worksheet is calculated using average values for the main construction materials that are used to create a typical family home. In 2004, the National Association of Home Builders calculated the average materials that are used in a typical 2,272 square foot single-family household. The quantity of materials used is then multiplied by the average GHG emissions associated with the life-cycle GHG emissions for each material.

This estimate is a rough and conservative estimate; the actual embodied emissions for a project are likely to be higher. For example, at this stage, due to a lack of comprehensive data, the estimate does not include important factors such as landscape disturbance or the emissions associated with the interior components of a building (such as furniture).

King County realizes that the calculations for embodied emissions in this worksheet are rough. For example, the emissions associated with building 1,000 square feet of a residential building will not be the same as 1,000 square feet of a commercial building. However, discussions with the construction community indicate that while there are significant differences between the different types of structures, this method of estimation is reasonable; it will be improved as more data become available.

Additionally, if more specific information about the project is known, King County recommends two online embodied emissions calculators that can be used to obtain a more tailored estimate for embodied emissions: [www.buildcarbonneutral.org](http://www.buildcarbonneutral.org) and [www.athenasmi.ca/tools/ecoCalculator/](http://www.athenasmi.ca/tools/ecoCalculator/).

#### *Pavement*

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle. For specifics, see the worksheet.

### **Special Section: Estimating the Embodied Emissions for Pavement**

Four recent life cycle assessments of the environmental impacts of roads form the basis for the per unit embodied emissions of pavement. Each study is constructed in slightly different ways; however, the aggregate results of the reports represent a reasonable estimate of the GHG emissions that are created from the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

The results of the studies are presented in different units and measures; considerable effort was undertaken to be able to compare the results of the studies in a reasonable way. For more details about the below methodology, contact [matt.kuharic@kingcounty.gov](mailto:matt.kuharic@kingcounty.gov).

The four studies, Meil (2001), Park (2003), Stripple (2001) and Treolar (2001) produced total GHG emissions of 4-34 MTCO<sub>2</sub>e per thousand square feet of finished paving (for similar asphalt and concrete based pavements). This estimate does not including downstream maintenance and repair of the highway. The average (for all concrete and asphalt pavements in the studies, assuming each study gets one data point) is ~17 MTCO<sub>2</sub>e/thousand square feet.

Three of the studies attempted to thoroughly account for the emissions associated with long term maintenance (40 years) of the roads. Stripple (2001), Park et al. (2003) and Treolar (2001) report 17, 81, and 68 MTCO<sub>2</sub>e/thousand square feet, respectively, after accounting for maintenance of the roads.

Based on the above discussion, King County makes the conservative estimate that 50 MTCO<sub>2</sub>e/thousand square feet of pavement (over the development's life cycle) will be used as the embodied emission factor for pavement until better estimates can be obtained. This is roughly equivalent to 3,500 MTCO<sub>2</sub>e per lane mile of road (assuming the lane is 13 feet wide).

It is important to note that these studies estimate the embodied emissions for roads. Paving that does not need to stand up to the rigors of heavy use (such as parking lots or driveways) would likely use less materials and hence have lower embodied emissions.

#### Sources:

Meil, J. A Life Cycle Perspective on Concrete and Asphalt Roadways: Embodied Primary Energy and Global Warming Potential. 2006. Available:

[http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/\\$FILE/ATTK0WE3/athena%20report%20Feb.%202%202007.pdf](http://www.cement.ca/cement.nsf/eee9ec7bbd630126852566c40052107b/6ec79dc8ae03a782852572b90061b914/$FILE/ATTK0WE3/athena%20report%20Feb.%202%202007.pdf)

Park, K, Hwang, Y., Seo, S., M.ASCE, and Seo, H. , "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management , Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733-9364(2003)129:1(25)).

Stripple, H. Life Cycle Assessment of Road. A Pilot Study for Inventory Analysis. Second Revised Edition. IVL Swedish Environmental Research Institute Ltd. 2001. Available: <http://www.ivl.se/rapporter/pdf/B1210E.pdf>

Treolar, G., Love, P.E.D., and Crawford, R.H. Hybrid Life-Cycle Inventory for Road Construction and Use. Journal of Construction Engineering and Management. P. 43-49. January/February 2004.

Energy Emissions Worksheet

Type (Residential) or Principal Activity (Commercial)	Energy consumption per building per year (million Btu)	Carbon Coefficient for Buildings	MTCO2e per building per year	Floorspace per Building (thousand square feet)	MTCE per thousand square feet per year	MTCO2e per thousand square feet per year	Average Building Life Span	Lifespan Energy Related MTCO2e emissions per unit	Lifespan Energy Related MTCO2e emissions per thousand square feet
Single-Family Home.....	107.3	0.108	11.61	2.53	4.6	16.8	57.9	672	266
Multi-Family Unit in Large Building .....	41.0	0.108	4.44	0.85	5.2	19.2	80.5	357	422
Multi-Family Unit in Small Building .....	78.1	0.108	8.45	1.39	6.1	22.2	80.5	681	489
Mobile Home.....	75.9	0.108	8.21	1.06	7.7	28.4	57.9	475	448
Education .....	2,125.0	0.124	264.2	25.6	10.3	37.8	62.5	16,526	646
Food Sales .....	1,110.0	0.124	138.0	5.6	24.6	90.4	62.5	8,632	1,541
Food Service .....	1,436.0	0.124	178.5	5.6	31.9	116.9	62.5	11,168	1,994
Health Care Inpatient .....	60,152.0	0.124	7,479.1	241.4	31.0	113.6	62.5	467,794	1,938
Health Care Outpatient .....	985.0	0.124	122.5	10.4	11.8	43.2	62.5	7,660	737
Lodging .....	3,578.0	0.124	444.9	35.8	12.4	45.6	62.5	27,826	777
Retail (Other Than Mall).....	720.0	0.124	89.5	9.7	9.2	33.8	62.5	5,599	577
Office .....	1,376.0	0.124	171.1	14.8	11.6	42.4	62.5	10,701	723
Public Assembly .....	1,338.0	0.124	166.4	14.2	11.7	43.0	62.5	10,405	733
Public Order and Safety .....	1,791.0	0.124	222.7	15.5	14.4	52.7	62.5	13,928	899
Religious Worship .....	440.0	0.124	54.7	10.1	5.4	19.9	62.5	3,422	339
Service .....	501.0	0.124	62.3	6.5	9.6	35.1	62.5	3,896	599
Warehouse and Storage .....	764.0	0.124	95.0	16.9	5.6	20.6	62.5	5,942	352
Other .....	3,600.0	0.124	447.6	21.9	20.4	74.9	62.5	27,997	1,278
Vacant .....	294.0	0.124	36.6	14.1	2.6	9.5	62.5	2,286	162

**Sources**

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

Energy consumption for residential buildings

2007 Buildings Energy Data Book: 6.1 Quad Definitions and Comparisons (National Average, 2001)  
 Table 6.1.4: Average Annual Carbon Dioxide Emissions for Various Functions  
<http://buildingsdatabook.eren.doe.gov/>  
 Data also at: [http://www.eia.doe.gov/emeu/recs/recs2001\\_ce/ce1-4c\\_housingunits2001.html](http://www.eia.doe.gov/emeu/recs/recs2001_ce/ce1-4c_housingunits2001.html)

Energy consumption for commercial buildings and Floorspace per building

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)  
 Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003  
[http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed\\_tables\\_2003/2003set9/2003excel/c3.xls](http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls)

Note: Data in plum color is found in both of the above sources (buildings energy data book and commercial buildings energy consumption survey).

Carbon Coefficient for Buildings

Buildings Energy Data Book (National average, 2005)  
 Table 3.1.7. 2005 Carbon Dioxide Emission Coefficients for Buildings (MMTCE per Quadrillion Btu)  
[http://buildingsdatabook.eere.energy.gov/?id=view\\_book\\_table&TableID=2057](http://buildingsdatabook.eere.energy.gov/?id=view_book_table&TableID=2057)  
 Note: Carbon coefficient in the Energy Data book is in MTCE per Quadrillion Btu.

To convert to MTCO2e per million Btu, this factor was divided by 1000 and multiplied by 44/12.

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)  
 Square footage measurements and comparisons  
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

average life span of buildings,  
estimated by replacement time method

	Single Family Homes	Multi-Family Units in Large and Small Buildings	All Residential Buildings
New Housing Construction, 2001	1,273,000	329,000	1,602,000
Existing Housing Stock, 2001	73,700,000	26,500,000	100,200,000
Replacement time:	57.9	80.5	62.5

(national average, 2001)

Note: Single family homes calculation is used for mobile homes as a best estimate life span.

Note: At this time, KC staff could find no reliable data for the average life span of commercial buildings.

Therefore, the average life span of residential buildings is being used until a better approximation can be ascertained.

Sources:

**New Housing Construction,**

2001 Quarterly Starts and Completions by Purpose and Design - US and Regions (Excel)  
[http://www.census.gov/const/quarterly\\_starts\\_completions\\_cust.xls](http://www.census.gov/const/quarterly_starts_completions_cust.xls)  
 See also: <http://www.census.gov/const/www/newresconstindex.html>

**Existing Housing Stock,**

2001 Residential Energy Consumption Survey (RECS) 2001  
 Tables HC1:Housing Unit Characteristics, Million U.S. Households 2001  
 Table HC1-4a. Housing Unit Characteristics by Type of Housing Unit, Million U.S. Households, 2001  
 Million U.S. Households, 2001  
[http://www.eia.doe.gov/emeu/recs/recs2001/hc\\_pdf/housunits/hc1-4a\\_housingunits2001.pdf](http://www.eia.doe.gov/emeu/recs/recs2001/hc_pdf/housunits/hc1-4a_housingunits2001.pdf)

Transportation Emissions Worksheet

Type (Residential) or Principal Activity (Commercial)	# people/ unit or building	# thousand sq feet/ unit or building	# people or employees/ thousand square feet	vehicle related GHG emissions (metric tonnes CO2e per person per year)	MTCO2e/ year/ unit	MTCO2e/ year/ thousand square feet	Average Building Life Span	Life span transportation related GHG emissions (MTCO2e/ per unit)	Life span transportation related GHG emissions (MTCO2e/ thousand sq feet)
Single-Family Home.....	2.8	2.53	1.1	4.9	13.7	5.4	57.9	792	313
Multi-Family Unit in Large Building .....	1.9	0.85	2.3	4.9	9.5	11.2	80.5	766	904
Multi-Family Unit in Small Building .....	1.9	1.39	1.4	4.9	9.5	6.8	80.5	766	550
Mobile Home.....	2.5	1.06	2.3	4.9	12.2	11.5	57.9	709	668
Education .....	30.0	25.6	1.2	4.9	147.8	5.8	62.5	9247	361
Food Sales .....	5.1	5.6	0.9	4.9	25.2	4.5	62.5	1579	282
Food Service .....	10.2	5.6	1.8	4.9	50.2	9.0	62.5	3141	561
Health Care Inpatient .....	455.5	241.4	1.9	4.9	2246.4	9.3	62.5	140506	582
Health Care Outpatient .....	19.3	10.4	1.9	4.9	95.0	9.1	62.5	5941	571
Lodging .....	13.6	35.8	0.4	4.9	67.1	1.9	62.5	4194	117
Retail (Other Than Mall).....	7.8	9.7	0.8	4.9	38.3	3.9	62.5	2394	247
Office .....	28.2	14.8	1.9	4.9	139.0	9.4	62.5	8696	588
Public Assembly .....	6.9	14.2	0.5	4.9	34.2	2.4	62.5	2137	150
Public Order and Safety .....	18.8	15.5	1.2	4.9	92.7	6.0	62.5	5796	374
Religious Worship .....	4.2	10.1	0.4	4.9	20.8	2.1	62.5	1298	129
Service .....	5.6	6.5	0.9	4.9	27.6	4.3	62.5	1729	266
Warehouse and Storage .....	9.9	16.9	0.6	4.9	49.0	2.9	62.5	3067	181
Other .....	18.3	21.9	0.8	4.9	90.0	4.1	62.5	5630	257
Vacant .....	2.1	14.1	0.2	4.9	10.5	0.7	62.5	657	47

**Sources**

All data in black text

King County, DNRP. Contact: Matt Kuharic, matt.kuharic@kingcounty.gov

# people/ unit

Estimating Household Size for Use in Population Estimates (WA state, 2000 average)  
 Washington State Office of Financial Management  
 Kimpel, T. and Lowe, T. Research Brief No. 47. August 2007  
<http://www.ofm.wa.gov/researchbriefs/brief047.pdf>  
 Note: This analysis combines Multi Unit Structures in both large and small units into one category; the average is used in this case although there is likely a difference

Residential floorspace per unit

2001 Residential Energy Consumption Survey (National Average, 2001)  
 Square footage measurements and comparisons  
<http://www.eia.doe.gov/emeu/recs/sqft-measure.html>

# employees/thousand square feet

Commercial Buildings Energy Consumption Survey commercial energy uses and costs (National Median, 2003)  
 Table B2 Totals and Medians of Floorspace, Number of Workers, and Hours of Operation for Non-Mall Buildings, 2003  
[http://www.eia.doe.gov/emeu/cbeccs/cbeccs2003/detailed\\_tables\\_2003/2003set1/2003excel/b2.xls](http://www.eia.doe.gov/emeu/cbeccs/cbeccs2003/detailed_tables_2003/2003set1/2003excel/b2.xls)

Note: Data for # employees/thousand square feet is presented by CBECS as square feet/employee.  
 In this analysis employees/thousand square feet is calculated by taking the inverse of the CBECS number and multiplying by 1000.

vehicle related GHG emissions

Estimate calculated as follows (Washington state, 2006)\_

56,531,930,000 2006 Annual WA State Vehicle Miles Traveled

Data was daily VMT. Annual VMT was 365\*daily VMT.  
<http://www.wsdot.wa.gov/mapsdata/tdo/annualmileage.htm>

6,395,798 2006 WA state population

<http://quickfacts.census.gov/qfd/states/53000.html>

8839 vehicle miles per person per year

0.0506 gallon gasoline/mile

This is the weighted national average fuel efficiency for all cars and 2 axle, 4 wheel light trucks in 2005. This includes pickup trucks, vans and SUVs. The 0.051 gallons/mile used here is the inverse of the more commonly known term "miles/per gallon" (which is 19.75 for these cars and light trucks).

Transportation Energy Data Book. 26th Edition. 2006. Chapter 4: Light Vehicles and Characteristics. Calculations based on weighted average MPG efficiency of cars and light trucks.

[http://cta.ornl.gov/data/tedb26/Edition26\\_Chapter04.pdf](http://cta.ornl.gov/data/tedb26/Edition26_Chapter04.pdf)

Note: This report states that in 2005, 92.3% of all highway VMT were driven by the above described vehicles.

[http://cta.ornl.gov/data/tedb26/Spreadsheets/Table3\\_04.xls](http://cta.ornl.gov/data/tedb26/Spreadsheets/Table3_04.xls)

24.3 lbs CO2e/gallon gasoline

The CO2 emissions estimates for gasoline and diesel include the extraction, transport, and refinement of petroleum as well as their combustion.

Life-Cycle CO2 Emissions for Various New Vehicles. RENew Northfield.

Available: <http://renewnorthfield.org/wpcontent/uploads/2006/04/CO2%20emissions.pdf>

Note: This is a conservative estimate of emissions by fuel consumption because diesel fuel, with a emissions factor of 26.55 lbs CO2e/gallon was not estimated.

2205

4.93 lbs/metric tonne

vehicle related GHG emissions (metric tonnes CO2e per person per year)

average life span of buildings, estimated by replacement time method

See Energy Emissions Worksheet for Calculations

Commercial floorspace per unit

EIA, 2003 Commercial Buildings Energy Consumption Survey (National Average, 2003)

Table C3. Consumption and Gross Energy Intensity for Sum of Major Fuels for Non-Mall Buildings, 2003

[http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed\\_tables\\_2003/2003set9/2003excel/c3.xls](http://www.eia.doe.gov/emeu/cbecs/cbecs2003/detailed_tables_2003/2003set9/2003excel/c3.xls)

# APPENDIX B

---

*Transportation Impact Analysis*

# TECHNICAL MEMORANDUM

Project: Pike Place Market Waterfront Entrance

Subject: Traffic and Access Analysis

Date: November 13, 2013

Authors: Tod S. McBryan, P.E.   
Marni C. Heffron, P.E., P.T.O.E.

---

This memorandum presents traffic and access analysis for the proposed new Pike Place Market Waterfront Entrance project, which consists of a mixed-use building and parking garage at the Pike Place Market. This analysis is intended to support the SEPA review and MUP application for the project. This memorandum presents the methodology applied to forecast future traffic generated by the proposed development, data collected in the area, and operations analyses of site access and key nearby intersections. The analyses present results for a long-term year 2030 conditions with the Elliott-Western Connector roadway project complete. Also presented are interim conditions that would exist while the SR 99 Bored Tunnel, Seattle Waterfront and Sea Wall Replacement project, and the Elliott-Western Connector are still under construction.

## 1. Background

The Pike Place Market (PPM) Preservation & Development Authority (PDA) proposes to construct a mixed-use building at 1501 Western Avenue. The project would include a four-story below-grade parking garage with 302 parking spaces and an above-grade building with retail and residential components. The above-grade building would contain 40 income-qualified housing units, 2,200 square feet (sf) of retail space, and 16,400 sf of retail/restaurant space. The project site is now occupied by a surface parking lot (84 spaces). The new garage proposes a full-access driveway on Western Avenue, and in the future, a second right-in/right-out only driveway on the proposed Elliott-Western Connector that will be located in the footprint of the current Alaskan Way Viaduct.

The mixed-use building and new PPM garage will be located immediately adjacent to and north of the existing PPM garage (located at 1531 Western Avenue). The existing PPM garage has 529 parking spaces and two access driveways on Western Avenue (one exit only and one full access), as well as access at the lower level to Alaskan Way toward the west. There will be an internal connection between level P-3 of the new PPM garage and the existing PPM garage. The northern exit-only driveway on Western Avenue that currently serves the existing PPM garage will be eliminated to provide a new pedestrian corridor. During demolition of the Alaskan Way Viaduct and subsequent construction of the Elliott-Western Connector, all access to the existing and proposed new PPM parking garages would occur from two driveways on Western Avenue—the new driveway serving the new garage and the existing south driveway serving the existing PPM garage. The existing PPM garage access that connects to Alaskan Way is not expected to be available during the interim period; this access route will be changed in the future to connect into the south side of the garage and connect to the new surface Alaskan Way at Pine Street. The Elliott-Western Connector intersection at Pine Street is planned to be signalized. The new garage's driveway on the Elliott-Western Connector will be open once that new roadway is complete. The proposed project is depicted in Figure 1 (attached).

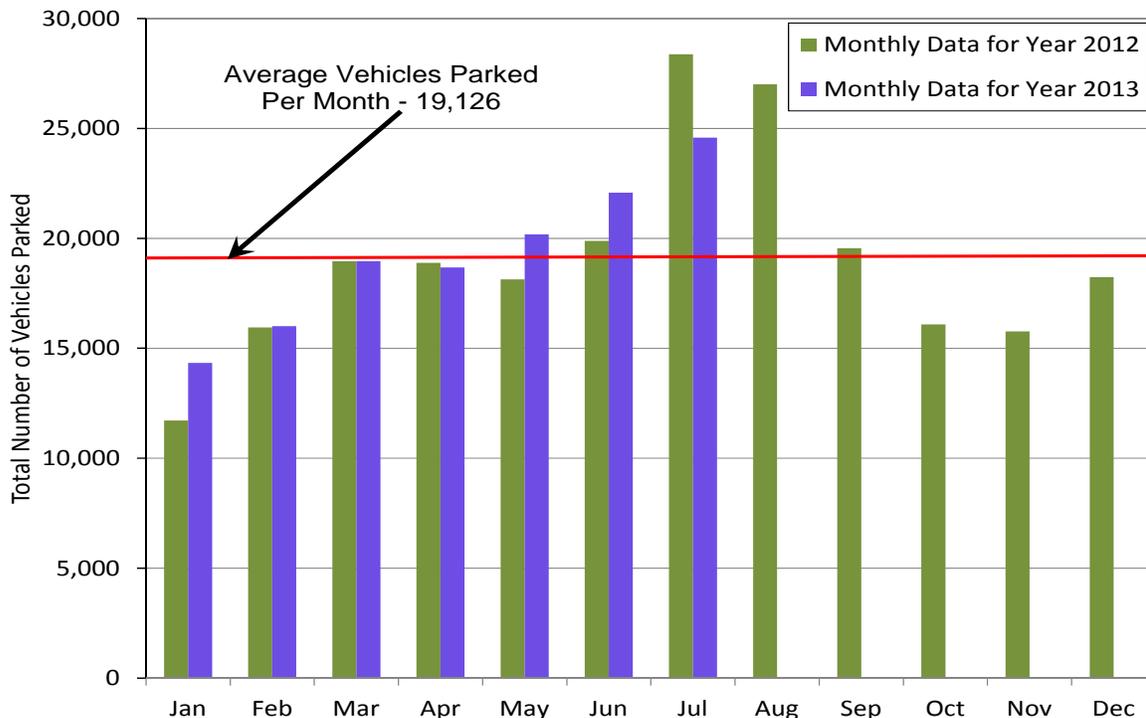
## 2. Analysis Methodology

Since the proposed mixed-use project would include a parking garage with 302 spaces that would serve multiple uses in the vicinity of Pike Place Market and the Seattle Waterfront, the traffic estimates used to evaluate garage access were based on traffic volumes and patterns derived from data collected at the existing PPM parking garage. The traffic generation rates derived would account for all of the traffic that could be generated by the mixed-use components of the proposed project as well as traffic generated by other attractions in the vicinity that would make use of the new parking garage.

## 3. Existing PPM Garage Traffic and Seasonal Fluctuation

The PPMPDA provided detailed access gate data for the existing PPM garage. Data documenting the total number of vehicles parked were provided for the period from January 2012 through July 2013. The number of vehicles for each month is summarized in Figure 1. As shown, the existing garage has an average of about 19,125 vehicle parked per month with peak activity over the summer months of July and August. July is the peak month for activity at the garage and was 29% higher than the average in 2013 and 48% higher than average in 2012. Based on these analyses, parking demand data for July 2013 was selected for additional analysis of access and potential traffic impacts of the new PPM garage.

Figure 1. PPM Garage Monthly Parking Data

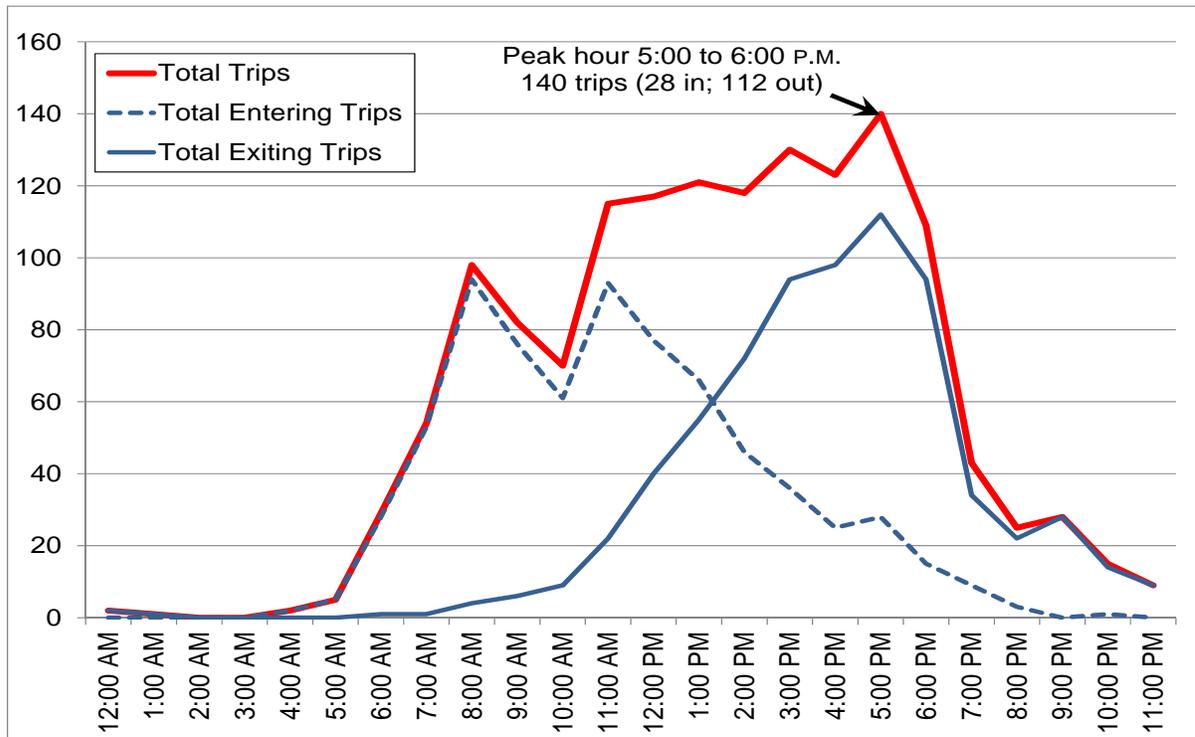


Source: Pike Place Market Garage. Compiled by Heffron Transportation, Inc. September 2013.

The PPMPDA provided detailed hourly parking garage access data for the entire month of July 2013. The data included total number of entering and exiting vehicles for each of the access points—two entries (from Western Avenue and Alaskan Way) and three exits (two on Western Avenue and one on Alaskan Way). The data were compiled to determine the peak week in July, which was determined to be July 20 through 26. The weekday hourly data were compiled to determine the number of arrivals and departures on the average weekday during this peak week of the peak month. The hourly

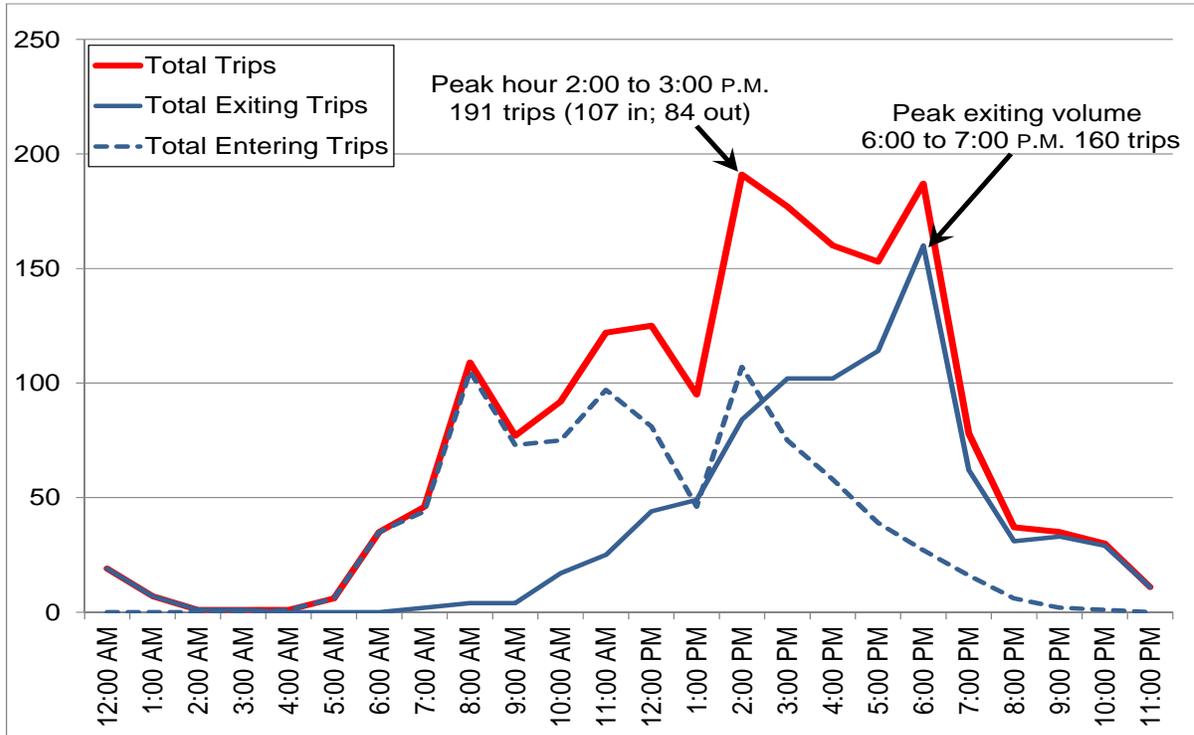
Saturday data for July 20, 2013 was also compiled to reflect the peak weekend day patterns. Figure 2 shows the average weekday (peak week/peak month) arrival and departure patterns for vehicles at the existing PPM garage. As shown, the peak hour occurs from 5:00 to 6:00 P.M. and overlaps the peak hour of the adjacent roadway network. On Saturday, the peak hour trips are higher (191 trips) and occur earlier (2:00 to 3:00 P.M.). The highest volume of exiting traffic occurred on Saturday from 6:00 to 7:00 P.M. when 160 vehicles exited the garage. Figure 3 shows the Saturday arrival and departure patterns at the PPM garage.

Figure 2. Existing PPM Garage Average Weekday Trip Generation – July 22 to 26, 2013



Source: Pike Place Market Garage. Compiled by Heffron Transportation, Inc. September 2013.

Figure 3. Existing PPM Garage Saturday Trip Generation – July 20, 2013



Source: Pike Place Market Garage. Compiled by Heffron Transportation, Inc. September 2013.

Based on these analyses, trip generation rates for the PPM garage were developed. The rates—determined as the number of trips generated per parking stall—are summarized below.

Average Weekday PM Peak Hour (Peak Week/Peak Month) = 0.265 trips per stall  
(20% entering, 80% exiting)

Saturday Peak Hour (Peak Week/Peak Month) = 0.361 trips per stall  
(56% entering, 44% exiting)

#### 4. Future Pike Place Market Waterfront Entrance Trip Estimates

The trip generation rates presented in the previous section were used to estimate trip generation for the proposed new PPM garage and the mixed-use development that the garage will support. As described above, this is a reasonable approach since the parking garage will also be used by customers of the larger Pike Place Market and visitors to the waterfront. In addition, since access at the existing garage would be affected in the interim and in the long term by the construction of the Elliott-Western Connector, the trip generation rates were applied to both the existing and the proposed new garage so that total PPM garage traffic could be reassigned to the adjacent roadway network for interim and long-term conditions. Table 1 presents the trip generation estimates for both the existing and proposed new garage. These forecasts were used to evaluate weekday PM peak hour conditions, since this is the time that is expected to have the highest combination of traffic flows exiting the garage and highest traffic volumes on adjacent streets.

**Table 1. PPM Garage Trip Generation Estimates – Peak Season**

Garage Components	Weekday Daily Trips	Weekday PM Peak Hour (Peak Week/Peak Month)			Saturday Daily Trips	Saturday Peak Hour (Peak Week/Peak Month)		
		In	Out	Total		In	Out	Total
Existing PPM Garage (529 spaces)	720	28	112	140	900	107	84	191
Proposed New PPM Garage (302 spaces)	410	16	64	80	510	61	48	109
<b>Total PPM Garages (831 spaces)</b>	<b>1,130</b>	<b>44</b>	<b>176</b>	<b>220</b>	<b>1,410</b>	<b>168</b>	<b>132</b>	<b>300</b>

Source: Heffron Transportation, Inc., September 2013. Trip generation values represent conditions during the peak week of the peak month (July).

## 5. Interim Access Operations

As described previously, during demolition of the Alaskan Way Viaduct and subsequent construction of the Elliott-Western Connector, all access to the existing and proposed new PPM parking garages would occur from two driveways on Western Avenue. Therefore, all peak hour traffic generated at the two garages was assigned to the two site access driveways on Western Avenue. The assignments were allocated based on the number of stalls in each garage—36% to the new north PPM garage and access, 64% to the existing PPM garage and south access.

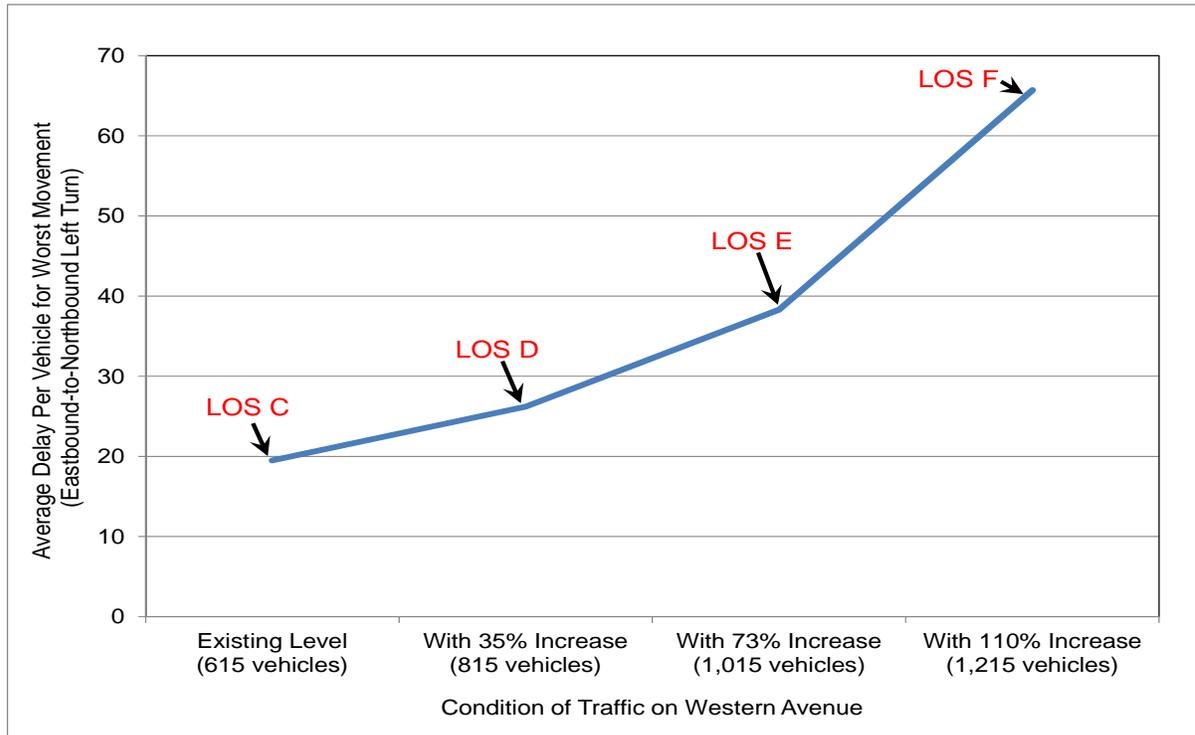
A range of possible traffic volume conditions on Western Avenue was tested. This is because, during this interim period, construction-related traffic detours could result in fluctuations of traffic volumes on Western Avenue. The Construction Traffic Management Plans for the Alaskan Way Viaduct demolition and Elliott-Western Connector construction efforts have not yet been developed and traffic forecasts for these interim conditions on Western Avenue are not available from the City of Seattle. Therefore, to test the range of possible conditions, traffic volumes on Western Avenue were incrementally increased from current levels. To assist with this analysis, a new site PM peak period turning movement count was performed at the existing PPM garage south access on Western Avenue on Tuesday, September 10, 2013.

The recent count indicates that Western Avenue carries about 600 trips (345 southbound, 265 northbound) during the PM peak hour from 4:30 to 5:30 P.M. To test the sensitivity of site access operations to increases in traffic on Western Avenue, these volumes were increased by increments of 200 trips (100 in each direction). Since the south driveway would serve as access to the largest number of stalls, it would also serve the largest number of garage trips. Therefore, this access is expected to have higher delays than the proposed new access that would serve the new PPM garage. The worst operating movement at this access would be the westbound-to-northbound left turn from the garage access to Western Avenue.

The results of the sensitivity analysis are summarized in Figure 4. As shown, the westbound-to-northbound left turn would operate at LOS C or better during interim conditions, if volumes on Western Avenue remain at existing (2013) levels. However, if traffic increases on Western Avenue, the delay and LOS of this movement would be degraded. An increase in Western Avenue traffic of 110% would cause the driveway to degrade to LOS F conditions. With this level of traffic increase on Western Avenue, operations at the all-way-stop intersection of Western Avenue/Virginia Street to the north would also likely be severely degraded. This could result in northbound queues that extend to or past the PPM garage access driveways. If this were to occur, drivers exiting the garage would likely

elect to turn right and find other ways to reach destinations to the north. The PPM would monitor operations at the access and along Western Avenue and could implement peak hour restrictions on left-turns from the garage access driveways so that the egress would remain clear.

**Figure 4. Peak Peak Hour Delay and Level of Service Sensitivity at South PPM Garage Access to Western Avenue During Interim Conditions**



Source: Heffron Transportation, Inc. September 2013.

## 6. Long-Term Access Operations

Traffic operations at the site access driveways were also evaluated for long-term conditions after the Alaskan Way Viaduct demolition is complete and the Elliott-Western Connector is constructed and operating. The traffic forecasts and operations model developed for the Seattle Central Waterfront project for the year 2030 were obtained from the City’s traffic consultant.<sup>1</sup> These forecasts and model were adjusted to reflect conditions with the proposed PPM garage project. The PM peak hour trip estimates presented previously and reflecting the peak week/peak month conditions were assigned to the proposed site access driveways. Table 2 presents a summary of the assumed distribution patterns for PPM garage trips.

<sup>1</sup> Parametrix, 2013.

Table 2. Pike Place Market Waterfront Entrance Trip Distribution Pattern

Route / Access Location	Inbound %		Outbound %	
	From North	From South	To North	To South
<b>Elliott-Western Connector</b>				
New PPM Garage Driveway (right-in/right-out only)	0%	11%	20%	0%
Existing PPM Garage New Access at Signal at Pike Street	16%	14%	35%	5%
<b>Western Avenue</b>				
New PPM Garage Driveway	11%	9%	5%	9%
Existing PPM Garage South Driveway	23%	16%	10%	16%
<b>Total Distribution</b>	<b>50%</b>	<b>50%</b>	<b>70%</b>	<b>30%</b>

All of the trips that enter and exit the two PPM garages were reassigned to the planned access points and the adjacent roadway network. The net increase in trips was combined with the forecast 2030 background traffic forecasts provided by the City’s consultant. The future with-project traffic volumes were then used to evaluate traffic operations at the site access driveways. The analysis results are presented in Table 3. As shown, the three signals closest to the site are forecast to operate at LOS D or better with the proposed new PPM mixed-use project. In addition, all movements at the three unsignalized site access driveway locations would operate at LOS C or better.

The Western Avenue / Virginia Street intersection would operate at LOS E without or with the project. In April 2013, the Seattle Department of Transportation evaluated the potential of signalizing the Western Avenue/Virginia Street intersection in response to a request by neighborhood stakeholders. The request was made to improve traffic flow on the Western Avenue to better accommodate the potential future traffic diversion that could occur during Alaskan Way Viaduct demolition and/or reconstruction of Alaskan Way and the Elliott-Western Connector. SDOT reviewed traffic volumes, pedestrian volumes, collision records, and traffic operations and concluded that the existing all-way stop control should remain at the intersection because it provides the best operations and safety for pedestrians at this location. A presentation by Dongho Chang, the City’s Traffic Engineer, to the PPMPPDA based this decision on the following conclusions:

- With an all-way stop, pedestrians have the highest service level, and have little or no delay when crossing. All vehicles come to a stop, ensuring the safest crossing. If the intersection were signalized, pedestrians would have to wait for the signal, creating crowding at the crosswalk landings.
- Traffic speeds are low due to the all-way stop and pedestrian crossing activity. Lower speeds encourage bicycle usage at Pike Place Market. If the intersection were signalized, vehicles speeds would increase as vehicles flow through the intersection on a green light.
- Lower traffic speeds and easy pedestrian crossings afforded by the all-way stop better integrate the Pike Place Market and Victor Steinbrueck Park.

Therefore, no changes in operation of this intersection are recommended to improve vehicular level of service. The pedestrian safety and operational needs would continue to be the highest priority even with the proposed new Pike Place Market Waterfront Entrance project.

**Table 3. Level of Service Summary - Forecast 2030-Without- and With-Project Conditions**

	Commuter PM Peak Hour			
	2030 w/o project		2030 w/ project	
	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS	Delay
<b>Signalized Intersection</b>				
Western Avenue / Lenora Street	D	48.1	D	54.8
Elliott-Western Conn. / Pike St / Existing PPM Garage Access	A	5.7	A	5.8
Elliott-Western Conn. / Alaskan Way N	C	31.1	C	31.1
<b>Stop Controlled</b>	LOS	Delay	LOS	Delay
Western Ave / New PPM Garage Access (overall)		n/a <sup>3</sup>	A	0.7
Northbound Left Turns			A	9.3
Eastbound Turns			C	19.0
Western Ave / Existing PPM Garage South Access (overall)	A	0.8	A	0.8
Northbound Left Turn	A	9.3	A	9.3
Eastbound Turns	C	19.4	C	19.8
Elliott-Western Conn. / New PPM Garage Access (overall)		n/a <sup>3</sup>	A	0.3
Westbound Turns			B	13.3
<b>All-Way-Stop Controlled<sup>3</sup></b>	LOS	Delay	LOS	Delay
Western Avenue / Virginia Street	E	41.5	E	41.5

Source: Heffron Transportation, Inc., September 2013.

1. Level of service.
2. Average seconds of delay per vehicle.
3. n/a = Not Applicable – Access intersection would not exist without project.

## 7. Parking

The proposed project would increase parking capacity in the vicinity of Pike Place Market and Seattle Central Waterfront. It will help to replace some of the public parking supply that will be lost during demolition of the Alaskan Way Viaduct and is expected to improve parking conditions for the area.

## 8. Findings and Conclusions

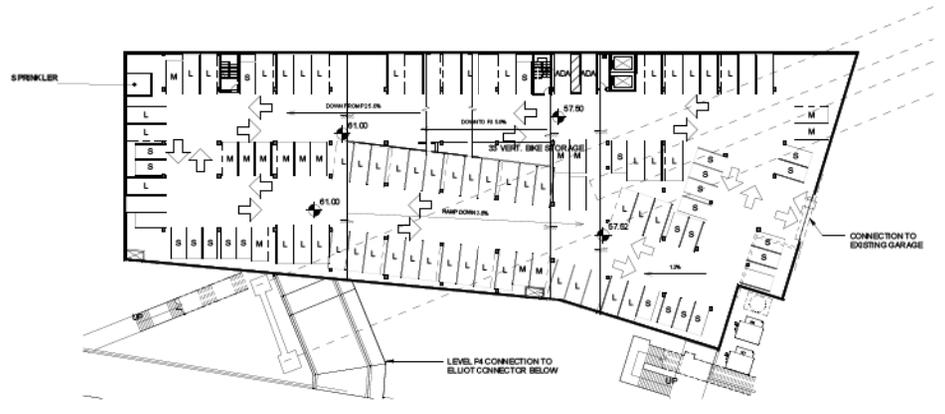
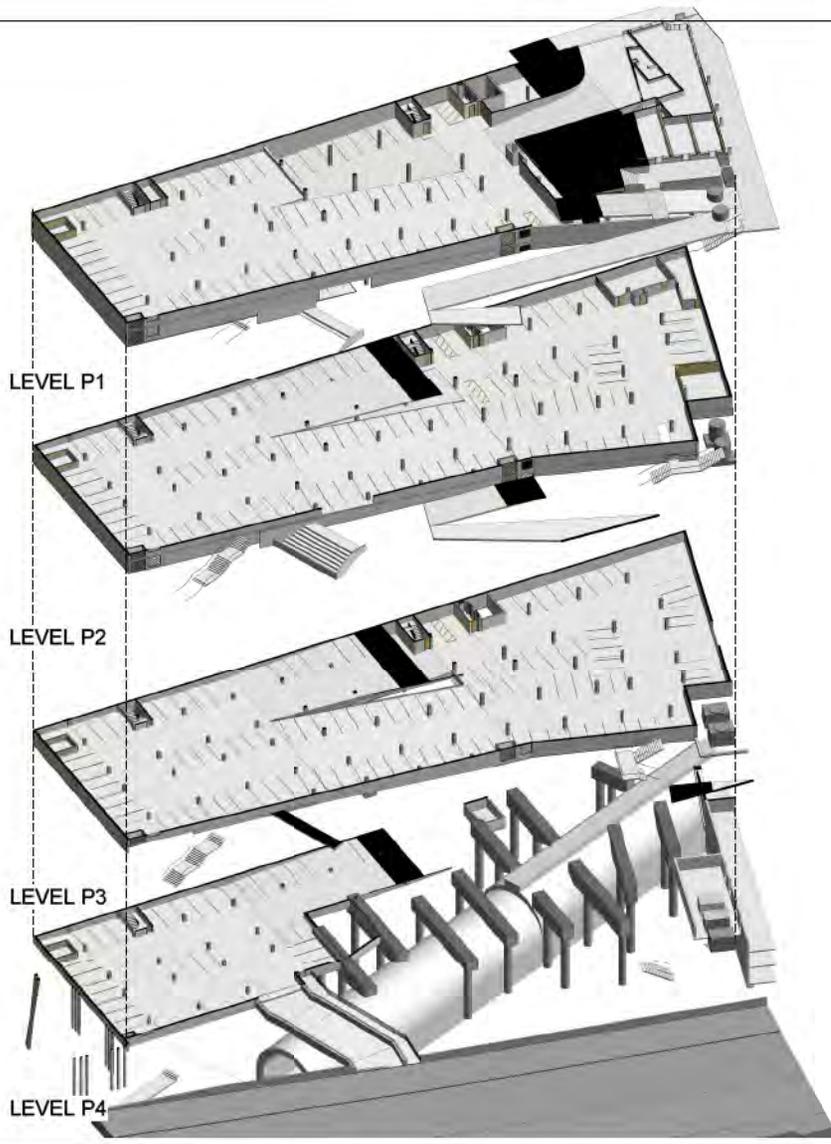
Based on the analysis presented above, the proposed Pike Place Market Waterfront Entrance project is not expected to result in any adverse impacts to traffic or parking.

During demolition of the Alaskan Way Viaduct and subsequent construction of the Elliott-Western Connector, all access to the existing and proposed new PPM parking garages would occur from two driveways on Western Avenue. If traffic increases on Western Avenue due to construction activities along the Waterfront, the delay and LOS of the site access driveways would be degraded. The PPM would monitor operations at the access and along Western Avenue and could implement peak hour restrictions on left-turns from the garage access driveways so that the egress would remain clear.

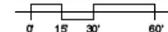
Attachment: Site Plan

TSM/tsm

PPM Parking Garage Traffic Analysis - FINAL.docx



**TYPICAL PARKING LEVEL**



**Parking Space Dimensions**  
 L - "Large vehicle" 8'-6" x 19'-0"  
 M - "Medium vehicle" 8'-0" x 16'-0"  
 S - "Small vehicle" 7'-6" x 15'-0"

ADA Required Stalls 8 total 1 being a ADA Van stall  
 ADA - 8'-0" x 19'-0" with 5'-0" wide adjacent access aisle.  
 ADA VAN - 8'-0" x 19'-0" with 8'-0" wide adjacent access aisle. Allow 114" height clearance

Vertical bike storage for 66 bikes is provided on levels P1 and P2

PARKING SPACES PER LEVEL	
Level	Count
P1	67
P2	92
P3	116
P4	27
<b>Grand total:</b>	<b>302</b>

PARKING SPACES BY TYPE	
Type Mark	Count
ADA	7
ADA VAN	1
L	183
M	43
S	68
<b>Grand total:</b>	<b>302</b>

NO.	REVISIONS	DATE	BY	DATE

# Pike Place Market Waterfront Entrance

1901 WESTERN AVENUE | SEATTLE, WA 98101

100% SCHEMATIC DESIGN  
 AUGUST 2, 2013

ARCHITECT The Miller Hull Partnership, LLP Architecture and Planning Pilchuck Building 71 Columbia Street Seattle, WA 98104 Phone 206.852.6857 Fax 206.852.5902	SHEET <b>PARKING SUMMARY</b> <b>G-006</b> 
--	---

13/08/13 10:00 AM: P:\Projects\130813\P130813\_P130813\_G-006.dwg  
 13/08/13 10:00 AM

# APPENDIX C

---

*Tree Inventory*

**Memorandum**

TO: Justine Kim, Shiels Obletz Johnsen  
JOB SITE: Parking Lot at 1901 Western Ave. Seattle  
REGARDING: Tree Inventory  
FROM: Sean Dugan, ISA Board Certified Master Arborist PN-5459B  
DATE: November 4, 2013

---

This memo outlines the findings developed during my site visit on November 1, 2013. I was asked to assess the trees at the jobsite to determine if any meet the city of Seattle's definition of an Exceptional tree as stated in the Director's rule 16-2008. Based on my findings none of the four trees meet the City's definition.

**Observations and Discussion**

Four trees are located on or adjacent to the subject property, which species include Mimosa (*Albizia julibrissin*), Red alder (*Alnus rubra*), Flowering cherry (*Prunus sargentii*), and a Yucca (*Yucca spp.*) tree. The Mimosa and Yucca were easily accessible. There was no access to the base of the Alder or the Cherry tree. (see Aerial Photograph)

The Mimosa tree is in fair health and structure. There are two trunks with a narrow angle junction that has included bark. I measured the trunks to be eight and six inches across. The single stem equivalent of the tree is ten inches. This is below the Exceptional size threshold.

I measured the trunk diameter of the Yucca to be 4.6 inches across. The Yucca tree is not found in either of the resources the City requires be used as stated in the Director's rule for determining the minimum size threshold. Since no size is found in these resources a diameter of 30 inches is the minimum threshold. This tree is below the Exceptional size threshold.

I was unable to assess the base of the Red alder tree. I estimate the trunk diameter to be approximately 28 inches across. The Director's Rule states that Red alder is not an Exceptional tree unless it is part of a Grove. This tree is not part of a grove and is therefore not Exceptional.

I was unable to assess the base of the Flowering cherry tree. I estimate the trunk diameter to be approximately 18 inches across. The Director's Rule states that for Flowering cherry trees the minimum size threshold to be considered an Exceptional tree is 23 inches across. This tree is below the Exceptional size threshold.

The top of the tree appears to have failed in the past and three moderate diameter scaffold branches, becoming new leads, now extend over the parking area and Highway 99. The parts present a moderate risk to the targets below.

The trunks of both the Alder and the Cherry are growing very close to the side of Highway 99. There is damage visible on several branches over the Highway that have been contacted by vehicles. The trunks will eventually grow into the adjacent structure. Based on these concerns the trees are likely to have a short useful life expectancy, less than ten years, before they need to be removed.

### Conclusions

Based on my knowledge, training, and experience I have determined that none of the subject trees meet the city of Seattle's definition of an Exceptional tree.

Please contact me at (206) 528-4670 with any questions.

Respectfully,



Sean Dugan, Tree Solutions Inc.



Aerial Photograph identifying the location of the trees.

# APPENDIX D

---

*Solar Glare Analysis*

# ***Solar Glare Analysis***

for the Proposed

## ***Pike Place Market Waterfront Entrance Project***

1901 Western Avenue, Seattle, WA

***(Master Use Permit No. 3015514)***

*Prepared for*

***Pike Place Market  
Preservation and Development Authority (PDA)***  
85 Pike Street, Room 500  
Seattle, WA 98101

**November 15, 2013**

Prepared by  
***EA Engineering, Science, and Technology, Inc.***  
2200 Sixth Avenue, Suite 707  
Seattle, WA 98121  
(206) 452-5350 ext. 1713

# Table of Contents

<b>Section I – Overview</b> .....	1
Purpose of the Study.....	1
Proposed Action.....	1
Background Information.....	2
<b>Section II – Analysis</b> .....	8
Approach.....	8
Findings.....	8
Potential Mitigation Measures .....	16
Significant Unavoidable Adverse Impacts .....	16
<b>List of Figures</b>	
Figure 1 Vicinity Map.....	3
Figure 2 Site Plan.....	4
Figure 3 North and East Elevations .....	5
Figure 4 South and West Elevations.....	6
Figure 5 Building Cross-section .....	7
Figure 6 Reflected Solar Glare – March 21 <sup>st</sup> Vernal Equinox .....	12
Figure 7 Reflected Solar Glare – June 21 <sup>st</sup> Summer Solstice.....	13
Figure 8 Reflected Solar Glare – September 21 <sup>st</sup> Autumnal Equinox .....	14
Figure 9 Reflected Solar Glare – December 21 <sup>st</sup> Winter Solstice .....	15

## Section I -- Overview

### Purpose of this Study

Seattle Municipal Code 23.47A.022 E. indicates that:

Glare diagrams that clearly identify potential adverse glare impacts on residential zones and on arterials shall be required when:

1. Any structure is proposed to have a facade of reflective coated glass or other highly reflective material, and/or new or expanded structures greater than sixty-five (65) feet in height are proposed to have more than thirty (30) percent of a facade composed of clear or tinted glass; and
2. The facade(s) surfaced or composed of materials referred to in subsection 1 above either:
  - a. Are oriented toward and are less than two hundred (200) feet from any residential zone, and/or
  - b. Are oriented toward and are less than four hundred (400) feet from a major arterial with more than fifteen thousand (15,000) vehicle trips per day, according to Seattle Department of Transportation data.

The proposed building could contain glass or reflective materials and is adjacent to SR-99, which has an average annual weekday traffic volume of 103,400 vehicles.<sup>1</sup> Thus, a solar glare analysis has been prepared for this project.

The purpose of this *Solar Glare Analysis* is to evaluate light and glare-related impacts -- specifically reflected solar glare resulting from glazing associated with the *Pike Place Market Waterfront Entrance* development that is proposed for 1901 Western Avenue N.<sup>2</sup> The focus of the analysis is the potential environmental impact to motorists on SR-99 during the PM peak traffic hour period.

### Proposed Action

The proponent has submitted a Master Use Permit (MUP) (#3015514) for development of the *Pike Place Market Waterfront Entrance* project, which would consist of a 7-level mixed-use structure containing approximately 210,000 gross square feet (gsf). The proposed building would have 3 to 4 levels above-grade and the amount of gross floor area above-grade would approximate 45,731 sq. ft. Included within the building would be approximately 18,000 sq. ft. of retail/commercial space, 27,000 sq. ft. of low-income housing (40 units), and 4 levels of below-grade parking (approx. 124,000 sq. ft.) to accommodate 302 vehicles. In addition, approximately 30,000 sq. ft. of public roof terrace and walkways would be provided.

---

<sup>1</sup> Seattle Department of Transportation; Traffic Management Division. 2012. *2011 Seattle Traffic Flow Map*.

<sup>2</sup> This analysis has been prepared by EA Engineering, Science, and Technology, Inc. Staff at EA have prepared reflected solar glare analyses for approximately 25 buildings and structures -- predominantly in the downtown Seattle and Bellevue areas.

The project is located along Western Avenue to the west of Pike Place Market and directly south of Victor Steinbrueck Park (**Figures 1 and 2**). Development of the *Pike Place Market Waterfront Entrance* project would involve demolition and removal of the existing timber framed access stairs, surface parking, and building foundations. It is anticipated that these actions would occur in summer 2014.

The project site consists of two lots and encompasses an area of 38,993 sq. ft. (0.89 acres). The proposed building lot coverage would occupy approximately 100 percent of the site (**Figure 2**). **Figure 3** depicts the north and east building elevations as viewed from Victor Steinbrueck Park and Elliott Bay, respectively. **Figure 4** depicts the south and west building elevations as viewed from Heritage House and Western Avenue, respectively. It is proposed that the façades of the building include concrete, timber, metal, and glass. **Figure 5** depicts a building cross-section illustrating the proximity of the proposed project to SR-99.

As shown in **Figures 3 and 4**, it is proposed that any glazing and/or glass panels on the façade be tinted vision glass with a Low E coating and a shading coefficient that is consistent with the City's Energy Code requirements and the LEED energy requirements, as set forth in the City's proposed code amendment. Reflectivity would be dictated by the nature of glass that is employed and the requirements set forth by the City's Energy Code and the LEED energy requirements. However, it is our understanding that no excessively-reflective surfaces (i.e. mirrored glass, or polished metals) that go beyond what is required to meet energy-related code provisions are proposed anywhere on the exterior of the project.

At street level, street trees are proposed along Western Avenue and approximately 30,000 sq. ft. of public terrace and walkways are proposed for the project.

## Background Information

### ***Character of the Site and Surrounding Area***

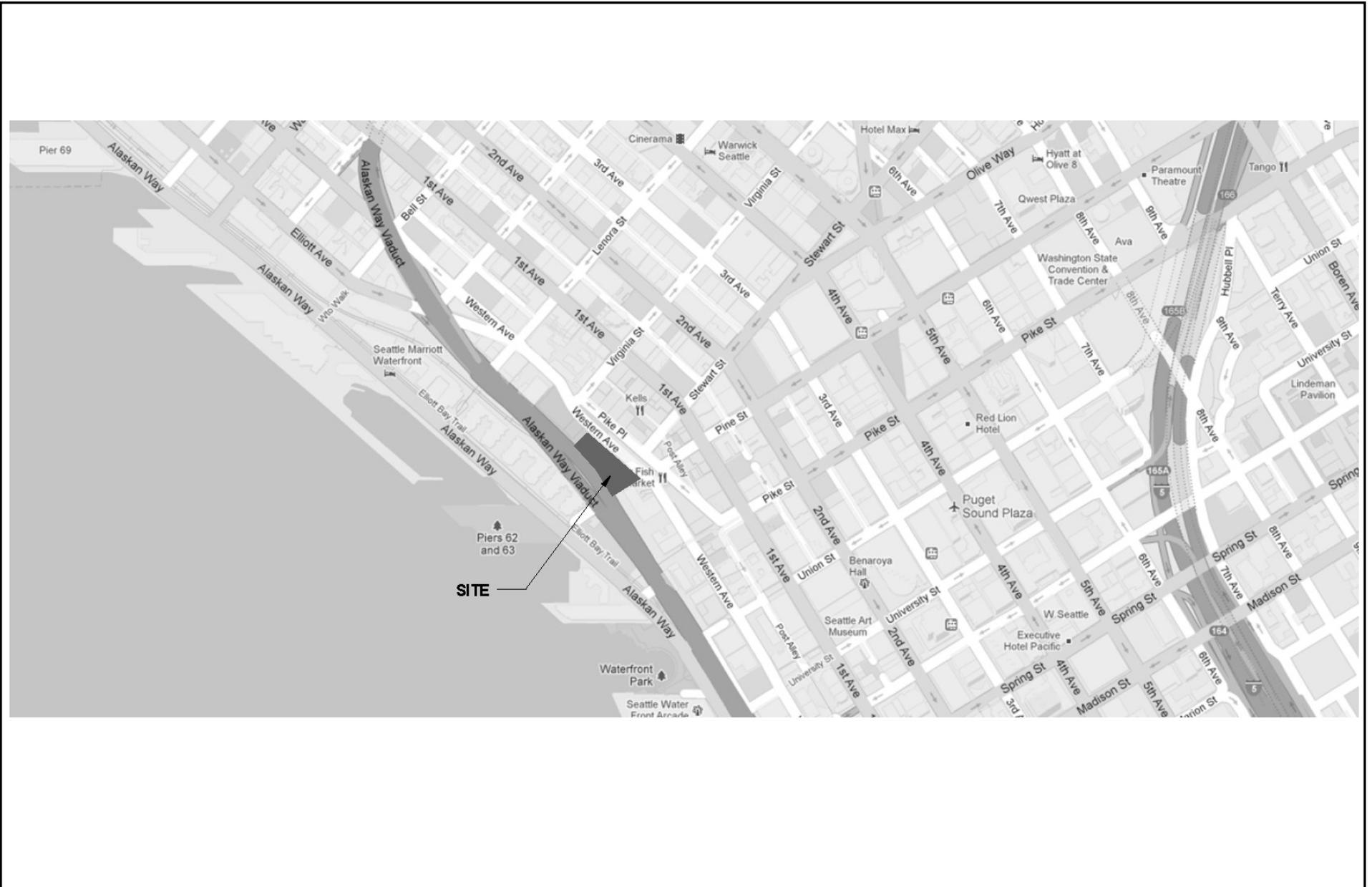
The project site is located in the in the Commercial Core neighborhood of the Downtown Urban Center. The site is also located in the Pike Place Urban Renewal Project area; a 22-acre planning area that establishes goals and objectives for Pike Place Market, and includes development, land use, and building controls.

There are no buildings on-site; existing site uses include:

- Surface parking (84 spaces) with vehicular access from Western Avenue;
- Timber-framed access stairs which connect the surface parking and Western Avenue to the Pike Place Market via the Joe Desimone Bridge;
- Two water cooling towers that are connected to the Pike Place Market's central water plant; and,
- Foundations from a building that was previously on the site (Market Municipal Building, which was destroyed by fire in 1974).

Surrounding land uses include a 3-story low income senior housing building (Heritage House) with below grade structured parking to the south, below-grade structured parking with a landscaped lid (Victor Steinbrueck Park) to the north, the Alaskan Way Viaduct (SR-99) to the west, and Western Avenue and the Pike Place Market to the east.

# Pike Place Market Waterfront Entrance Environmental Checklist

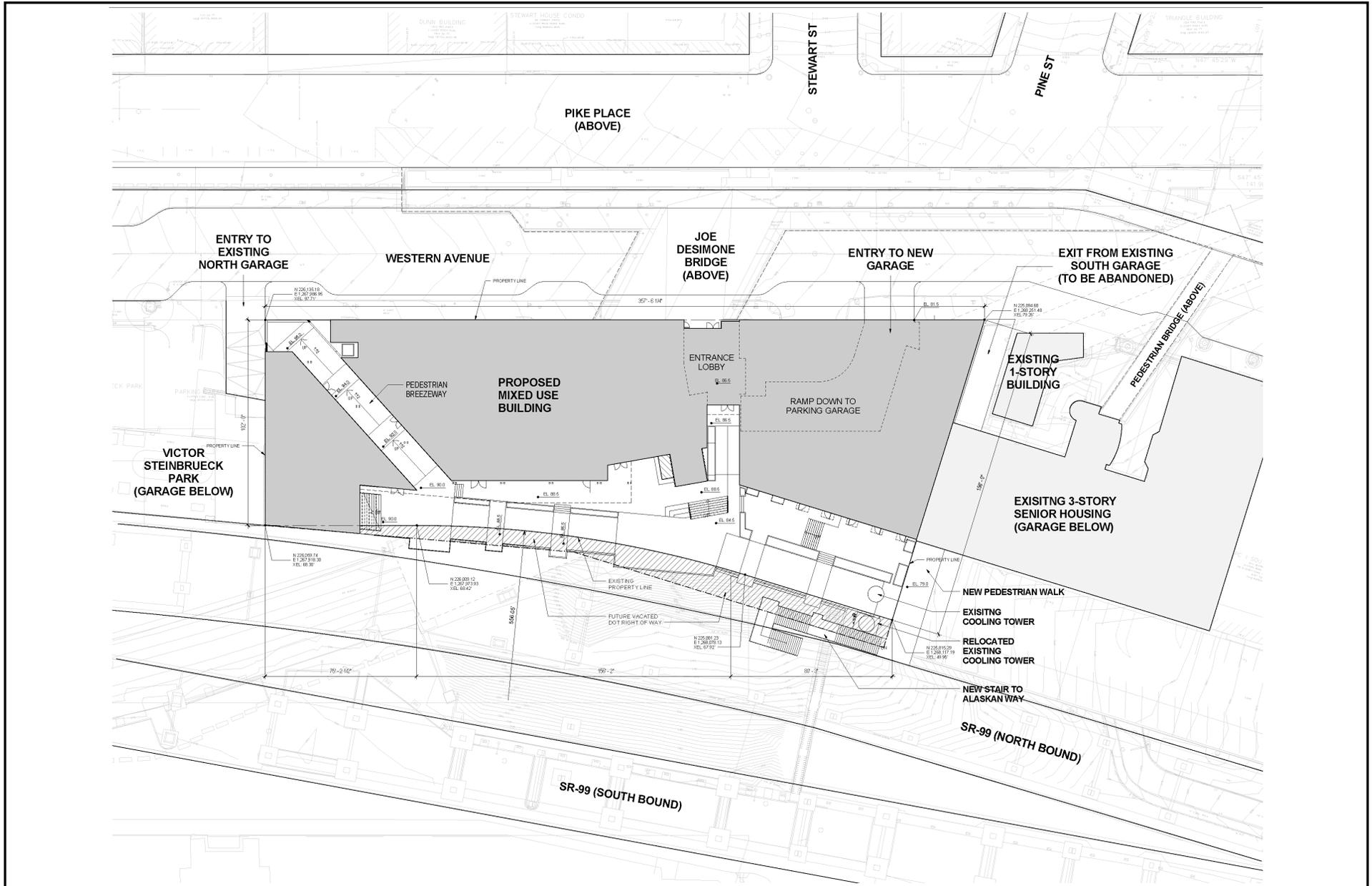


Source: The Miller Hull Partnership, 2013.



**Figure 1**  
Vicinity Map

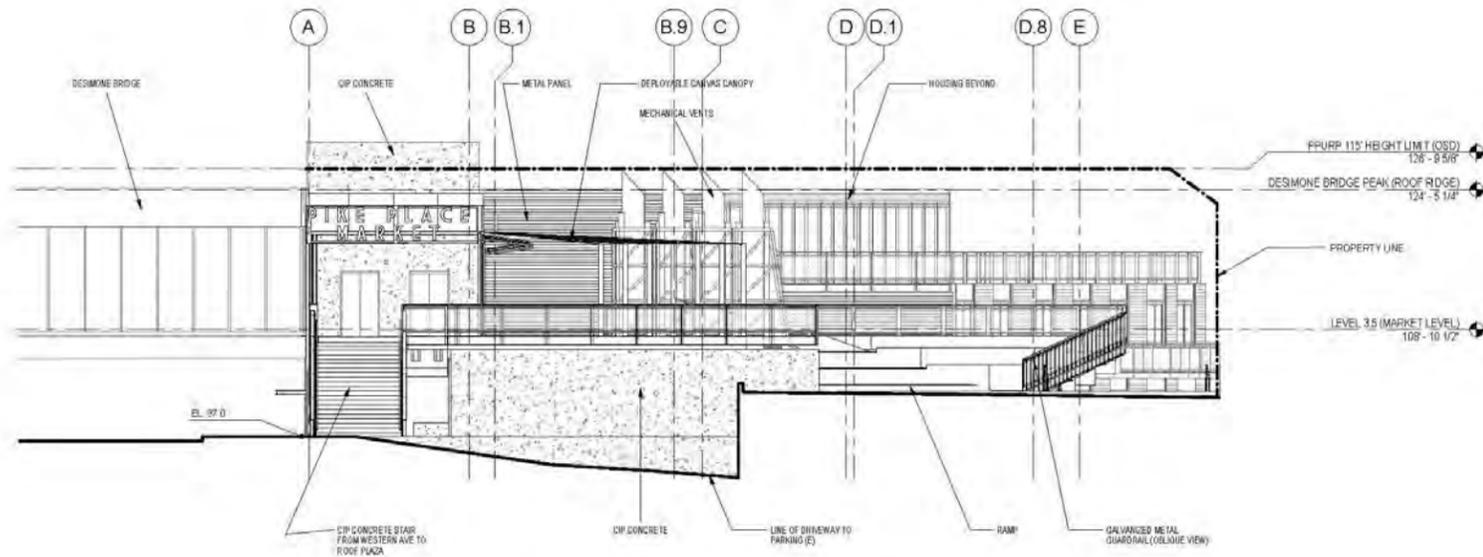
# Pike Place Market Waterfront Entrance Environmental Checklist



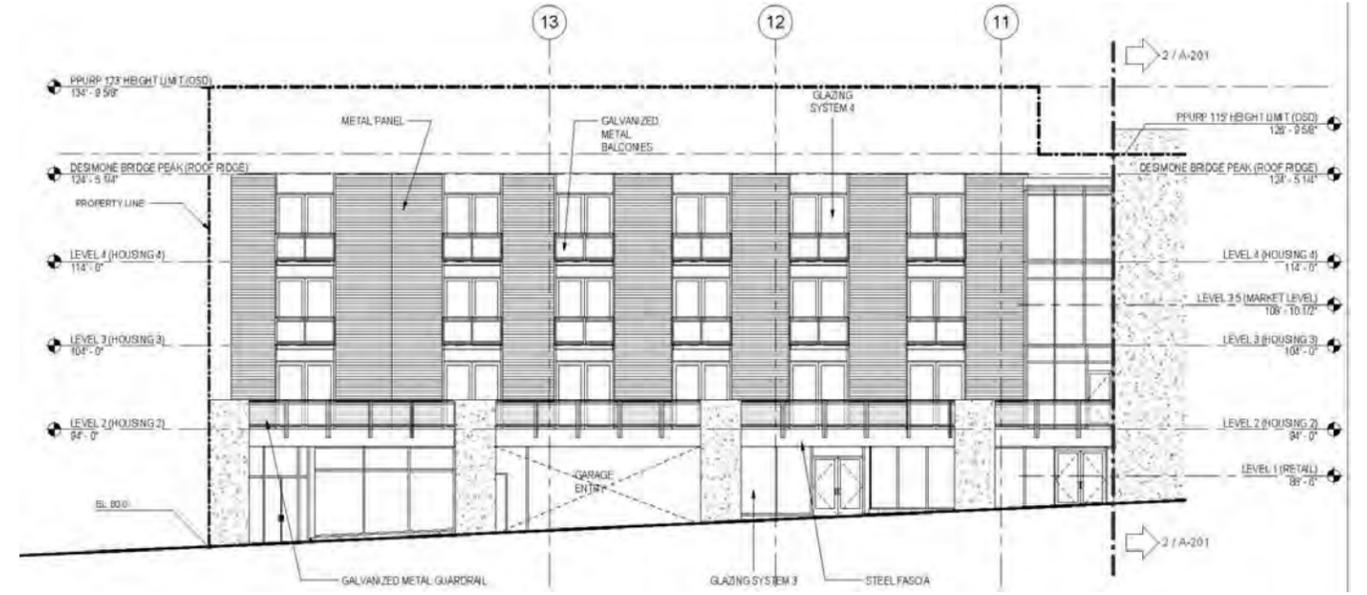
Source: The Miller Hull Partnership, 2013.

**Figure 2**  
Site Plan

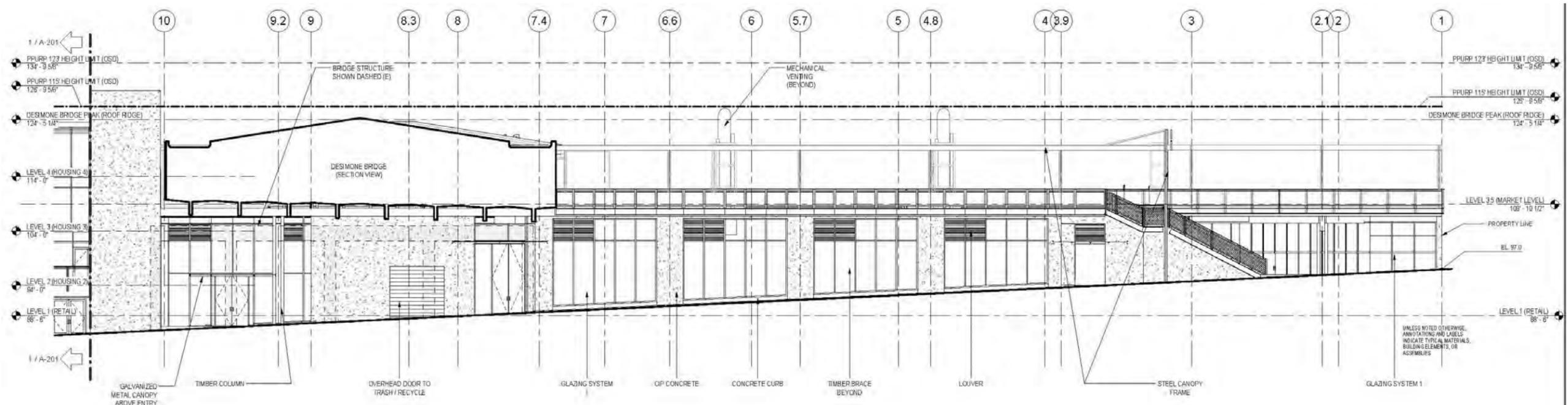
Pike Place Market Waterfront Entrance  
Environmental Checklist



North Elevation



East Elevation (Residential)



East Elevation (Commercial)

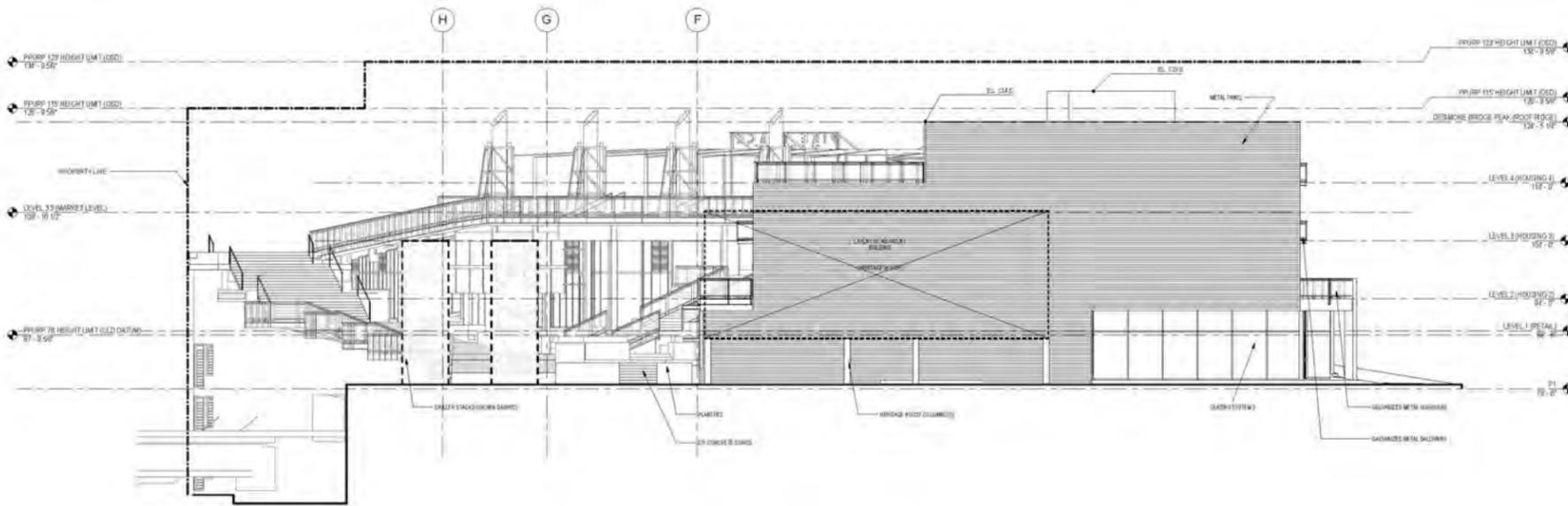
Source: Miller Hull, 2013



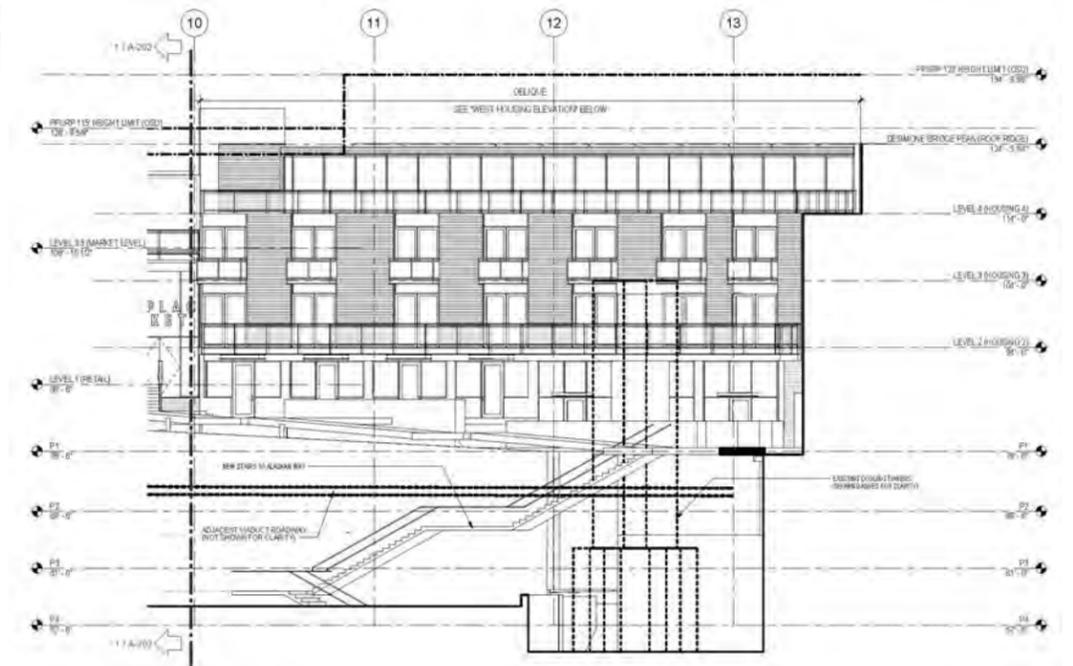
Figure 3

Elevations—North and East

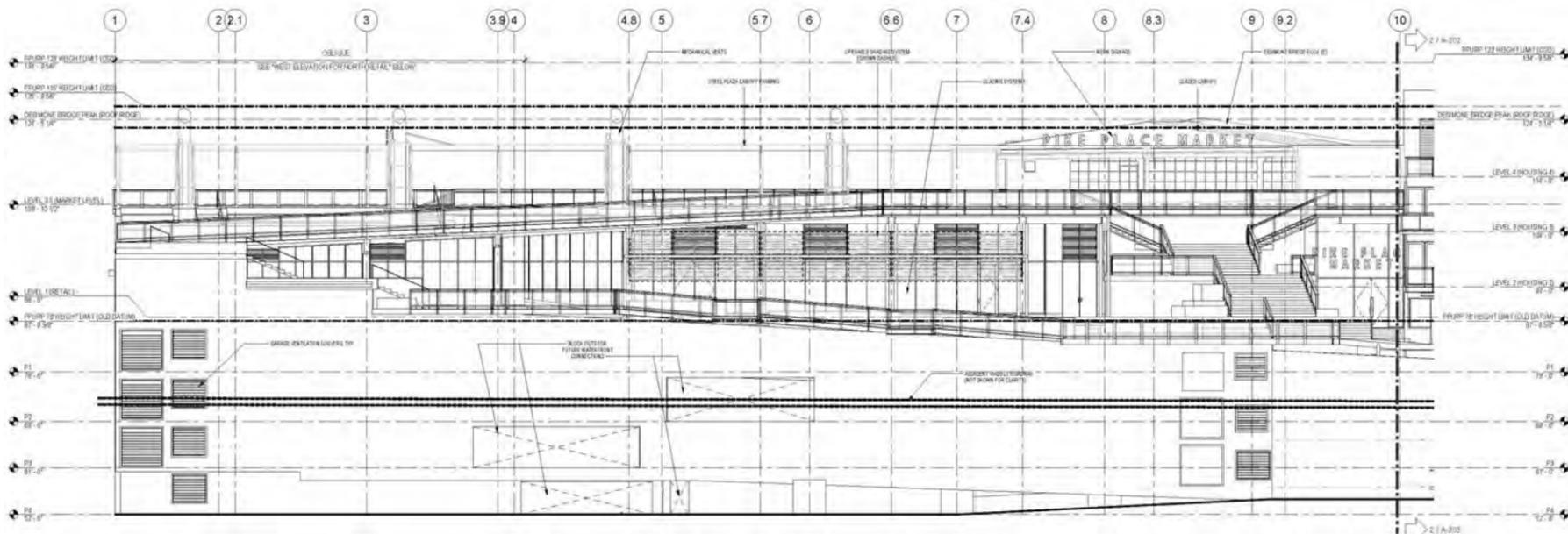
# Pike Place Market Waterfront Entrance Environmental Checklist



South Elevation



West Elevation (Residential)



West Elevation (Commercial)

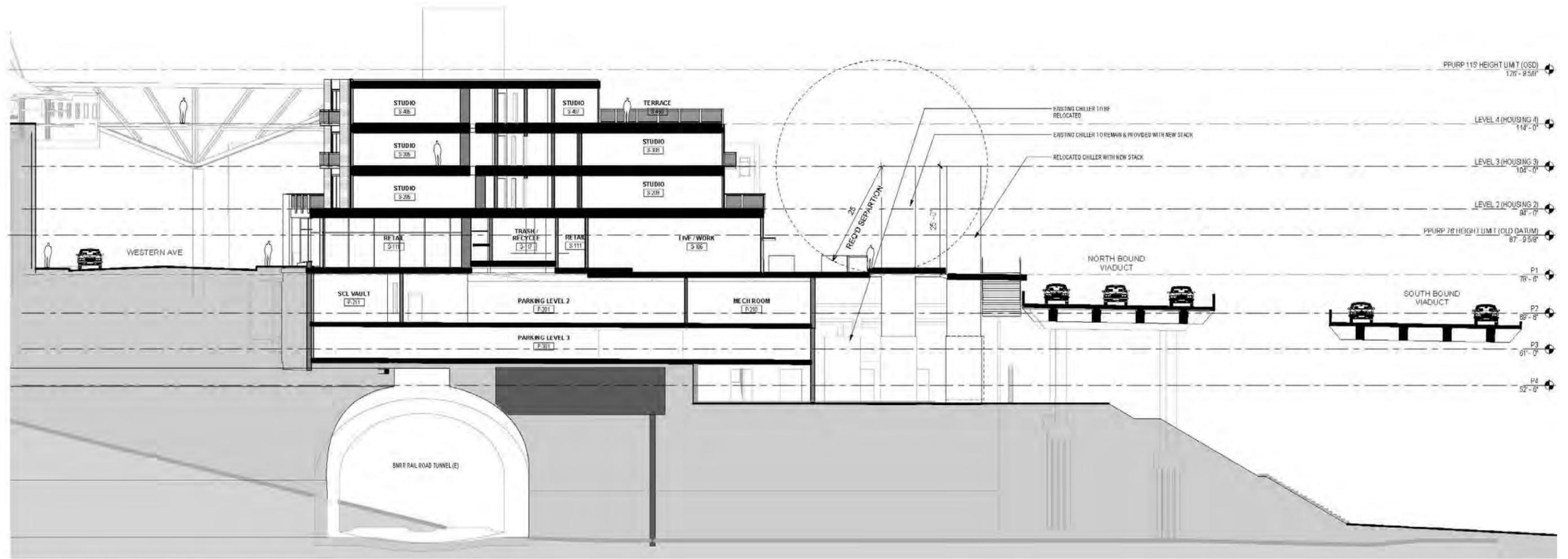
Source: Miller Hull, 2013



Figure 4

Elevations—South and West

Pike Place Market Waterfront Entrance  
Environmental Checklist



1 SITE SECTION "A"- LOOKING SOUTH 3/32  
3/32" = 1'-0"

## Section II -- Analysis

### Approach

This glare analysis has been prepared consistent with provisions of Seattle's Land Use Code and acceptable methodology<sup>3</sup> for projects within the City. The methodology that has been used involves a trigonometric/planimetric approach for determining reflected solar glare impacts. This analysis primarily evaluates reflected solar glare impacts resulting from glazing on the west side of the proposed building during four key periods of the year – vernal equinox (March 21<sup>st</sup>), summer solstice (June 21<sup>st</sup>), autumnal equinox (September 21<sup>st</sup>), and winter solstice (December 21<sup>st</sup>). Because the focus involves impacts to motorists on SR-99, one time of each day has been evaluated for each solar period – 5 PM.<sup>4</sup>

The glare diagrams that are contained in this analysis include adjustments for:

- the gradients of Western Avenue and SR-99 based on street profile information;
- adjacent buildings; and,
- daylight savings time, which affects vernal equinox, summer solstice and autumnal equinox.

### Findings

#### **Summary of Findings**

The analysis indicates that while northbound and southbound traffic on SR-99 could occasionally experience reflected solar glare from the west façade of the proposed building, while noticeable, such glare for the most part would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

#### **Sources of Light and Glare**

While the light from vehicle headlights and reflective solar glare from glazing and other specular surfaces on vehicles can cause temporary glare impacts associated with a development project, the principal source of glare associated with most development projects is sunlight reflected from specular surfaces on building facades. Factors influencing the amount of reflective solar glare that may occur include: weather (e.g., cloud cover); building height, width and orientation of the façade; percent of the façade that is glazed or composed of specular material; reflectivity of the glass or specular surfaces; design relationship between the glazed and non-glazed portions of the façade (e.g., glass inset from the sash, horizontal and vertical modulation); the color and texture of building materials that comprise the façade; and the proximity of other intervening structures or landscaping.

---

<sup>3</sup> City of Seattle; Department of Community Development. 1979 and 1980. *Light and Glare Study, Phase I and Light and Glare Study, Phase II.*

<sup>4</sup> 4 PM for winter solstice because sunset occurs slightly after 4 PM.

Principal sources of light that presently occur proximate to the project site include streetlights along SR-99 and Western Avenue; light from headlights of vehicles operating on adjacent streets and maneuvering on parking lots and within above-grade parking garages; and building lighting (interior and in some instances low-level exterior) in the immediate area of the site. Light standards associated with the streetlight fixtures are approximately 30 ft. tall and the lamps are cobra-style (cobra lamps function by lighting a broad area).

### ***Factors that Affect Solar Glare***

Structures and, to an extent, vegetation can mitigate the environmental impacts of reflected solar glare from glazing. Such can occur if these mitigating factors are located between the sun and the glass or specular surface or between the reflective surface of the façade and the area potentially affected by reflected solar glare. While coniferous and/or evergreen vegetation typically afford the greatest amount of mitigation, at times deciduous vegetation can also restrict the amount of solar glare that is reflected from glazing -- from approximately late April to late October when leaves are present. Any on-site trees and street trees that are proposed for the project site would most likely be deciduous. Between late October and late April, while the amount of glare restriction afforded by deciduous trees is substantially less (influenced by the density of the branches), even during this time of the year they can partially restrict the amount of reflected solar glare emanating from glazed surfaces below a height of 20-30 ft.

While **Figures 6-9** have been adjusted to compensate for existing buildings and the surrounding topography, they depict a worst-case scenario in that they cannot accurately depict the following factors that would further limit the extent of possible reflected solar glare:

- the mitigating effect of existing and/or proposed street trees; and
- the extent of façade modulation that is proposed.

A key consideration for motorists is the effect of potential solar glare on a driver's cone-of-influence.<sup>5</sup> The cone-of-influence is defined as the driver's viewing area and is within 20 degrees of the horizontal that points in the direction of vehicle travel. This typically represents the most sensitive viewing area for motorists. Glare impacts that occur outside the 20-degree cone-of-influence are considered less critical.

### ***Glare Conditions of the Proposed Project***

The *Pike Place Market Waterfront Entrance* development would replace the existing surface parking lot with a 45-foot tall<sup>6</sup> mixed-use building. The proposed project would result in an increased number of vehicles entering and exiting the site from Western Avenue, with the potential for localized increases in light and glare resulting from vehicle headlights. No significant light and glare-related impacts associated with vehicles exiting the site onto Western Avenue, however, are anticipated.

Based on the height of the proposed *Pike Place Market Waterfront Entrance* development relative to the currently flat lot adjacent to Western Avenue, the proposed project would be noticeable. As such, stationary sources of light (e.g., interior lighting, pedestrian-level lighting,

---

<sup>5</sup> Seattle, 2003b.

<sup>6</sup> Measured from Western Avenue.

illuminated signage) from the *Pike Place Market Waterfront Entrance* mixed-use building would be visible from locations proximate to the project site. Specific information relative to stationary building light fixtures, signage, façade materials (in terms of specular or reflective characteristics) and glazing would be provided as part of the construction-level plans associated with the City's Building Permit process. As noted in the MUP planset, light fixtures would be shielded and directed away from adjacent properties. It is anticipated that project design associated with the building facade would not include highly reflective glazing or materials. At times during the construction period, however, required area lighting of the job site (safety requirements) would be provided, which would be noticeable within the immediate vicinity of the project site.

The site of the proposed *Pike Place Market Waterfront Entrance Project* is currently adjacent to the Alaskan Way Viaduct (SR-99). Because of the proximity of the proposed development to SR-99, and the fact that SR-99 is a primary north-south arterial that carries a significant amount of traffic through the Downtown area, a solar glare analysis has been performed for the proposed *Pike Place Market Waterfront Entrance* development. Any potential impacts identified in this report would be temporary in nature, as SR-99 is to be removed and replaced with a tunnel extending from approximately S. King Street on the south to the vicinity of the Battery Street Tunnel on the north. These changes are part of the Alaskan Way Viaduct and Seawall Replacement Programs. The new SR-99 tunnel beneath Downtown is scheduled to open to traffic in 2015 and the segment of the existing Alaskan Way Viaduct that is adjacent to the project site is scheduled to be demolished in 2016. The anticipated start of construction for the *Pike Place Market Waterfront Entrance Project* June 2014, with full operation of the proposed building expected to occur by December 2015.

### **Results of the Analysis**

Because the focus of this analysis is on SR-99, only reflected solar glare from the west facade of the proposed building has been depicted and analyzed. **Figures 6 – 9** depict reflected solar glare from the proposed *Pike Place Market Waterfront Entrance* development at one time each day during each of the four key days of the solar year -- vernal equinox (approx. March 21<sup>st</sup>), summer solstice (approx. June 21<sup>st</sup>), autumnal equinox (approx. September 21<sup>st</sup>), and winter solstice (approx. December 21<sup>st</sup>). The one time of the day (5 PM<sup>7</sup>) reflects one of the peak hour traffic periods for SR-99. It should be noted, however, that solar glare-related impacts may also occur at other times of the day and days of the year. Also, because of the earth's rotation, the duration of reflected solar glare impacts will vary – from several minutes<sup>8</sup> for a stationary observer to substantially less for a mobile observer.

<sup>7</sup> 4 PM for winter solstice because sunset occurs slightly after 4 PM.

<sup>8</sup> The rate of change of the sun's angle relative to the earth varies widely by season – from about 5 degrees horizontally and 2 degrees vertically every 15 minutes in June to 3 degrees horizontally and 1 degree vertically every 15 minutes in December.

**Vernal Equinox** – Approximately March 21<sup>st</sup> (refer to **Figure 6**)

Climatic data indicate that March typically has 3 clear days, 6 partly cloudy days and 22 cloudy days.<sup>9</sup>

- At **5 PM**, reflected solar glare would extend from portions of the west facade of the proposed building to the southwest toward SR-99. Reflected solar glare extending to the southwest would not affect south-bound motorists on SR-99 at this time of day. The glare extending to the southwest could potentially affect north-bound motorists on SR-99 for one to two seconds in the vicinity of proposed project. While noticeable, this glare would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

**Summer Solstice** – Approximately June 21<sup>st</sup> (refer to **Figure 7**)

Climatic data indicate that June typically has 5 clear days, 8 partly cloudy days and 17 cloudy days.<sup>10</sup>

- At **5 PM**, reflected solar glare would extend from the west facade of the proposed building to the southwest. Reflected solar glare would not affect motorists on SR-99 at this time of day.

**Autumnal Equinox** – Approximately September 21<sup>st</sup> (refer to **Figure 8**)

Climatic data indicate that September typically has 8 clear days, 9 partly cloudy days and 13 cloudy days.<sup>11</sup>

- At **5 PM**, reflected solar glare would extend from portions of the west facade of the proposed building to the southwest toward SR-99. Reflected solar glare extending to the southwest would not affect south-bound motorists on SR-99 at this time of day. The glare extending to the southwest could potentially affect north-bound motorists on SR-99 for one to two seconds in the vicinity of proposed project. While noticeable, this glare would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

**Winter Solstice** – Approximately December 21<sup>st</sup> (refer to **Figure 9**)

Climatic data indicate that December typically has 2 clear days, 4 partly cloudy days and 25 cloudy days.<sup>12</sup> On this day of the year at 4 PM the altitude of the sun above the horizon is approximately 2 degrees, therefore, reflected solar glare distances are great.

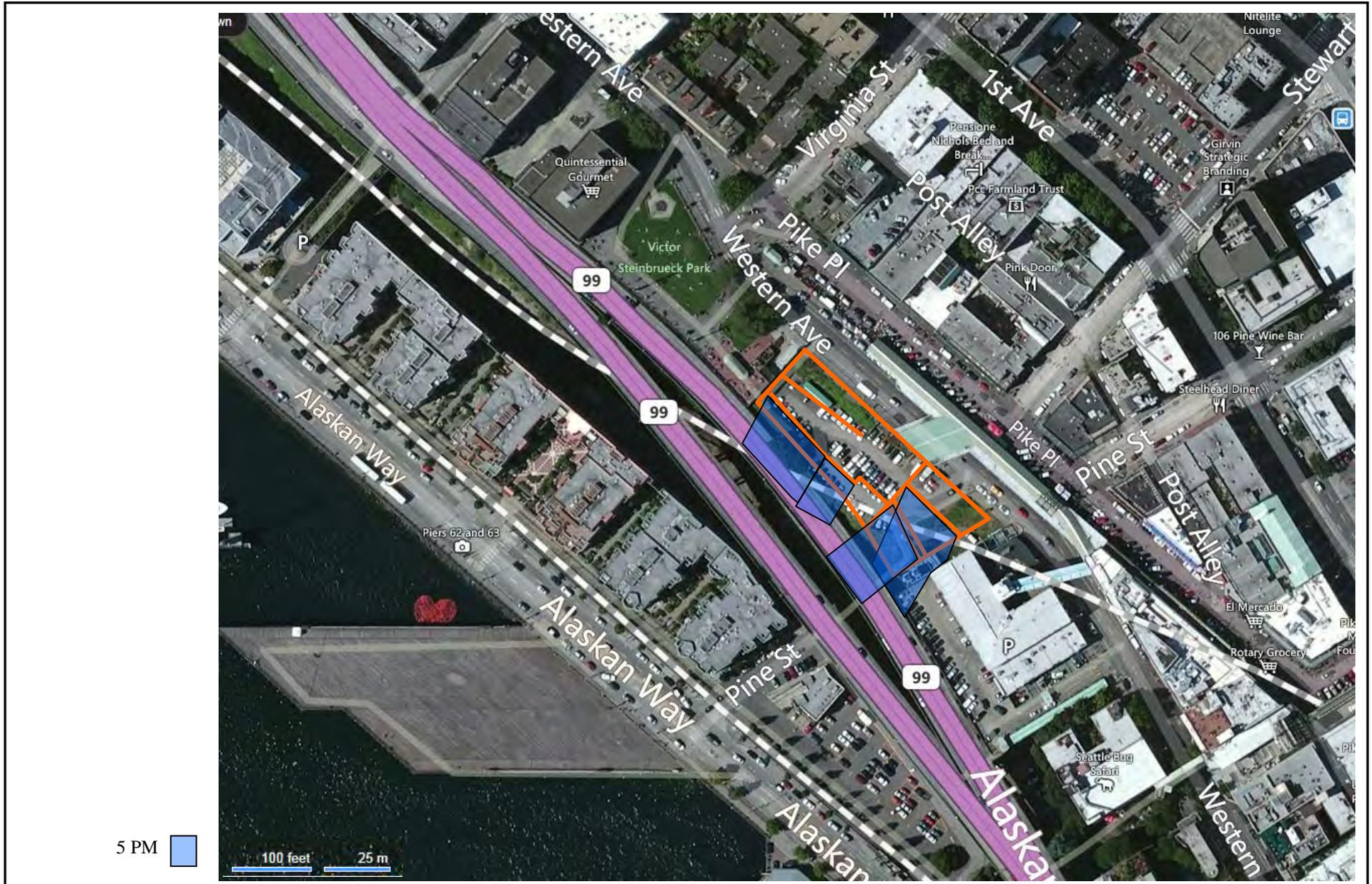
<sup>9</sup> U.S. Dept. of Commerce, NOAA, 1992.

<sup>10</sup> Ibid.

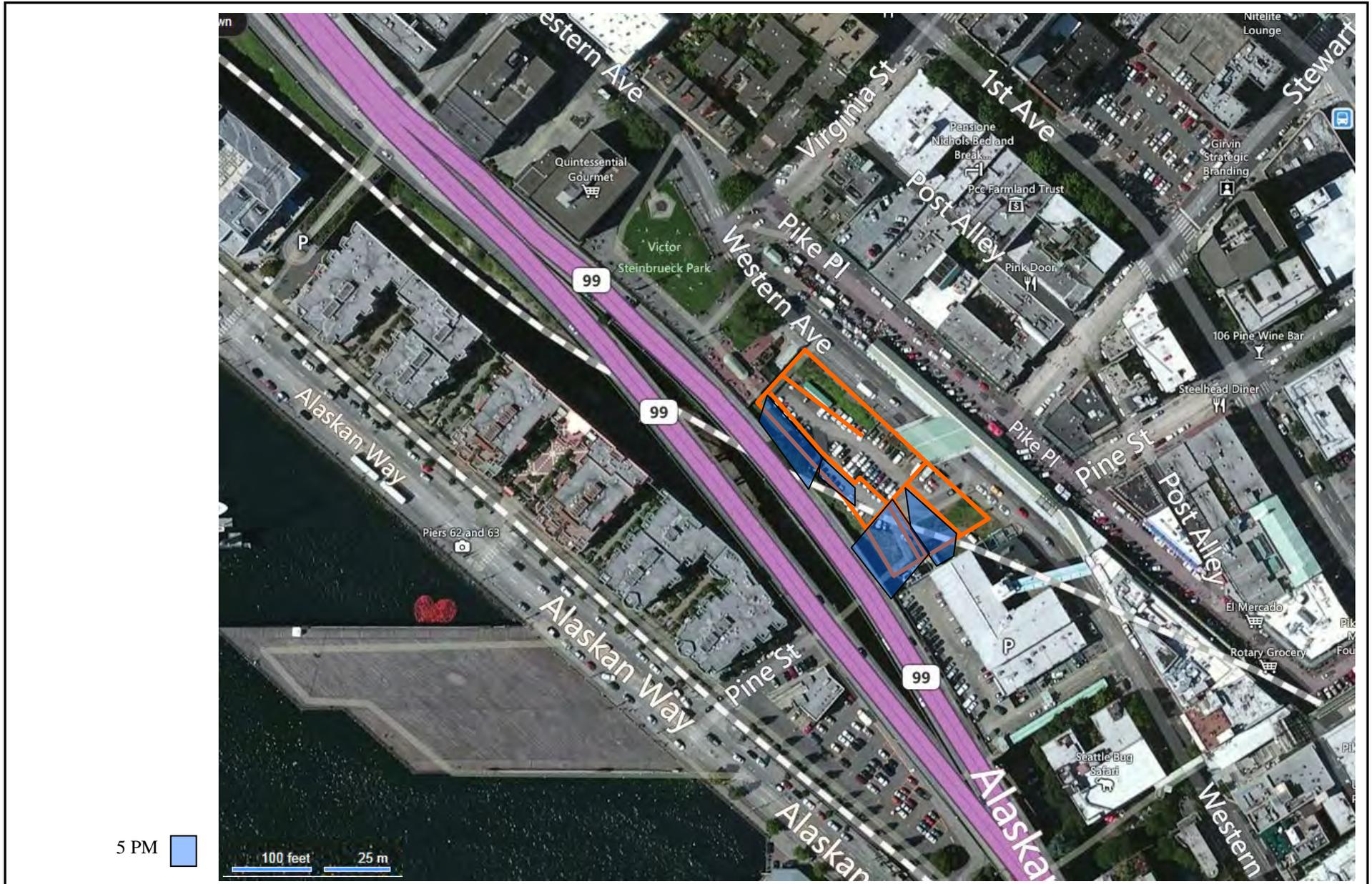
<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

# Pike Place Market Waterfront Entrance Environmental Checklist



# Pike Place Market Waterfront Entrance Environmental Checklist



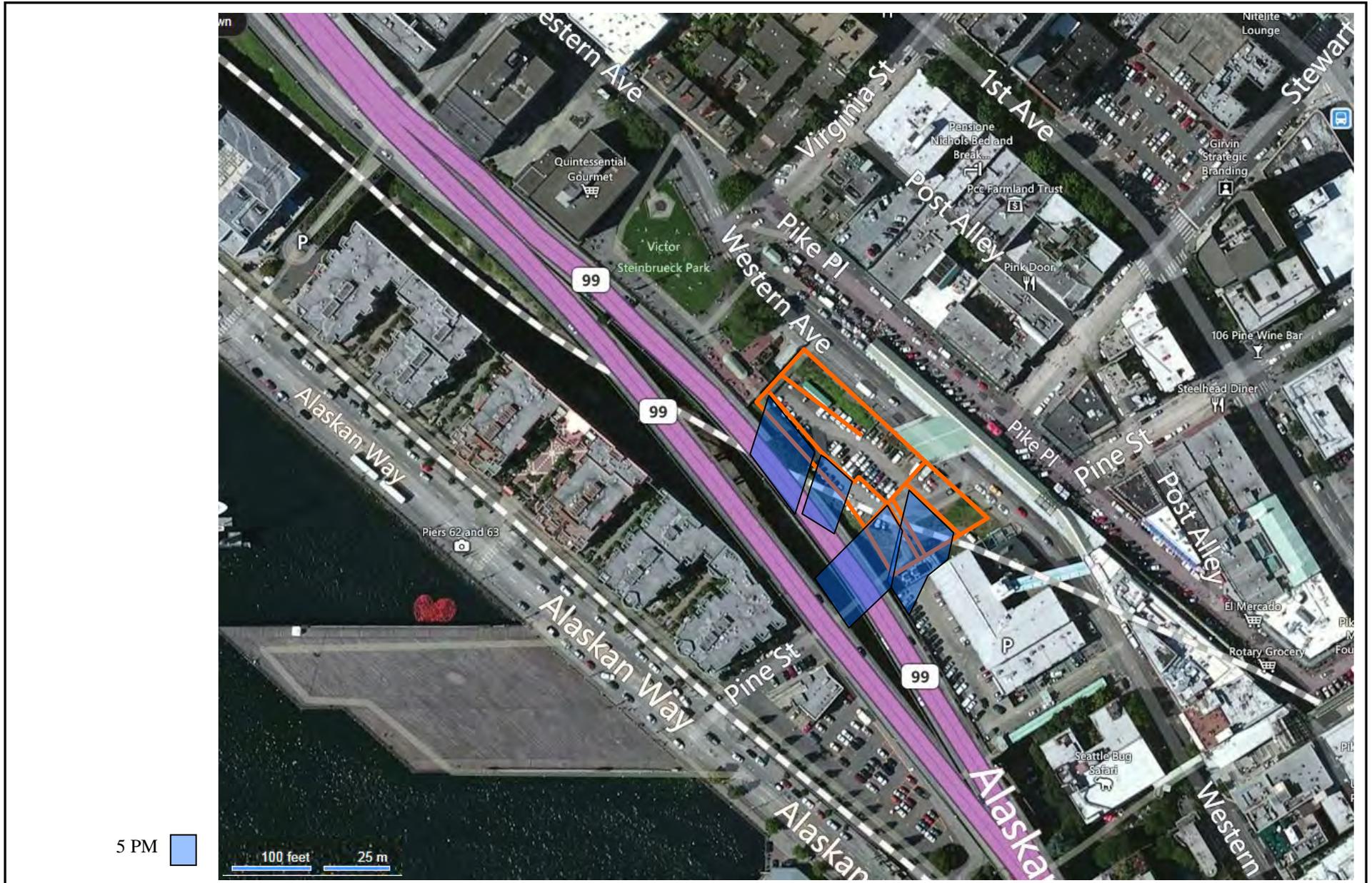
Source: EA, 2013



Figure 7

June 21st—Summer Solstice –Pacific Daylight Savings Time

# Pike Place Market Waterfront Entrance Environmental Checklist



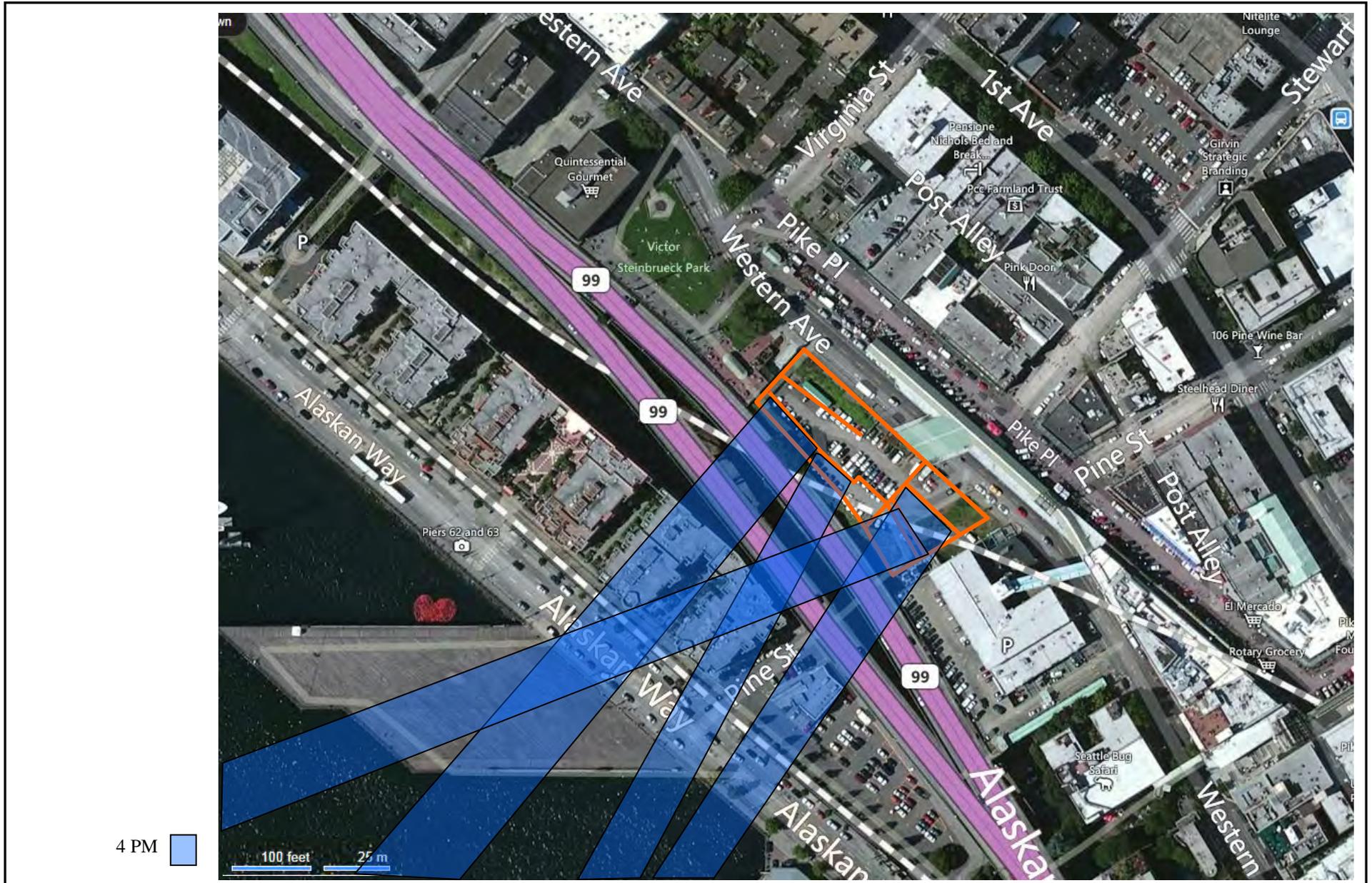
Source: EA, 2013



Figure 8

September 21st—Autumnal Equinox –Pacific Daylight Savings Time (PDST)

# Pike Place Market Waterfront Entrance Environmental Checklist



Source: EA, 2013



Figure 9

December 21st—Winter Solstice—Pacific Standard Time (PST)

- At **4 PM**, reflected solar glare would extend from portions of the west facade of the proposed building to the southwest toward SR-99. The glare extending to the southwest could potentially affect north-bound and south-bound motorists on SR-99 for three to four seconds in the vicinity of proposed project. While noticeable, this glare would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

### Potential Mitigation Measures

While northbound and southbound traffic on SR-99 could occasionally experience reflected solar glare from the west façade of the proposed building, while noticeable, such glare for the most part would be outside the cone-of-influence and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

In summary, no significant long term, reflected solar glare-related environmental impacts are anticipated for motorists on SR-99 as a result of the proposed *Pike Place Market Waterfront Entrance* project and no mitigation measures are necessary. The following measures, however, would help to reduce overall light and glare from the project as it relates to the neighborhood surrounding the site.

- As noted previously, while building façade materials are in the process of being finalized, the facades of the proposed building could include metal and glass window wall structure with glass spandrel panels. The City's Pike Place Market Historical Commission is currently reviewing project-related design elements. At this point in the process, the structure has been designed with façade modulation and would potentially include window shades, which is expected to lessen potential reflected solar glare-related impacts. Reflectivity of the glazing will be dictated by the nature of glass that is employed and the requirements set forth by the City's Energy Code and the LEED energy requirements. It is anticipated, however, that no excessively-reflective surfaces (i.e. mirrored glass, or polished metals) that go beyond what is required to meet energy-related code provisions are proposed anywhere on the exterior of the project buildings.
- The proposed street trees, as well as the use of building materials with relatively low-reflectivity at street level would minimize reflective glare-related impacts to pedestrians, motorists and nearby residents.
- Pedestrian-scale lighting would be provided consistent with code, function and safety requirements. Exterior lighting would include fixtures to direct the light downward and/or upward and away from off-site land uses.

### Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

# Sustainability Practices

**Form 2B**  
**Evergreen Checklist - Urban Project (NC)**

Please enter Sponsor Name and Project Name on Form 1A

**URBAN PROJECT**  
**New Construction**

**Design Element: Integrative Design**

#	Criteria	Requirement Type/Optional Points	Points
1.1	Green Development Plan	Mandatory	X
1.2	Universal Design	Optional	3
<b>Section 1 SUBTOTAL</b>			<b>3</b>

**Location & Neighborhood Fabric**

#	Criteria	Requirement Type/Optional Points	Points
2.1	Sensitive Site Protection	Mandatory	X
2.2	Connections to Existing Development & Infrastructure	Mandatory	X
2.3	Compact Development	Mandatory	X
2.4	Maximizing Density	Optional	0
2.5	Access to Services & Public Transportation	Mandatory <i>and optional 5</i>	5
2.6	Preservation of & Access to Open Space	Optional	2
2.7a	Walkable Neighborhoods- Sidewalks & Pathways	Mandatory	X
2.7b	Walkable Neighborhoods- Sidewalks & Pathways	Optional - <i>Tribal projects only</i>	0
2.8	Smart Site Location: Passive Design	Optional	0
2.9	Brownfield or Adaptive Reuse Site	Optional	0
2.10	Access to Fresh, Local Foods	Optional	3
<b>Section 2 SUBTOTAL</b>			<b>10</b>

**Site Improvements**

#	Criteria	Requirement Type/Optional Points	Points
3.1	Environmental Remediation	Mandatory	X
3.2	Erosion & Sedimentation Control	Mandatory	X
3.3a	Landscaping	Mandatory if providing Landscaping	X
3.3b	Landscaping	Optional	5
3.3c	Landscaping-Significant Trees	Optional	0
3.4	Efficient Irrigation	Mandatory if irrigation is utilized	X
3.5	Surface Water Management	Optional	0
3.6	Storm Drain Labels	Mandatory	X
<b>Section 3 SUBTOTAL</b>			<b>5</b>

**Water Conservation**

#	Criteria	Requirement Type/Optional Points	Points
4.1	Water-Conserving Fixtures	Mandatory	X
4.2	Advanced Water-Conserving Fixtures	Optional	5
4.3	Water Reuse	Optional	0
<b>Section 4 SUBTOTAL</b>			<b>5</b>

**Energy Efficiency**

#	Criteria	Requirement Type/Optional Points	Points
5.1a	Building Performance Standard - New Construction	Mandatory	X
5.2a	Additional Reduction in Energy Use - New Construction (PLEASE SEE NOTE)	Optional	5
5.3	Sizing of Heating & Cooling Equipment	Mandatory	X
5.4	EnergyStar Appliances	Mandatory if providing appliances	X
5.5	Central Laundry	Optional	3
5.6	Efficient Lighting	Mandatory	X
5.7a	Electricity Meter	Mandatory	X
5.8a	Renewable Energy	Optional	0
5.8b	Photovoltaic/Solar Hot Water Ready	Optional	0
5.8c	Solar Water Heating	Optional	0
5.9	Domestic Water Heating	Mandatory	X
5.10	Domestic Water Heating	Optional	0
<b>Section 5 SUBTOTAL</b>			<b>8</b>

**Form 2B  
Evergreen Checklist - Urban Project (NC)**

**Materials Beneficial to the Environment**

#	Criteria	Requirement Type/Optional Points	Points
6.1	Low/No VOC Paints & Primers	Mandatory	X
6.2	Low/No VOC Adhesives & Sealants	Mandatory	X
6.3	Construction Waste Management	Optional	5
6.4	Environmentally Preferable Materials	Optional	5
6.5	Water-Permeable Walkways	Optional	0
6.6	Water-Permeable Parking Areas	Optional	0
6.7a	Reduced Heat-Island Effect: Roofing	Optional	5
6.7b	Reduced Heat-Island Effect: Paving	Optional	5
6.8	Socially Sustainable Products	Optional	0
<b>Section 6 SUBTOTAL</b>			<b>20</b>

**Healthy Living Environment**

#	Criteria	Requirement Type/Optional Points	Points
7.1	Composite Wood Products that Contain No Added Urea Formaldehyde	Mandatory	X
7.2a	Healthy Flooring Materials	Mandatory if providing floor coverings	X
7.2b	Healthy Flooring Materials	Optional	4
7.3a	Exhaust Fans-Bathroom	Mandatory	X
7.4a	Exhaust Fans-Kitchen	Mandatory	X
7.5	Ventilation	Mandatory	X
7.6	Clothes Dryer Exhaust	Mandatory	X
7.7	Combustion Equipment	Mandatory	X
7.8	Cold Water & Hot Water Pipe Insulation	Mandatory	X
7.9a	Mold Prevention: Water Heaters, Condensing Boilers, Furnaces & Air Conditioning	Mandatory	X
7.9b	Mold Prevention: Surfaces	Mandatory	X
7.9c	Mold Prevention: Tub & Shower Enclosures	Mandatory	X
7.10	Vapor Barrier Strategies	Mandatory	X
7.11	Radon Mitigation	Mandatory	X
7.12	Water Drainage	Mandatory	X
7.13	Enhanced Building Envelope Design	Optional	2
7.14	Garage Isolation	Mandatory	X
7.15	Integrated Pest Management	Mandatory	X
7.16	Lead-Safe Work Practices	Mandatory	X
7.17	Smoke-Free Bulding	Optional	7
<b>Section 7 SUBTOTAL</b>			<b>13</b>

**Operations & Maintenance**

#	Criteria	Requirement Type/Optional Points	Points
8.1	Building Maintenance Manual	Mandatory	X
8.2	Resident Manual	Mandatory	X
8.3	Resident & Property Manager Orientation	Mandatory	X
8.4	Project Data Collection	Optional	0
8.5	Educational Signage	Optional	0
<b>Section 8 SUBTOTAL</b>			<b>0</b>

Thresholds

In order to ensure that your project will pass the threshold for the Evergreen Sustainable Development Standard, we advise building in a "cushion" of 5-10 points above what is required.

**New Construction** projects must achieve 50 points  
**Rehab - Moderate** and **Rehab - Substantial** projects must achieve 40 points

Section 1	3
Section 2	10
Section 3	5
Section 4	5
Section 5	8
Section 6	20
Section 7	13
Section 8	0
<b>Overall Checklist Total</b>	<b>64</b>



# LEED 2009 for Core and Shell Development

## Project Checklist

Project Name

Date

### 22 4 2 Sustainable Sites Possible Points: 28

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
	1		Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
2			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	2
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or Restore Habitat	1
	1		Credit 5.2	Site Development—Maximize Open Space	1
		1	Credit 6.1	Stormwater Design—Quantity Control	1
		1	Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
	1		Credit 8	Light Pollution Reduction	1
1			Credit 9	Tenant Design and Construction Guidelines	1

### 4 4 Water Efficiency Possible Points: 10

Y	?	N			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2		2	Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4

### 18 9 4 Energy and Atmosphere Possible Points: 37

Y	?	N			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
10	5		Credit 1	Optimize Energy Performance	3 to 21
		4	Credit 2	On-Site Renewable Energy	4
2			Credit 3	Enhanced Commissioning	2
	2		Credit 4	Enhanced Refrigerant Management	2
3			Credit 5.1	Measurement and Verification—Base Building	3
3			Credit 5.2	Measurement and Verification—Tenant Submetering	3
	2		Credit 6	Green Power	2

### 6 1 2 Materials and Resources Possible Points: 13

Y	?	N			
Y			Prereq 1	Storage and Collection of Recyclables	
		1	Credit 1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 5
2			Credit 2	Construction Waste Management	1 to 2
		1	Credit 3	Materials Reuse	1
2			Credit 4	Recycled Content	1 to 2
2			Credit 5	Regional Materials	1 to 2
	1		Credit 6	Certified Wood	1

### 9 3 Indoor Environmental Quality Possible Points: 12

Y	?	N			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3	Construction IAQ Management Plan—During Construction	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
		1	Credit 5	Indoor Chemical and Pollutant Source Control	1
		1	Credit 6	Controllability of Systems—Thermal Comfort	1
		1	Credit 7	Thermal Comfort—Design	1
1			Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

### 6 Innovation and Design Process Possible Points: 6

Y	?	N			
1			Credit 1.1	Innovation in Design: Green Housekeeping	1
1			Credit 1.2	Innovation in Design: Building Exterior and Hardscape Management	1
1			Credit 1.3	Innovation in Design: Integrated Pest Management, Erosion Control	1
1			Credit 1.4	Innovation in Design: Reduced Mercury - EBOM MRC4	1
1			Credit 1.5	Innovation in Design: Recycled or Regional Material Exp Perf	1
1			Credit 2	LEED Accredited Professional	1

### 2 2 Regional Priority Credits Possible Points: 4

Y	?	N			
		1	Credit 1.1	Regional Priority: EAc1 - 48% savings	1
		1	Credit 1.2	Regional Priority: EAc2	1
1			Credit 1.3	Regional Priority: SSc4.4	1
1			Credit 1.4	Regional Priority: SS4.2	1

### 67 14 17 Total Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

# **Pike Place Market Design Commission Materials**



## APPROVED MINUTES OF THE MEETING

**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Tom Nelson**, Chair

**Osama Quotah**, Vice Chair

**Bernie Alonzo**

**Brodie Bain**

**Megan Groth**

**Laurel Kunkler**

**Shannon Loew**

**Martin Regge**

**Ellen Sollod**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Coordinator

**Nicolas Welch**  
Planner

**Joan Nieman**  
Administrative Staff

**Department of Planning  
and Development**  
700 5th Avenue, Suite 2000  
PO Box 34019  
Seattle, WA 98124-4019

**TEL** 206-615-1349  
**FAX** 206-233-7883  
seattle.gov/dpd

**January 23, 2014**

Convened 8:30 am

Adjourned 4:45 pm

### Projects Reviewed

SR 520 – West Approach Bridge North

Waterfront – Main Corridor North of Union St

Pike Place Market – PC-1 site

### Commissioners Present

Tom Nelson, Chair

Osama Quotah, Vice Chair

Bernie Alonzo

Megan Groth

Laurel Kunkler

Shannon Loew

Martin Regge

Ellen Sollod

Ross Tilghman

### Commissioners Excused

Brodie Bain

### Staff Present

Michael Jenkins

Valerie Kinast

Nicolas Welch

Joan Nieman



---

**January 23, 2014**  
**3:20 – 4:45 pm**

**Project:** Pike Place Market – PC-1 Site  
**Phase:** Concept Design  
**Previous reviews:** none

**Presenters:** Ben Franz-Knight Pike Place Market PDA  
David Miller Miller Hull  
Tatiana Choulika James Corner Field Operations

**Attendees:** Andrew Barash CH2M Hill  
Ethan Bernau Shiels Oblatz Johnsen  
Kathryn Cox-Czosnyka CH2M Hill  
Marshall Foster DPD  
David Graves Parks and Recreation  
Catharine Killien Miller Hull  
Justine Kim Shiels Oblatz Johnsen  
Kate Martin Park My Viaduct  
Steve Pearce SDOT  
Nathan Torgelson FAS

---

### **Recusals and Disclosures**

There were no recusals or disclosures.

### **Purpose of Review**

The purpose of this meeting was to review the 30% design of the PC-1 North site at the Pike Place Market. Though this project is also in the purview of the historic board, the Commission is involved because it is one of several partner projects of the overall Waterfront plan. The Design Commission, along with the Planning Commission, provided input on the overall Waterfront concept design completed in the summer of 2012 and continues to provide guidance for its implementation.

### **Summary of Proposal**

The PC-1 site is situated west and below the current Pike Place Market stalls, just south of Victor Steinbrueck Park. The proposed design transforms what is currently a surface parking lot into a mix of open space, housing, and parking, retail space that both evokes the aesthetic of the existing Pike Place Market and serves as the seam between an expanded Market and the Overlook Walk project that connects to the waterfront. The program includes 40 low-income housing units (7 of them live/work), 16,000 sf of retail space, and 36,000 sf of open space. The project will be phased such that its 300 parking spaces mitigate that which will be lost due to the Viaduct removal.

### **Summary of Presentation**

Ben Franz-Knight introduced project, its origins in the 1974 urban renewal plan, and the successful collaboration involved. The project schedule starts within the next year. David Miller reviewed the history of the site, the construction of the Burlington Northern Santa Fe (BNSF) railroad tunnel in 1903 and the constraints that presents to construction, the Municipal Market Building Fire of 1974 that orphaned the existing Desimone Bridge, and zoning at the site. The proposed massing is the result of

stakeholder input and the views and circulation requirements that the project must preserve and create, respectively. Tatiana Choulika of the Waterfront Seattle design team provided context information in the form of latest ideas for the Overlook Walk. David Miller gave the presentation dated January 23, 2014, and available on the [Design Commission website](#).

### **Summary of Discussion**

Overall, the Commission was very excited to see the design evoke the character and experience of the Market. They praised the thoughtfulness that had gone into developing a project that preserves existing views at and above the Market and allows visitors to wander and “get lost” while connecting to the broader waterfront plan. The Commissioners were pleased to see that there will be a direct and unobstructed connection to Victor Steinbrueck Park. They encouraged the design team to consider how this extension of the Pike Place Market operates at night given that there is housing programmed as well. There was interest in the treatment of the broad façades of the garage.

### **Agency and Public Comments**

David Graves, Seattle Parks and Recreation, explained that there are Parks Levy dollars available to make improvements to Victor Steinbrueck Park. The project is currently on hold, but now that PC-1 is moving forward, the planning process will start. Parks is excited about the potential new visitors that connecting to the PC-1 project will bring to the park.

Marshall Foster, DPD, seconded David’s enthusiasm for the potentials this project brings to the area. He said the collaboration with DPD around public realm elements had been great, and applauded the great visual connection through the built form. The views and diagonal breezeway through site was a priority and lot of work on integration with overlook walk. The connection is open, public, and generous.

Kate Martin, Park My Viaduct, expressed the wish to preserve the upper deck of the Viaduct and harmonize with the PC-1 project. She suggested that the canopy would blend in more if made of wood.

### **Action**

The Design Commission thanked the Pike Place Market Preservation and Development Authority and their consultants for the presentation of the PC-1 development plans. This was a limited scope review to provide recommendations, per Ordinance 124122, on the design in relation to the broader Waterfront Seattle project.

The Commission appreciated the overall approach of designing the project to identify as part of the market and not as a Waterfront project. They found the design connected well within the complex context of the planning underway in the area. With its porosity, they believed the design would facilitate connectivity between the Market and the waterfront, and provide for views. The variety of open spaces the design would add in the area was valued. Given the project’s volumes and materiality, the Commissioners believed it would provide a strong piece of Market architecture at the eastern edge of the Overlook Walk.

Design Commission approved the concept design of the PC-1 Project unanimously with a **vote of 9 to 0**. The following recommendations were provided to guide further development of the project:

1. The Design Commission believes the function of the project in the overall Waterfront design concept would be strongest if the public spaces could be kept open at all hours. If

access must be controlled, the Commission suggests avoiding the use of physical barriers as much as possible.

2. As the design evolves, define and strengthen a clear approach to wayfinding. Will signage lead the visitor through a logical path, or will there be a less defined journey of discovery, like in the Market?
3. As the transition to Victor Steinbrueck Park is further developed, work with stakeholders and the Waterfront Seattle team to provide an intentional approach to the change in materials at this physical juncture.
4. Provide additional consideration to opportunity zones, especially at the stairs along the garage façade. Along with the Waterfront designers, design these areas to capitalize on the unique characteristics of these places.
5. As the design of the open space develops, consider how the hierarchy of spaces can be strengthened.
6. Give special attention to the walls along the garage, providing a solution worthy of this location along one of the primary east–west connections between the waterfront and the central business district.

# Pike Place Market Waterfront Entrance

## Project History & Overview – Design Commission

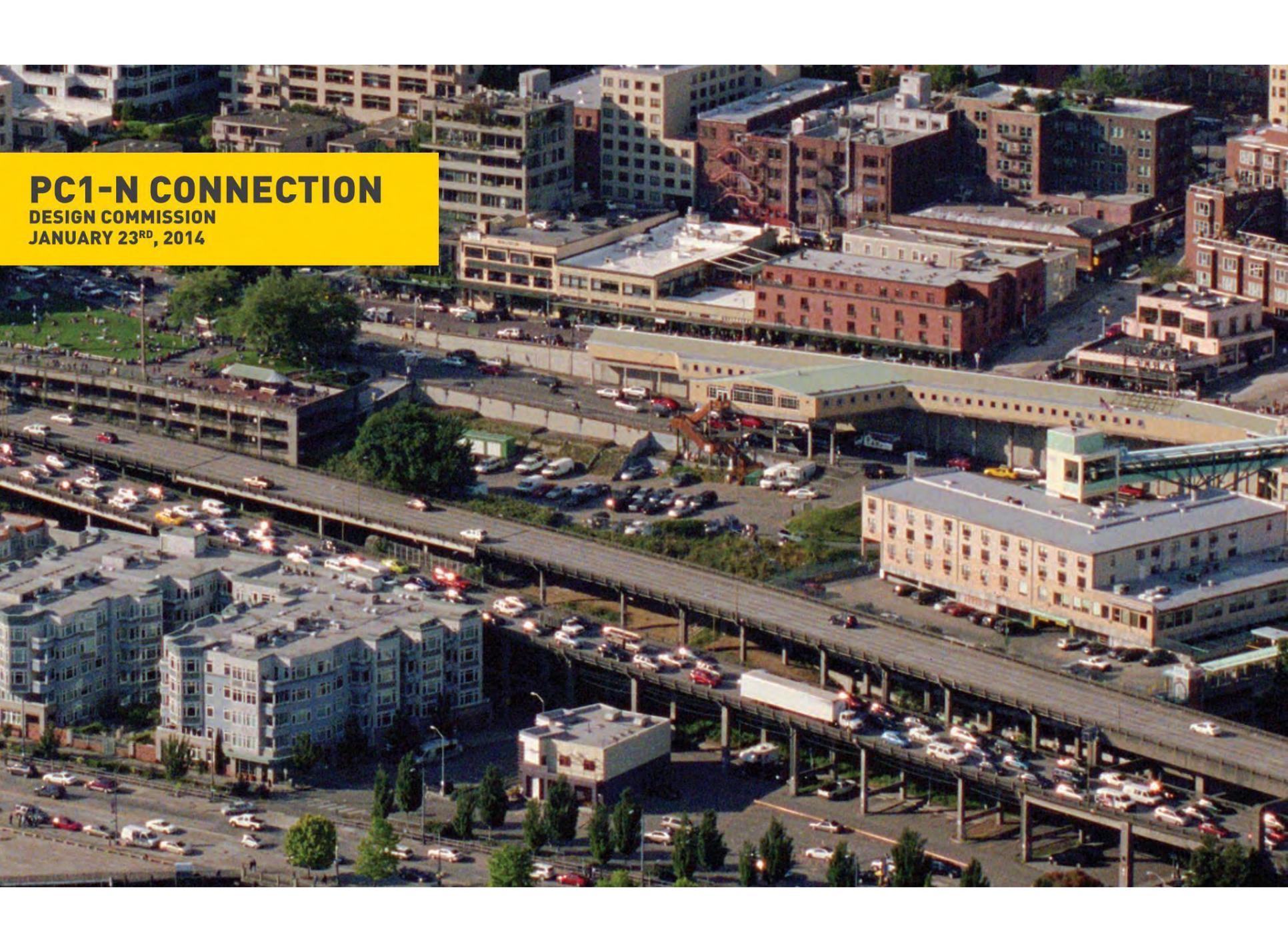
January 23, 2014



ARUP



# THE BIG PICTURE

An aerial photograph of a city street scene. A multi-level highway interchange with several lanes of traffic is the central focus. The highway is supported by concrete pillars. To the left of the highway, there are several multi-story residential buildings with balconies. To the right, there are more commercial buildings, including a large, light-colored building with a flat roof. In the background, more city buildings and a green field are visible. The sky is clear and blue.

**PC1-N CONNECTION**  
DESIGN COMMISSION  
JANUARY 23<sup>RD</sup>, 2014

**PC1-N CONNECTION  
EXISTING CONDITIONS**

**VICTOR STEINBRUECK PARK**

**PIKE PLACE**

**WESTERN AVE.**

**DESIMONE BRIDGE**

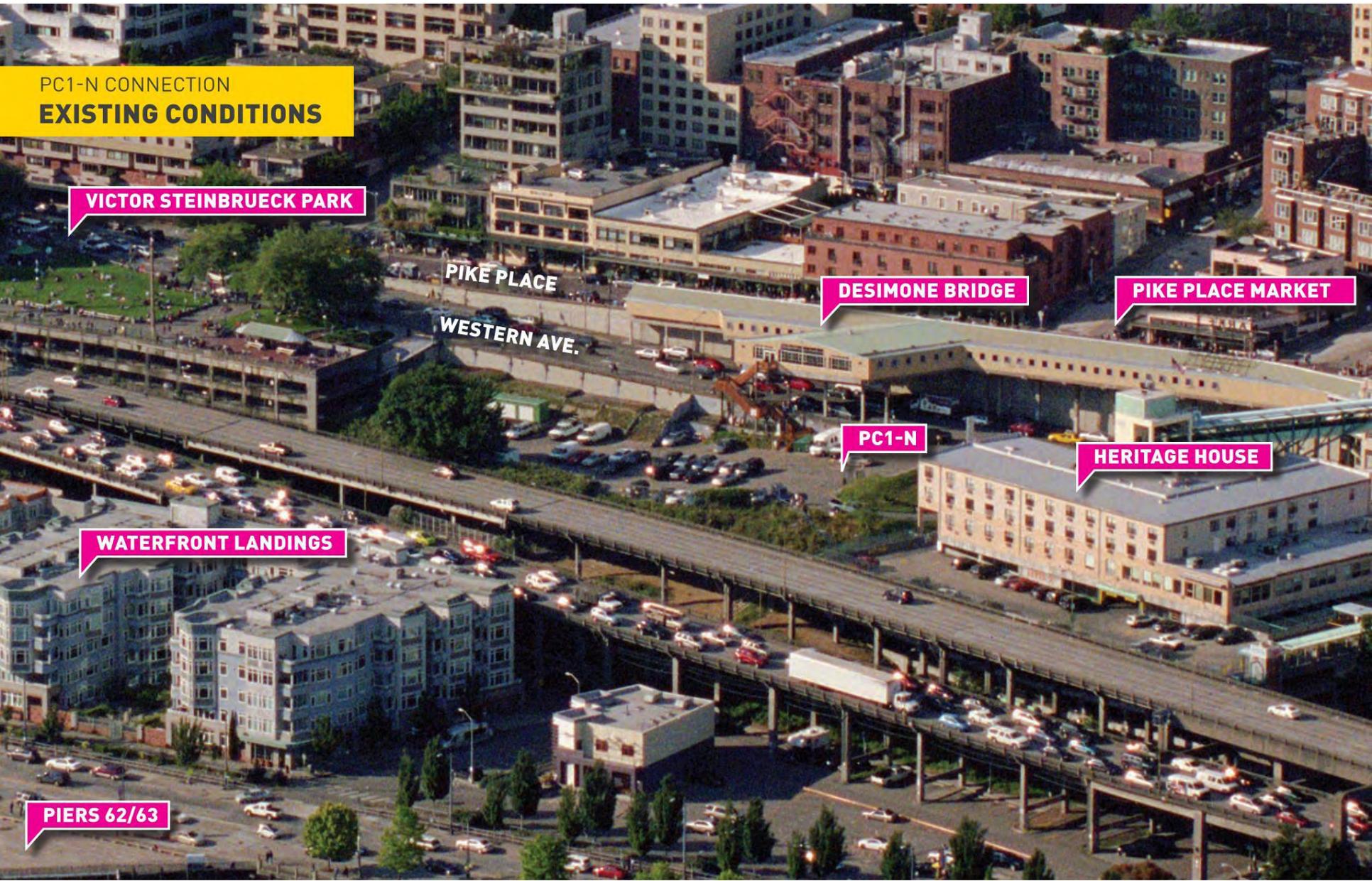
**PIKE PLACE MARKET**

**PC1-N**

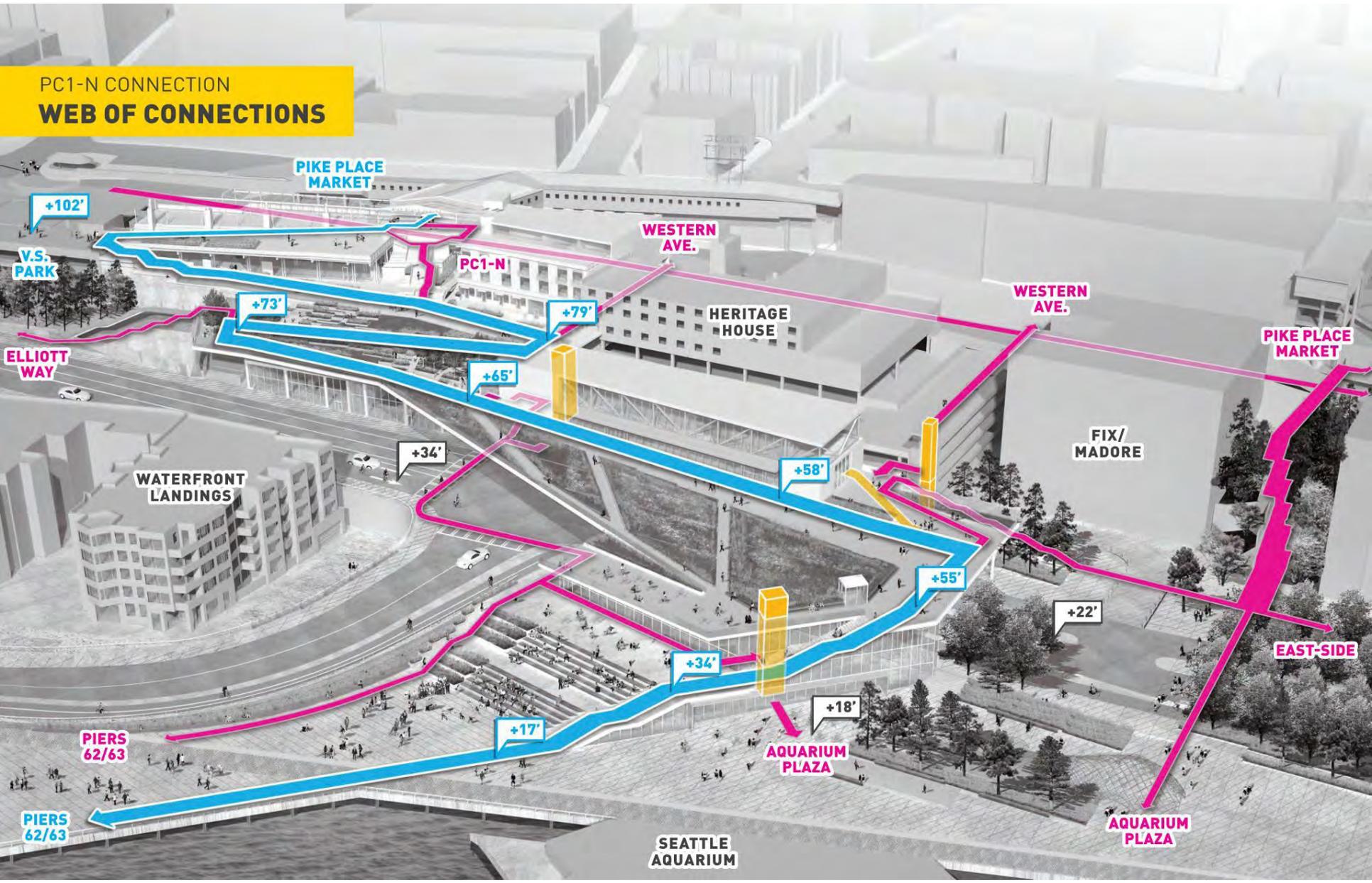
**HERITAGE HOUSE**

**WATERFRONT LANDINGS**

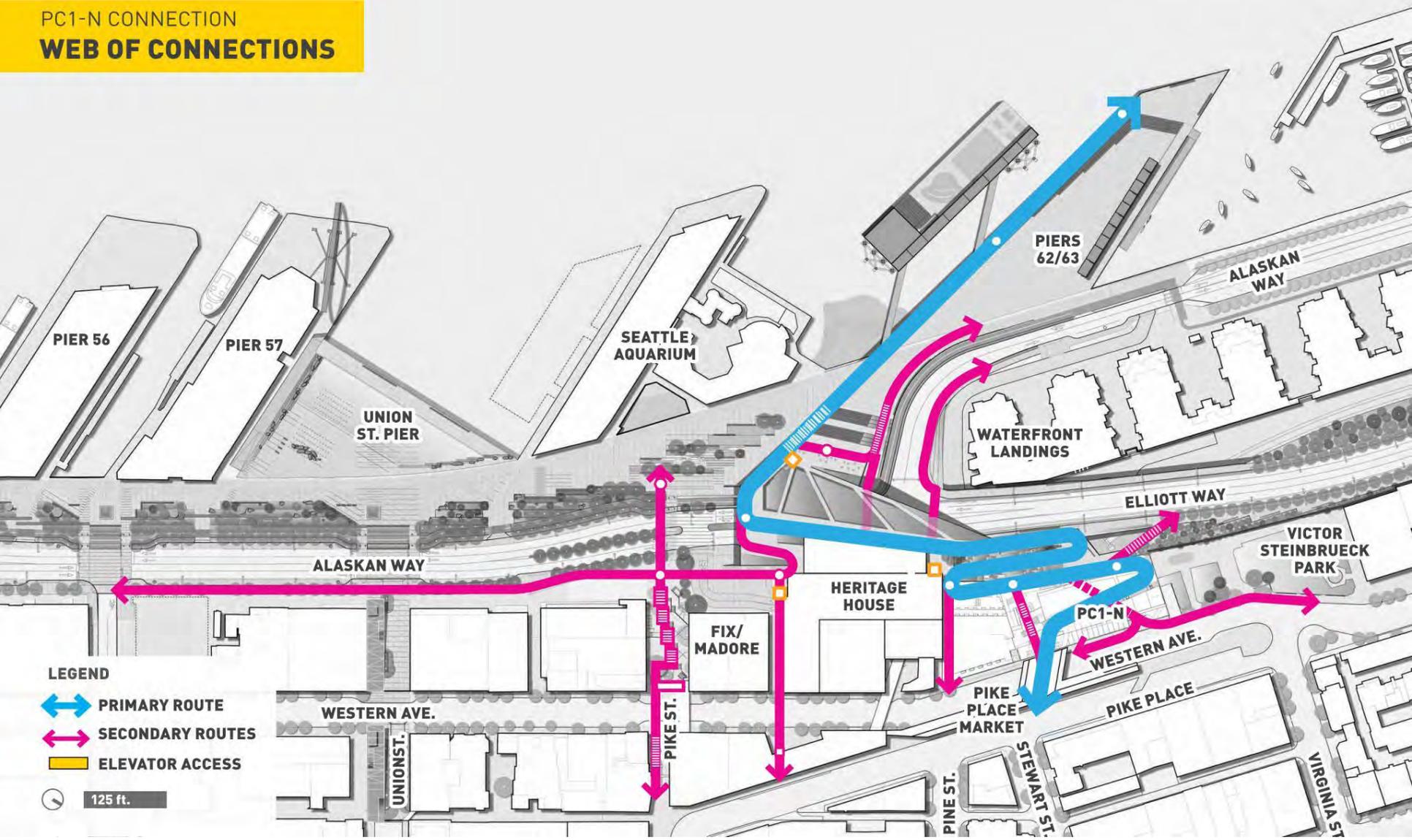
**PIERS 62/63**



**PC1-N CONNECTION**  
**WEB OF CONNECTIONS**



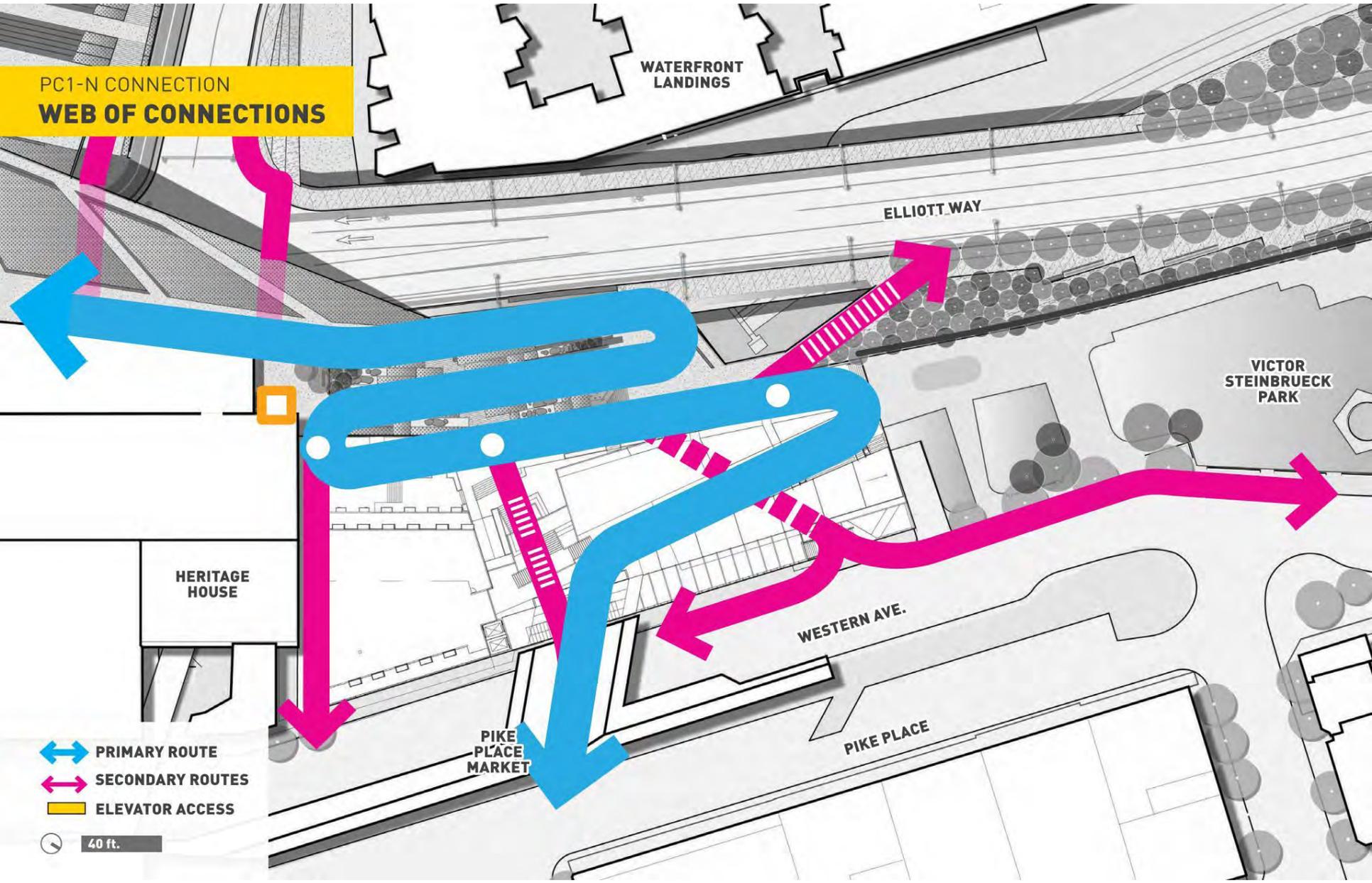
PC1-N CONNECTION  
**WEB OF CONNECTIONS**



- LEGEND**
- PRIMARY ROUTE
  - SECONDARY ROUTES
  - ELEVATOR ACCESS

125 ft.

PC1-N CONNECTION  
**WEB OF CONNECTIONS**



WATERFRONT  
LANDINGS

ELLIOTT WAY

VICTOR  
STEINBRUECK  
PARK

HERITAGE  
HOUSE

WESTERN AVE.

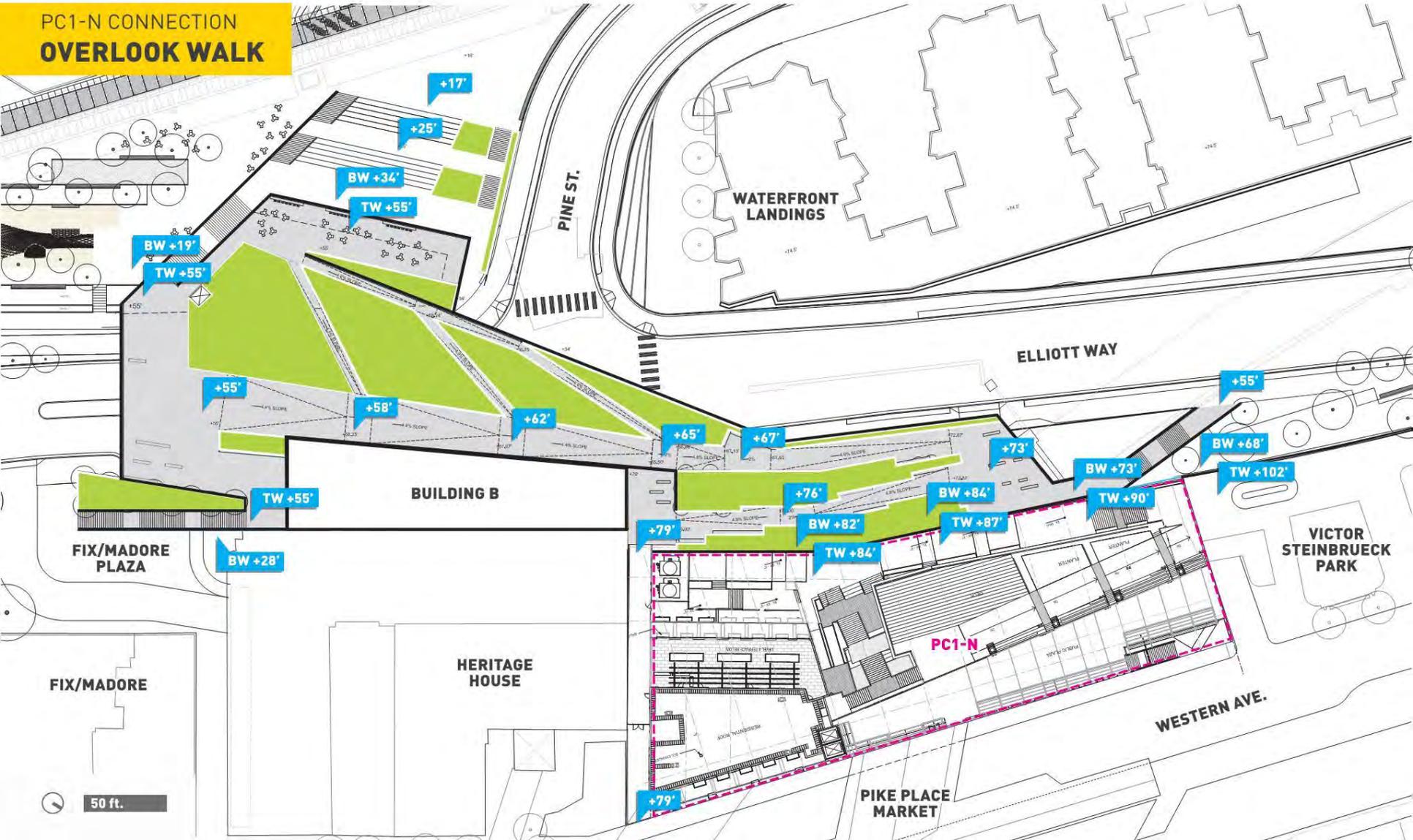
PIKE  
PLACE  
MARKET

PIKE PLACE

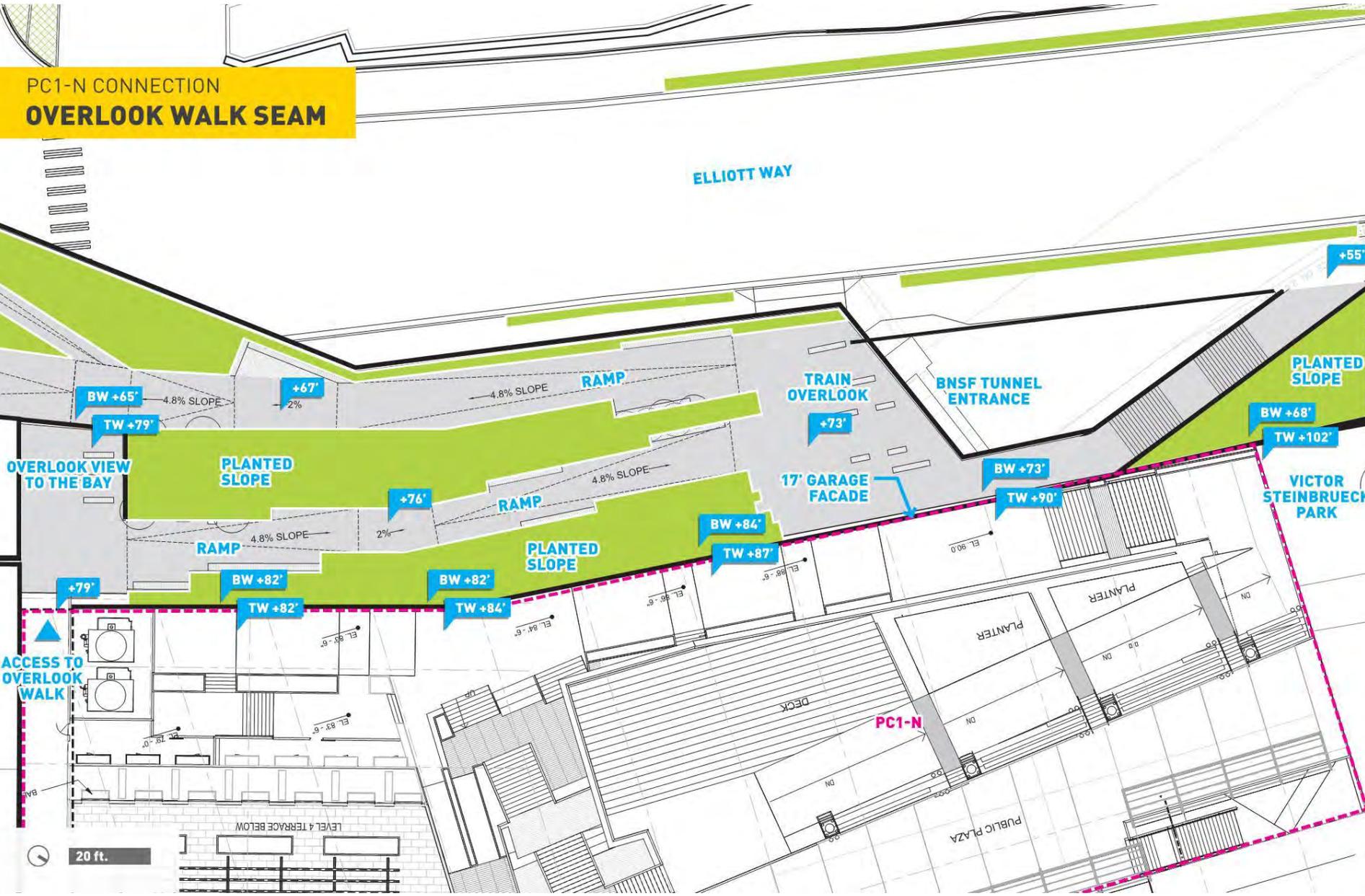
- PRIMARY ROUTE
- SECONDARY ROUTES
- ELEVATOR ACCESS

40 ft.

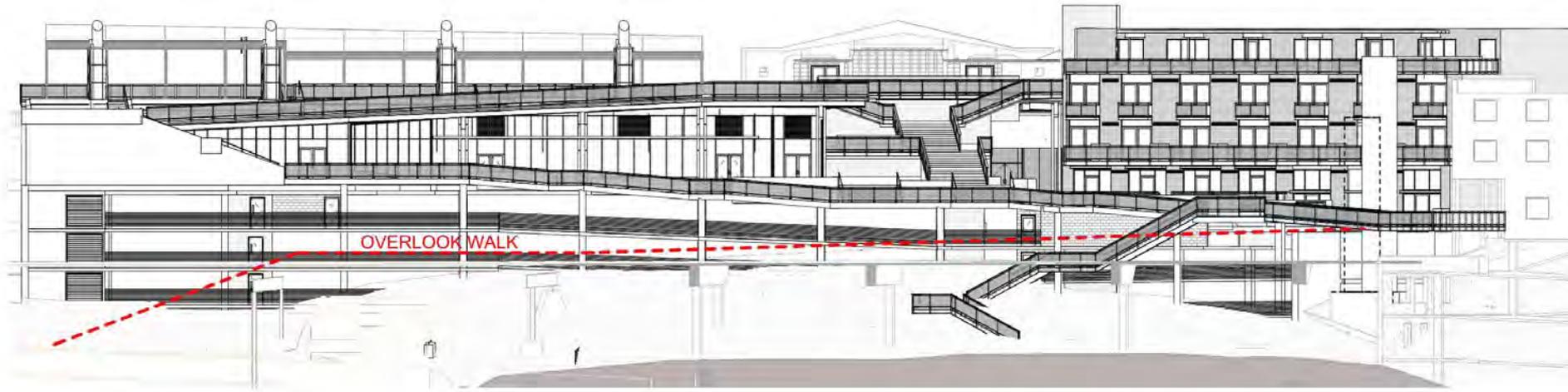
**PC1-N CONNECTION  
OVERLOOK WALK**



PC1-N CONNECTION  
**OVERLOOK WALK SEAM**

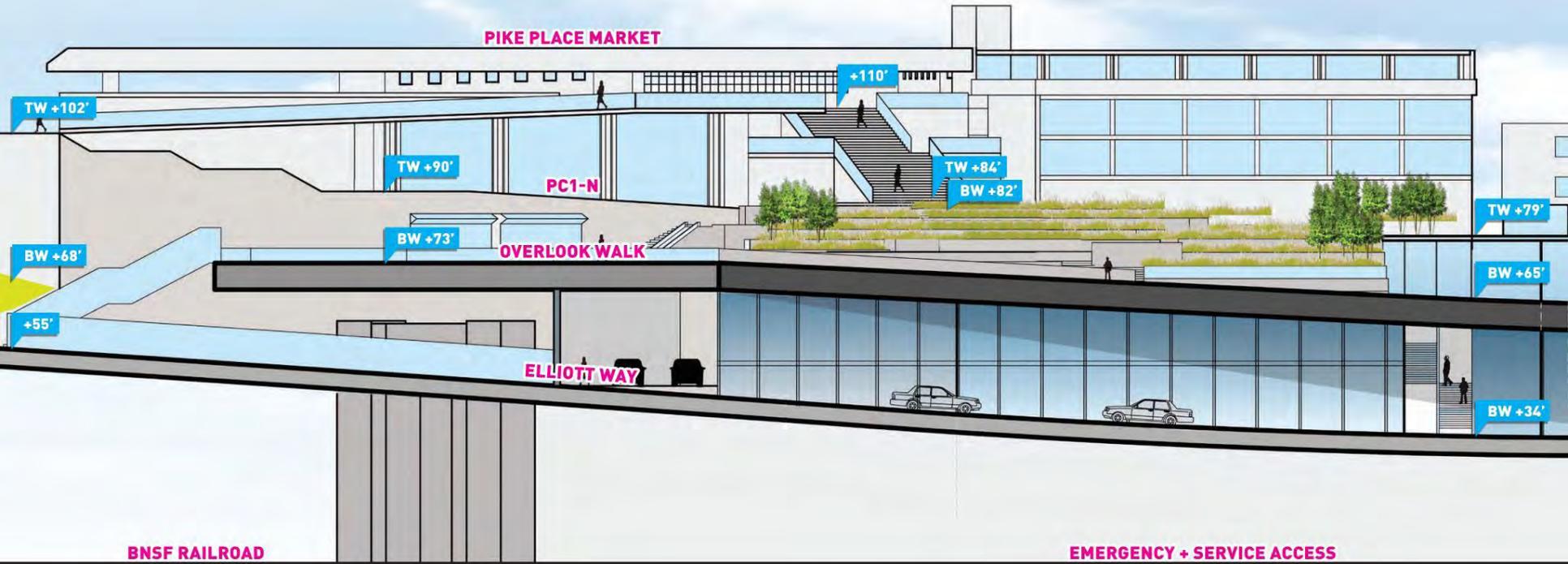


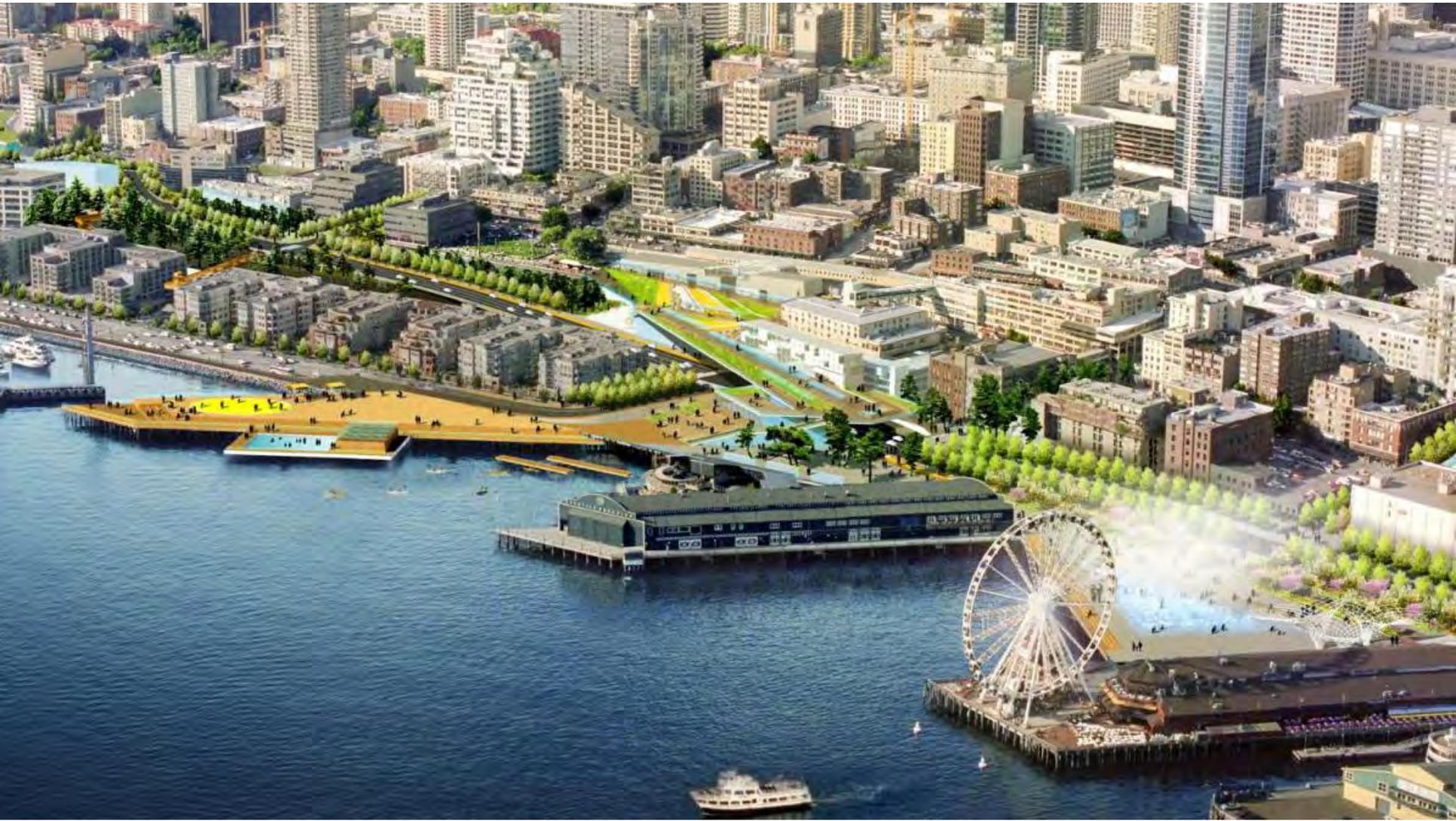
20 ft.



OVERLOOK WALK

PC1-N CONNECTION  
**OVERLOOK WALK SEAM**





OVERLOOK FOLD  
**JANUARY 2012**



# OVERLOOK WALK + PC1N



**SITE**

**HISTORY &  
CONSTRAINTS**



present day – PC-1 N site



1961 – Market Municipal Building



1961 – Market Municipal Building and Joe Desimone Bridge



1964 – Market Municipal Parking Garage



1964 – Market Municipal 'Parking Garage'



1974 – Fire in Municipal Market Building



1974 – Demolition of the Municipal Market Building



1974 – Cleared and Graded site

**BNSF**

**TUNNEL**

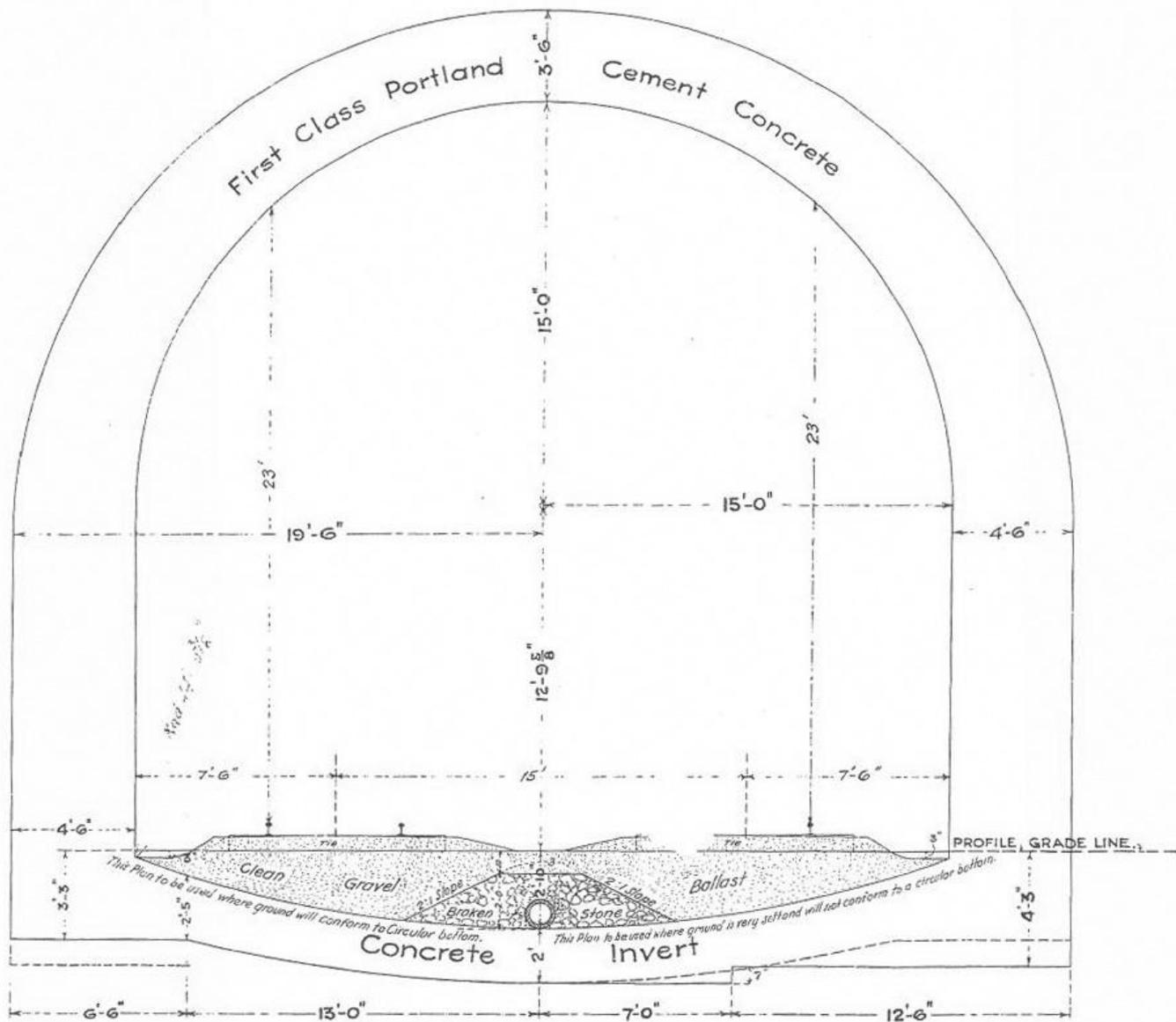


3458

1903—Tunnel Construction North Portal (UW)



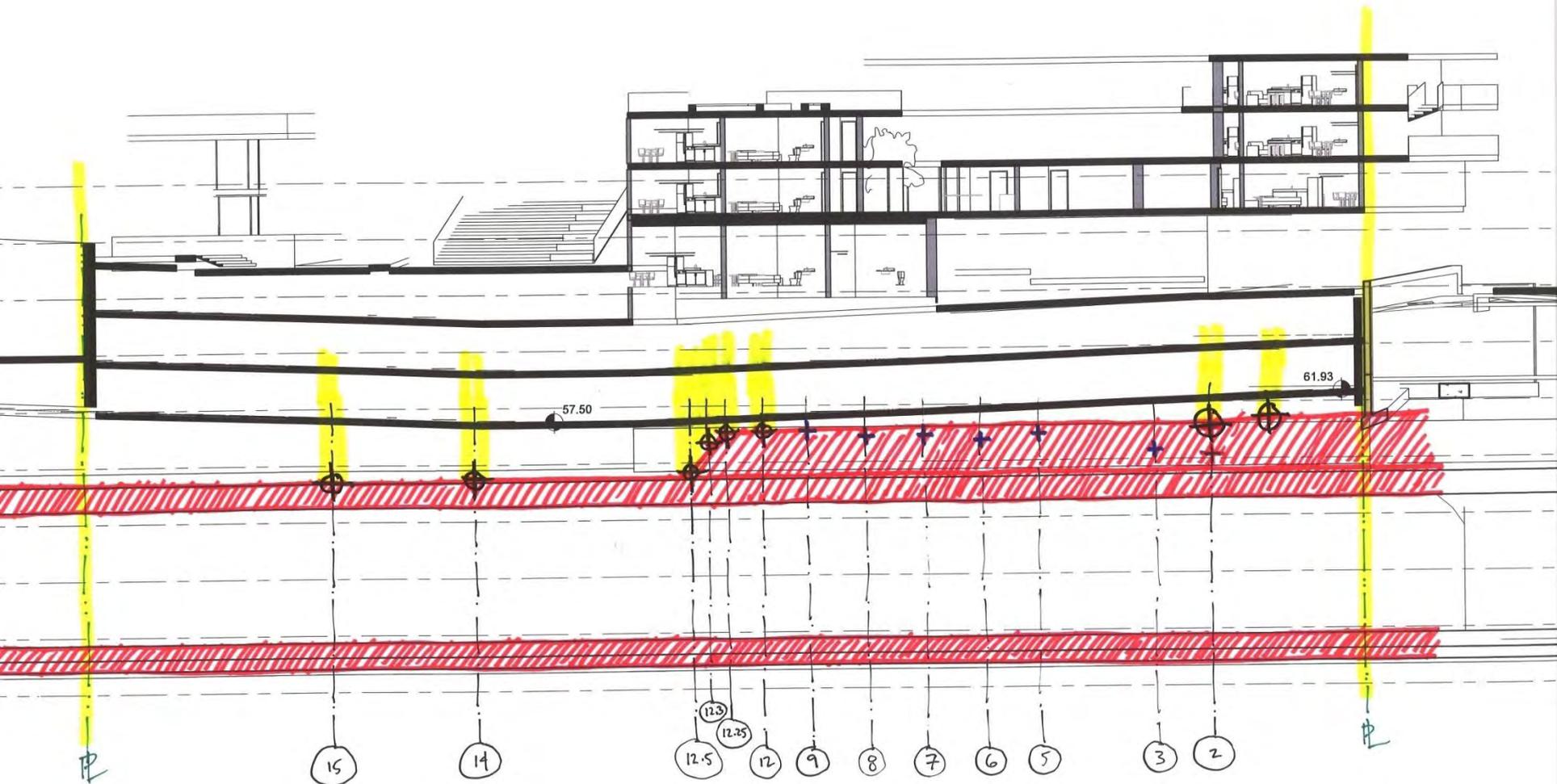
1904(est) – Tunnel Construction (UW)



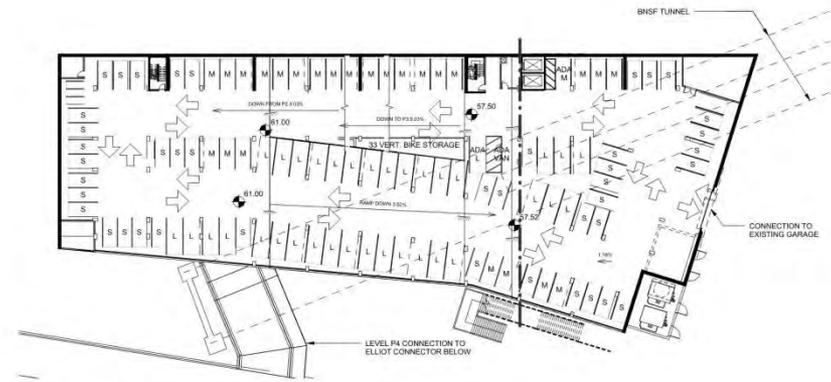
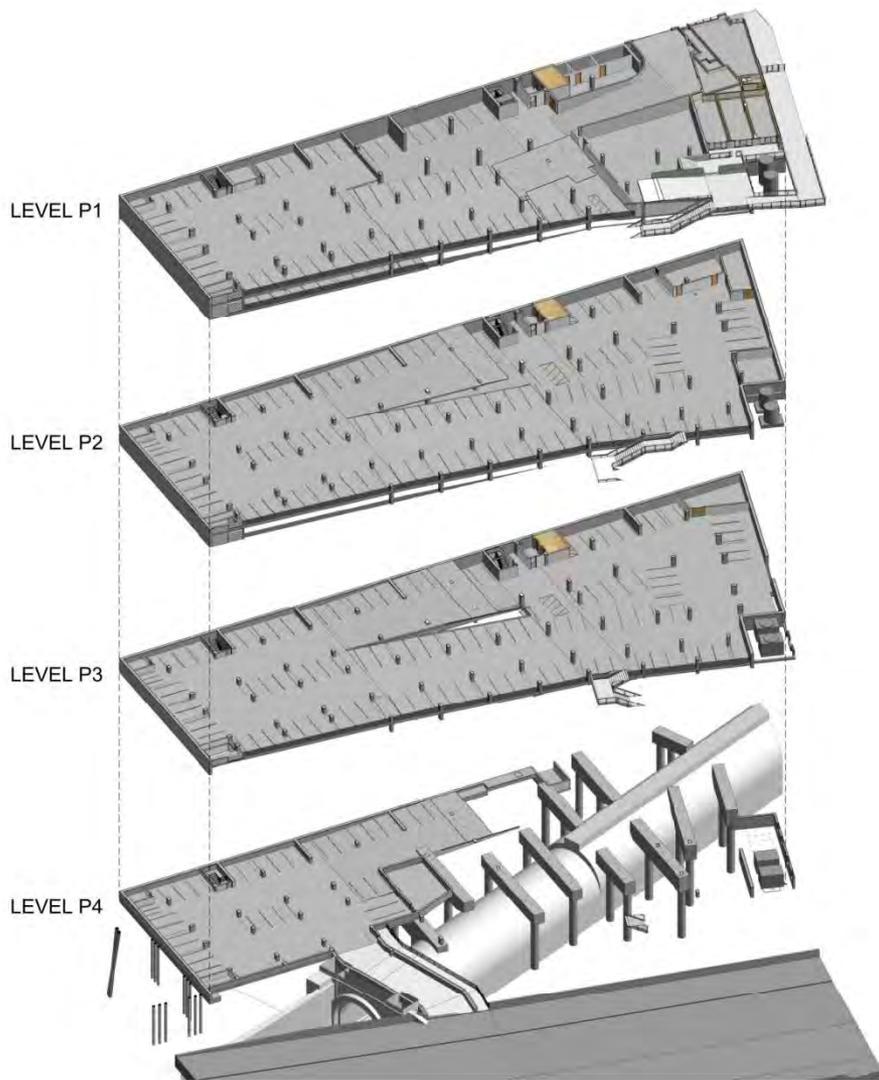
G.N.Ry.  
 SEATTLE TUNNEL SECTION  
 Showing Concrete Lining and Invert.

Scale 1" = 4'

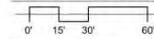
Mar. 26, 1904.



SECTION C CENTERLINE OF TUNNEL



**TYPICAL PARKING LEVEL**



Parking Space Dimensions

- L - "Large vehicle" 8'-6" x 19'-0"
- M - "Medium vehicle" 8'-0" x 16'-0"
- S - "Small vehicle" 7'-4" x 13'-0"
- ADA Required Stalls 8 total 1 being a ADA Van stall
- ADA - 8'-0" x 19'-0" with 5'-0" wide adjacent access aisle.
- ADA VAN - 8'-0" x 19'-0" with 8'-0" wide adjacent access aisle. Allow 114" height clearance

Vertical bike storage for 66 bikes is provided on levels P1 and P2

PARKING SPACES PER LEVEL (ALL)	
LEVEL	COUNT
P1	64
P2	109
P3	113
P4	31
Grand total including Motorcycle	317

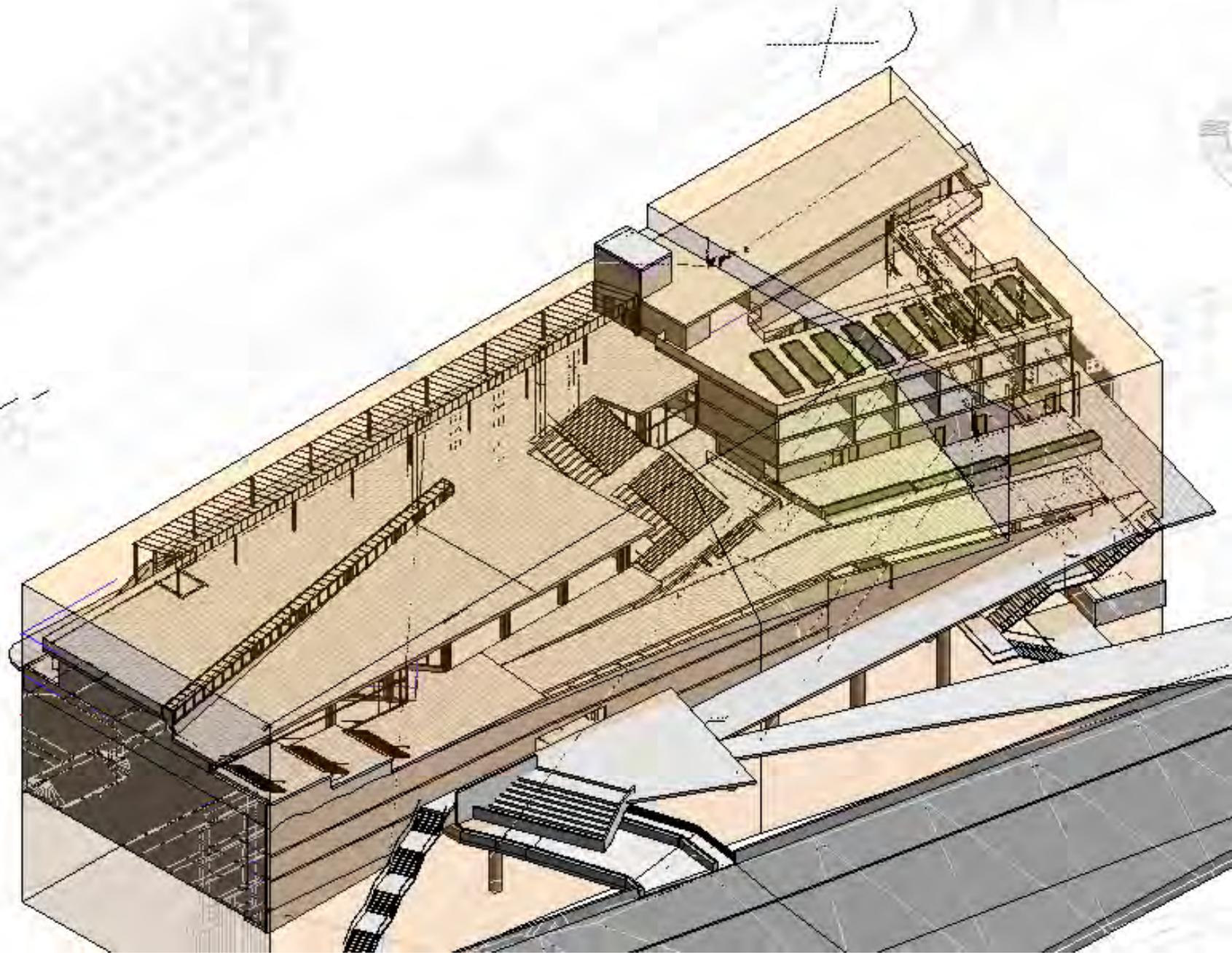
PARKING SPACES BY TYPE (AUTOMOBILE)		
TYPE	COUNT	% OF TOTAL
ADA L	3	0.03%
ADA M	3	0.03%
ADA VAN	2	0.01%
L	104	35.96%
M	79	20.75%
S	114	43.21%
	305	

PARKING SPACES (MOTORCYCLE)	
TYPE	COUNT
MC	12
	12

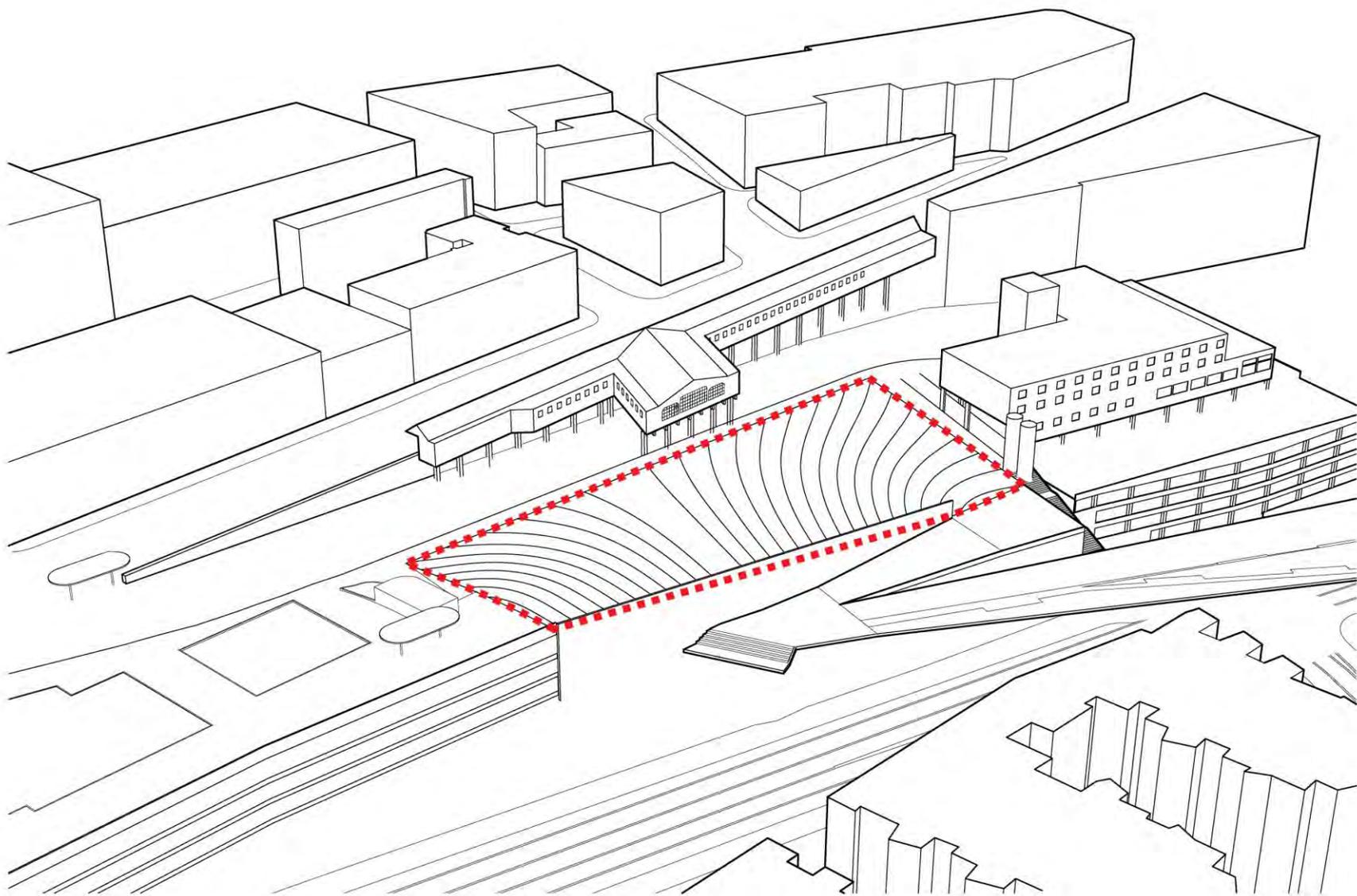
PARKING SPACES EVCS		
LEVEL	TYPE	COUNT
P2	ADA M	1
P1	M	9
		10

# ZONING ANALYSIS

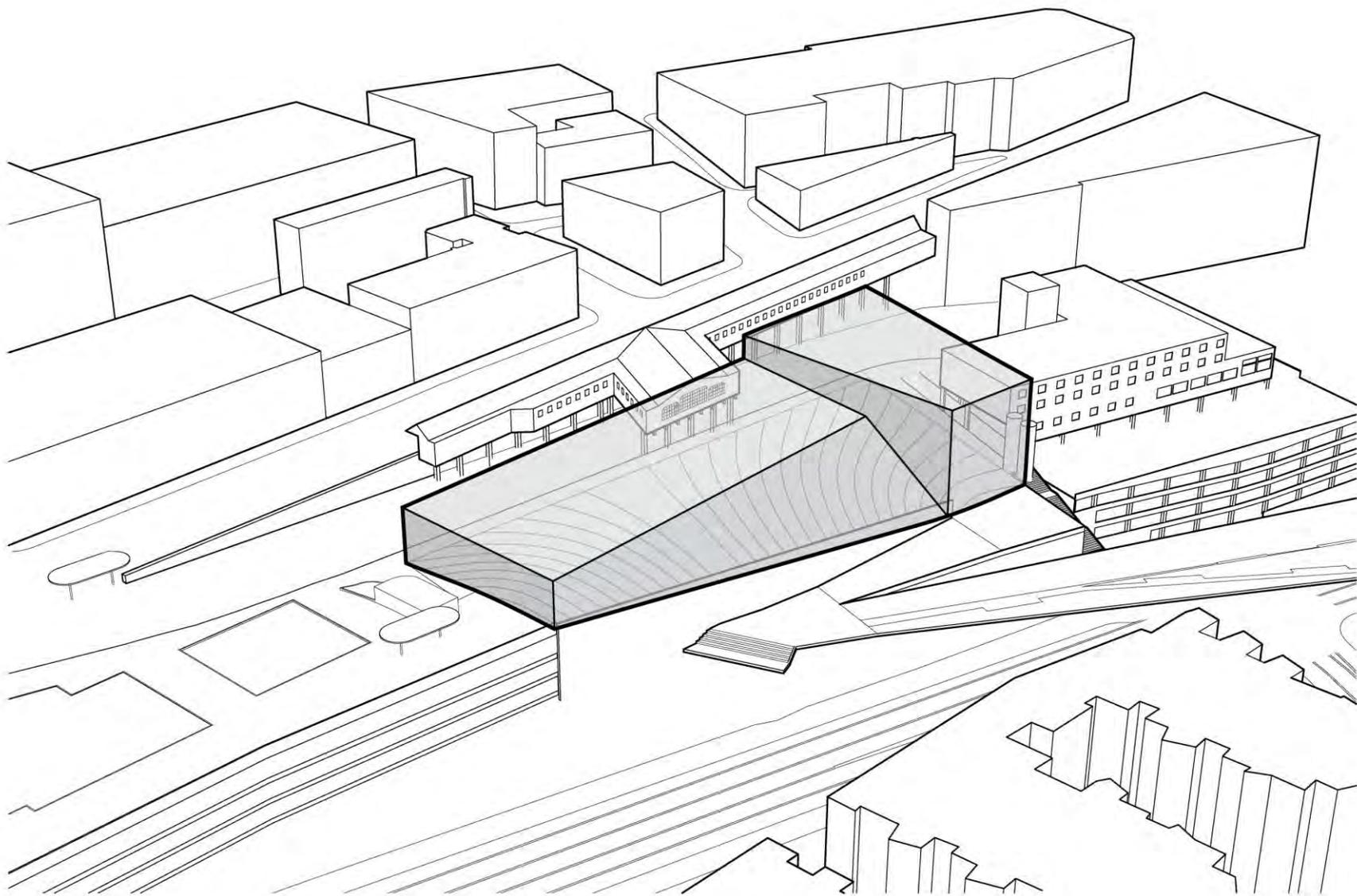




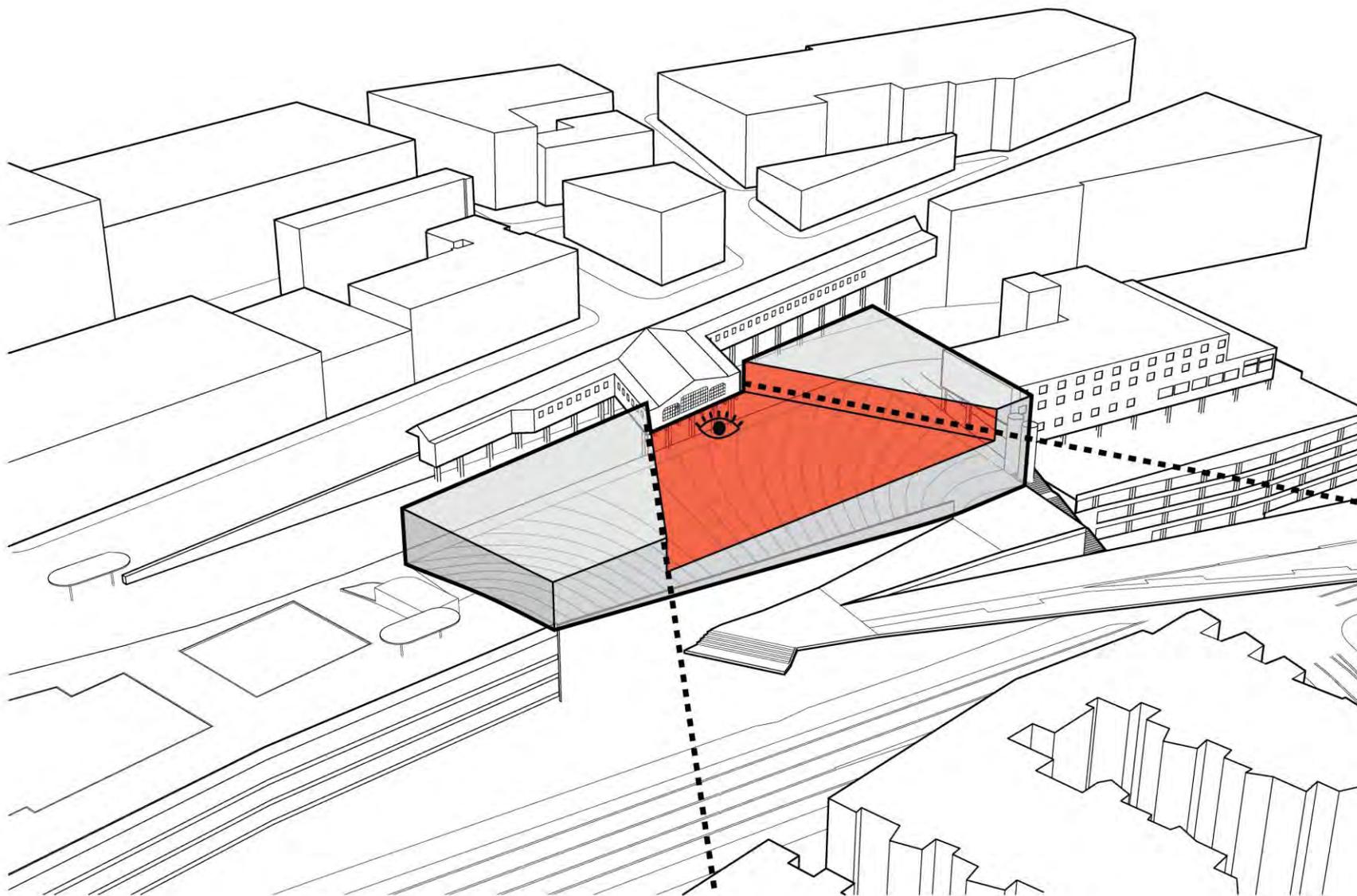
# MASSING DIAGRAM



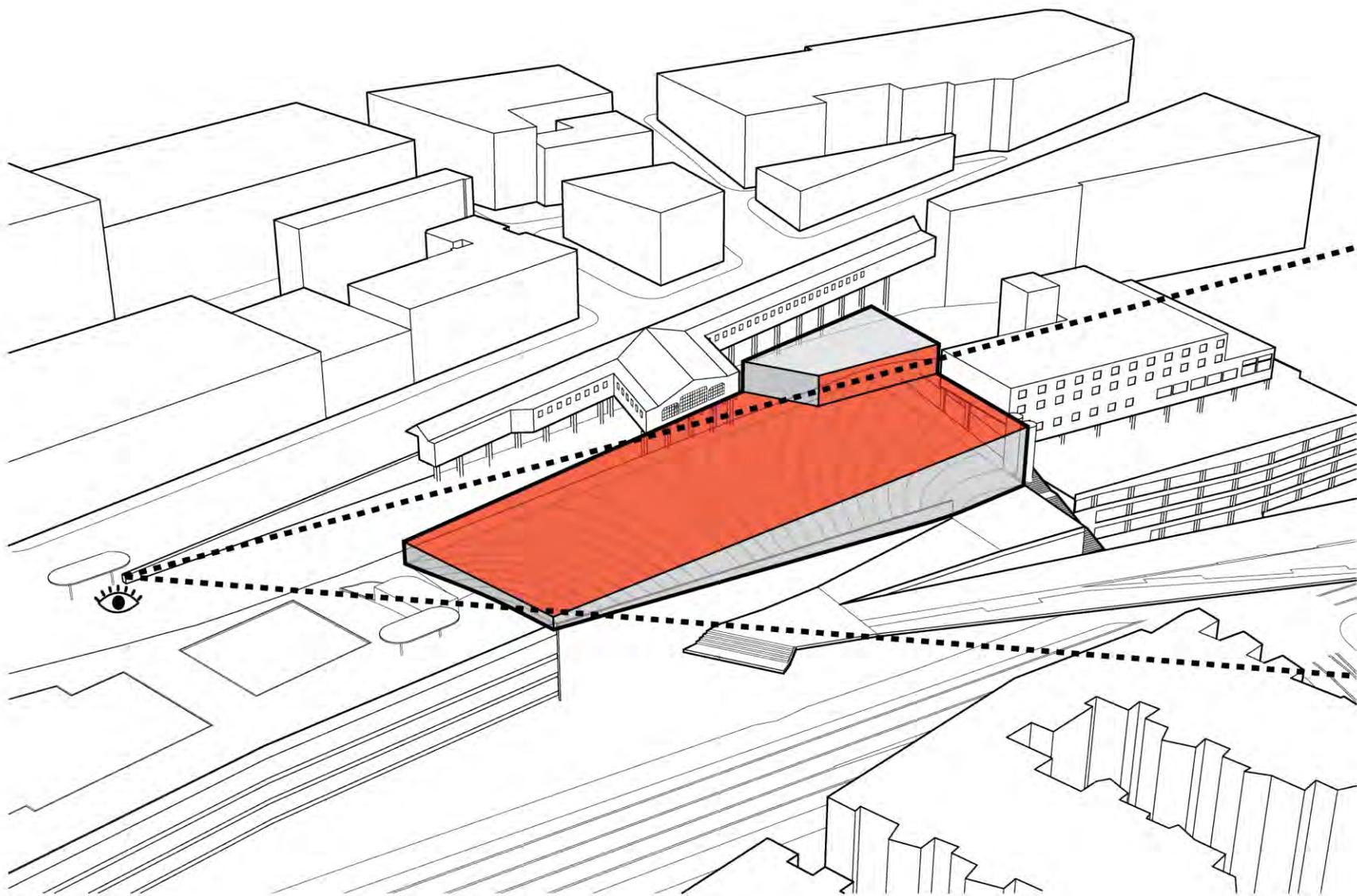
**SITE**



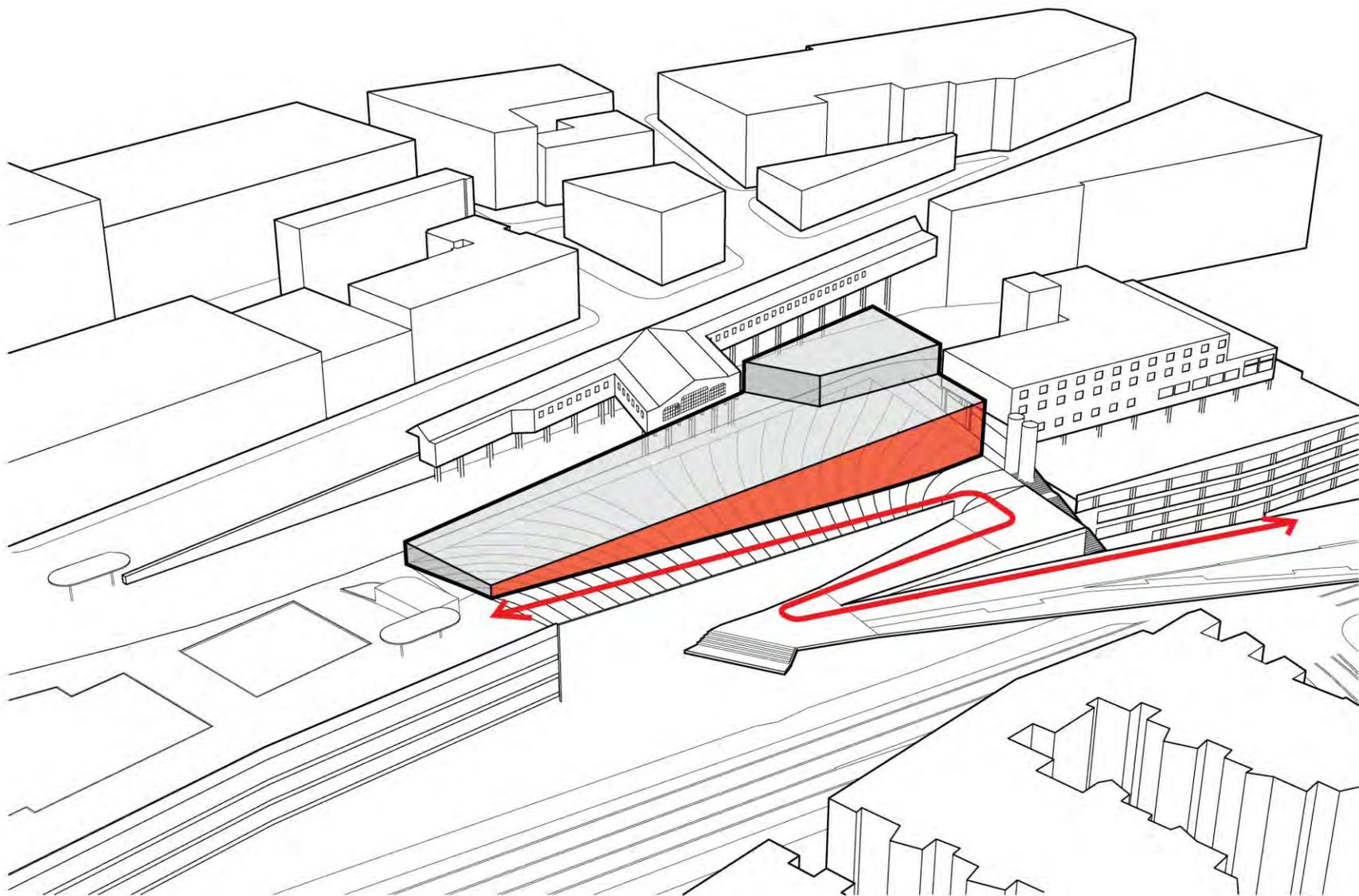
**ZONING MAX VOLUME**



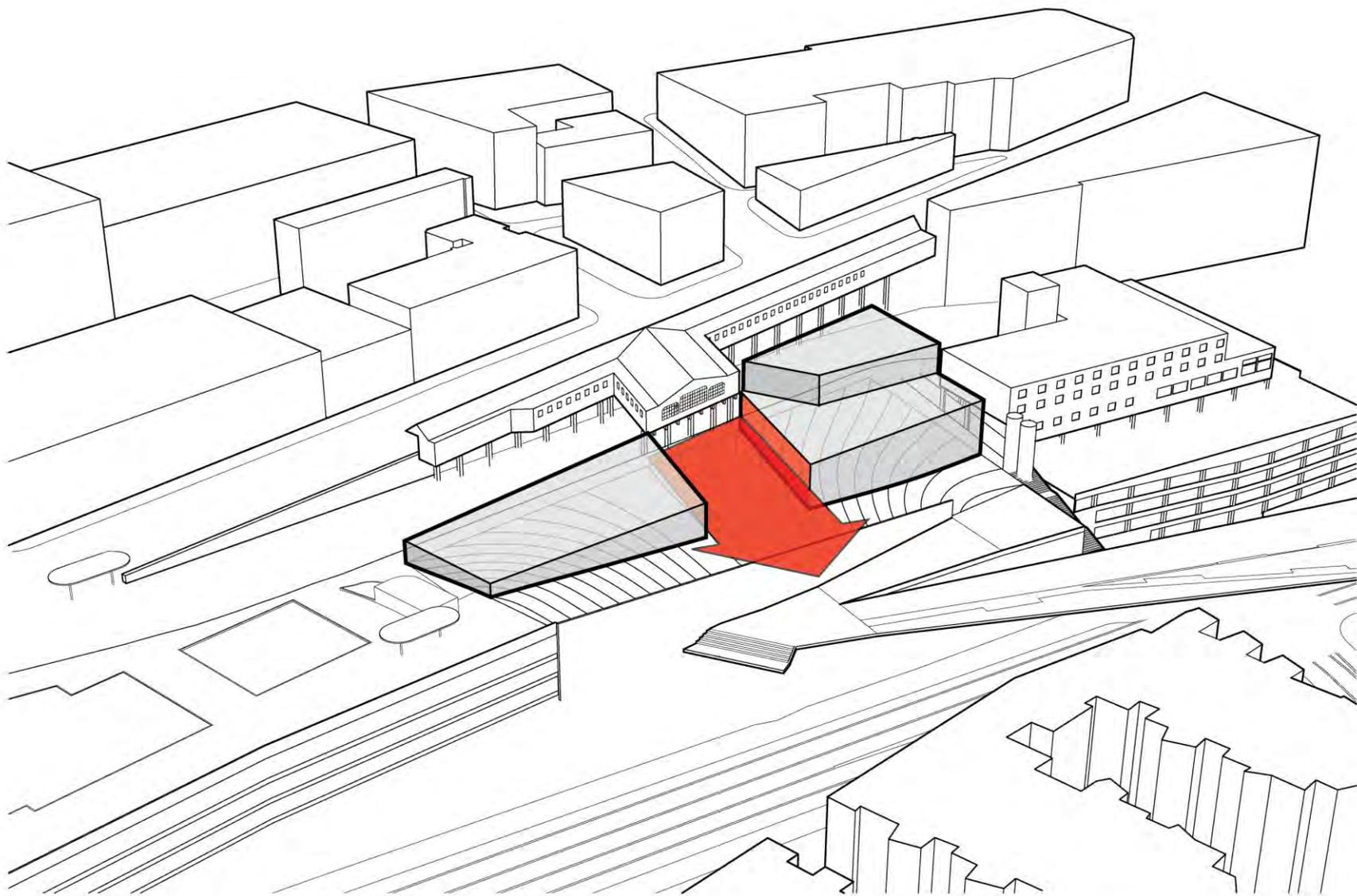
**MAINTAIN VIEWS FROM DESIMONE**



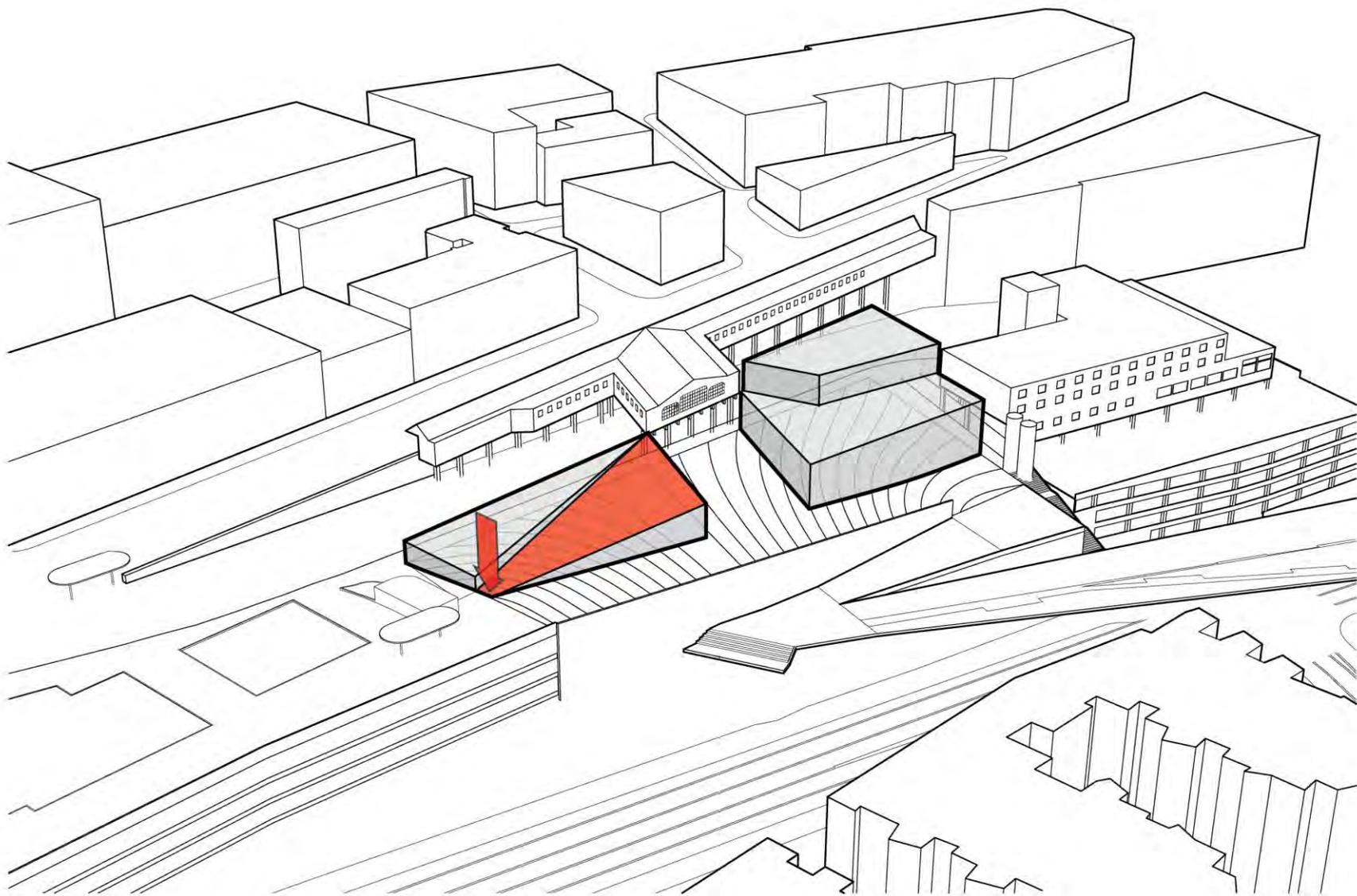
**MAINTAIN VIEWS TO SOUTH**



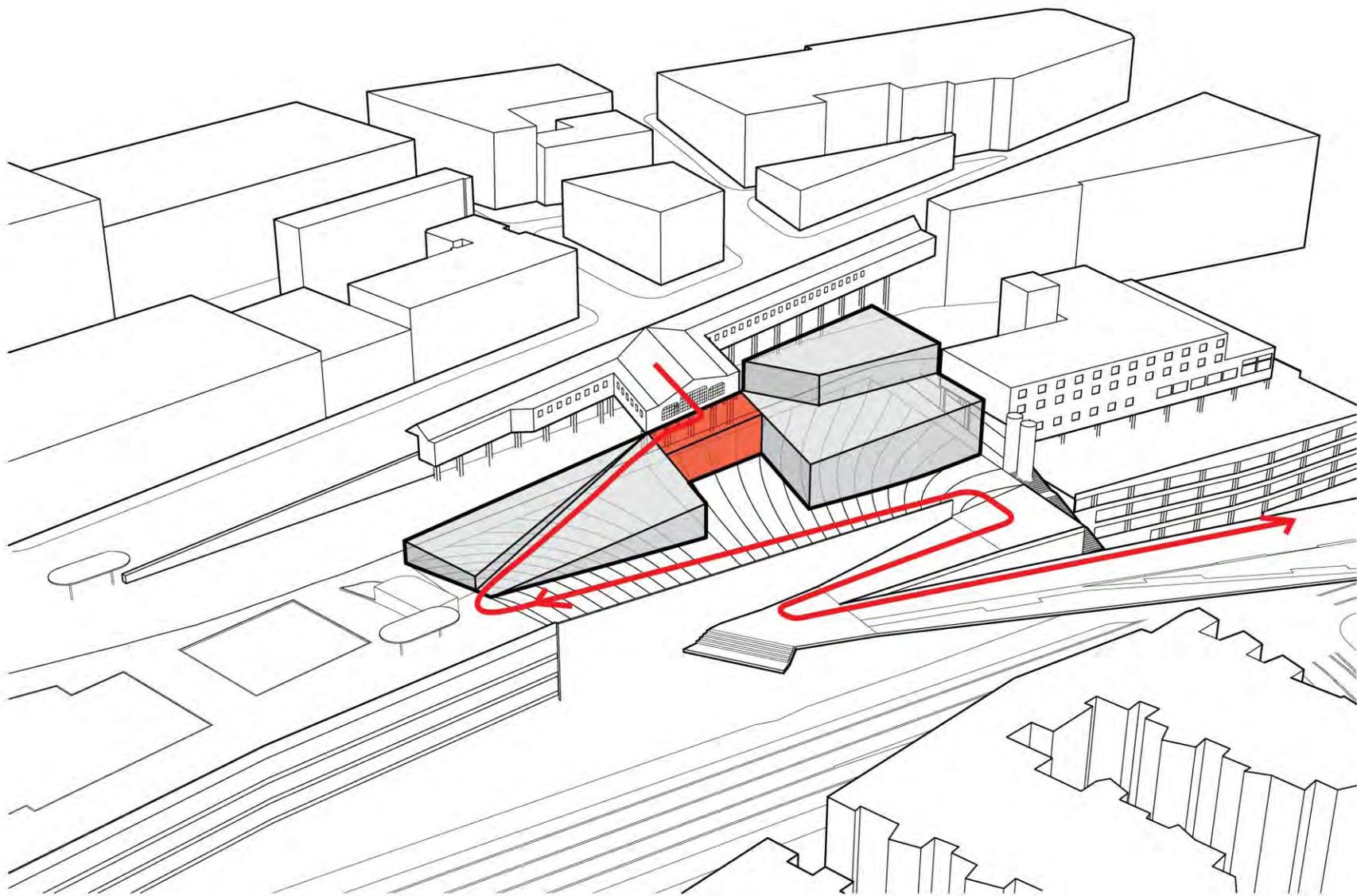
**CONNECT TO WATERFRONT**



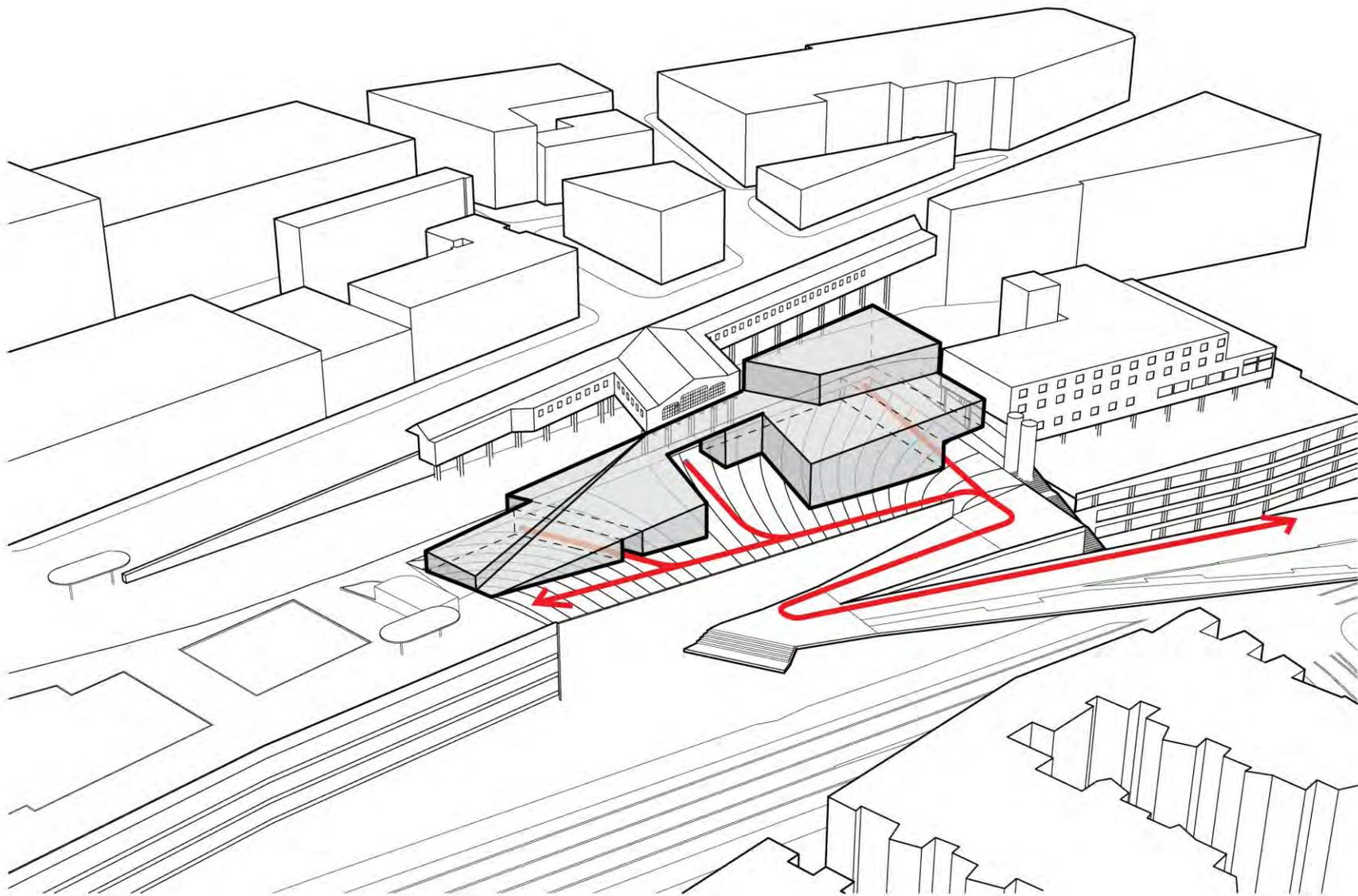
**CONNECT TO WESTERN WITH PLAZA**



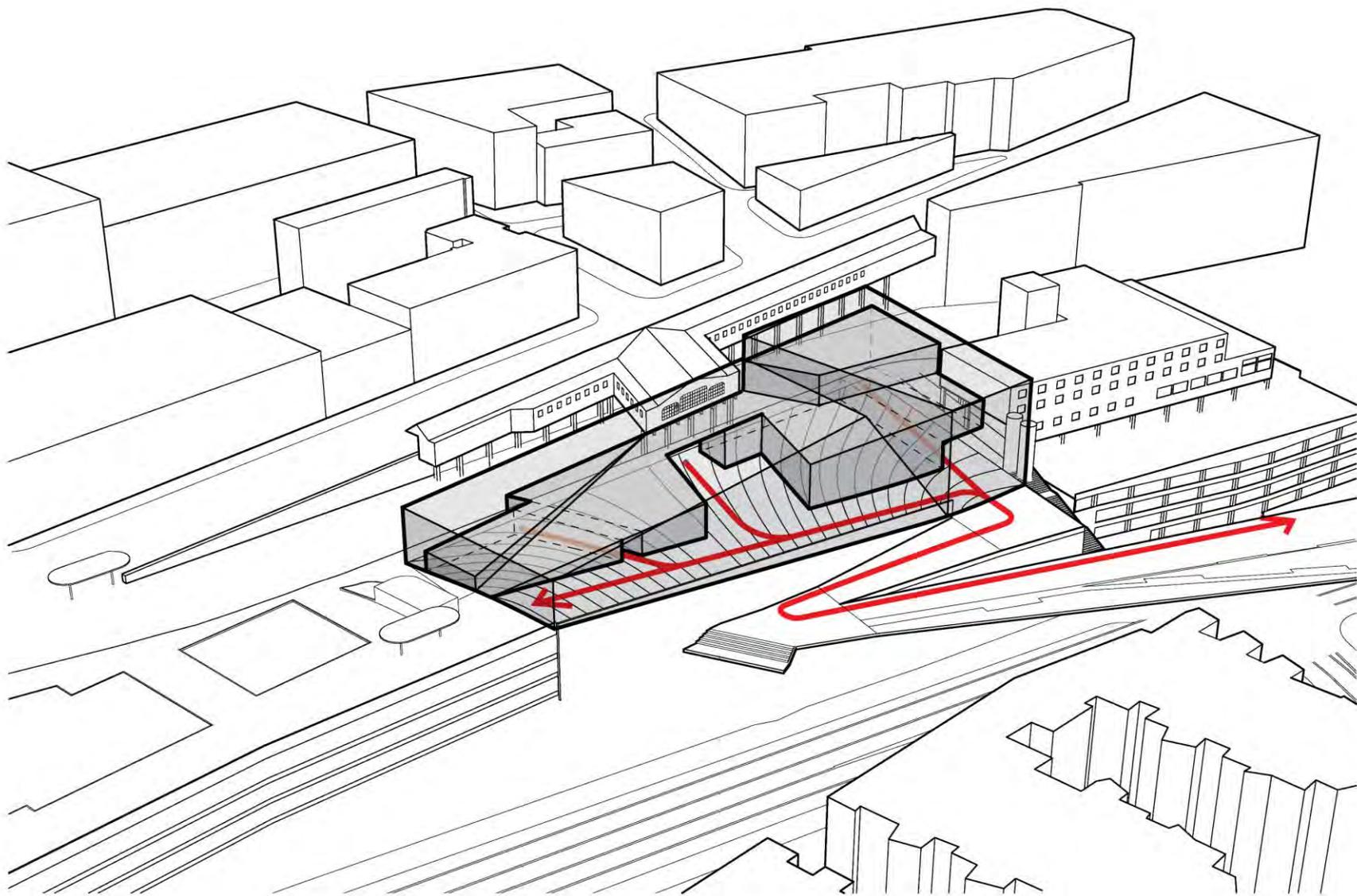
**CONNECT TO PARK**



**CONNECT TO MARKET**



**POROSITY THROUGH BUILDING**



# ZONING OVERLAY

# PROJECT PHASING



Summer 2014—Construction Begins



stacks in  
interim  
condition

December 2015—Construction Complete



January 2016–Demolition of Viaduct begins



2017—Construction of Elliott Way Connector Road



equipment  
to move to  
Building B

2018—Construction of Buildings B, C and Overlook Walk

# PROJECT PLANS





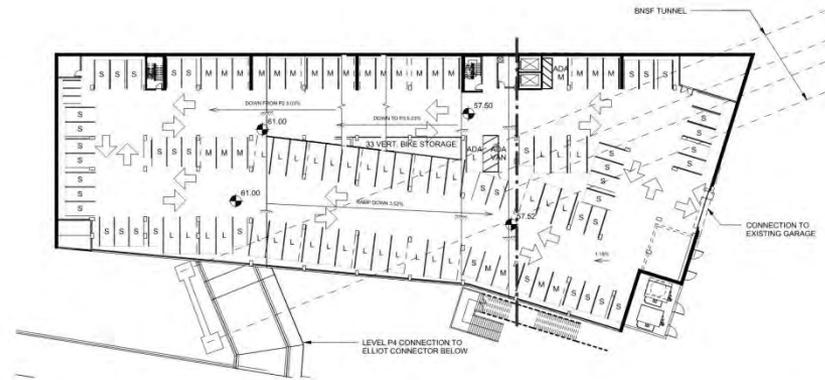
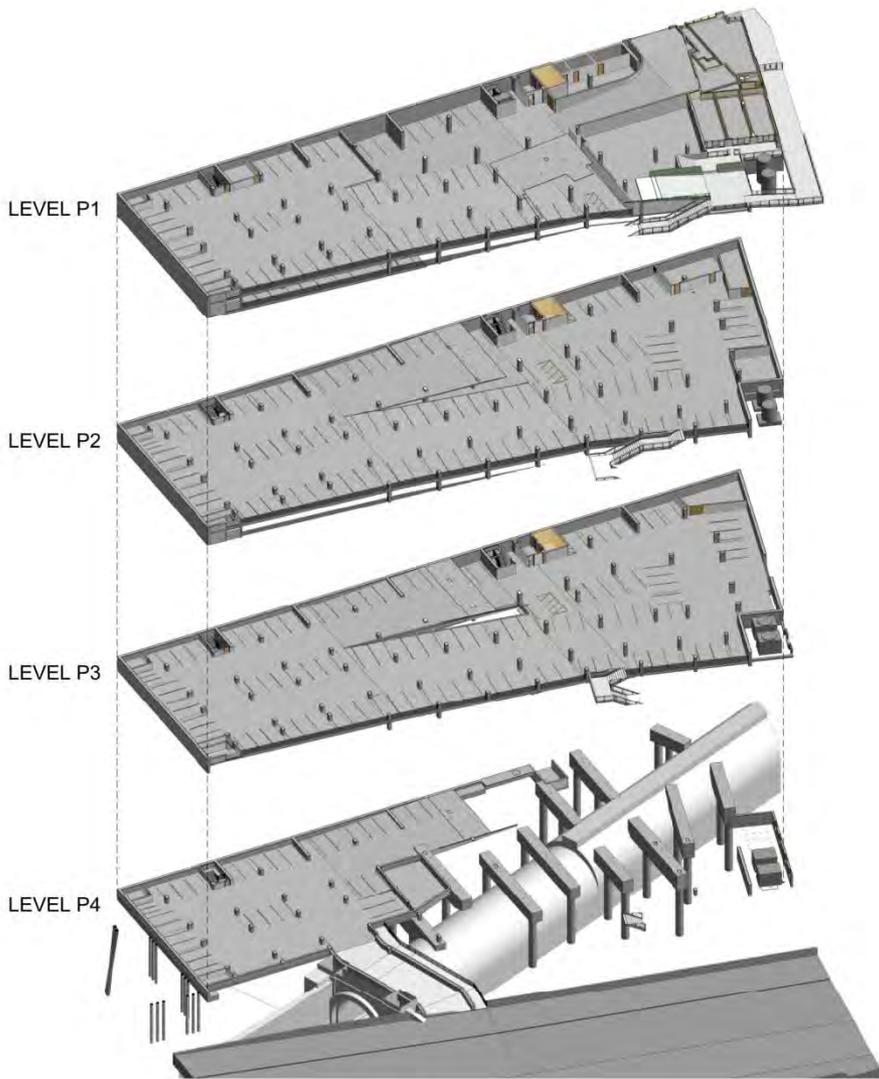
LEED 2009 FOR  
**CORE AND SHELL  
DEVELOPMENT**

Evergreen Sustainable  
Development Standard

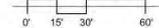
**COMMERCIAL**

**RESIDENTIAL**

**PROJECT TIES INTO  
THE MARKET'S  
CENTRAL PLANT**



**TYPICAL PARKING LEVEL**



**Parking Space Dimensions**

L - "Large vehicle" 8'-6" x 19'-0"  
 M - "Medium vehicle" 8'-0" x 16'-0"  
 S - "Small vehicle" 7'-0" x 13'-0"  
 ADA Required Stalls 8 total 1 being a ADA Van stall  
 ADA - 8'-0" x 19'-0" with 5'-0" wide adjacent access aisle.  
 ADA VAN - 8'-0" x 19'-0" with 8'-0" wide adjacent access aisle. Allow 114" height clearance

Vertical bike storage for 66 bikes is provided on levels P1 and P2

PARKING SPACES PER LEVEL (ALL)	
LEVEL	COUNT
P1	64
P2	109
P3	113
P4	31
Grand total including Motorcycle	317

PARKING SPACES BY TYPE (AUTOMOBILE)		
TYPE	COUNT	% OF TOTAL
ADA L	3	0.03%
ADA M	3	0.03%
ADA VAN	2	0.01%
L	104	55.86%
M	79	20.75%
S	114	43.21%
	305	

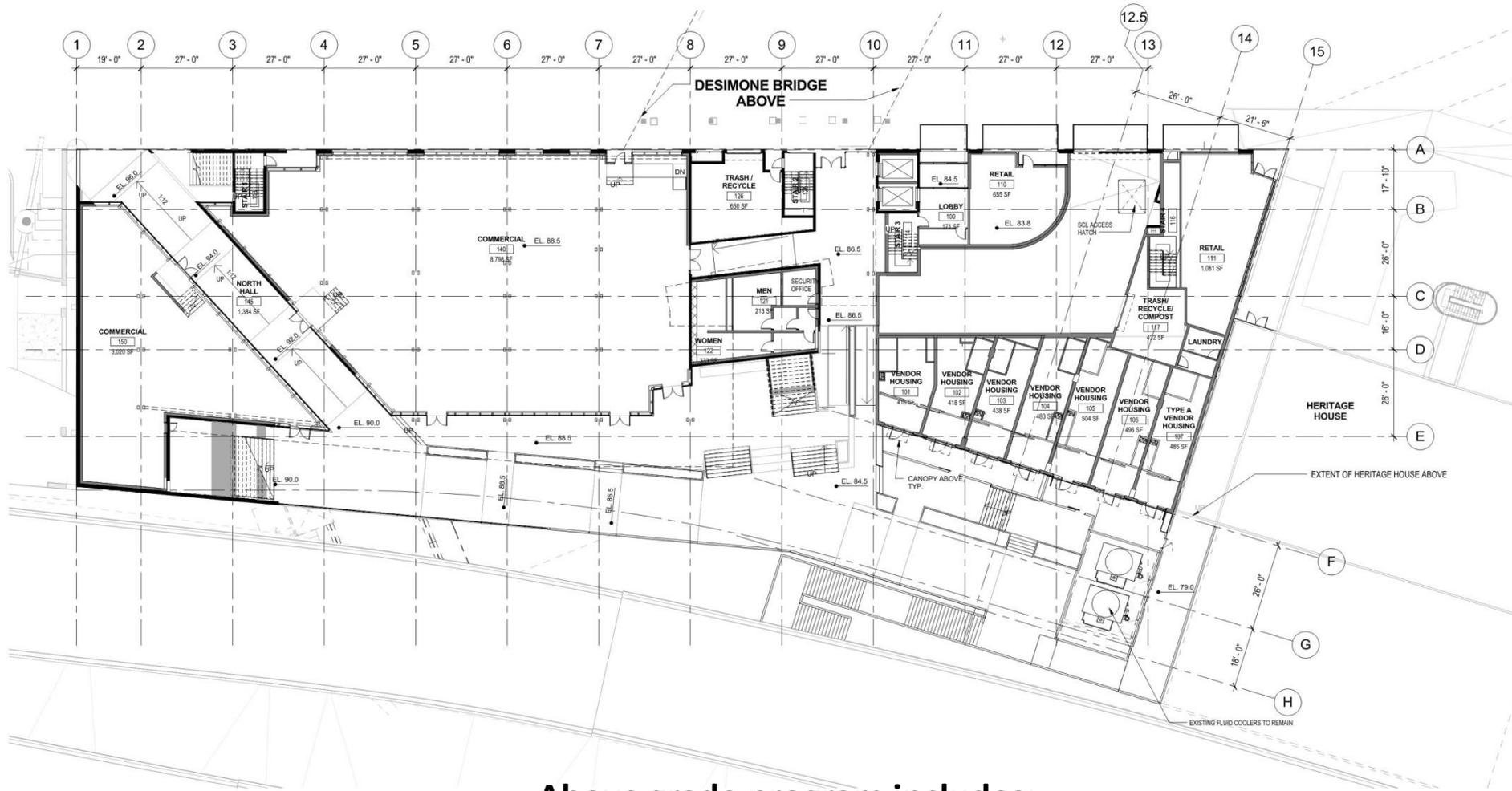
PARKING SPACES (MOTORCYCLE)	
TYPE	COUNT
MC	12
	12

PARKING SPACES EVCS		
LEVEL	TYPE	COUNT
P2	ADA M	1
P1	M	9
		10

**Below grade program includes:**

- Approximately 300 parking stalls
- Market cold and dry storage
- Entry from Western Ave
- internal connection to PC1-S garage
- future connection to Elliott Connector Road

**Parking Garage**

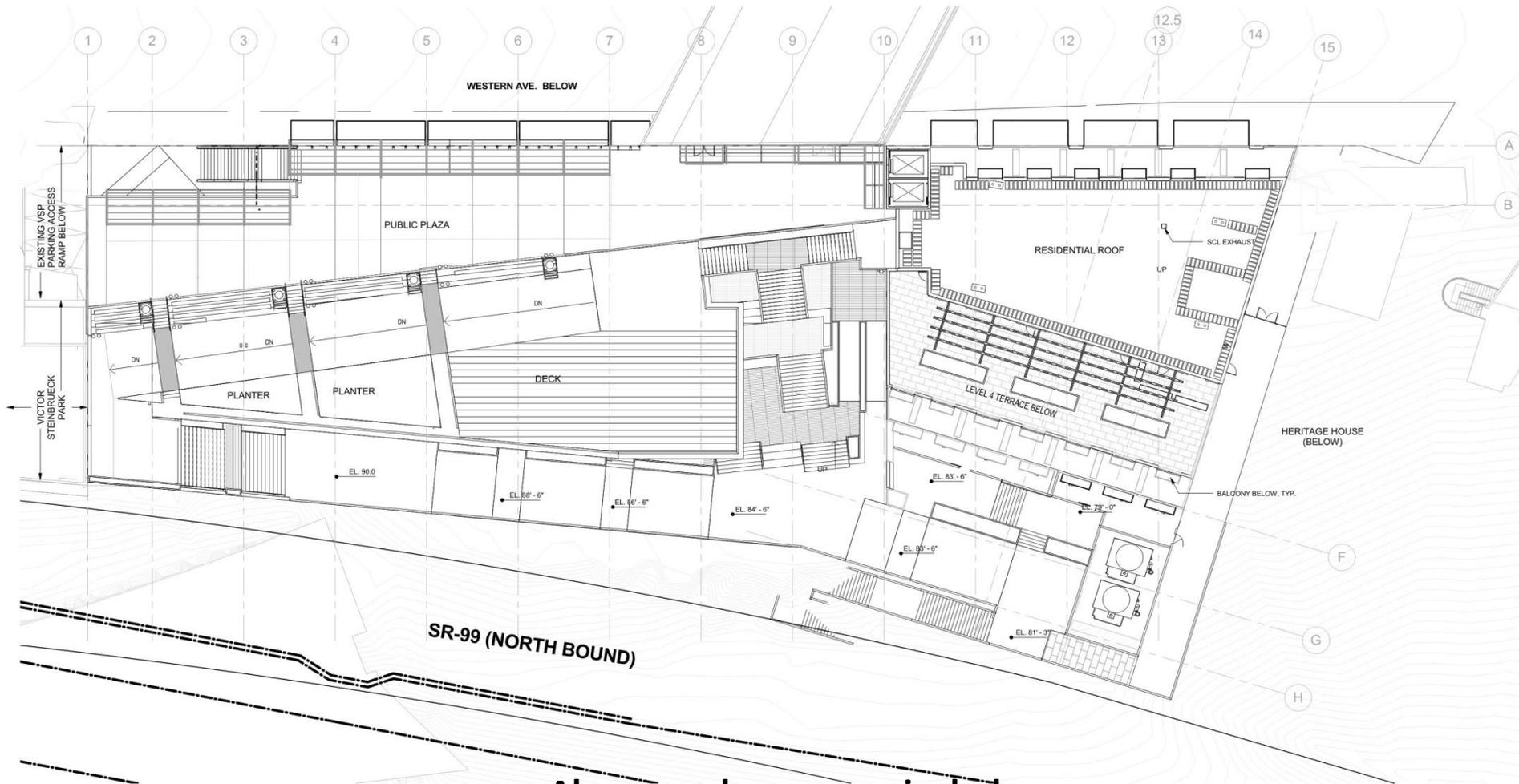


**Above grade program includes:**

- 15,500 SF of retail space
- 35,900 SF of Public Open Space
- Up to 30 day stalls on roof terrace
- 40 low income housing units (includes 7 vendor housing)

**1 LEVEL 1 (WESTERN AVE) @ 88'-6"**  
 1/16" = 1'-0"  
 0' 8' 16' 32'





**Above grade program includes:**

- 15,500 SF of retail space
- 35,900 SF of Public Open Space
- Up to 30 day stalls on roof terrace
- 40 low income housing units (includes 7 vendor housing)

**1 ROOF PLAN**  
 1/16" = 1'-0"  
 0' 8' 16' 32'

# HISTORICAL COMMISSION

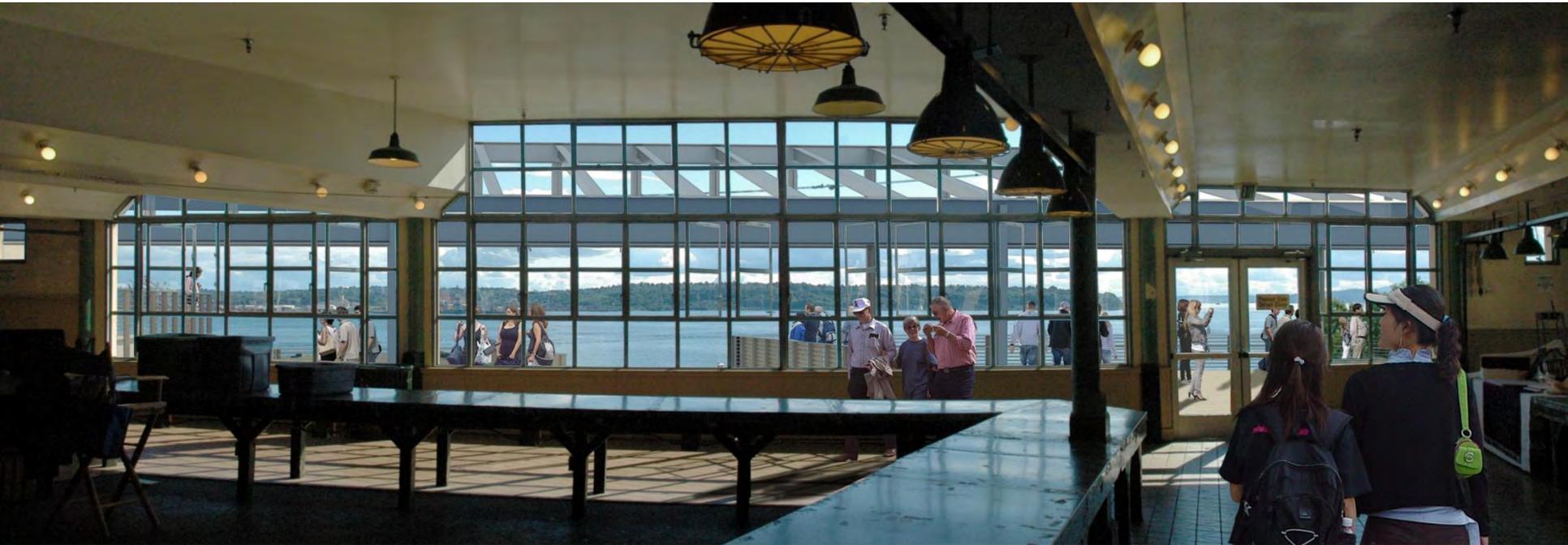
**Historical Commission View Analysis**



P - 2 Reshoot



P - 2 M a s s i n g



**P - 6 A Original / Reshoot**



**Panorama view from Slab #10 (P-8&9 combined)**



**Slab #10 view to the West (zoom)**



Slab #10 view to the Southwest (zoom)



Slab #10 view to the South (zoom)



P - 1 Reshoot



**P - 1 Massing**

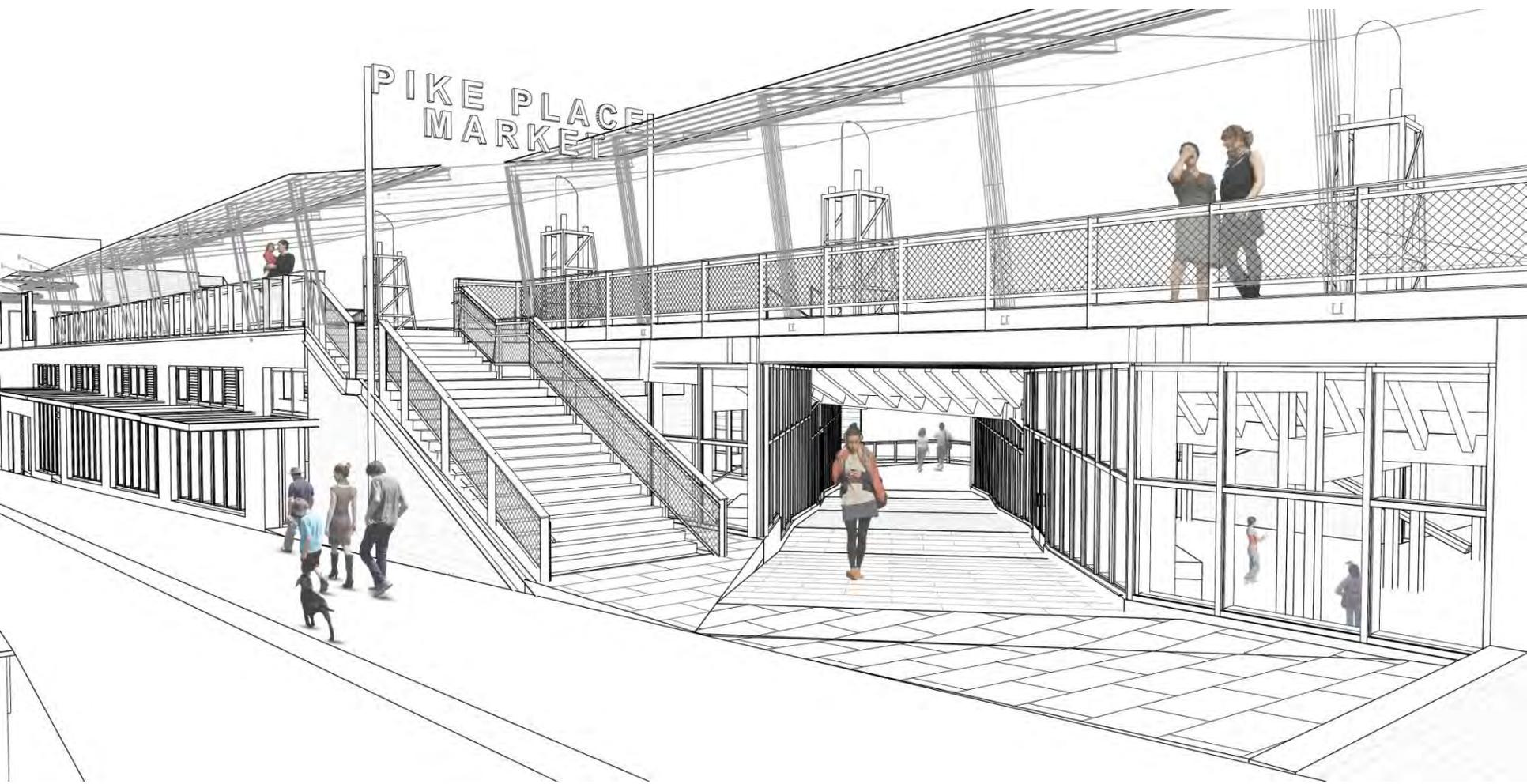
# PROJECT RENDERINGS



**Western Ave Stair & Breezeway Study**



**Western Ave Stair & Breezeway Study**





E PLACE  
MARKET



View from Pike & Virginia pergola

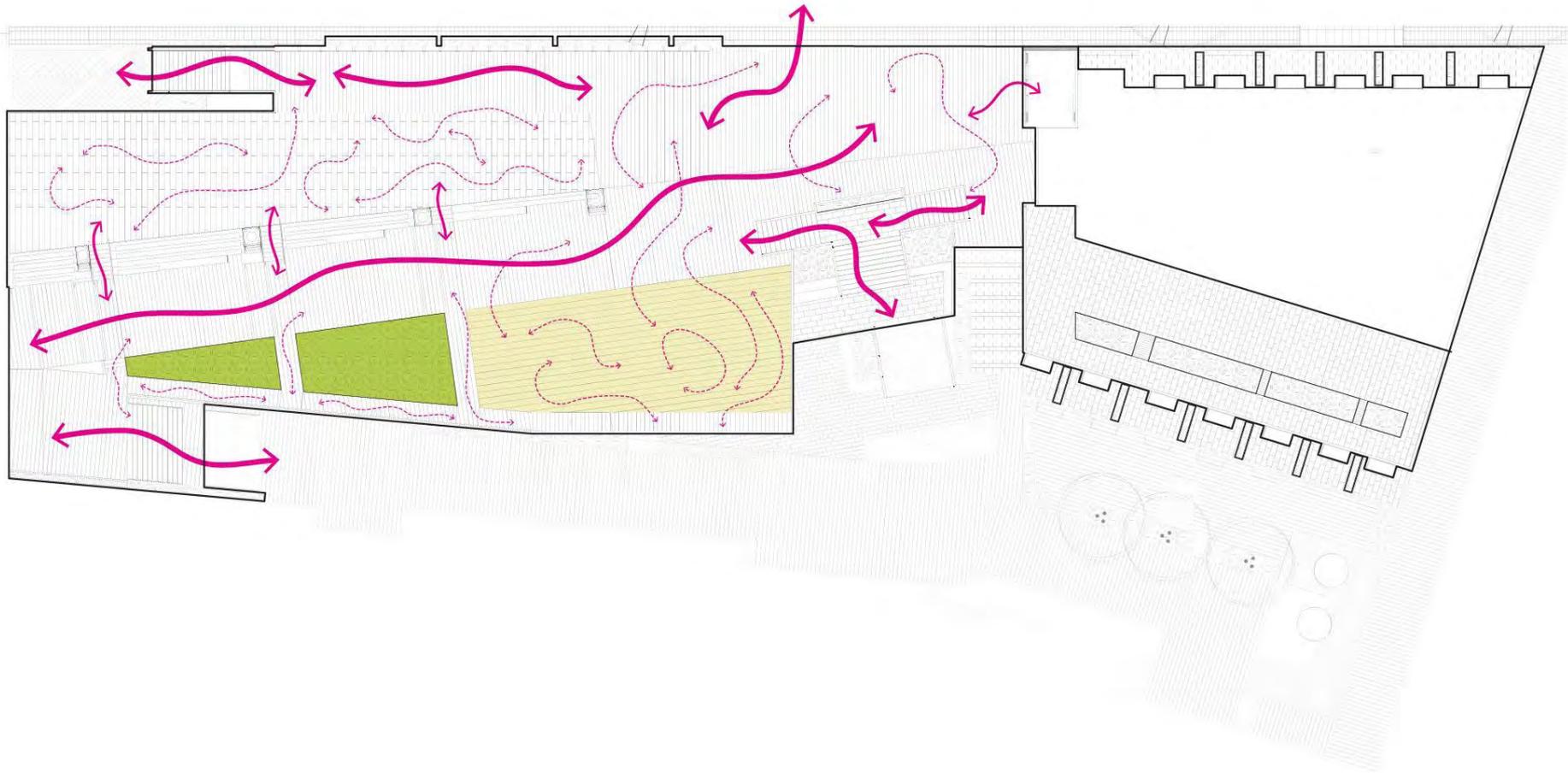


View from SW corner of site



**Interior Commercial Space**

PUBLIC  
**SPACE**



**PIKE PLACE MARKET WATERFRONT ENTRANCE**

Market Level Circulation - 11/8/13



HOOF PRINTS



MACHINE GROUND GROOVES



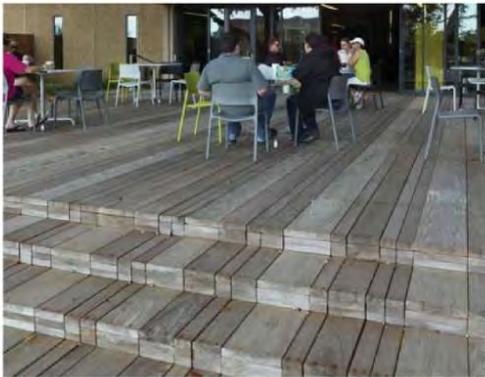
TEXTURED / ACCENT CONCRETE



CAST IN PLACE CONCRETE



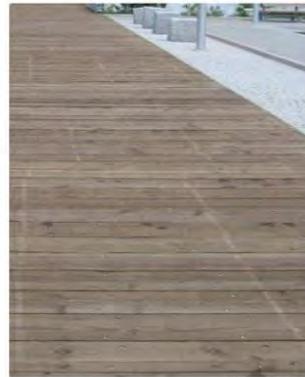
WOOD SCALE / PATTERN - SEATING STEPS



WOOD DECK PATTERNING

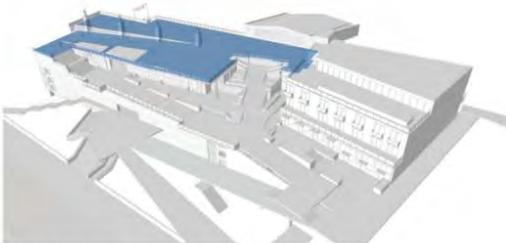


GROOVED WOOD DECKING

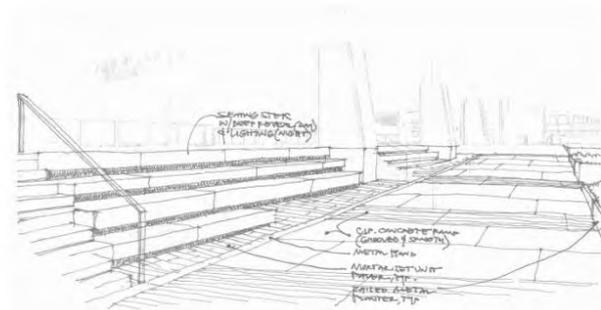


TIMBER DECKING

### CONCEPTUAL IMAGES



LOCATION DIAGRAM



MATERIAL ZONE SKETCH

# PROPOSED

1 PROPOSED SITE PAVEMENTS  
MARKET LEVEL



MARKET HILL CLIMB



PRECAST STAIR TREADS W SANDBLAST



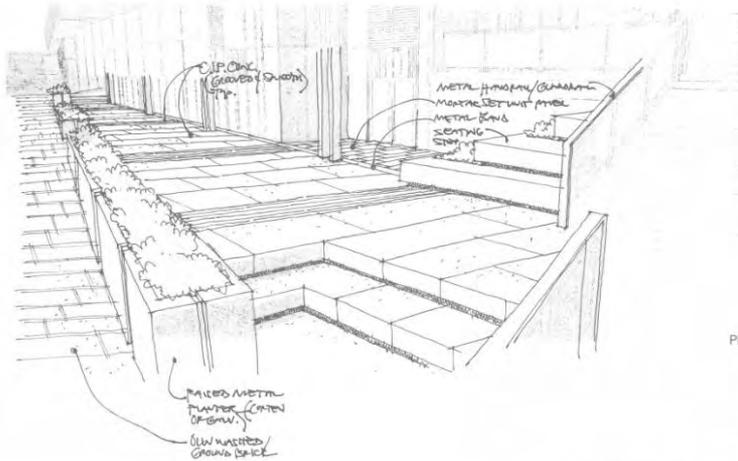
METAL RISERS



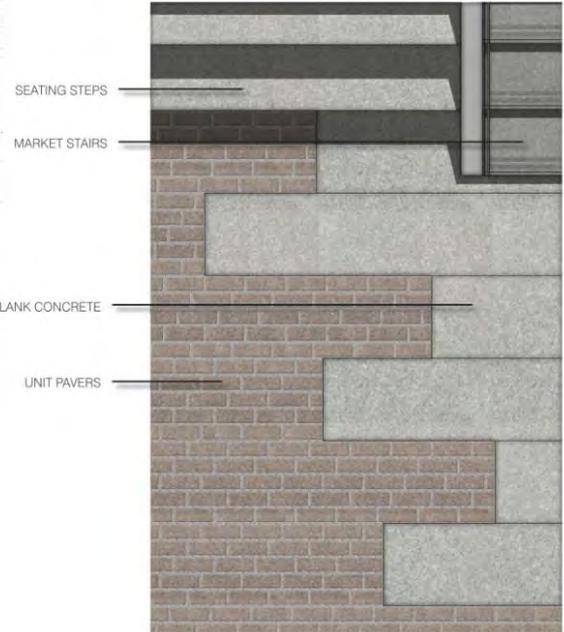
METAL ACCENT



WOOD & CONCRETE

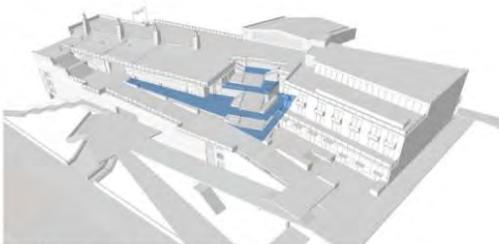


MATERIAL ZONE SKETCH



PAVING STUDIES

CONCEPTUAL IMAGES



LOCATION DIAGRAM

PROPOSED



**Pike Place Market Waterfront Entrance**

Seating Studies - 11/4/13

# Pike Place Market Waterfront Entrance

## Project History & Overview – Design Commission

January 23, 2014



ARUP



# Development Schedule

