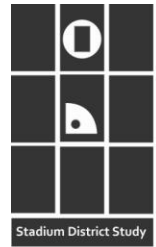


Stadium District Study
Stakeholder Advisory Group Meeting 5
July 9, 2013
4:00PM – 6:00PM Seattle Municipal Tower Room 4050



Attending Advisory Group Members or Representatives:

Fred Mendoza
Bart Waldman
Jud Marquardt
Charley Royer
Jack McCullough
Alan Cornell
Craig B. (for Tom McQuaid)
Henry Leibman
Laura Bachman
Leslie Smith
Tia Petrovitch
Ryan Smith
David Huchthausen
Don Blakeney
Jeffrey Long

Welcome and Introductions

Gary Johnson welcomed the advisory group members. All advisory group members and other meeting attendees introduced themselves. Gary provided a brief recap of the discussion during the fourth meeting, which focused on an initial urban design analysis by the consultant team. Gary indicated that there was a lot of material to cover in the meeting, so it would benefit the group to begin.

Detailed Land Use Scenarios & Preliminary Findings

Patrick Gordon, of ZGF architects, began a presentation of detailed land use scenarios and preliminary findings. Matt Anderson of Heartland Associates, contributed to portions of the presentation related to land use economics. *(Note: The complete presentation can be downloaded from the project website.)*

Primary content of the presentation included the following:

- ***District scale urban design***
This portion of the presentation built on the presentation during Meeting #4. It looked at the stadium district study area as a whole, and identified key urban design relationships and existing

conditions at the district scale. Some of the topics were the extent of the district and its position relative to nearby neighborhoods; the draft vision statement for the area as communicated in earlier presentations; the multi-modal transportation network; creating inviting faces for the district; and identification of the catalyst sites.

- ***The WOSCA catalyst site***

A portion of the presentation focused on WOSCA – one of three identified catalyst sites. The analysis identified a range of 9 possible schematic level use scenarios. The uses varied from industrial, to parking, to office and residential in a variety of combinations, with some scenarios including open space. Each of the scenarios included a review of the residual land value that would result for a comparison of how land use scenarios would affect the current land value.

The scenarios demonstrated that some open space could be achieved without reducing residual land value if portions of the site were allowed to develop at higher height/intensities. The size of potential open space in the range of 1.2 acres was identified as a feasible and desirable amount. The scenarios identified potential residential use at the site's north end as a desirable and feasible use – as the north end provides a connection to Pioneer Square and other residential neighborhoods, and has favorable relationships to future improvements associated with the waterfront. It was noted that lodging (hotel) uses could be a desirable and feasible use throughout the stadium district to support the draft vision and goals.

The scenarios also reviewed urban form of the district, particularly views to and from the district. A series of models demonstrated the affects of different building heights and open space combinations on the WOSCA site.

- ***The Overtracks catalyst site***

The presentation moved on to a review of the area over the railroad tracks between King Street station and Royal Brougham Way. The presentation emphasized the potential benefits of dramatically improving east-west connections between the stadium district and the International District. The analysis reviewed the types and character of pedestrian connections that could be created if development spanned the tracks. The analysis reviewed potential height and scale of buildings, and considered the development capacity that would be needed in order to incentivize building infrastructure to span the tracks.

- ***The south Occidental block catalyst site***

Patrick continued on to discuss the south Occidental block catalyst site. This block was discussed as having similar qualities to the 'panhandle' of Pioneer Square found along Occidental Ave. to the north of SafeCo field. No significant land use changes were envisioned for this site. However, urban design principles to promote active frontages to buildings facing both Occidental Ave. and First Ave. were put forward. Strategies for the south occidental block such as design guidelines were suggested.

- **Summary of Preliminary Land Use Recommendations**

The presentation concluded with a summary set of possible land use recommendations to consider for catalyst sites. Suggested possible strategies:

WOSCA. Consider retaining industrial commercial uses from Dearborn to Royal Brougham but raise height limits to 85', and allow residential up to 240' north of Charles Street, with provisions for open space and other public benefits.

Overtracks: Consider raising the height limit in the existing IC 65 zoned area to 150' and the PSM 85'-120' to 150', with provisions for public benefits, to increase jobs, and residents north of Charles St., at the multi-modal hub and fit with the surrounding urban form.

South Occidental Block: Consider retaining existing or similar zoning for industrial commercial uses, and recognize that its character is related to the Pioneer Square "panhandle" in urban form, scale and modulation.

Throughout the District: Consider allowing lodging as permitted use.

Stakeholder Group Discussion

The stakeholder advisory group began a discussion of the analysis and preliminary recommendations. Comments and topics of discussion are summarized below.

- Why would lodging be OK throughout the stadium district but not residential uses?
 - *DPD staff and stakeholder group members responded by saying that lodging uses are temporary and short term. Visitors are easily able to select a different location upon a next visit if they are not happy with conditions or noise levels. It was also noted that temporary lodging in close proximity to frequent events was a good fit, and desired by visitors.*
- If residential uses are restricted south of Charles St. as is suggested there will not be enough activity to support retail. There needs to be more residential than what you've shown.
- Be careful about creating 'dead zones' where there is no activity and no eyes on the street. Open space is important, but in this area it also needs to have oversight. Residential can help with that – maybe even residential south of Charles St.
- This area is very loud and has a lot of light and glare. It is not suitable for residential uses.
- Regarding the South Occidental blocks, please change terminology to 'block' singular because it's really just one block in question. The existing zoning on this block makes the sites FAR constrained. An increase in FAR to allow more complete development within the existing height envelope should be considered when looking at the land use changes for this area.
- What about the block between Royal Brougham and S. Atlantic St. that includes Pyramid Brewing and the Great Floors building? It is shown as having no change to the 65' existing zoning, but has similar conditions to the WOSCA block. This block shouldn't be the only one in the area with a 65' height limit.

- *Discussion among DPD staff, consultant and stakeholders about the site followed. Conditions to consider for the Pyramid Brewing block include prior land use and zoning studies that sought to preserve views from locations within SafeCo Field. Other ideas to consider include encouraging preservation of the building that contains Pyramid Brewing as a character structure, and possibly addressing massing at the south tip of the WOSCA site.*
- It was stated that an increase of possible building heights to 85' across 1st Ave. from SafeCo Field would have a huge impact on views at Mariners games particularly from the 300 level.
- An example of the impact of new uses on traffic and freight is the new traffic signal that was put in along First Ave. near the Starbucks offices so that people could cross the street directly to Macrina Bakery. This signal slows traffic in the area even more.
- A new traffic signal should be located on First Ave. on the WOSCA site at approximately a mid-block location. This would help to break down the block. It's something that was studied several years ago during early consideration of the WOSCA site. It should also be carefully reviewed whether a fire lane would be needed at the rear of potential WOSCA site buildings.
- In addition to assumptions about partially below grade parking, consider structured parking. Due to the high water table and soil conditions structured parking could be more viable. If it is designed well it could be a good fit for the WOSCA site.
- How high is the tunnel operations ventilation building, and how much noise will it make?
 - *Members of the consultant team described how high the depiction of the tunnel building is (roughly 100'), and described how the structure will include noise attenuation features.*
- The crossing of the railroad tracks with overtracks development is a good idea that would be a benefit to multiple neighborhoods. What would the base amount of development be in the proposal for the overtracks area?
 - *The proposal is showing a base height limit of approximately 150' as consistent with adjacent ID zoning. The implication is that ample development capacity in the air rights area would be needed in order to balance for high costs of the infrastructure to span the tracks.*
 - *The economics of building over the tracks are such that a larger return in leasable space would be needed to justify an investment in infrastructure.*
- When overtracks development was studied in some detail roughly a decade ago, there were no fatal flaws to the development scenario. Development was close to being feasible before recessions occurred.
- Of all the proposed land use changes shown in the study the overtracks one is the least controversial. It is a good idea that should be promoted.
- Another valid comparison for redevelopment in the area is a comparison with Union Station development. Consider reviewing that development as a model.
- Residential would be challenged in this area due to the existing conditions. Residential here might not be able to perform as 'high end' residential due to the adjacencies etc.
- Height greater than 65' is a sensitive issue for the Mariners particularly directly west of SafeCo Field. The Mariners will defer to the operators and teams in CenturyLink Field regarding the

proposal for potential tower heights at the north tip of WOSCA. The Mariners have no opposition to adjustments to other development standards such as FAR. There is some concern about access onto and off of 1st Ave. associated with some of the WOSCA development scenarios, and it remains to be seen how access would be handled. The Mariners are supportive of additional parking within the development scenarios, for the sake of the Mariners and for future uses on the waterfront. There has been a loss of roughly 4,000 parking spaces in the area in recent years. The Mariners are also very supportive of overtracks development. The Mariners are supportive of retaining the title of 'transition' in the land use designation for the area – to recognize that it is still a transition to industrial areas to the south.

Other Comments Including Public Comments

- When the Port of Seattle was involved in land use discussions in the area several years ago it supported office as a compatible use. But the Port would be concerned about residential development in the Stadium District area, and does not think it would be a good fit.

Wrap Up

Seeing no further comments, Gary Johnson concluded the discussion. Two additional documents were passed out. One document discussed upcoming project steps. DPD staff stated that it will seek to distribute a draft version of comprehensive plan policy recommendations to the stakeholder group before distributing to a wider public audience. A target date for distribution of the comprehensive plan policy recommendations is July 26. The need to have an additional meeting in the third week of August and potentially the third week of September was discussed. Scheduling of the meeting will be forthcoming. Gary Johnson concluded the meeting at approximately 5:50.