



BLOCK 21

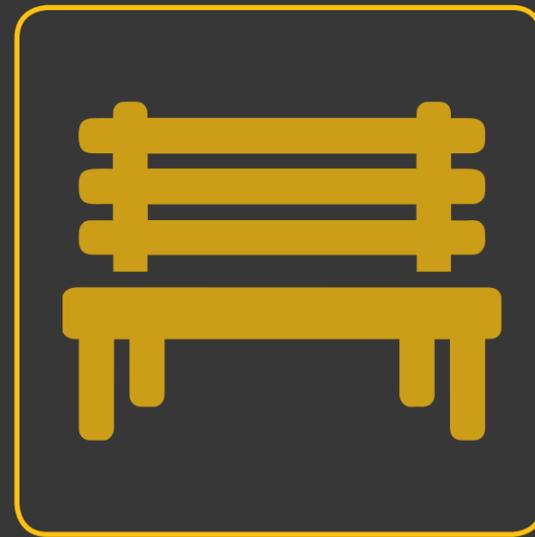
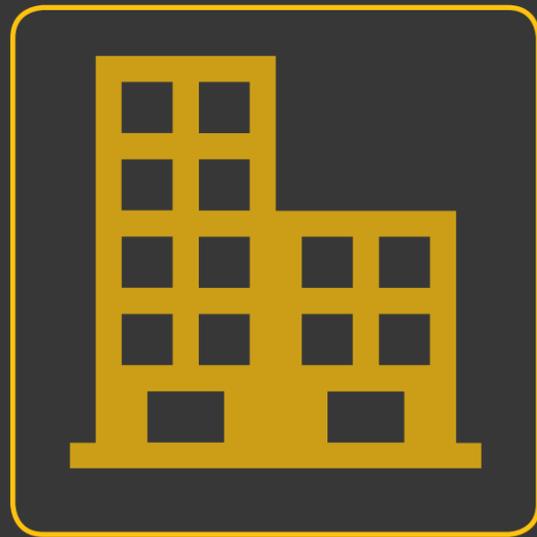
Seattle Design Commission

March, 5th 2015

2200 7th Ave
URBAN DESIGN MERIT



PROJECT INTRODUCTION



Statement of Development Objectives

The applicant proposes to design and construct a development on the full block bisected by a public alleyway and bounded by 7th Avenue on the west, 8th Avenue on the east, Blanchard Street on the south and Bell Street on the north. The site is zoned DMC 340/290-400, with a site area of approximately 77,700 square feet plus a public alleyway of approximately 5,700 square feet. The site has a base FAR of 5 with a maximum of 10.

This application is for a commercial project with approximately 835,200 gsf of office space and approximately 23,000 gsf of street level retail in three buildings. An open space and through block connection are proposed connecting 7th and 8th Avenues. Approximately 835 parking stalls will be provided below grade. All building services will be located below grade, with primary access from 8th Avenue and a secondary parking access from Bell Street. This proposal assumes a full alley vacation.

Project Goals

- Create rich, diverse pedestrian environment with a variety of scales, active uses and character of open spaces
- Connect to and enhance existing neighborhood pedestrian, vehicular, transit and cycling circulation patterns
- Create transitional opportunity between the Denny Triangle and South Lake Union
- Respond and contribute to the established urban density pattern in a thoughtful manner
- Create flexible, active open space and retail opportunities that add vitality to the project site as well as surrounding community
- Extend northward enhancements of 7th Avenue landscaping and cycle track in pattern established by Rufus 2.0
- Maximize utilization of Green Streets at Blanchard and Bell Streets
- Locate all parking and services below grade
- Develop project utilizing sustainable design methodologies and connection to existing community sustainability initiatives such as District Energy
- Maximize development potential



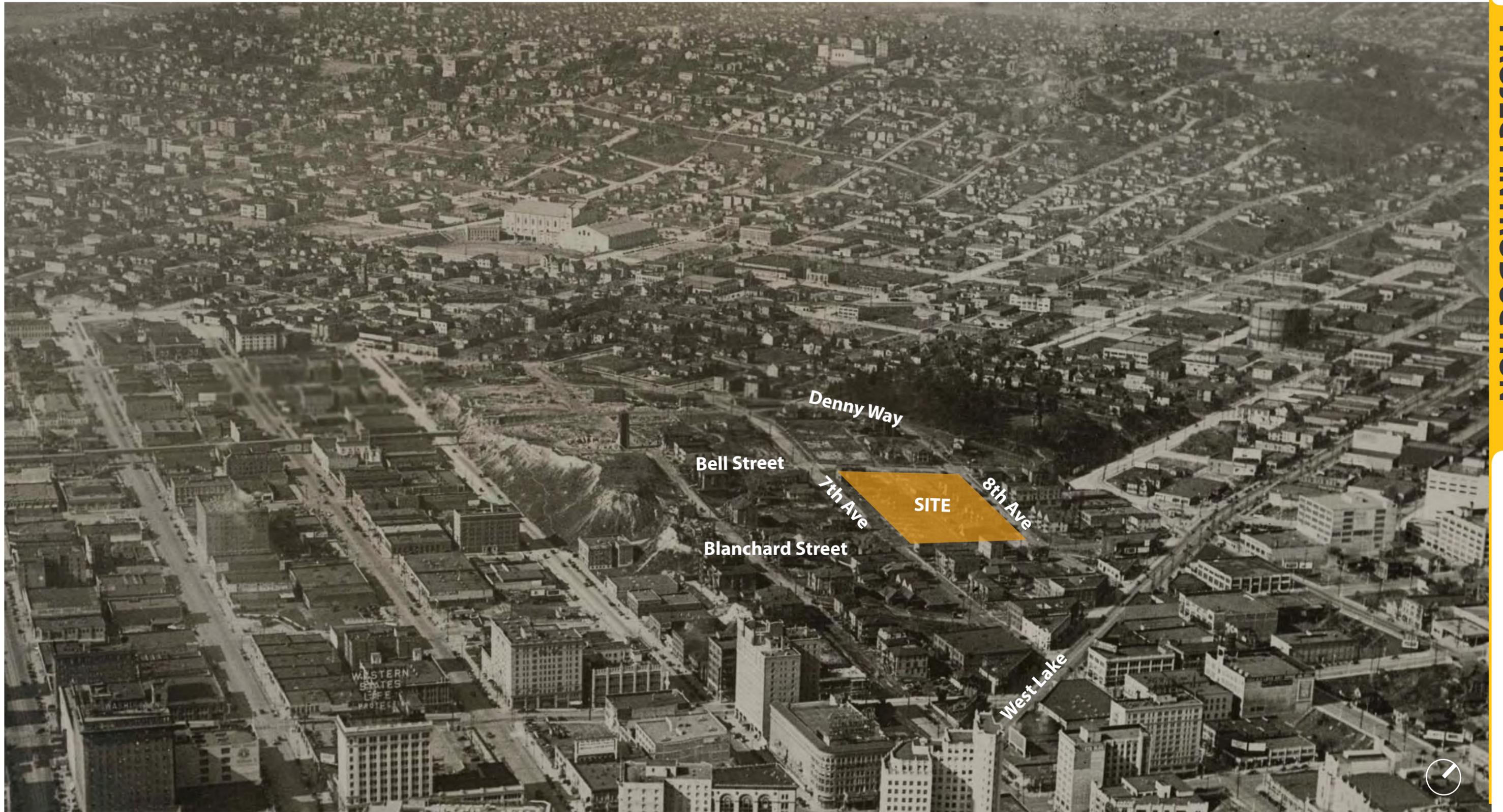
Relevant Codes and Guidelines

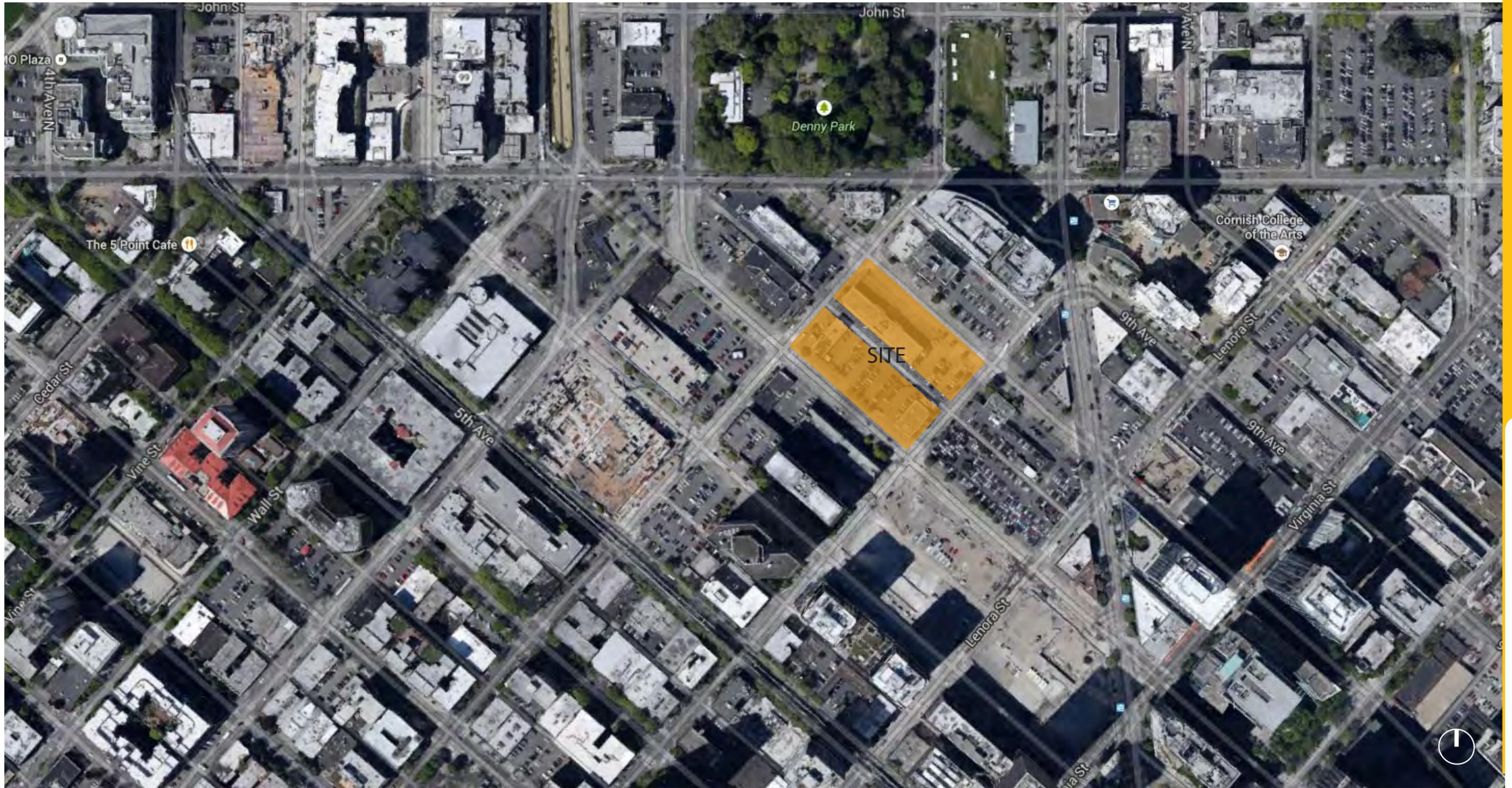
- Seattle Land Use Code
- Citywide Design Review Guidelines
- Downtown Amenity Standards
- Seattle Comprehensive Plan
- Denny Triangle Neighborhood Plan
- Belltown Urban Center Village Design Review Guidelines



Community Outreach

- We are currently engaged with DPD and SDOT to create a 4-block Bell Street Design Concept Plan from 5th Avenue to Denny Way. A Street Design Concept Plan is defined under the Seattle Right-of-way Improvements Manual (http://www.seattle.gov/transportation/row_manual/manual/6_1.asp#618).
- We are in ongoing coordination with the SDOT Bicycle Master Plan as it relates to bicycle infrastructure around Block 21, Bell Street and the transition across Denny Ave to 9th Ave connecting to the South Lake Union Neighborhood.
- We are engaged in outreach and review meetings with the Belltown Community Council related to proposed on-site and off-site project improvements, particularly as they relate to the Bell Street green street corridor.
- We have received approval from the Downtown design Review Board to proceed from Early Design Guidance to Master Use Permit Application for two projects; one that retains the alley, the other that vacates it.
- We are providing outreach and holding review meetings with the Denny Triangle Neighborhood Association related to proposed on-site and off-site project improvements.



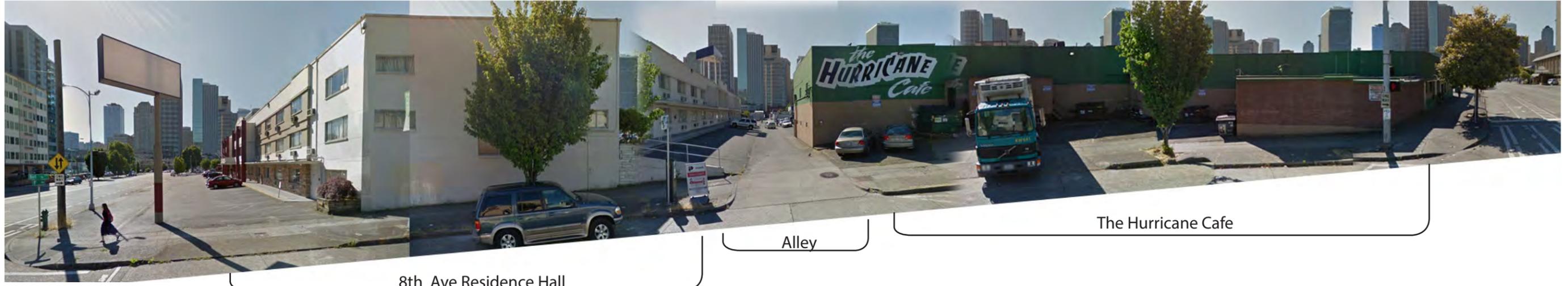










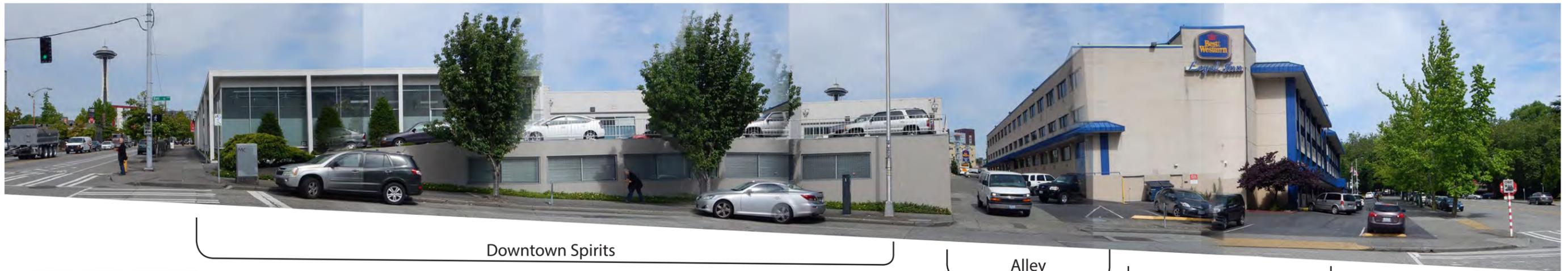


8th Ave Residence Hall

Alley

The Hurricane Cafe

A. Bell Street Looking South

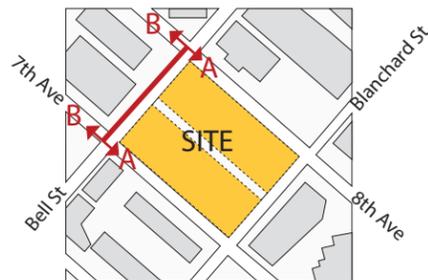


Downtown Spirits

Alley

Best Western

B. Bell Street Looking North





The Hurricane Cafe

Parking Lot

Avis/ Budget Car Rental

A. 7th Avenue Looking East



7th Ave Residence Hall

Pronto! Bikes

B. 7th Avenue Looking West





Avis/ Budget Car Rental

Alley

Parking Lot

A. Blanchard Street Looking North



Toyota of Seattle

Alley

Parking Lot

B. Blanchard Street Looking South





La Quinta Hotel

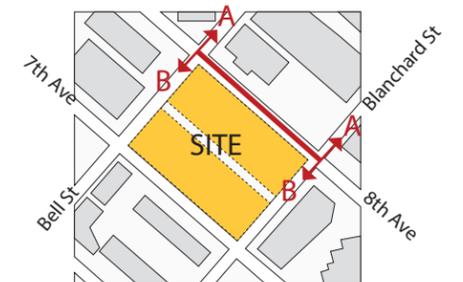
A. 8th Avenue Looking East



Parking Lot

8th Ave Residence Hall

B. 8th Avenue Looking West



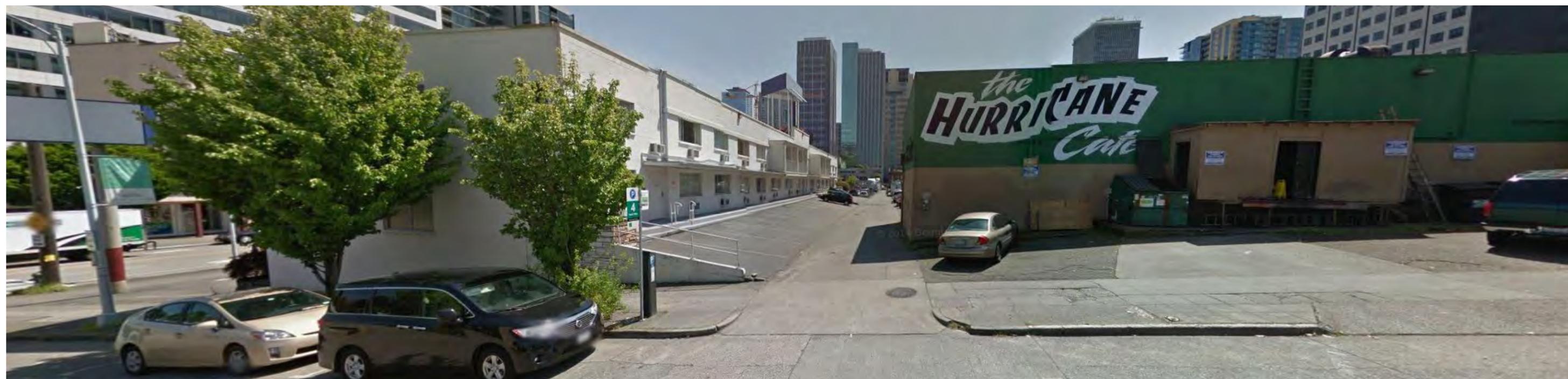


Avis/ Budget Car Rental

Alley

Parking Lot

Block 21 Alley looking North

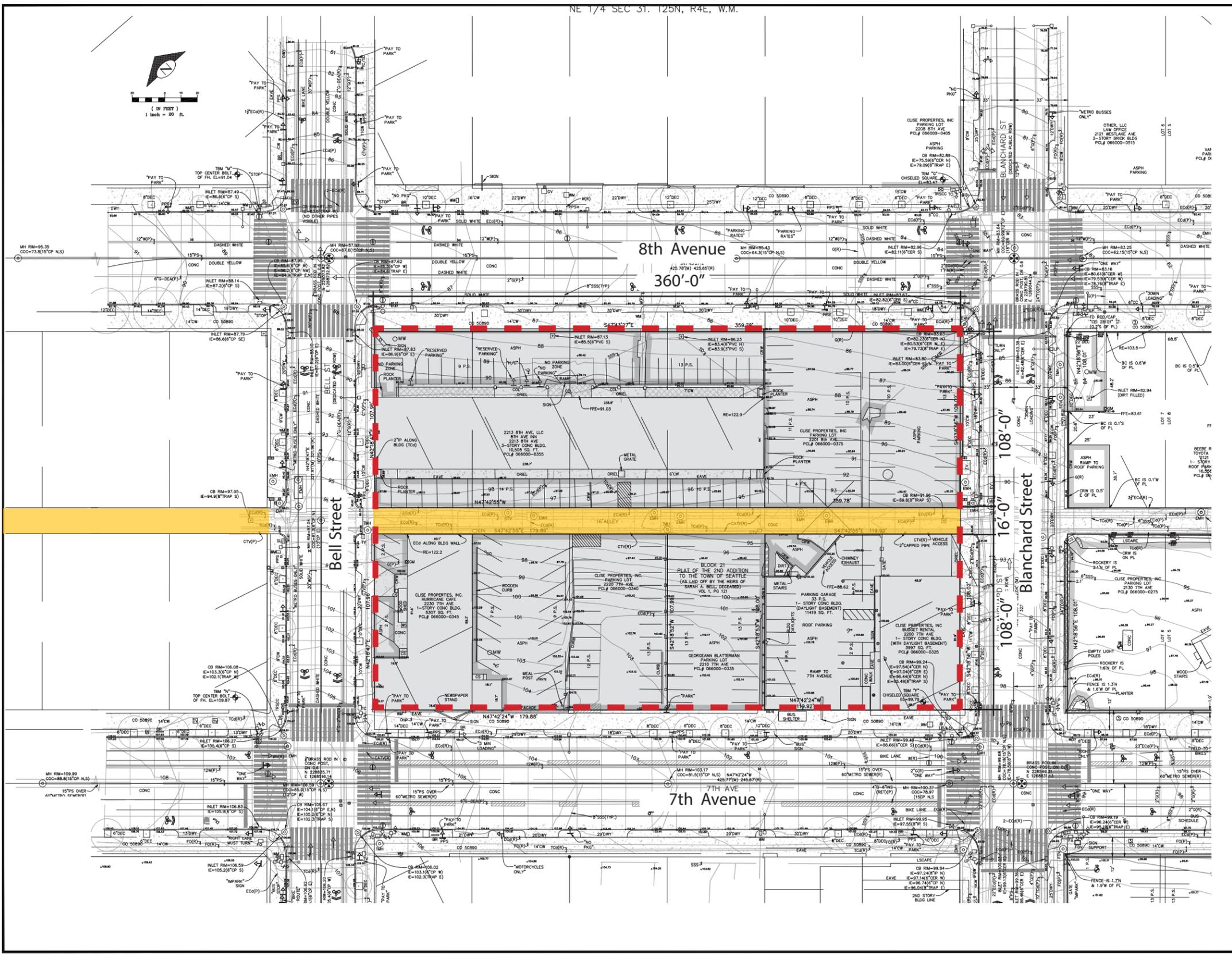


8th Ave Residence Hall

Alley

The Hurricane Cafe

Block 21 Alley looking South



Alley Area: ~ 5,760 S.F.

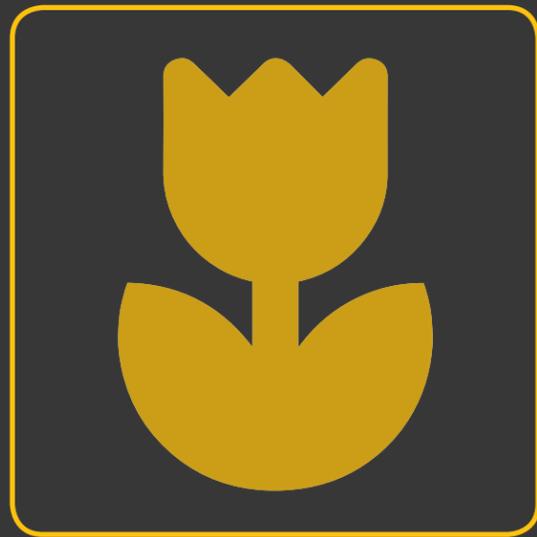
ALTA/TOPOGRAPHIC SURVEY
BLOCK 21
SENECA GROUP
KING COUNTY, WASHINGTON
SEATTLE

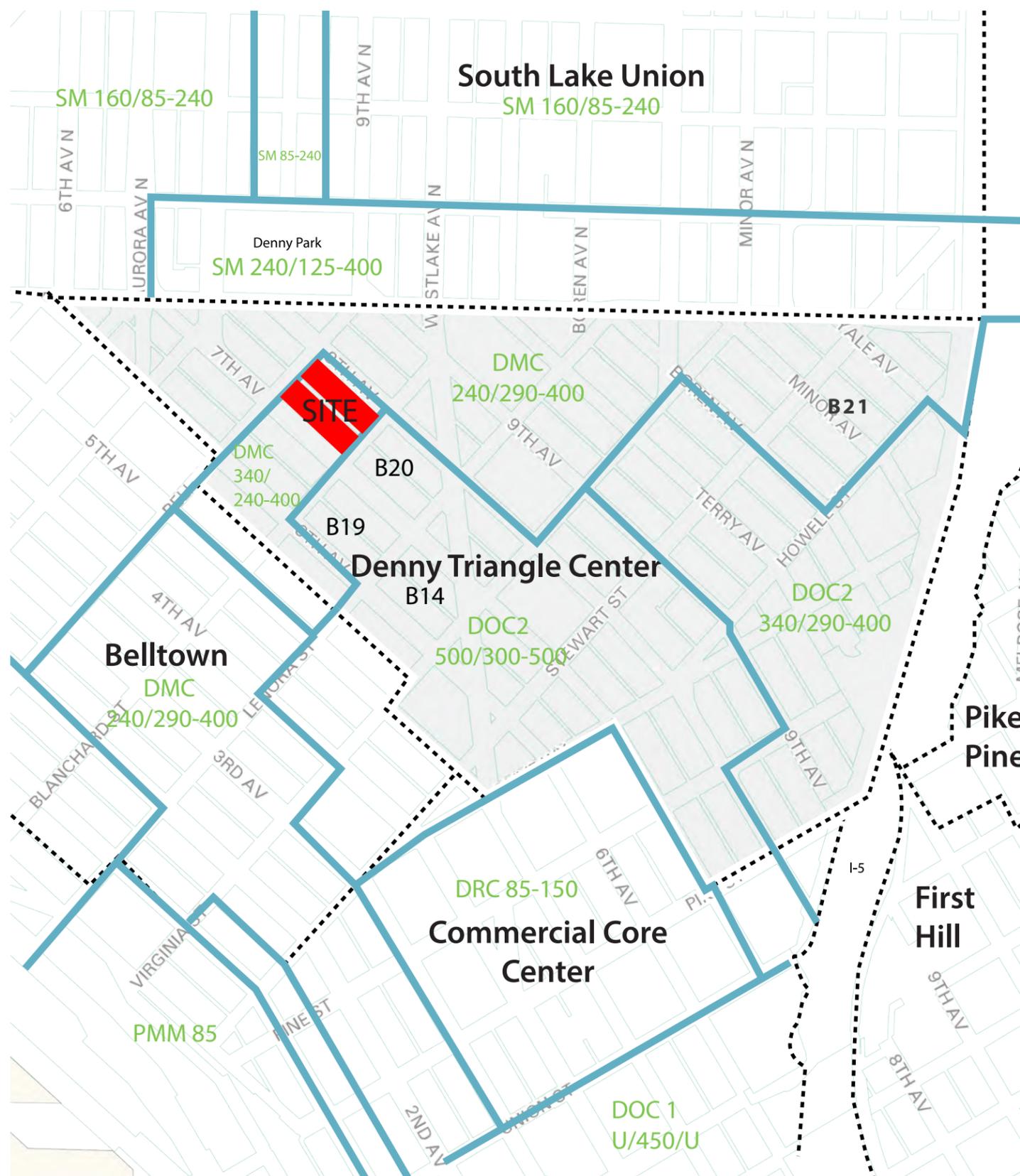
BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MARSH AVE EAST
SEATTLE, WASHINGTON 98102
(206) 323-4144
FAX (206) 335-0739
WWW.BRHSURV.COM

SEAL
NO. 12345
EXPIRES 12/31/2015

DATE: 04/14/14
BY: JKB
CHECKED BY: DCN
SCALE: 1"=20'
SHEET: 1 OF 1

URBAN DESIGN CONTEXT





ZONING MAP KEY

- DOC 1 - OFFICE CORE - 1
- DOC 2 - OFFICE CORE - 2
- DRC - RETAIL CORE
- DMC - MIXED COMMERCIAL
- PMM - PIKE MARKET MIXED





A. Block 48



B. Proposed Apartment Tower



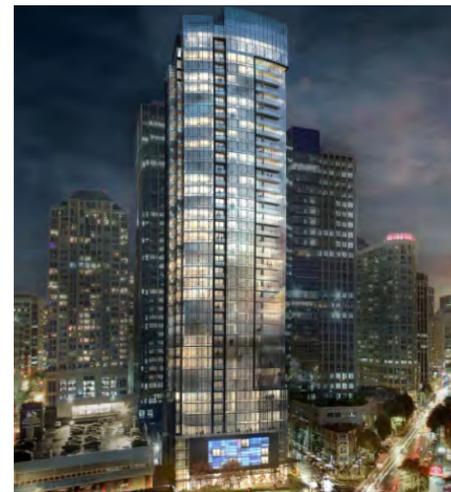
C. 2201 Westlake/Enso



D. 2200 Westlake/ Pan Pacific Hotel



E. Proposed Apartment Tower



F. Apartment Tower Under Construction



G. Office Tower Under Construction



H. Office Tower Under Construction



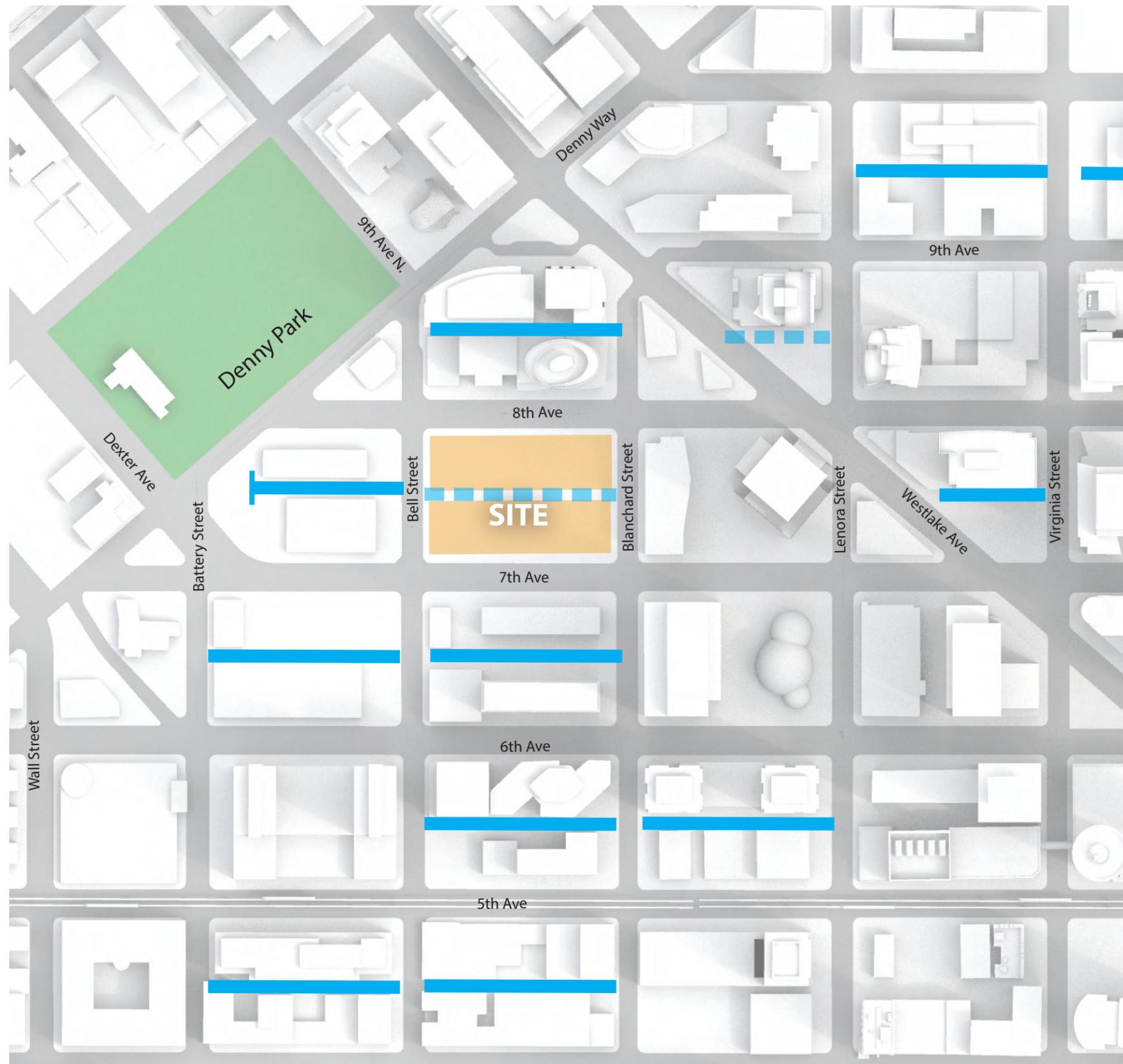
I. Apartment Towers



J. Condo Towers Under Construction



K. Office Tower Under Construction



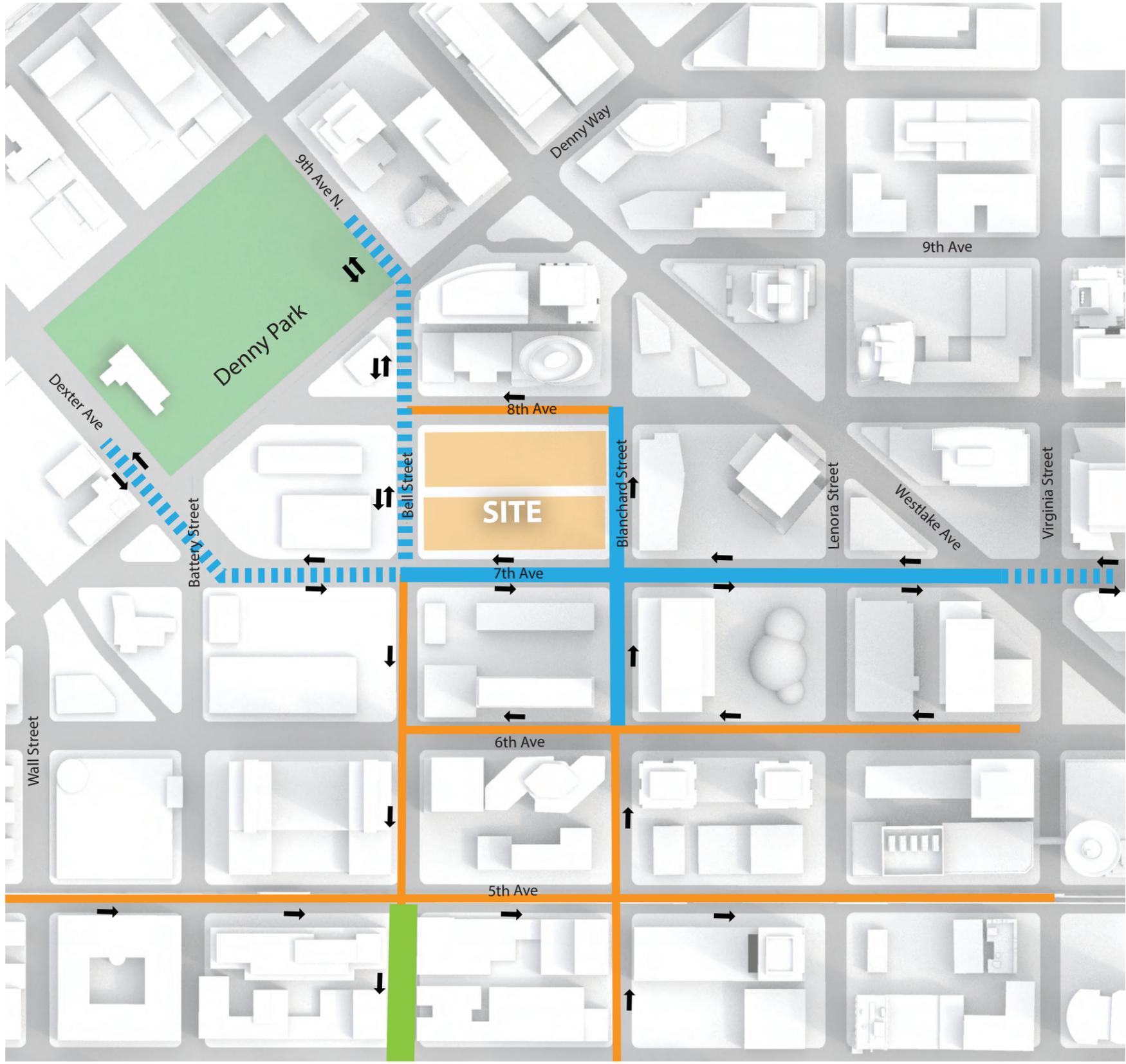
- Existing Alley
- Proposed Alley Vacation





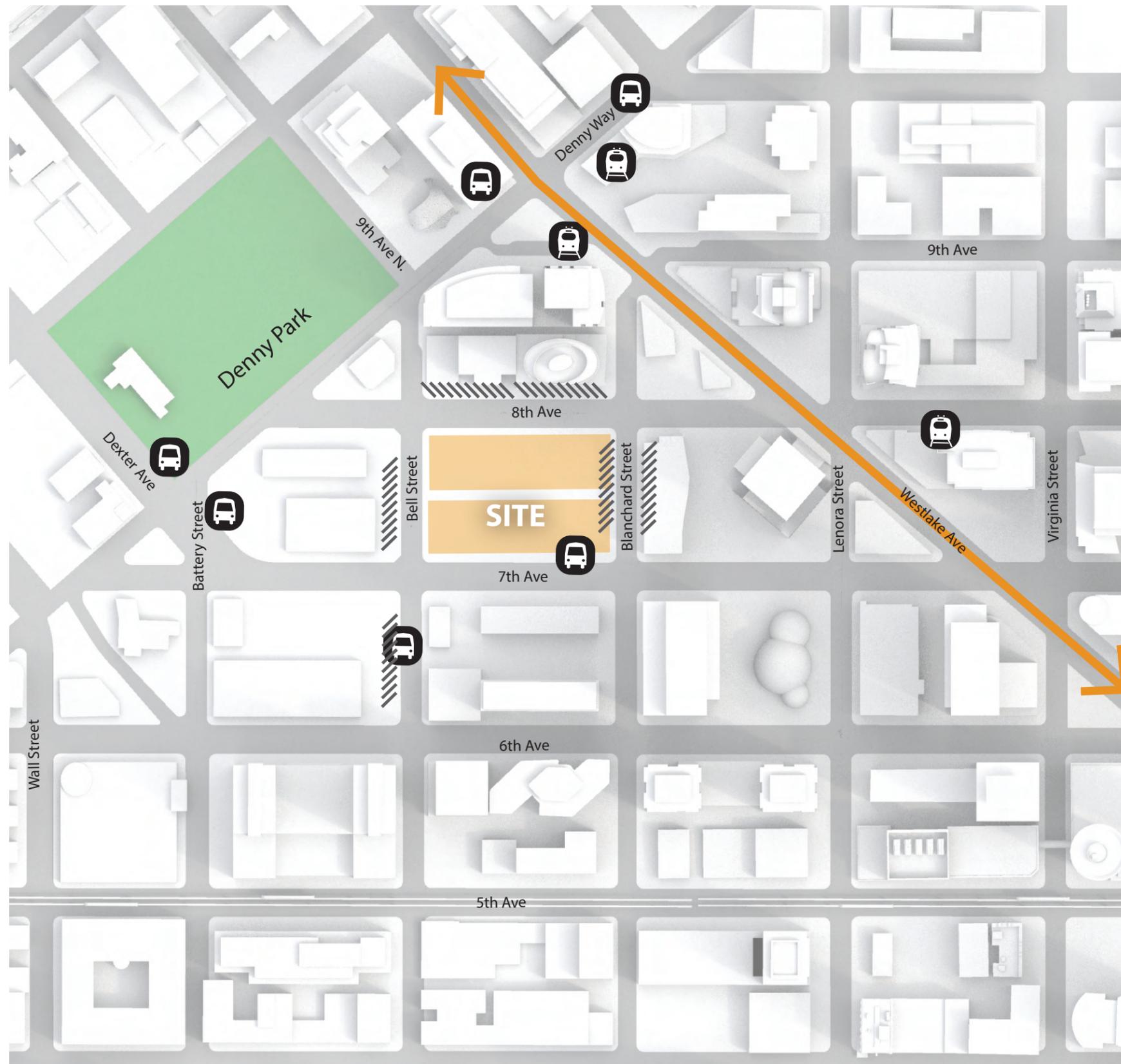
- Class I Pedestrian Street
- Class II Pedestrian Street
- Green Street
- Shared Use Street





- In street- minor separation
- Cycle track- grade separation
- Cycle track- in street
- Bell Street Park





Street Car Route



Bus Stop

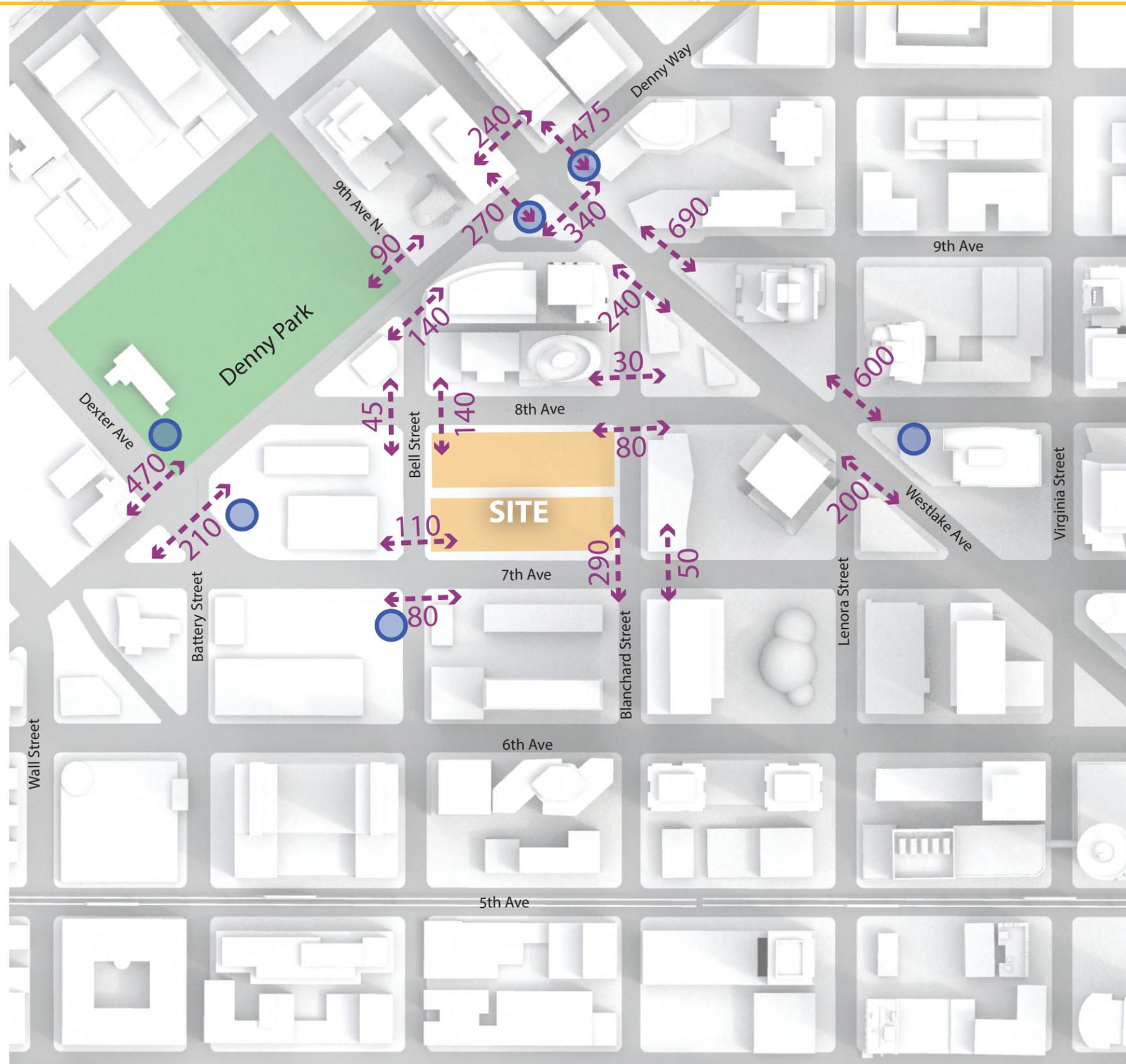


Street Car Stop



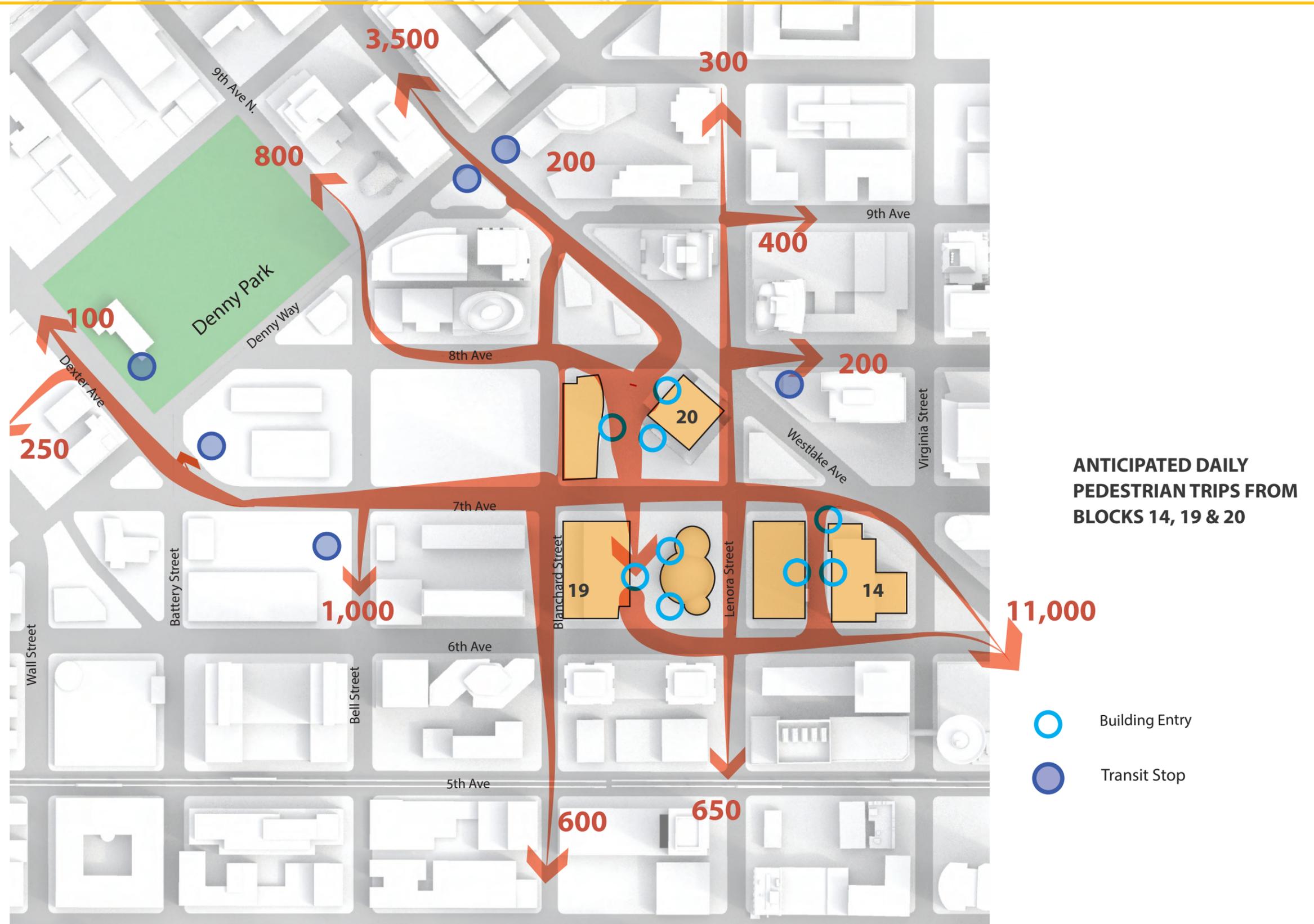
Metro Layover Zone

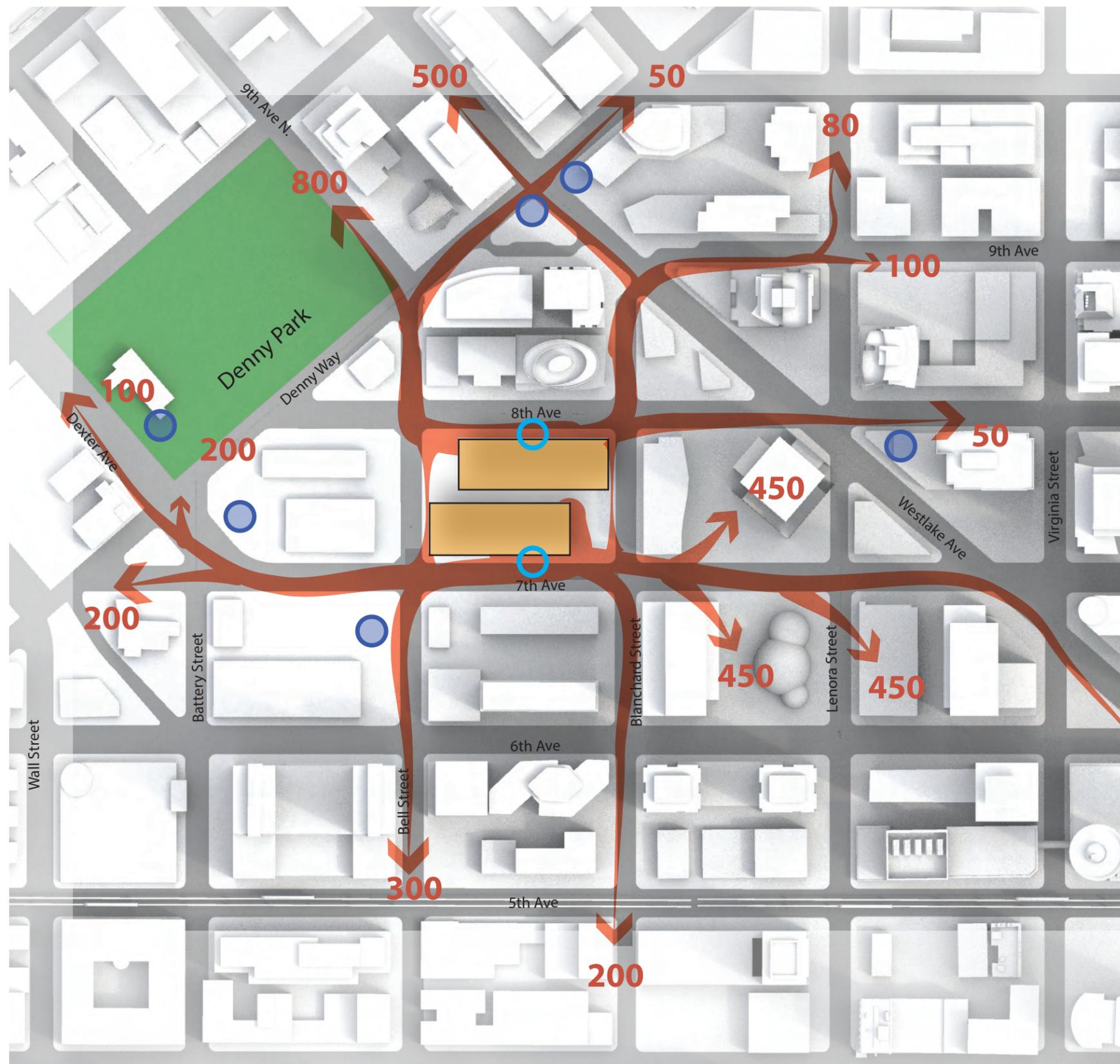




-  Transit Stop
-  Existing Peak Hour Pedestrian Crossing





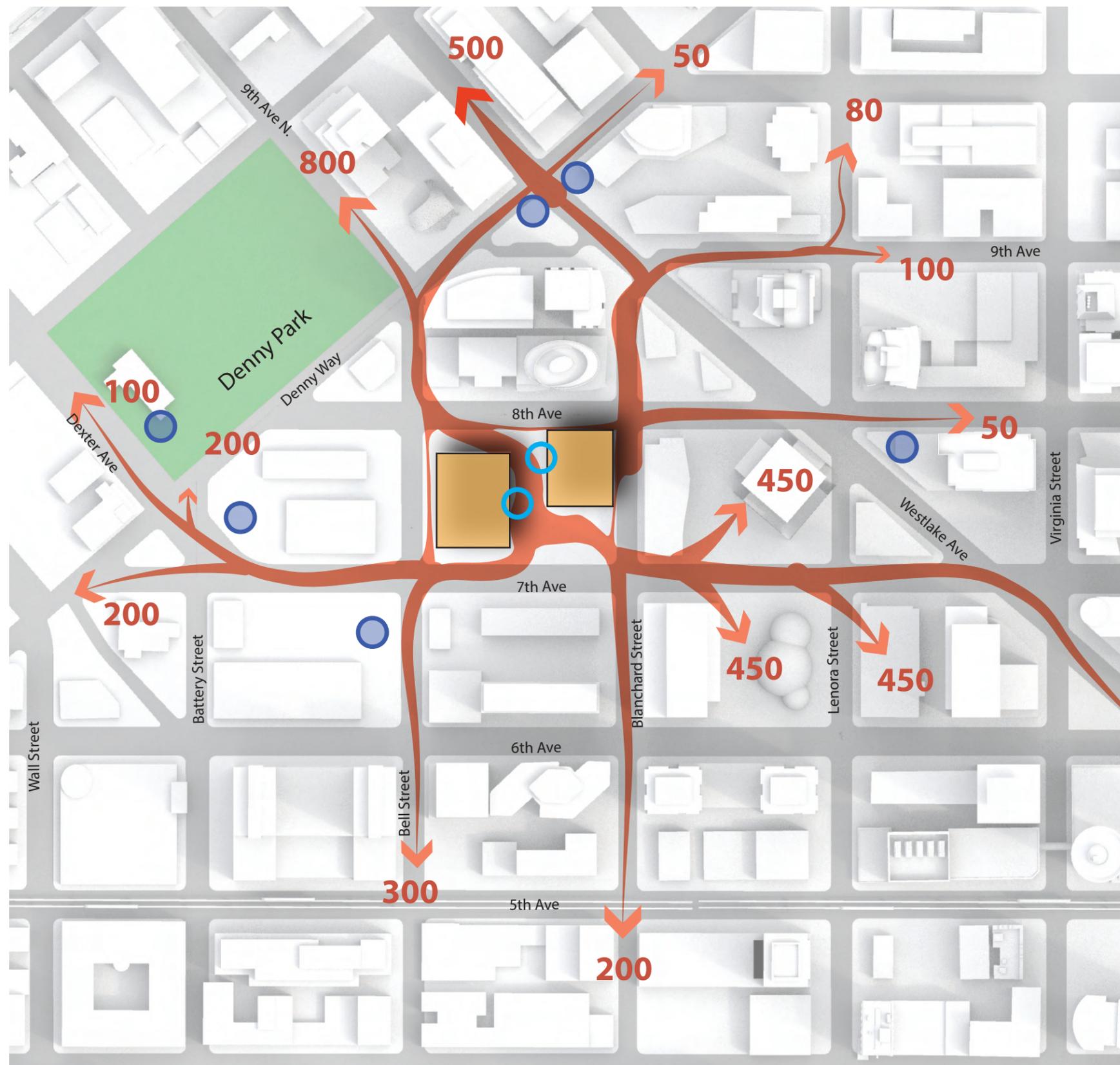


ANTICIPATED DAILY
PEDESTRIAN TRIPS FROM
BLOCK 21

NO-VACATION
ALTERNATIVE

- 3000**
- Building Entry
- Transit Stop





ANTICIPATED DAILY
PEDESTRIAN TRIPS FROM
BLOCK 21

ALLEY VACATION
ALTERNATIVE

3000

○ Building Entry

● Transit Stop





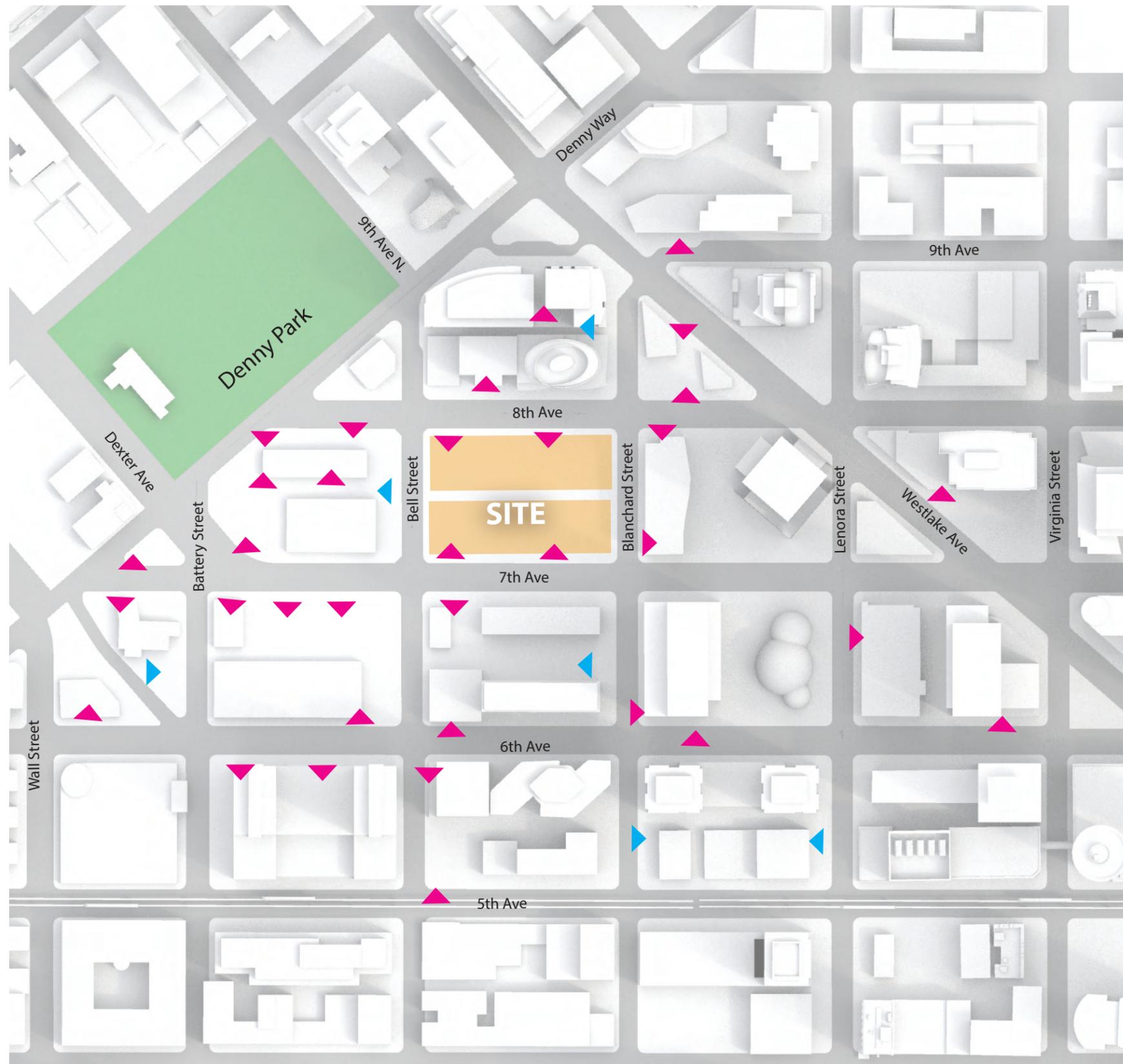
Percentage of daily traffic distribution, To and From site





Percentage of daily traffic distribution, To and From site





◀ Street Entry Location

◀ Alley Entry Location





Bell Street Park



7th Avenue Cycle Track

-  Green Street
-  Shared-use Street
-  Public Open Space
-  Private Open Space (Public-Accessible)
-  Green Street Setback



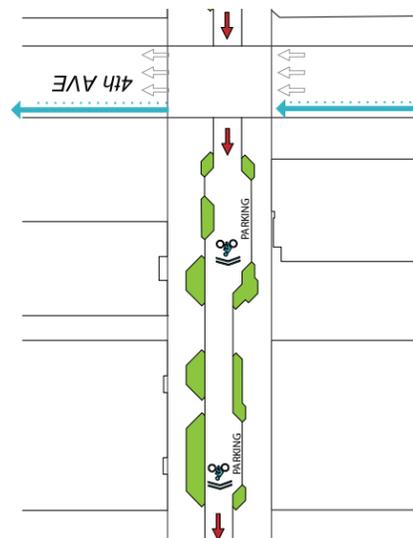
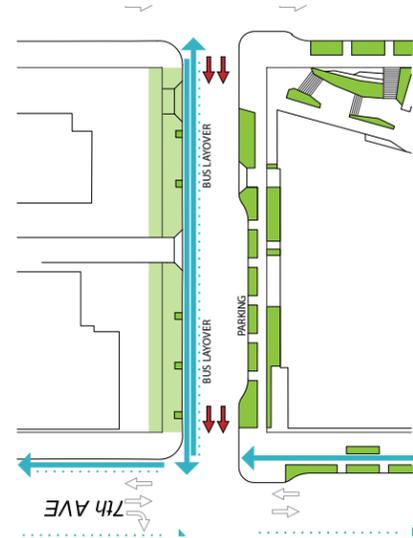




- Denny Triangle
- Belltown



- Denny Triangle
- Belltown
- Existing/ proposed building edge
- Potential building edge



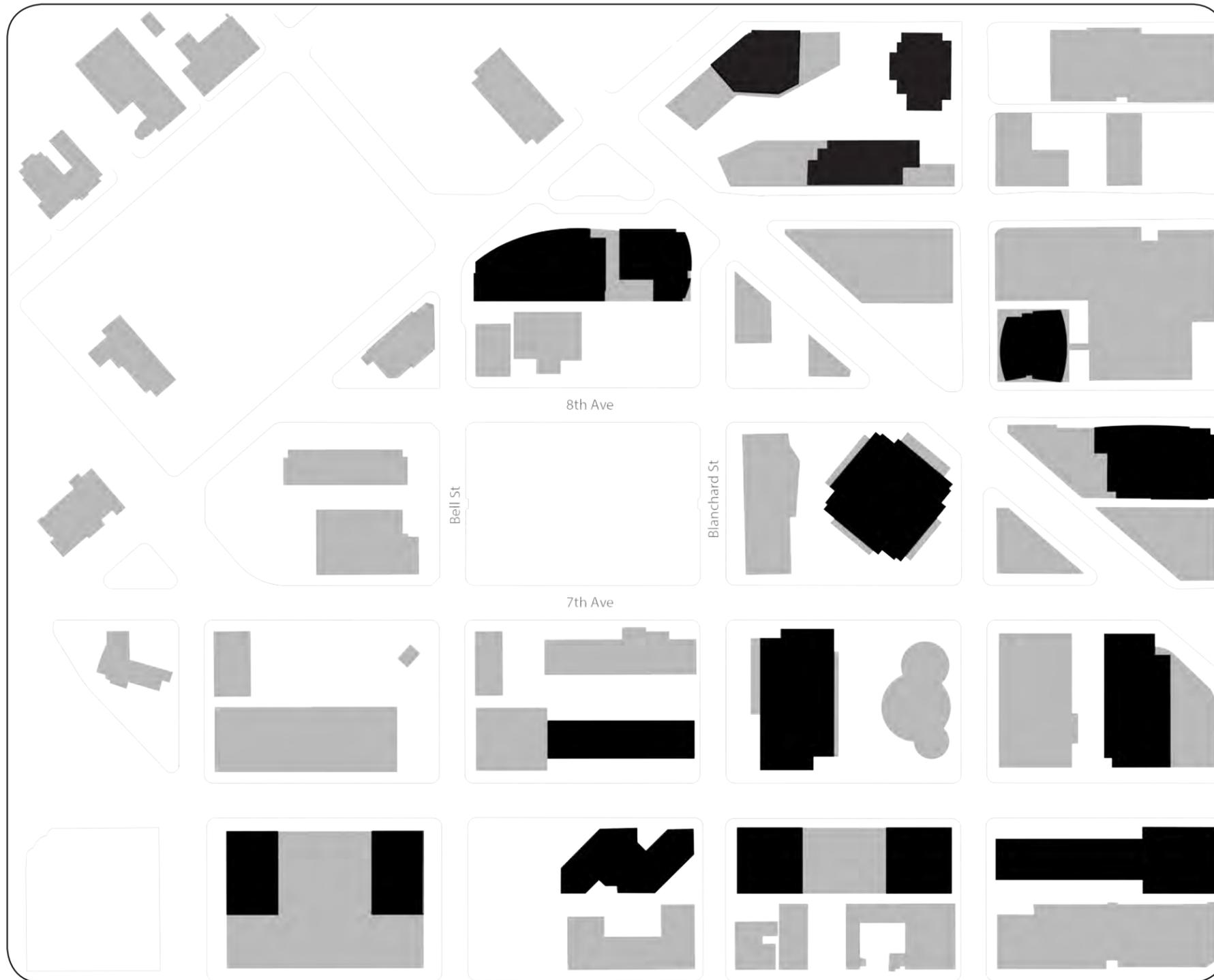
- Denny Triangle
- Belltown
- Existing/ proposed building edge
- Potential building edge
- X.X%** Slope at right of way





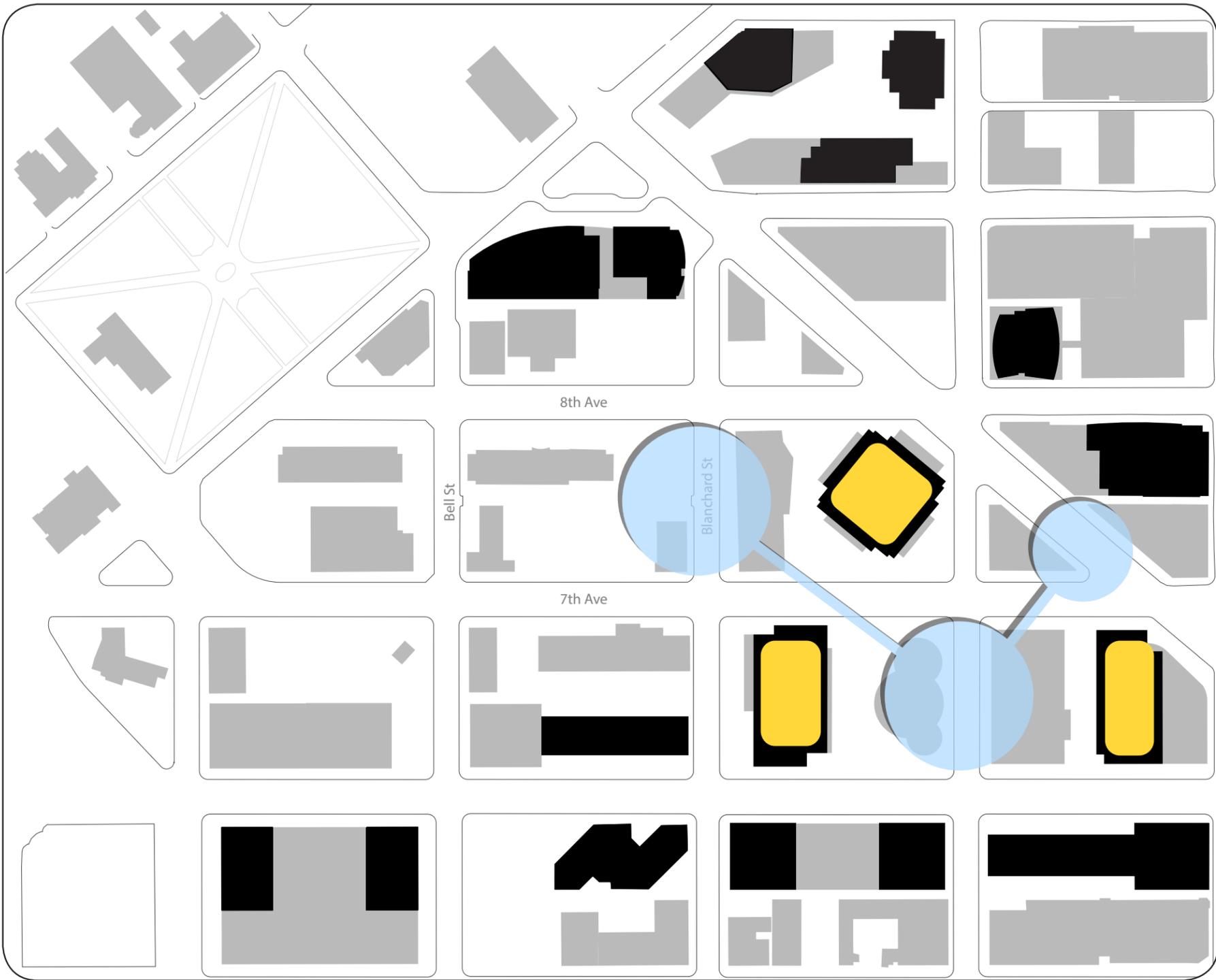






CURRENT

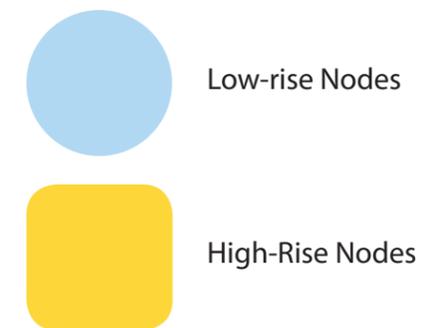
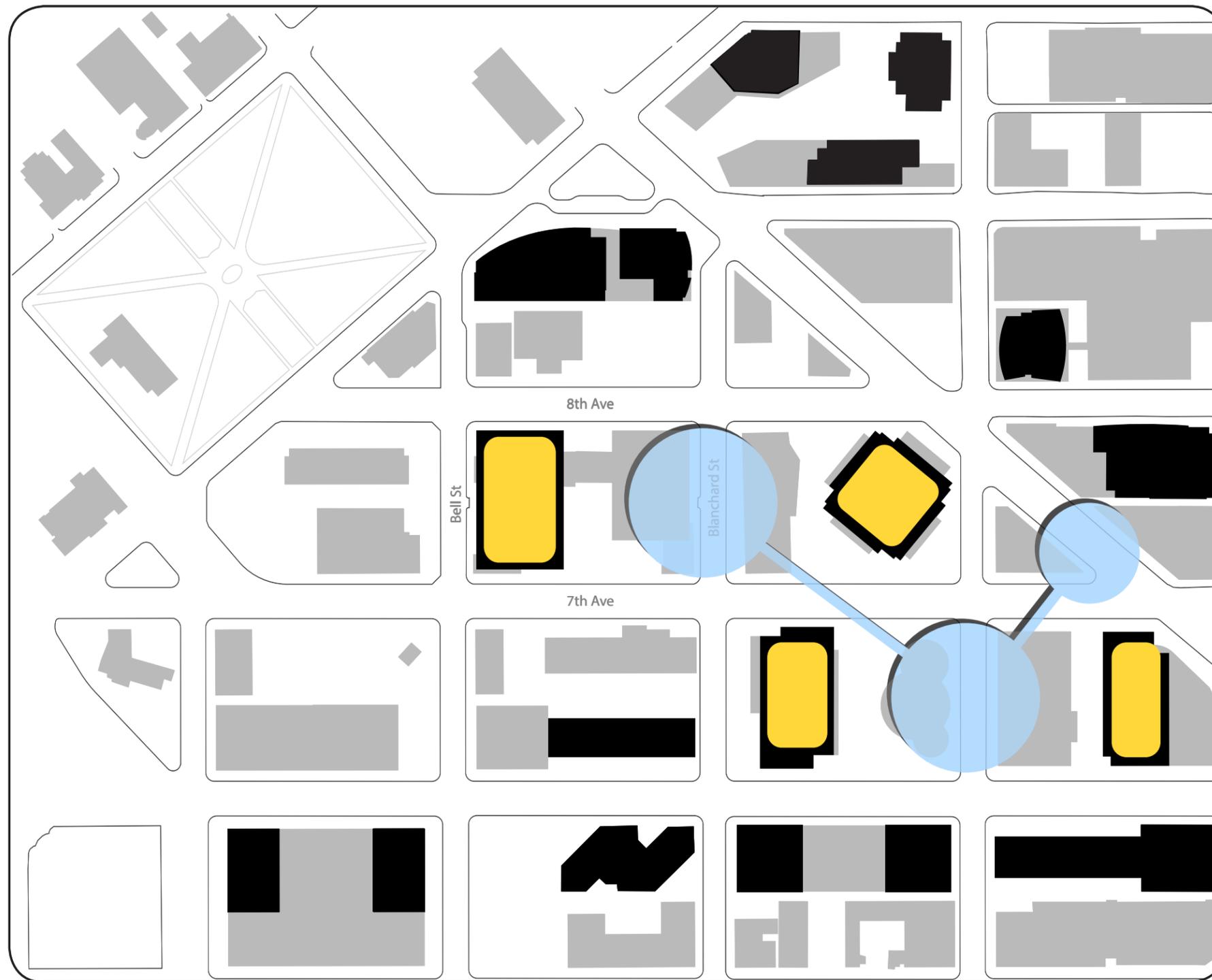




- Low-rise Nodes
- High-Rise Nodes

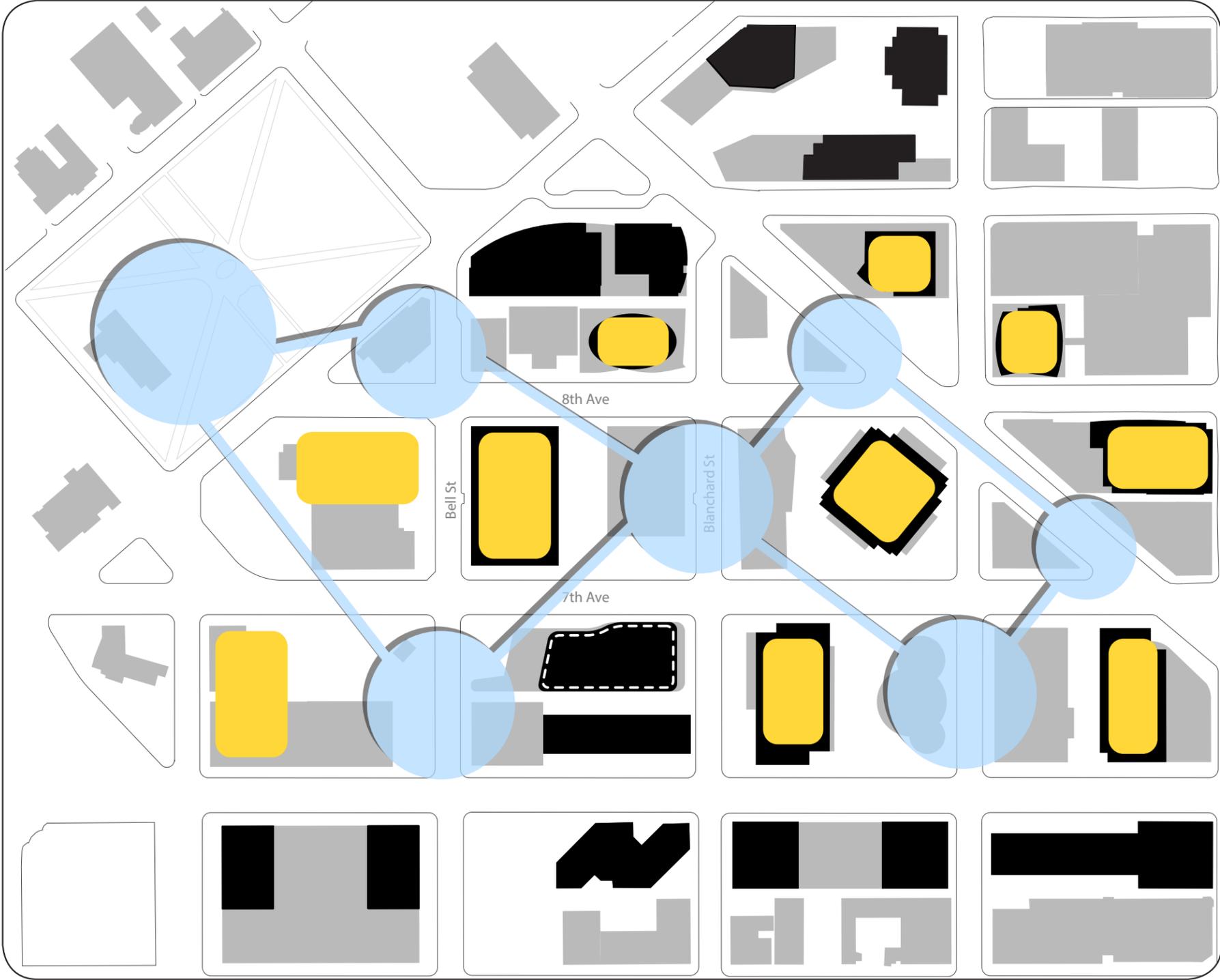
RUFUS 2.0





RUFUS 2.0 + BLOCK 21



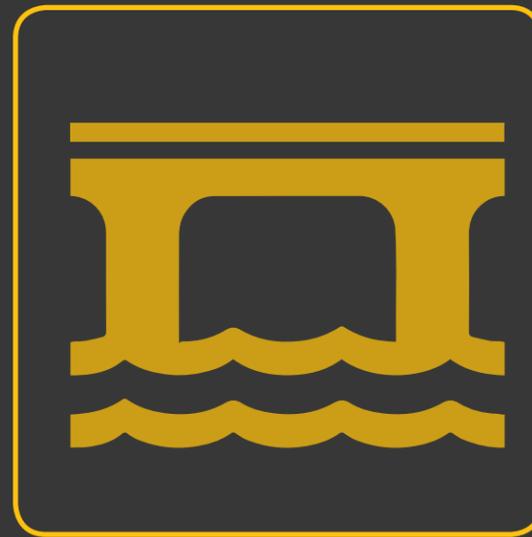
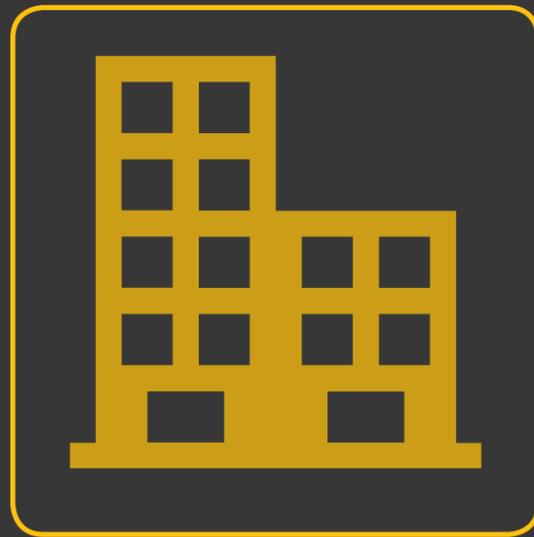


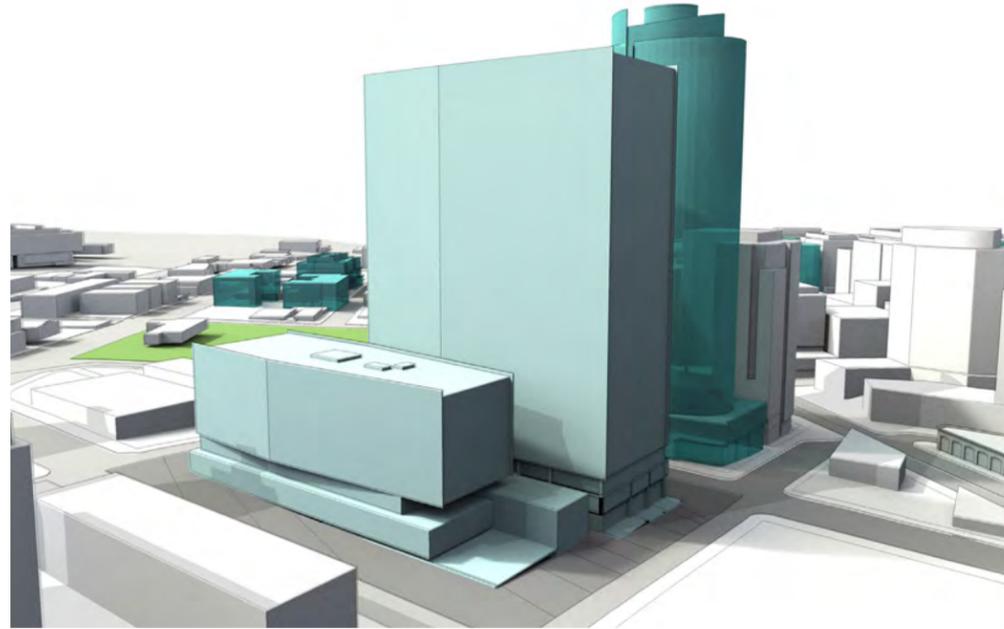
-  Low-rise Nodes
-  High-Rise Nodes

FUTURE DEVELOPMENT



URBAN DESIGN MERIT

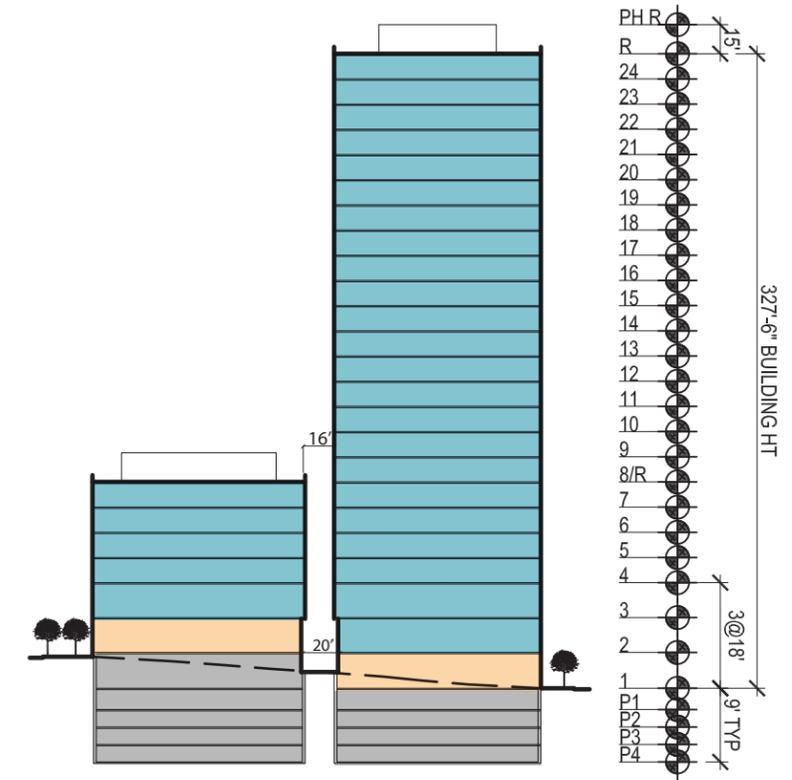
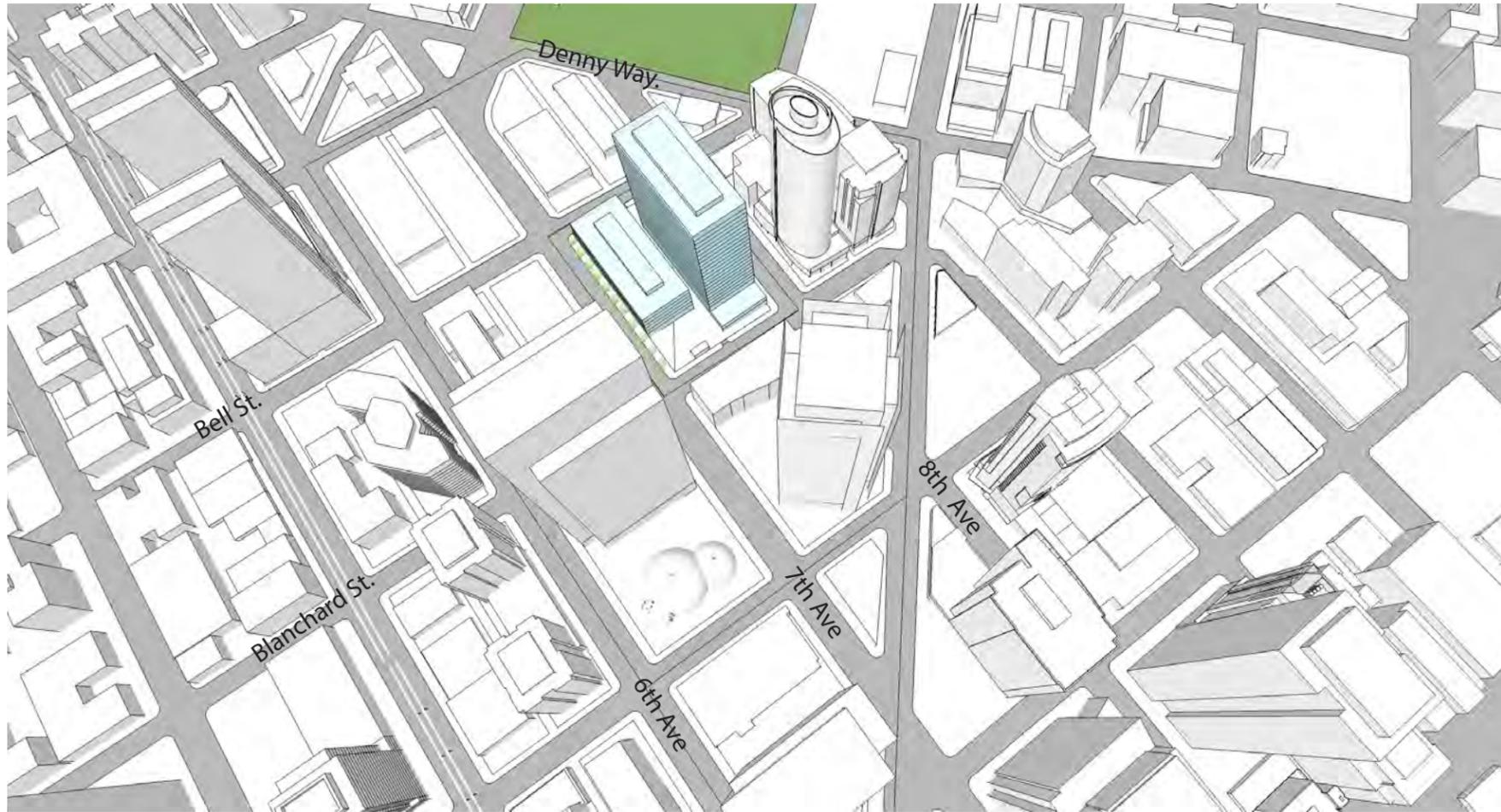




No Alley Vacation

Full Alley Vacation





Summary:

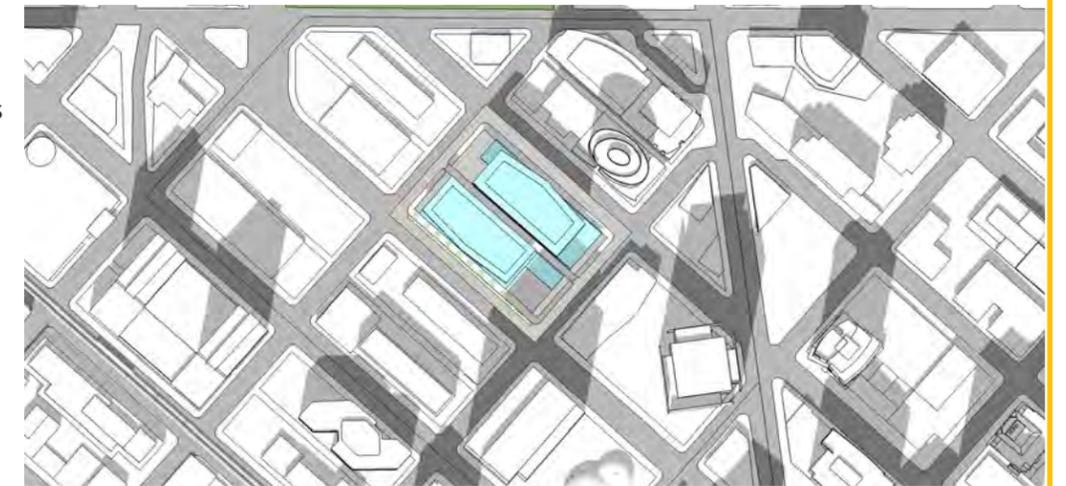
- 5 Parking Levels
- 1- 6 Story Building, 1-24 Story Building
- Open Space at Grade
- Loading/Parking Entries at Streets
- 777,600 SF of FAR
- 27,000 SF Retail

+ Pros

1. Minimized view obstruction between the alley facades.
2. Grade level open space may be available for amenity bonus
3. Enhanced green streets
4. Enhanced urban fabric
5. Connection to adjacent neighborhood buildings
6. Open space at both buildings
7. Open space at SW and NE corner maximize daylight access

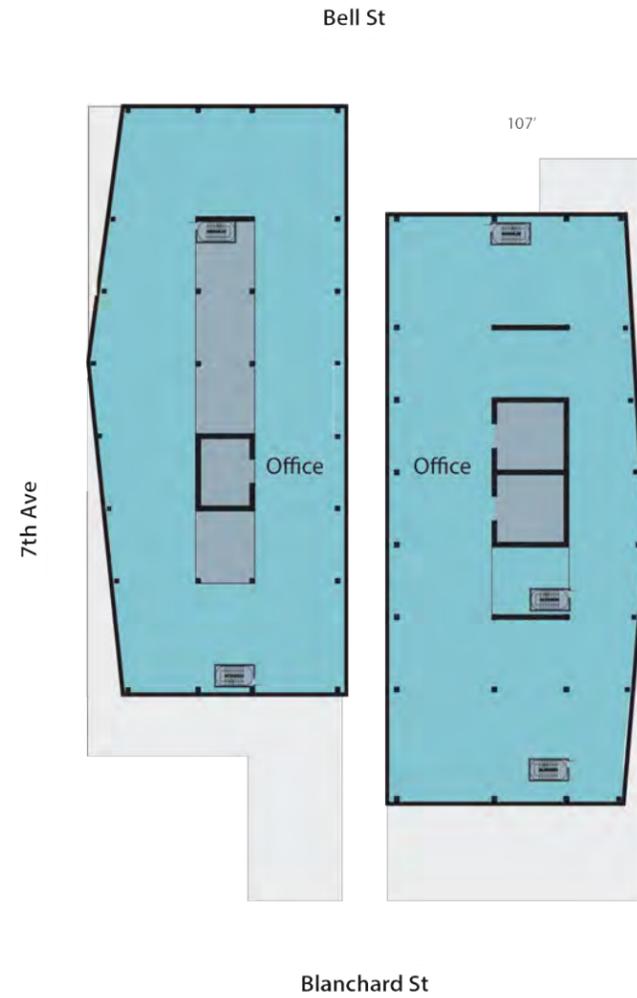
- Cons

1. Shadow impact on streets
2. Locating parking entries and loading docks at alley reduce amount of active use at street level
3. Utilizing alley for parking and loading access forces all traffic to cross Green Streets

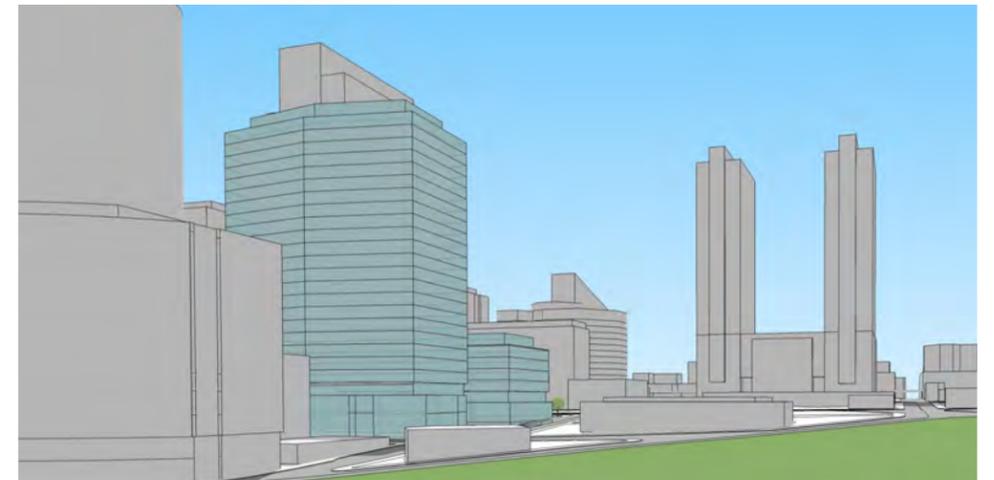
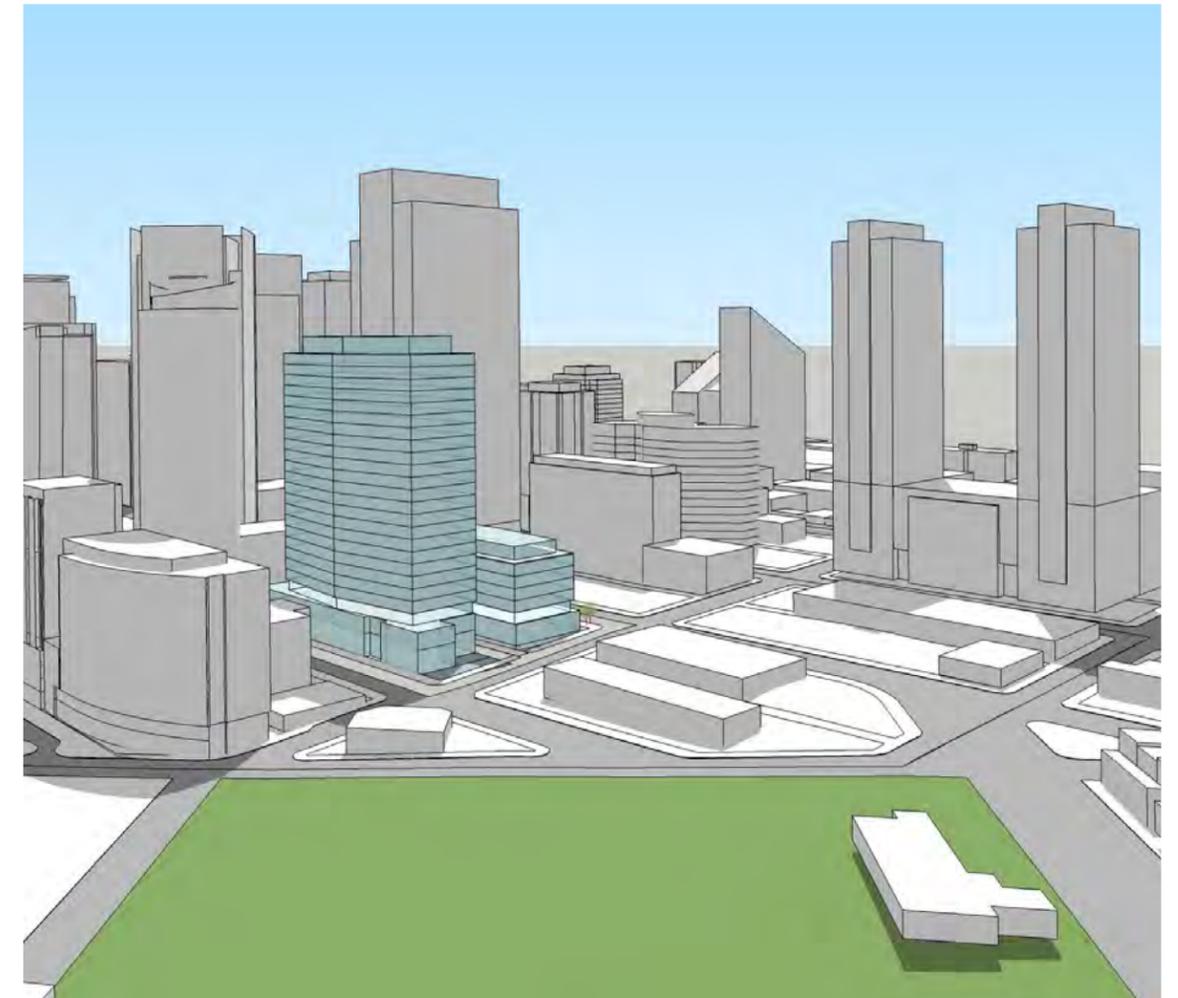


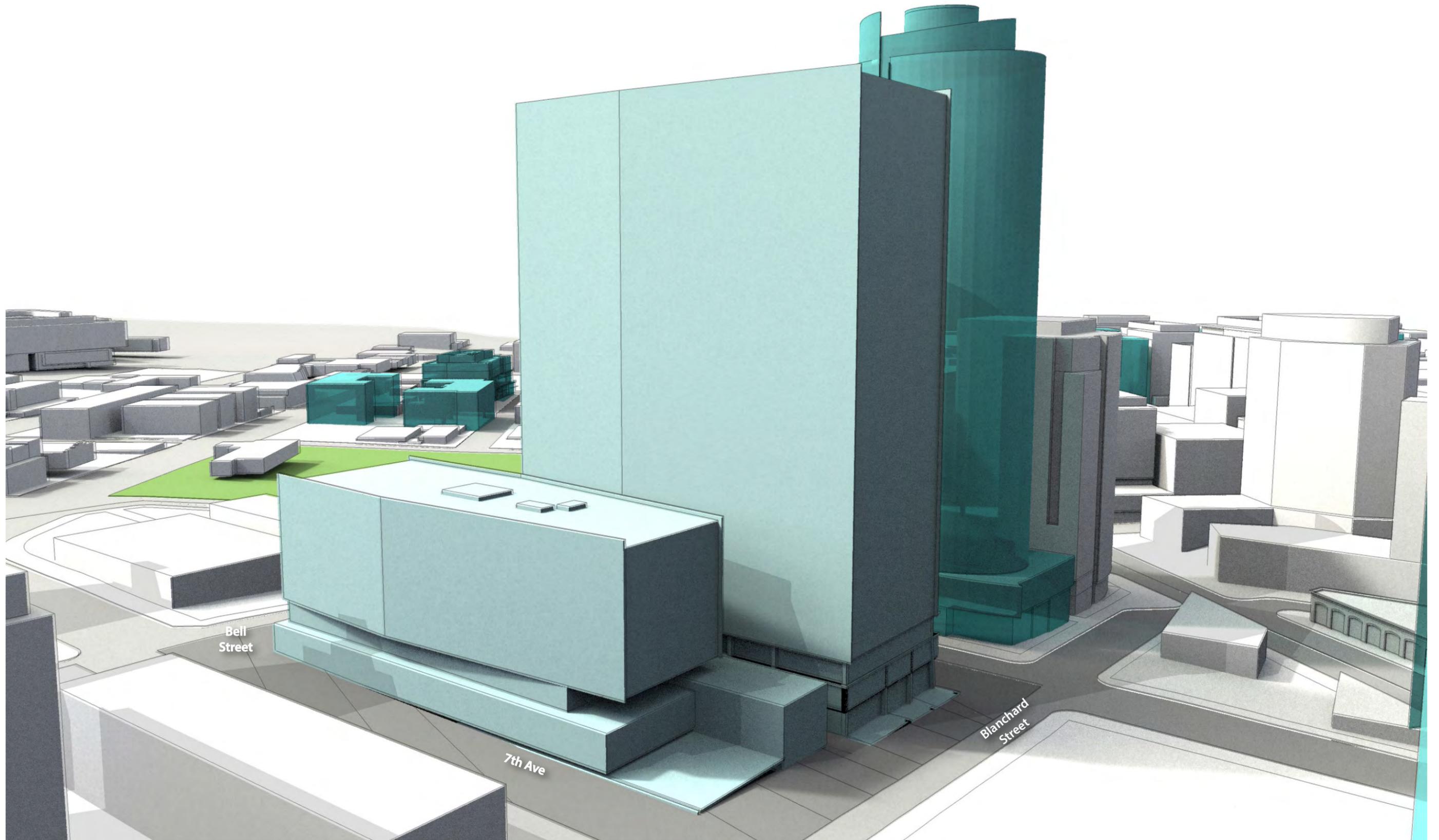


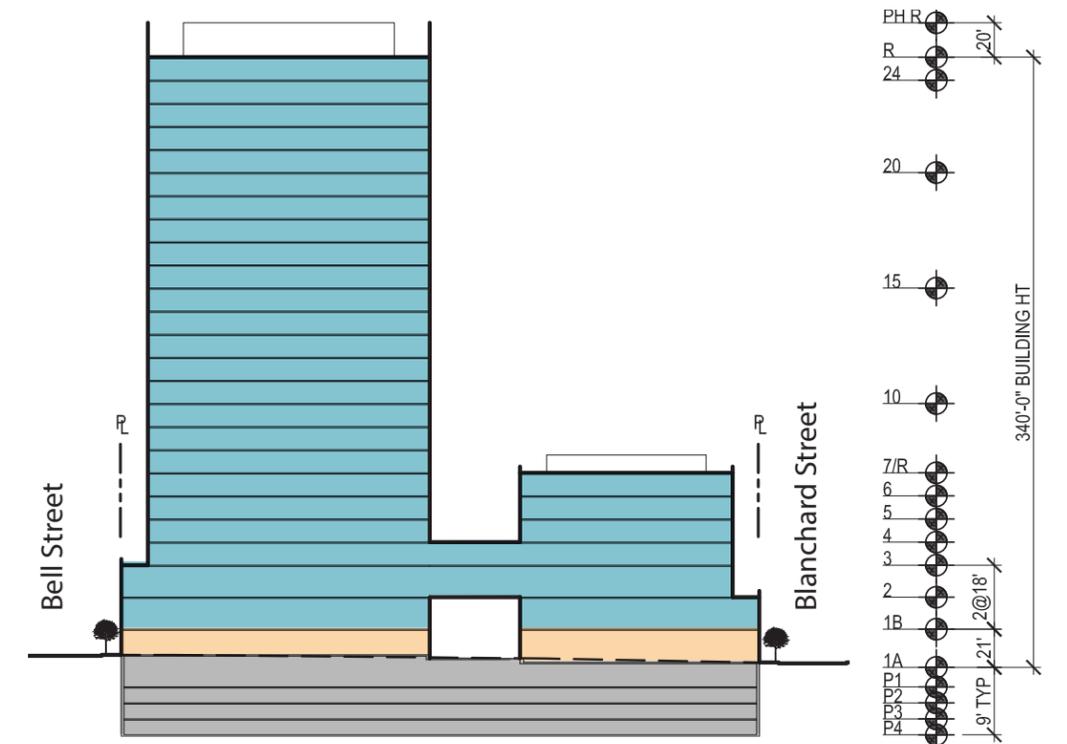
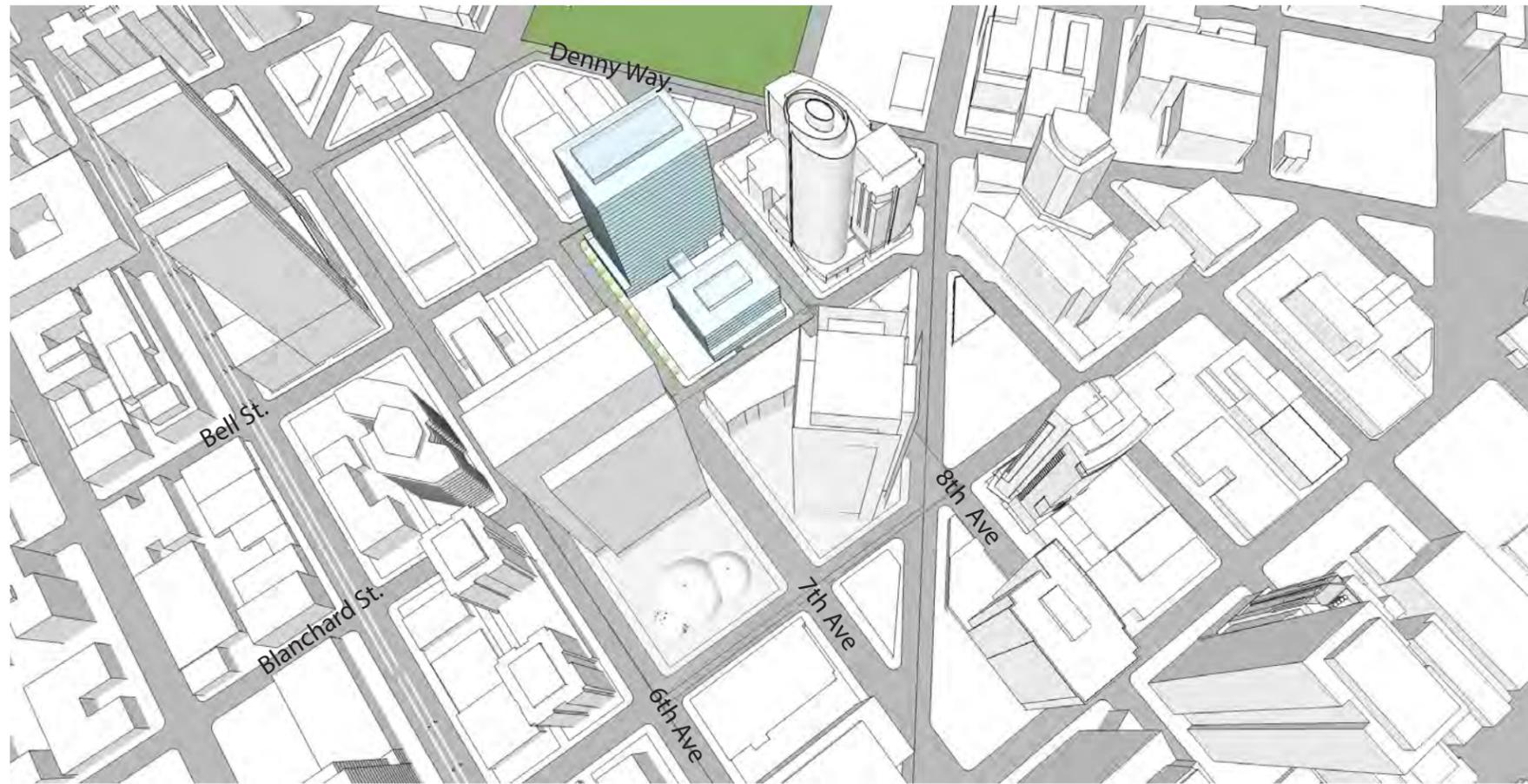
Level 1 Plan



Typical Upper Plan







Summary:

- 4 Parking Levels
- 1- 7 Story Building, 1-24 Story Building, 1 - 1 Story Building
- Open Space at Grade
- Loading/Parking Entries on Bell Street and 8th Ave
- 835,200 SF of FAR
- 30,000 SF Retail

+ Pros

1. Access to daylight and views
2. Grade level open space
3. Enhanced Blanchard green street
4. Enhanced neighborhood urban fabric
5. Massing rhythm similar to adjacent blocks
6. Through block connection
7. Opportunity to enhance 7th Ave cycle track
8. Open space in optimal solar location
9. Aerial connection enhances long term flexibility

- Cons

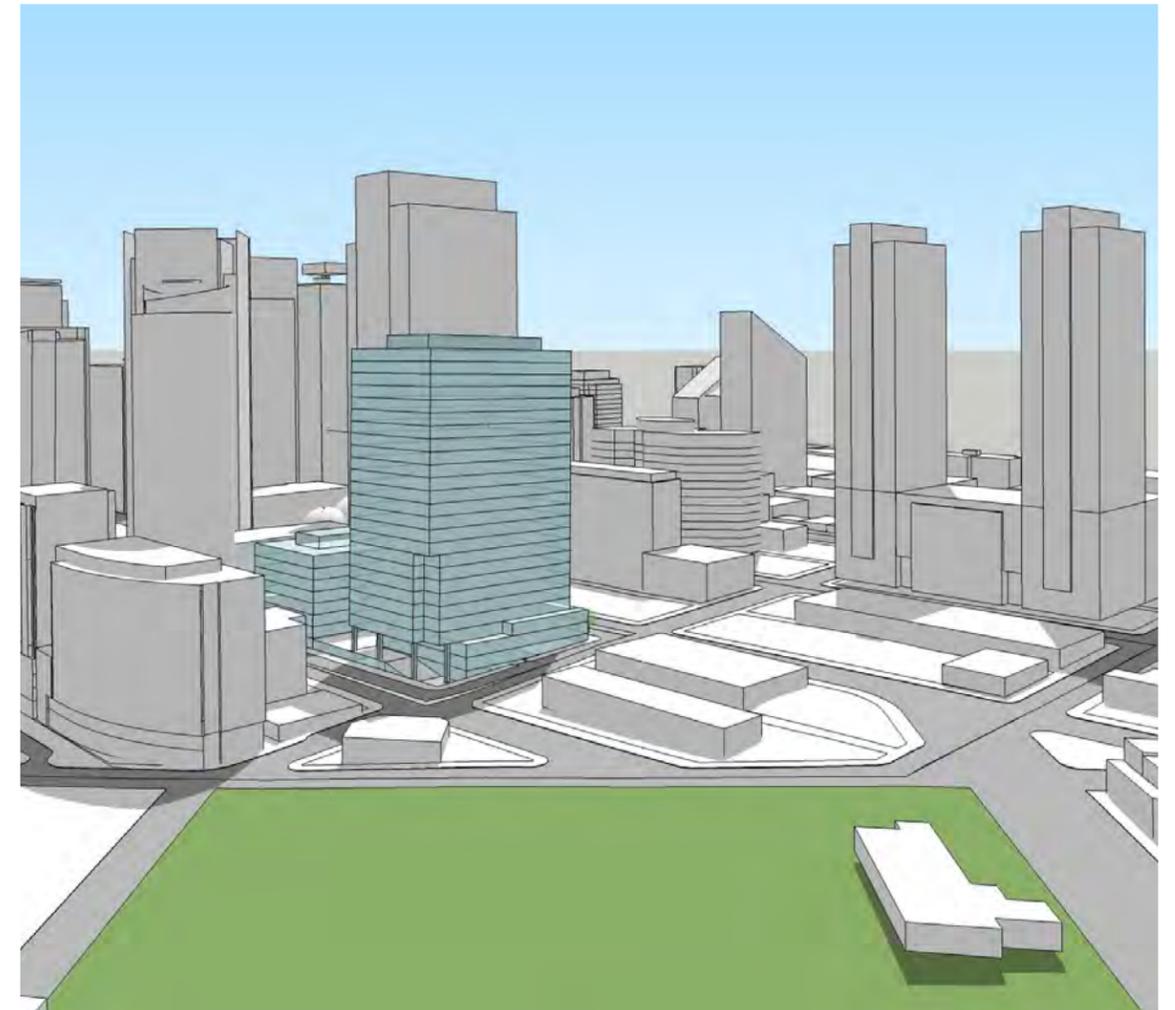
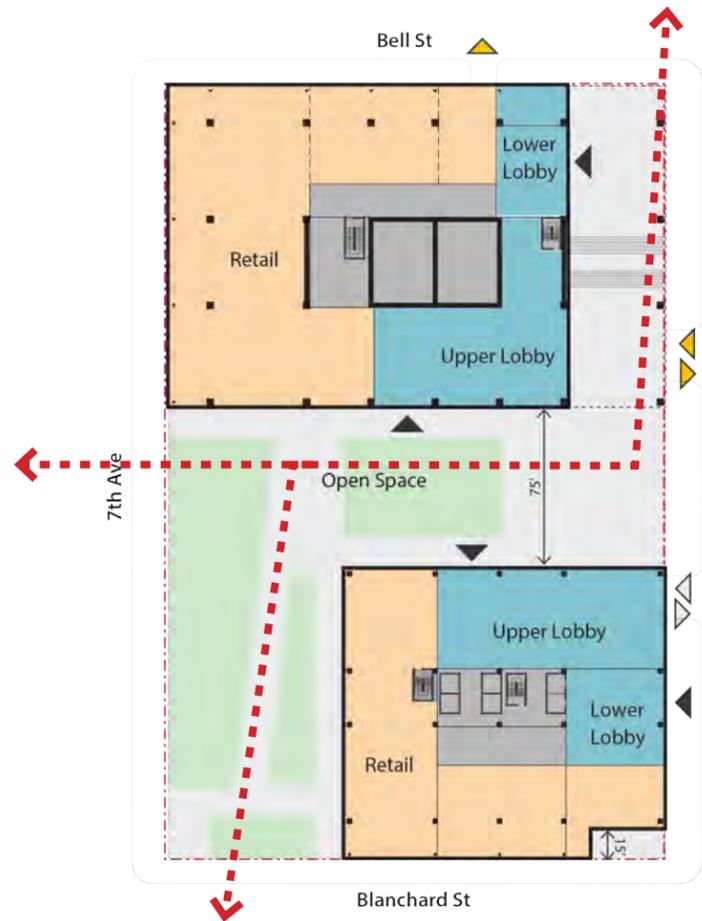
1. Shadow impact on streets
2. View impact on adjacent buildings
3. Curb cuts on 8th Ave and possible curb cut on Bell Street

Aerial

Building Section



Vicinity Plan





Open Space Goals

- Create diverse range of open spaces
- Differentiate character of open spaces on each block
- Maximize use of sunny locations
- Maximize public access
- Strengthen pedestrian/bike experience on 7th Ave
- Maximize opportunities for street tree plantings and furnishings

Landscape Concept

- Create diverse range of open spaces
- Differentiate character of open spaces on each block
- Maximize use of sunny locations
- Maximize public access
- Strengthen pedestrian/bike experience on 7th Ave
- Maximize opportunities for street tree plantings and furnishings

Site Plan



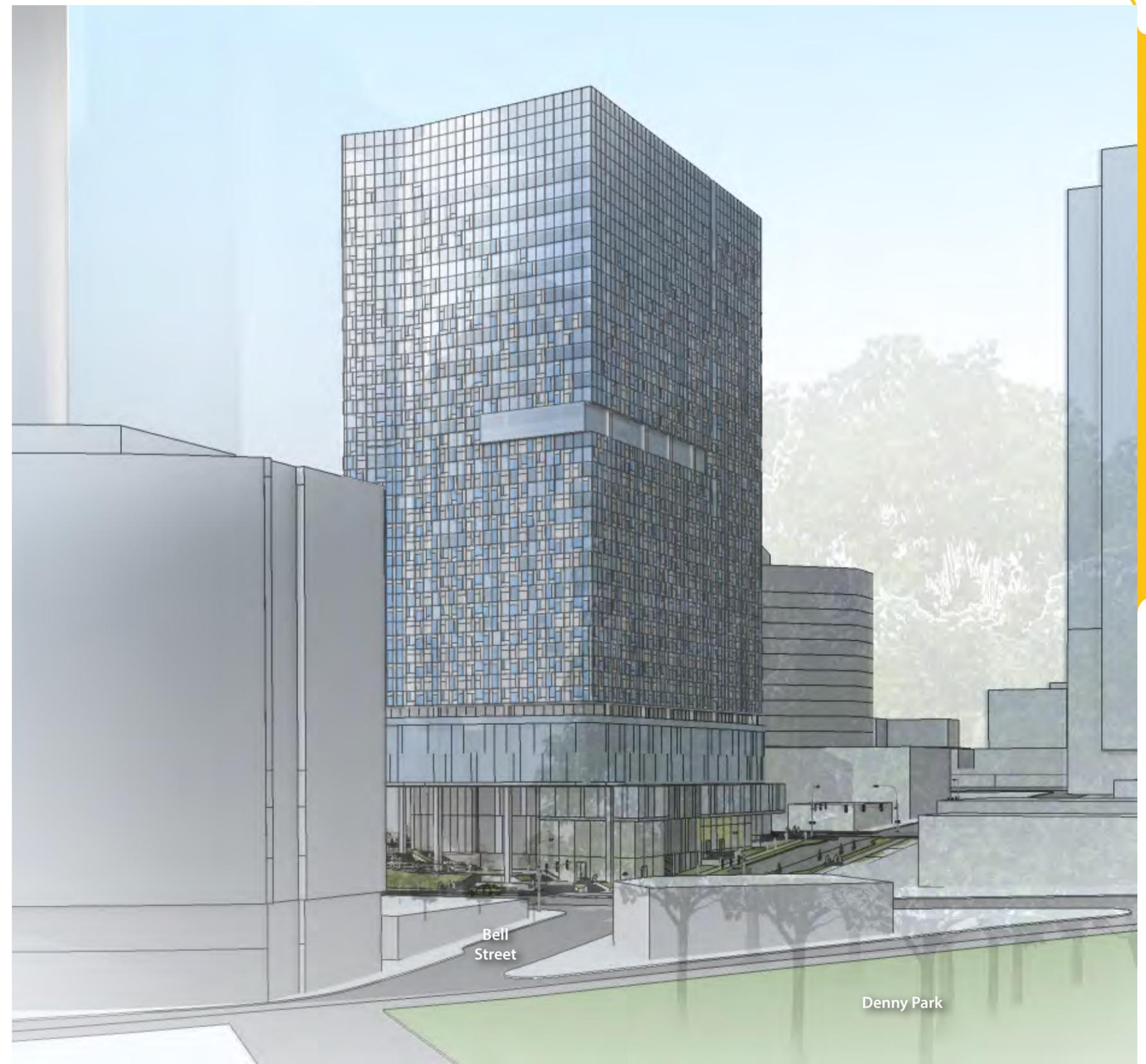


Open Space Plan

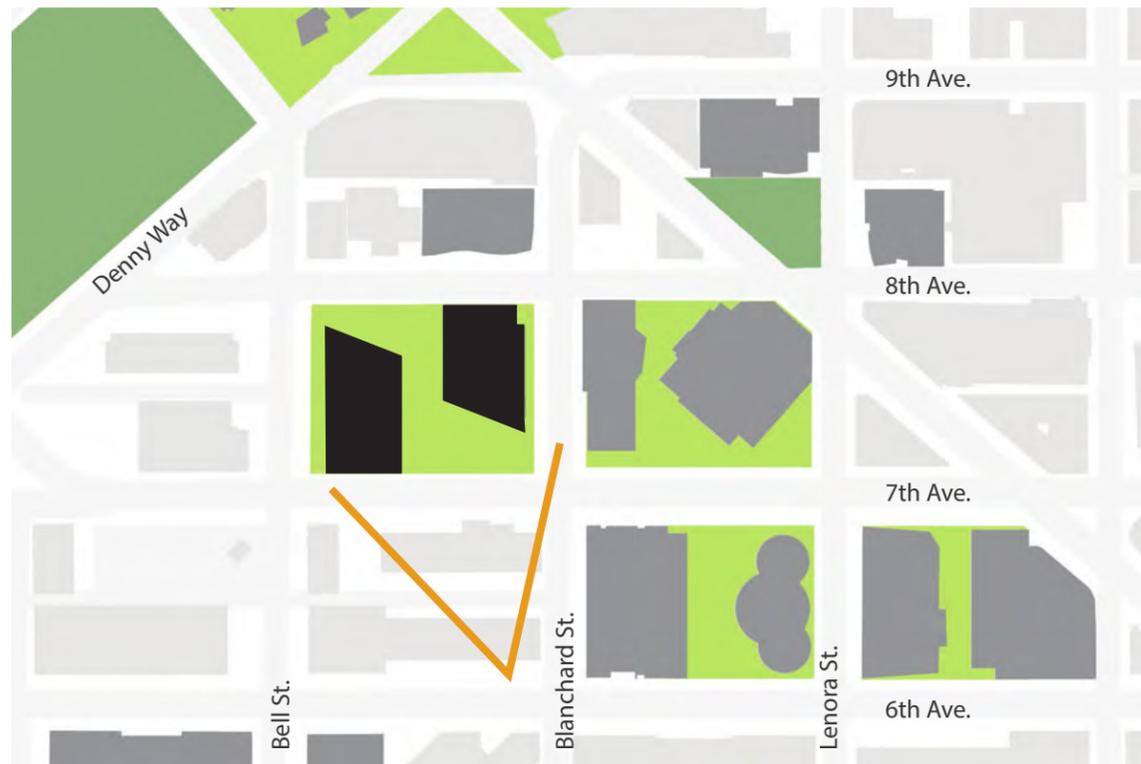




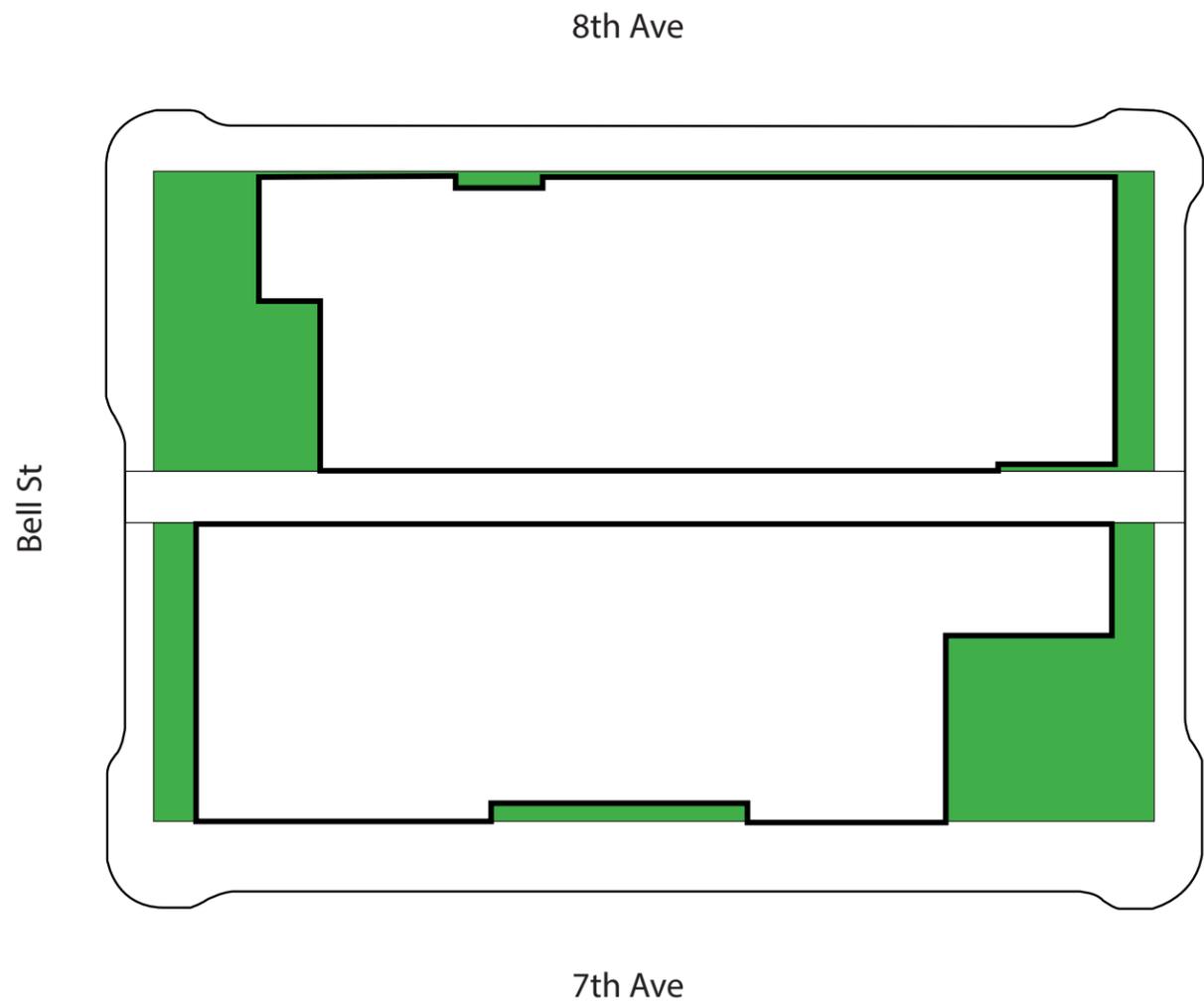




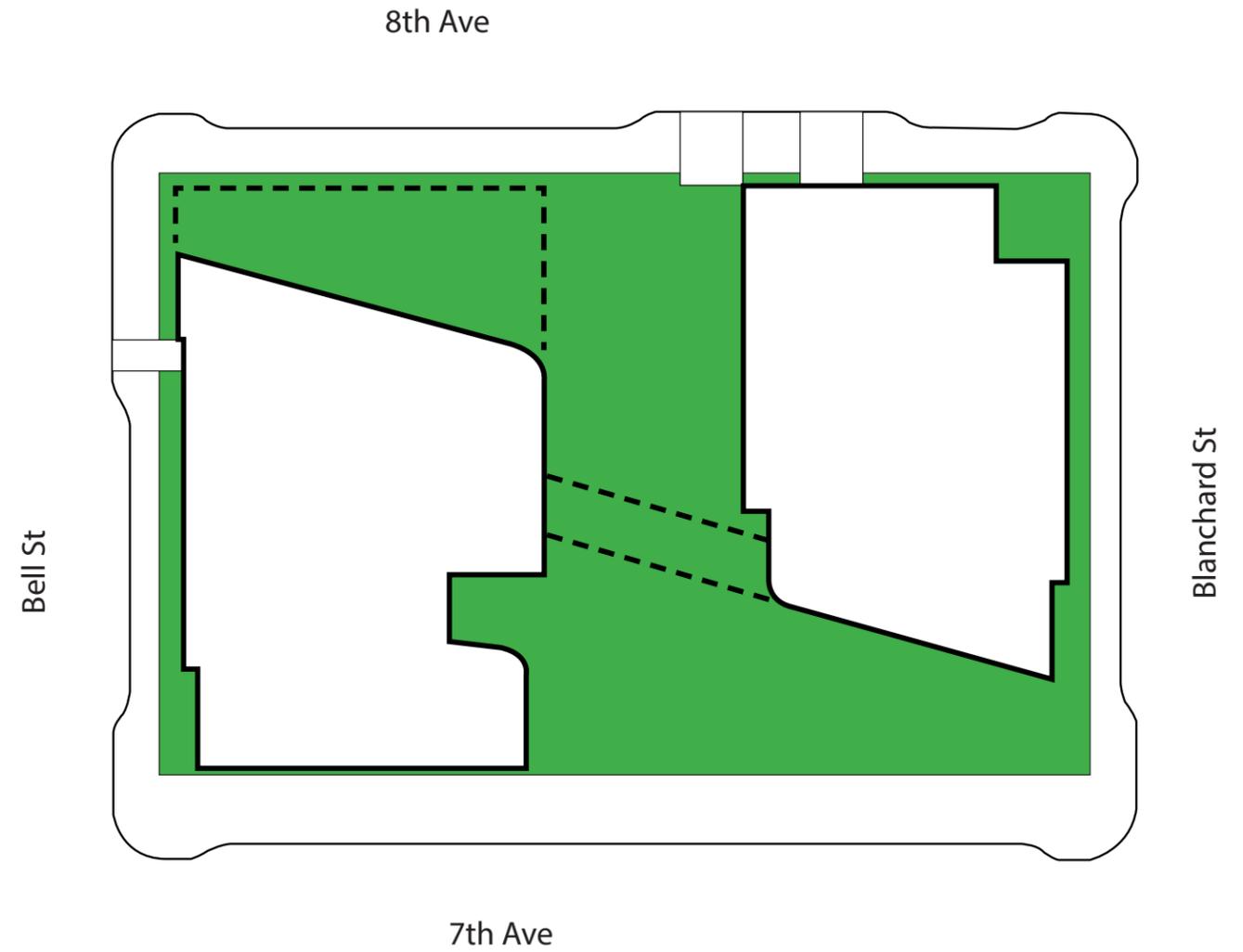




Open Space



NO ALLEY VACATION
Open Space: 10,700 SF

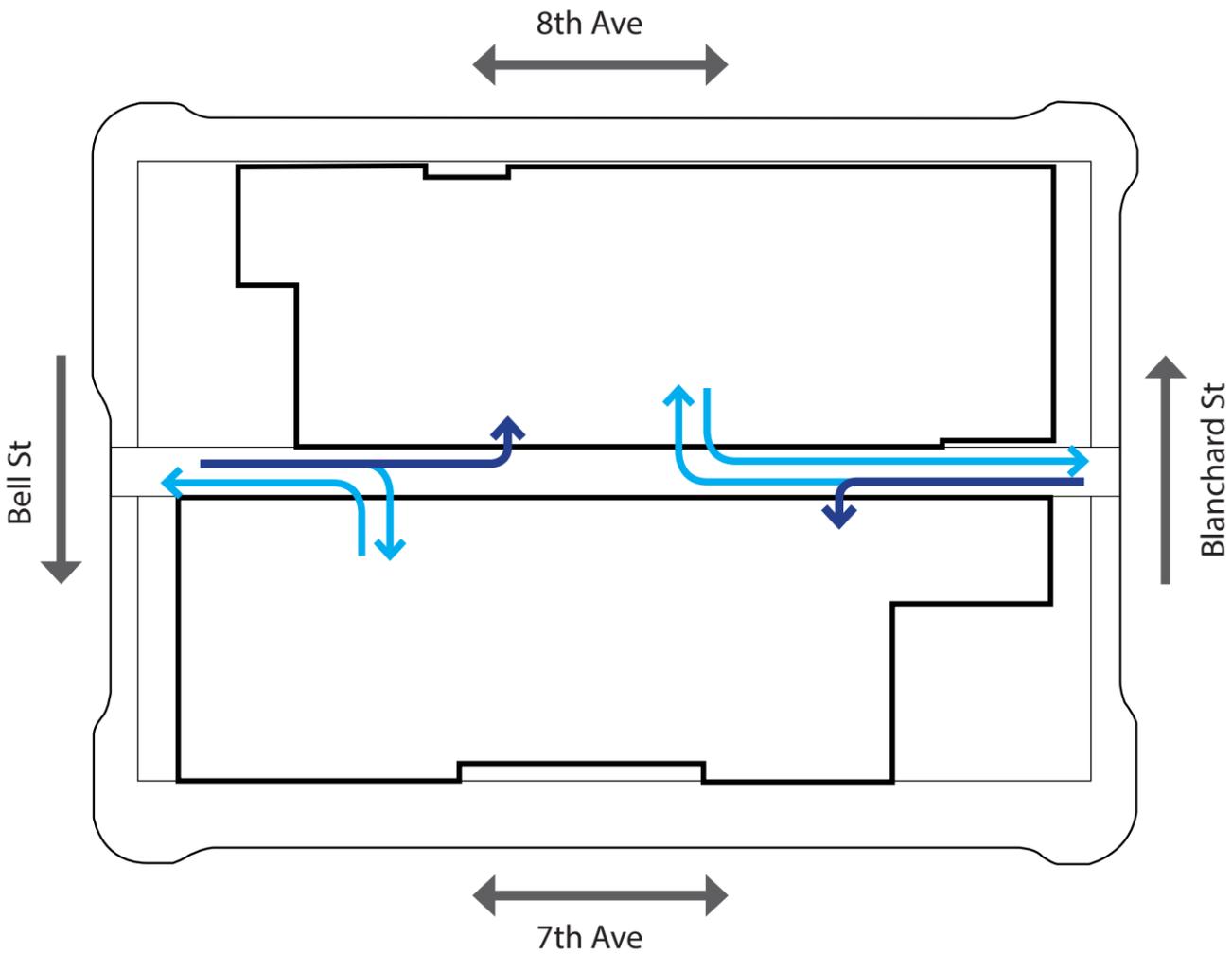


FULL ALLEY VACATION
Open Space: 29,000 SF

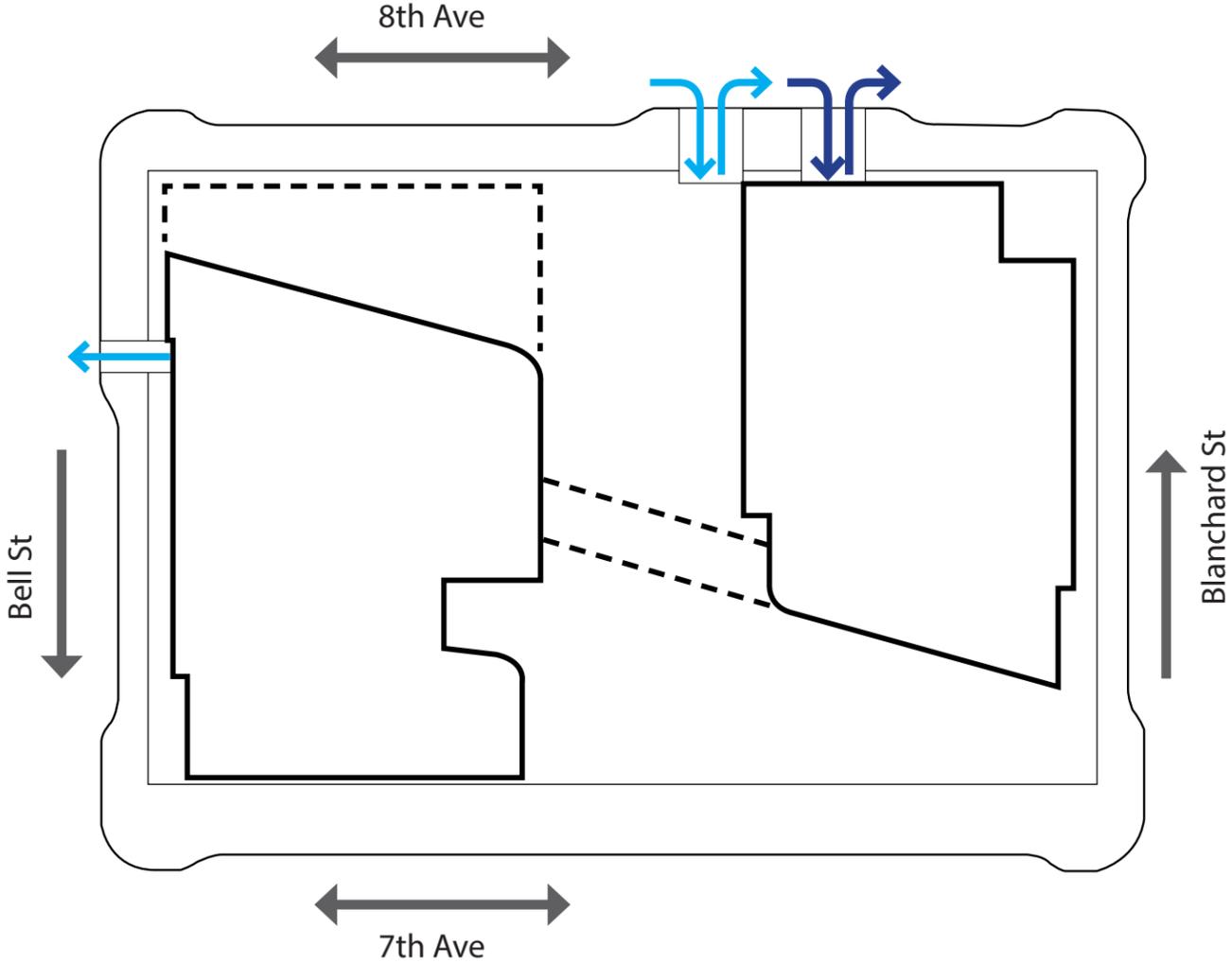


VEHICLE ACCESS COMPARISON

- ← Car Parking
- ← Truck Loading



NO ALLEY VACATION

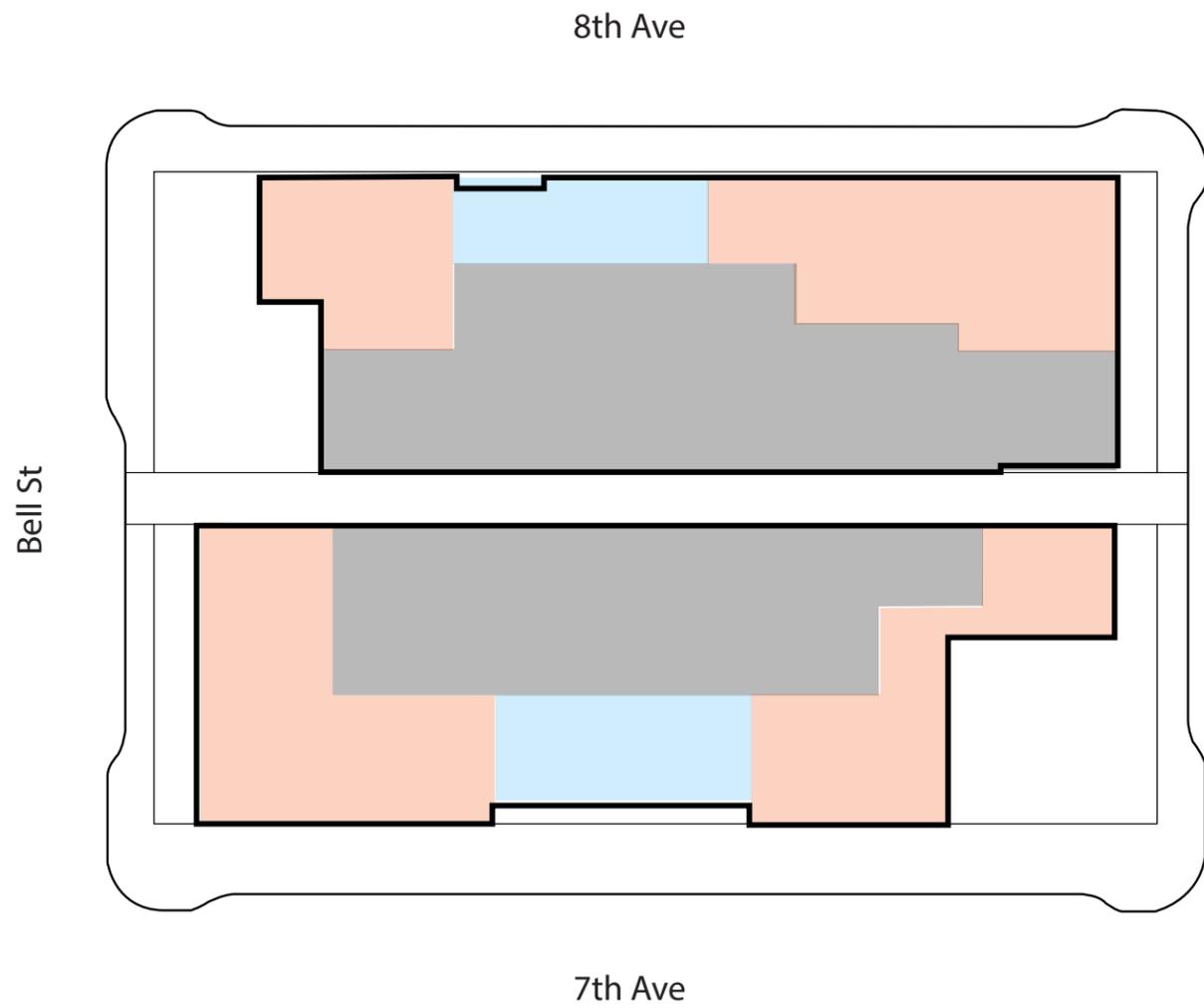


FULL ALLEY VACATION



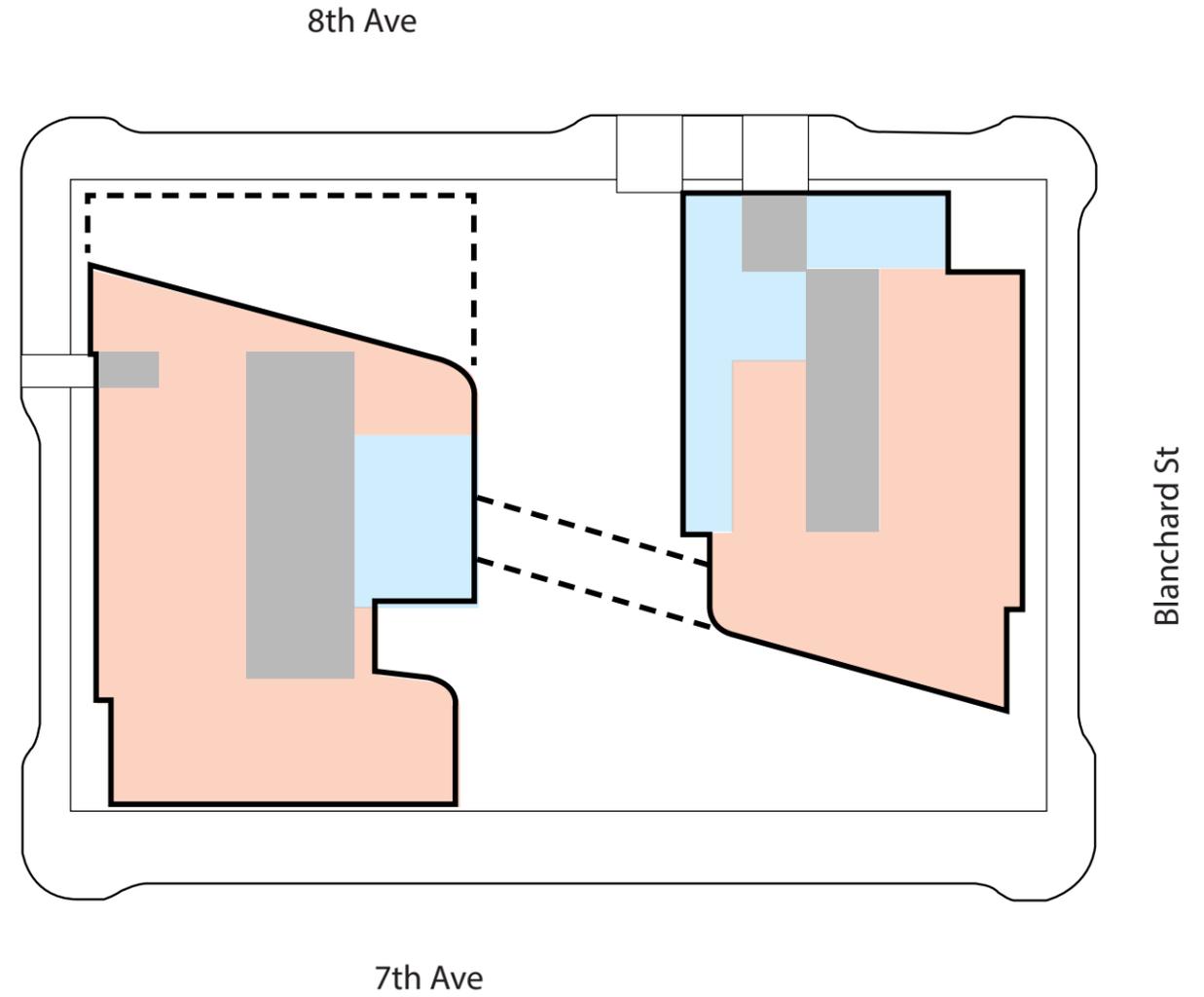
GROUND LEVEL USE COMPARISON

- Retail
- Lobby
- Service



NO ALLEY VACATION

Blanchard St

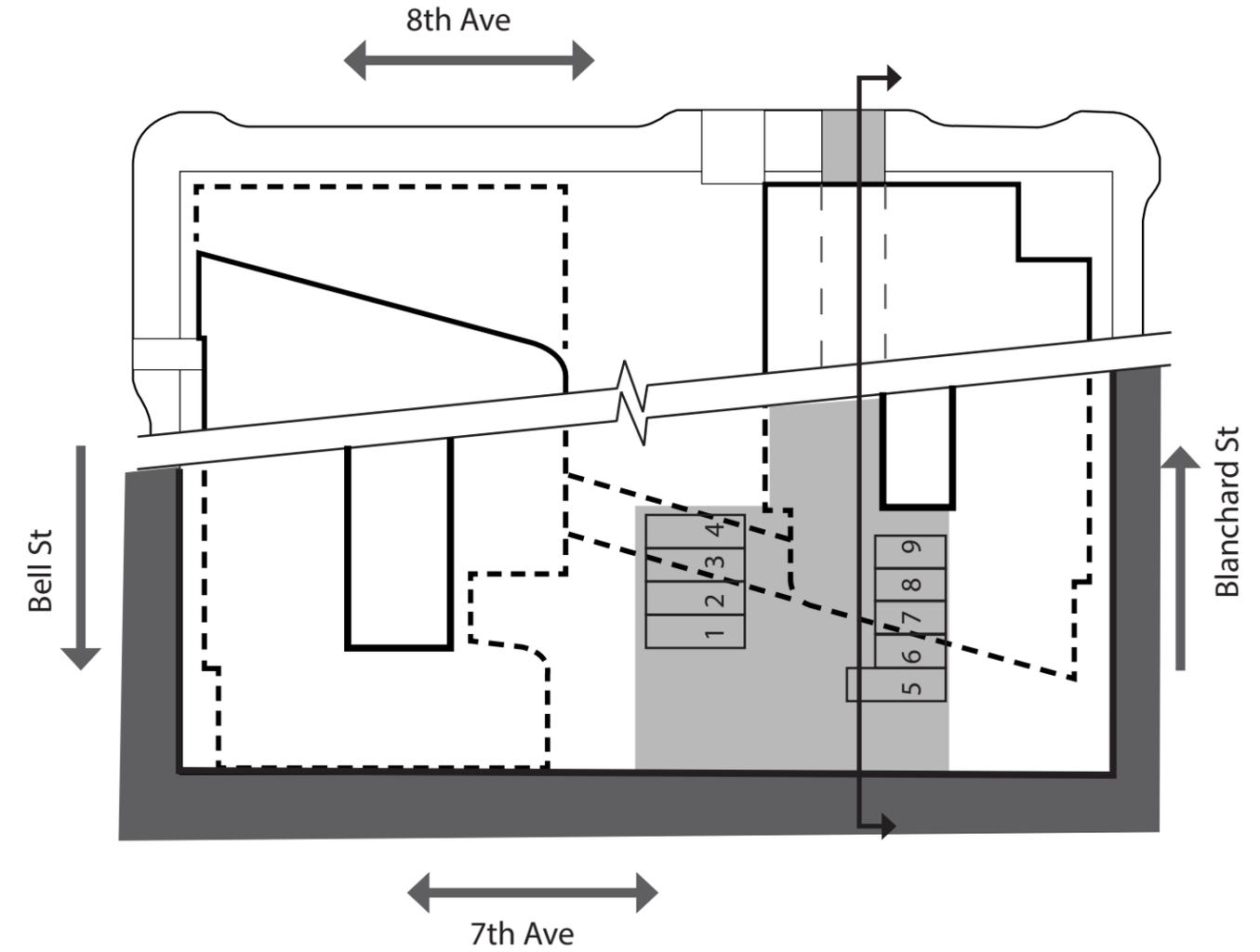
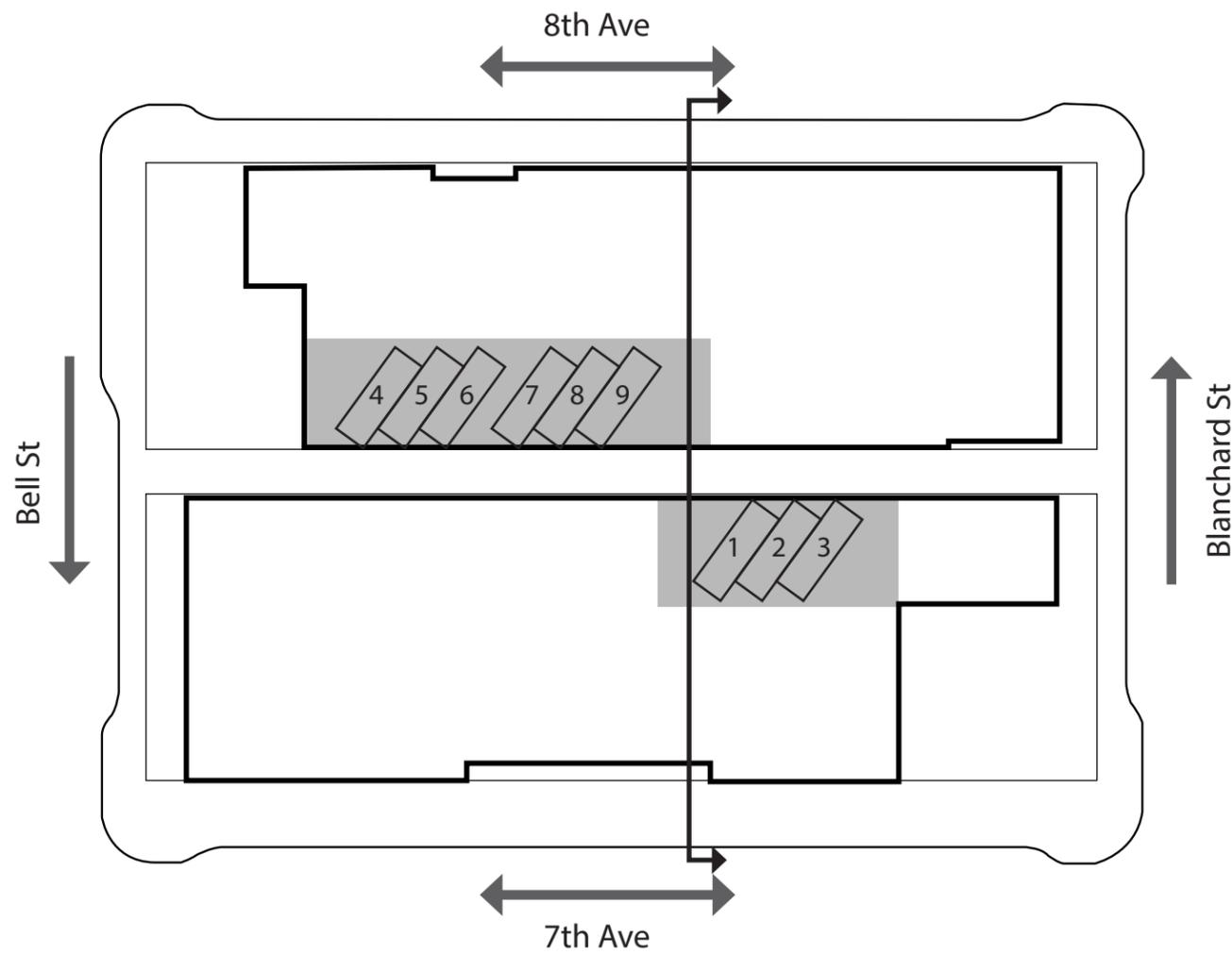
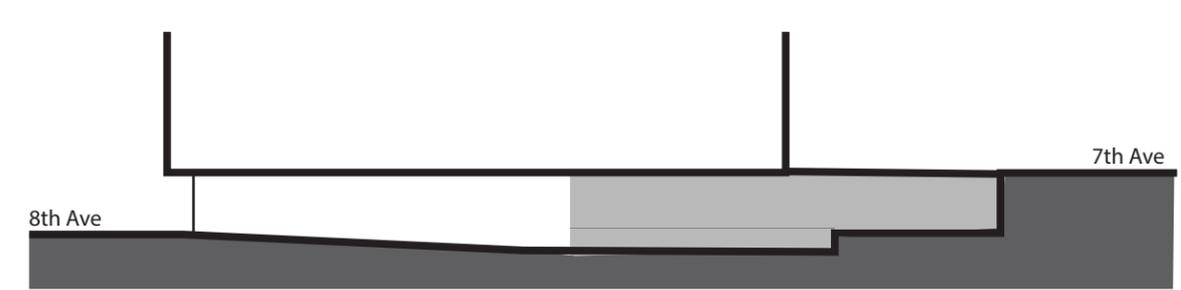
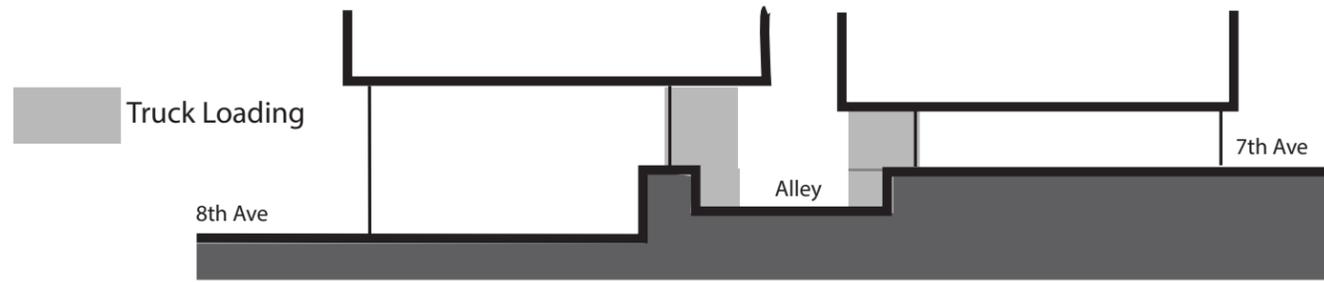


FULL ALLEY VACATION

Blanchard St



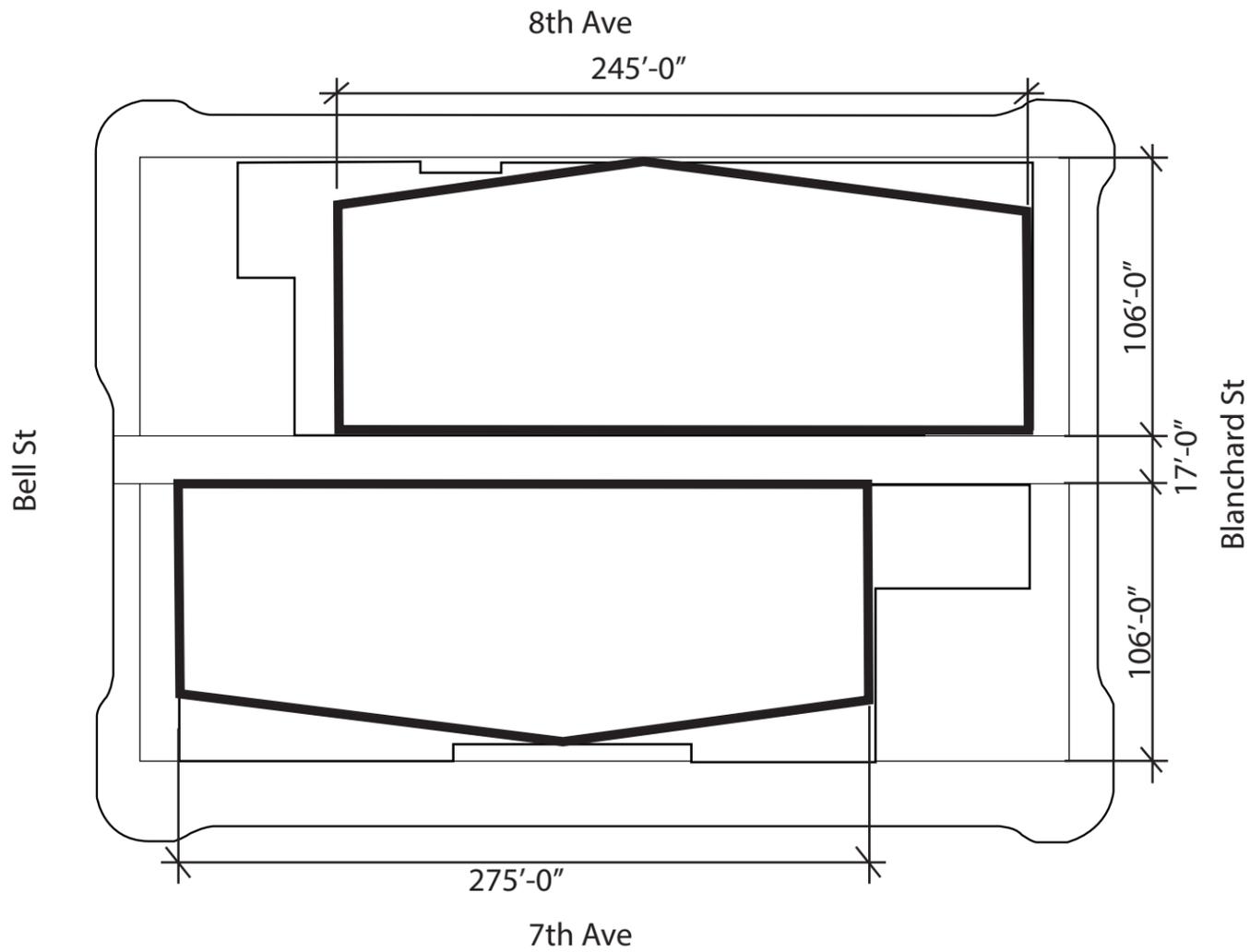
LOADING ACCESS COMPARISON



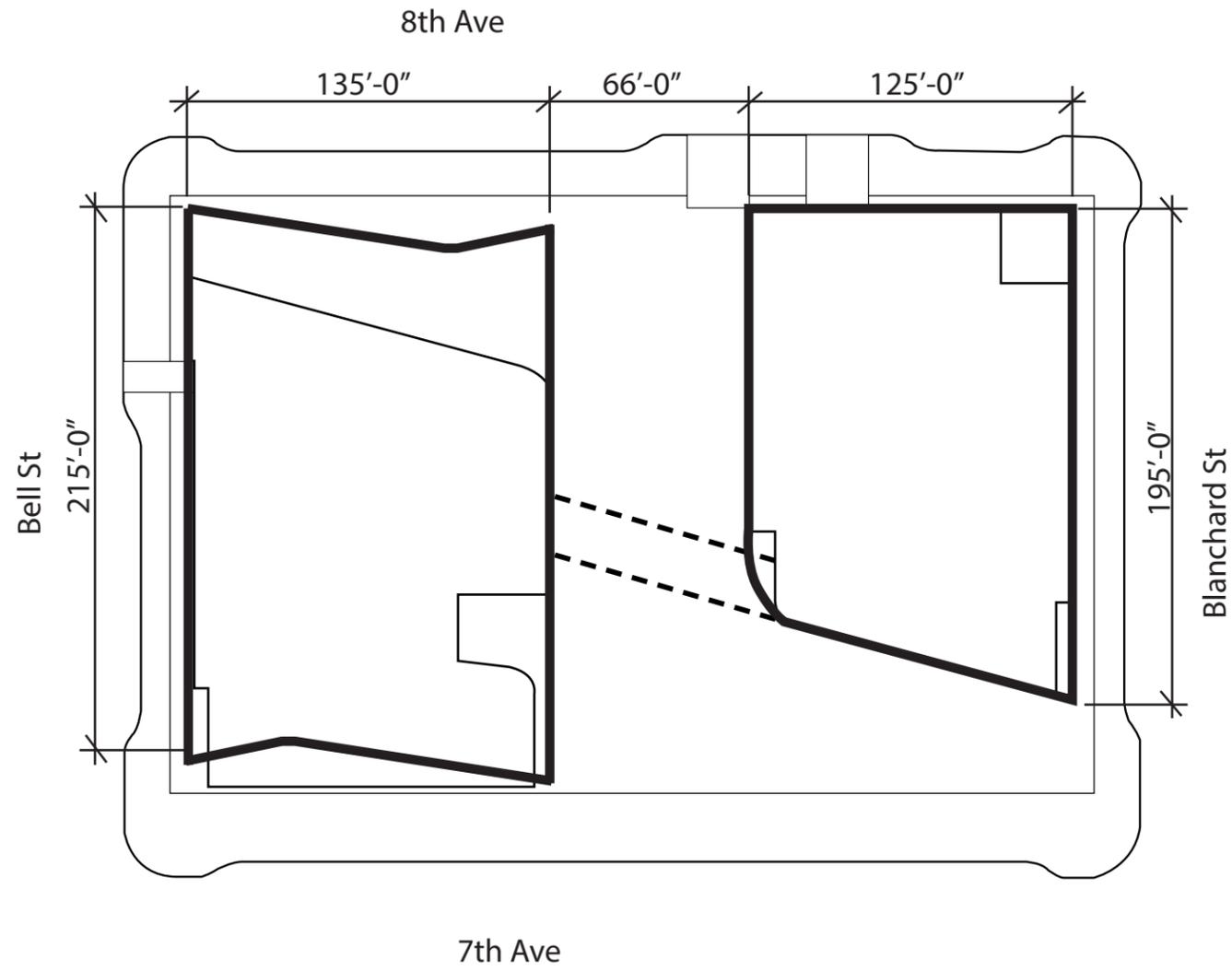
NO ALLEY VACATION

FULL ALLEY VACATION





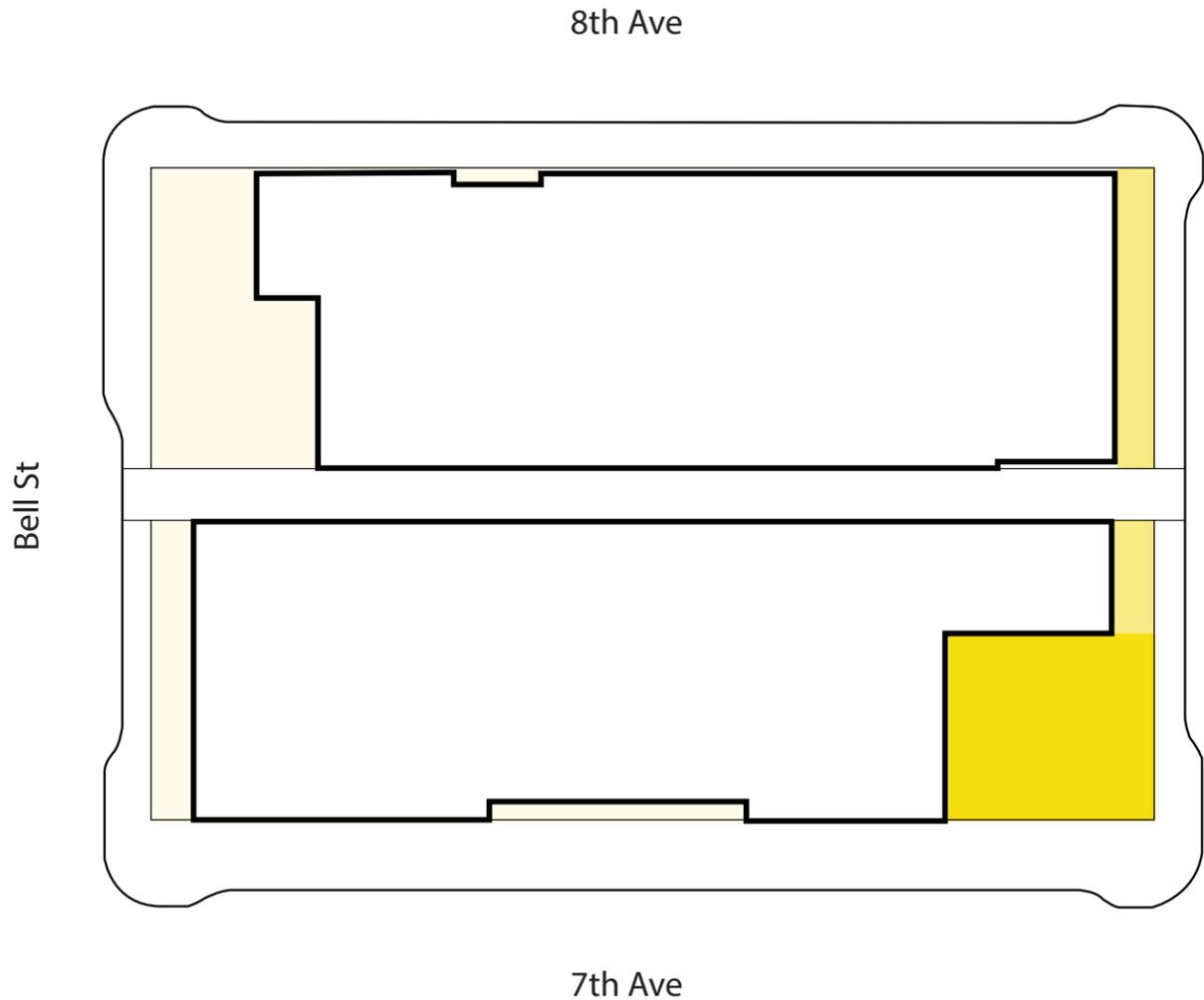
NO ALLEY VACATION



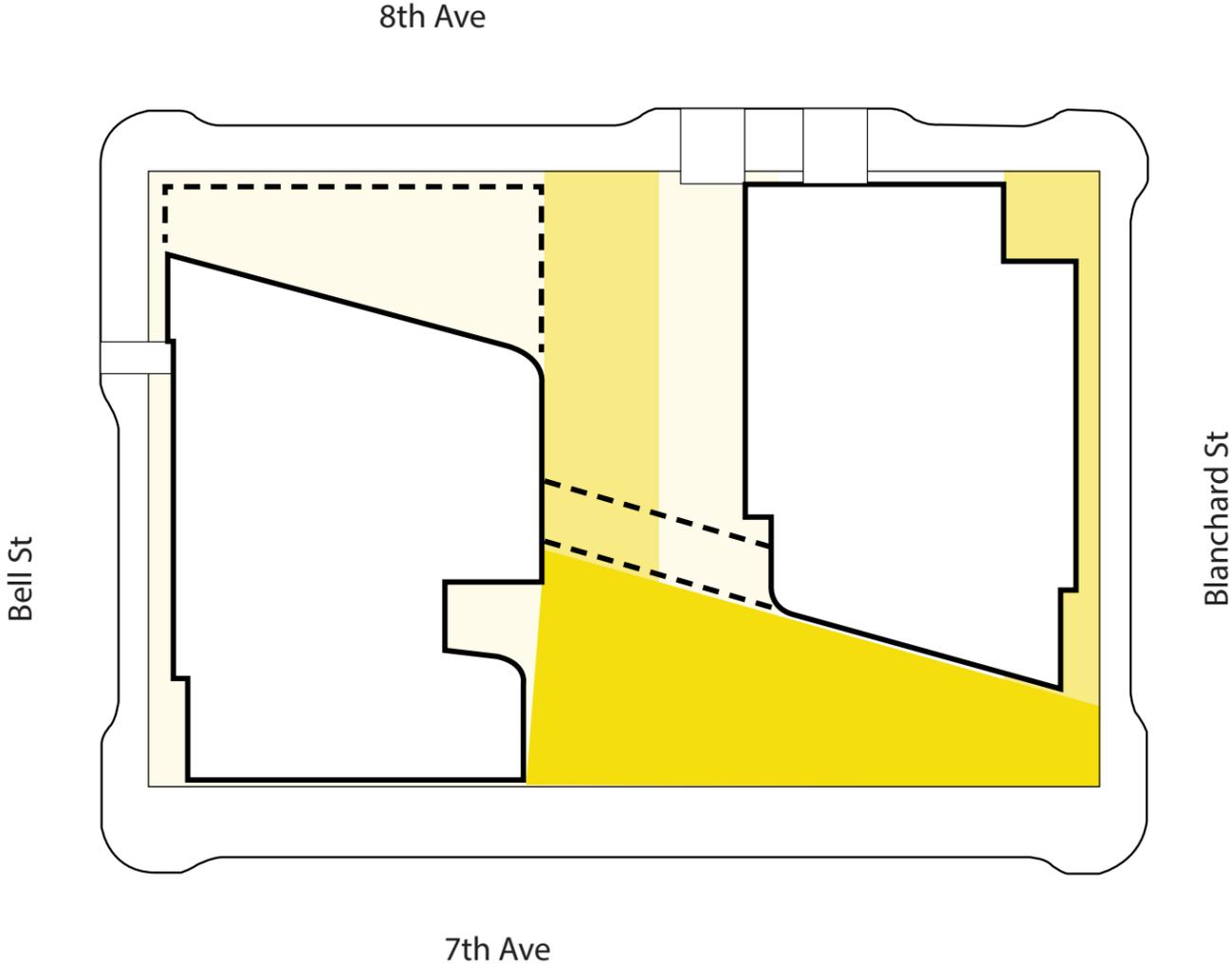
FULL ALLEY VACATION



- Sun
- Part Shade
- Shade



NO ALLEY VACATION

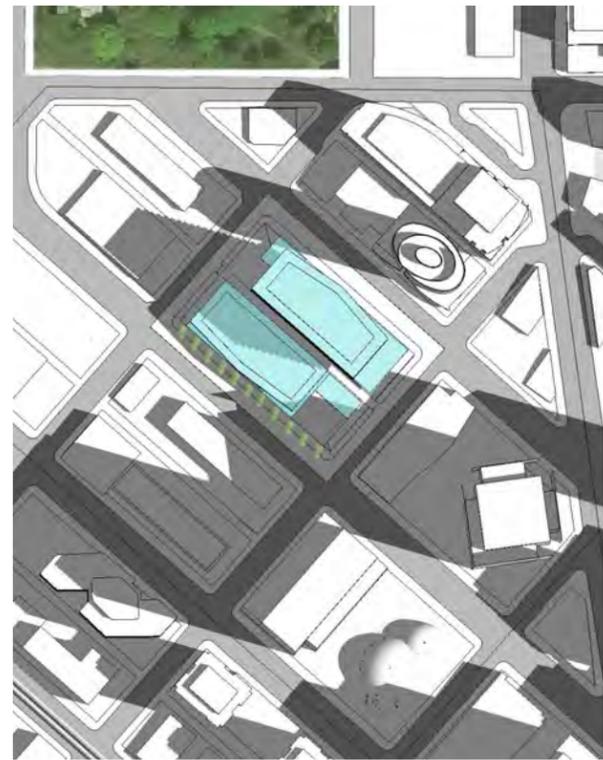


FULL ALLEY VACATION



NO ALLEY VACATION

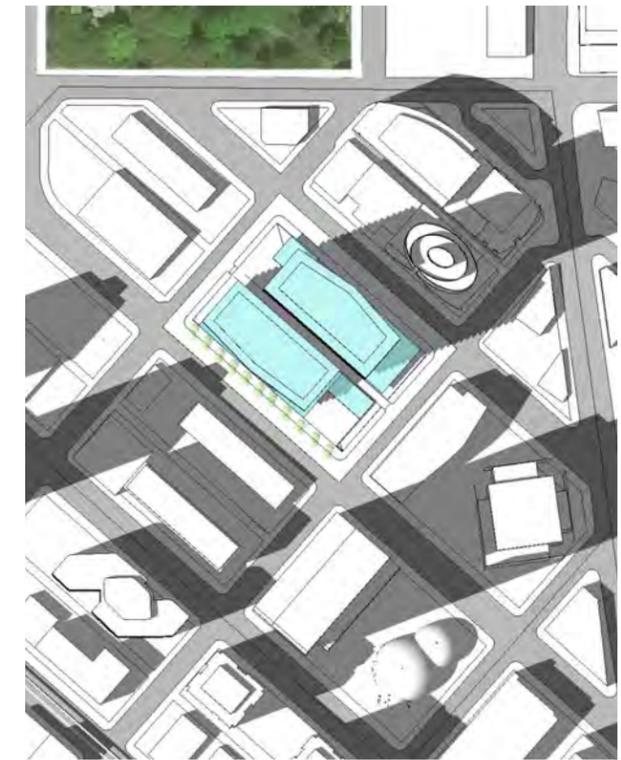
Summer- June 21st



9:00 am



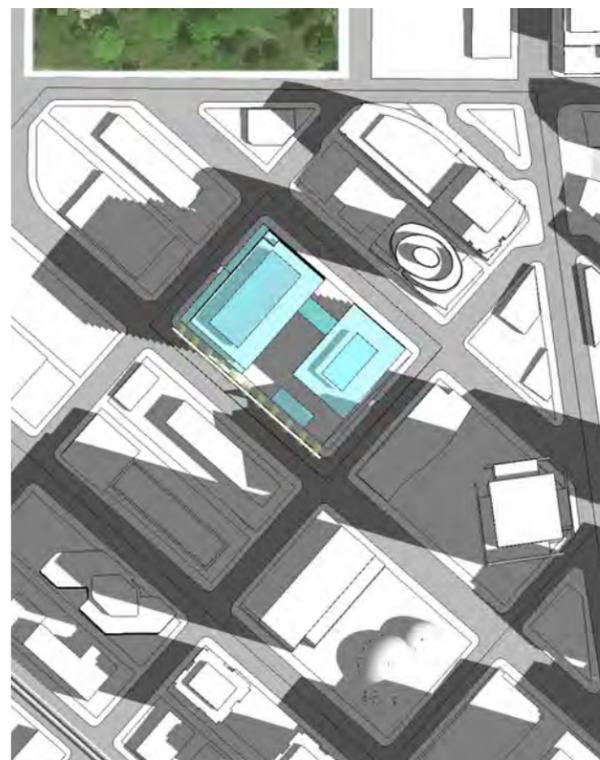
12:00 pm



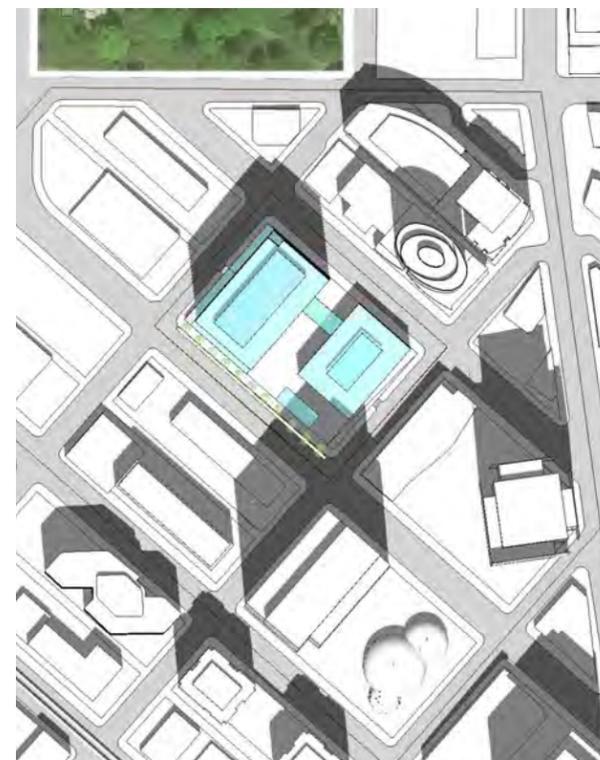
3:00 pm

FULL ALLEY VACATION

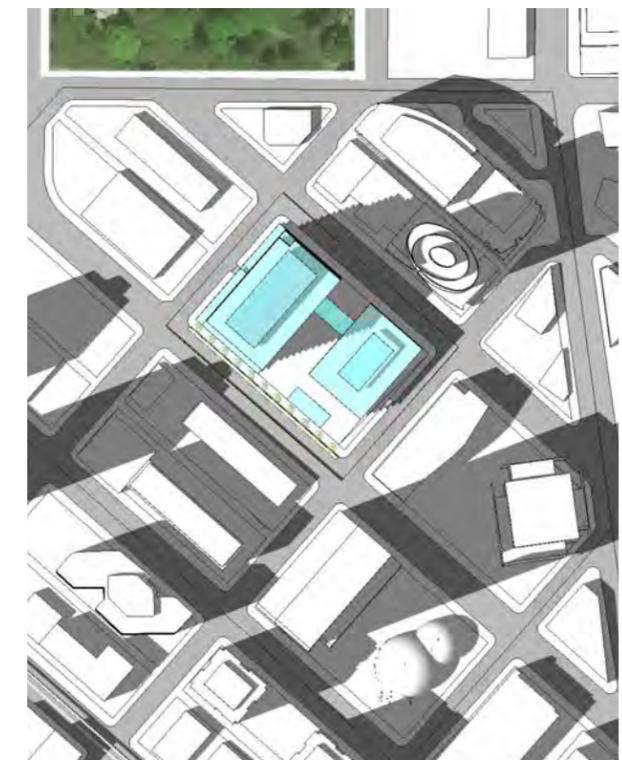
Summer- June 21st



9:00 am



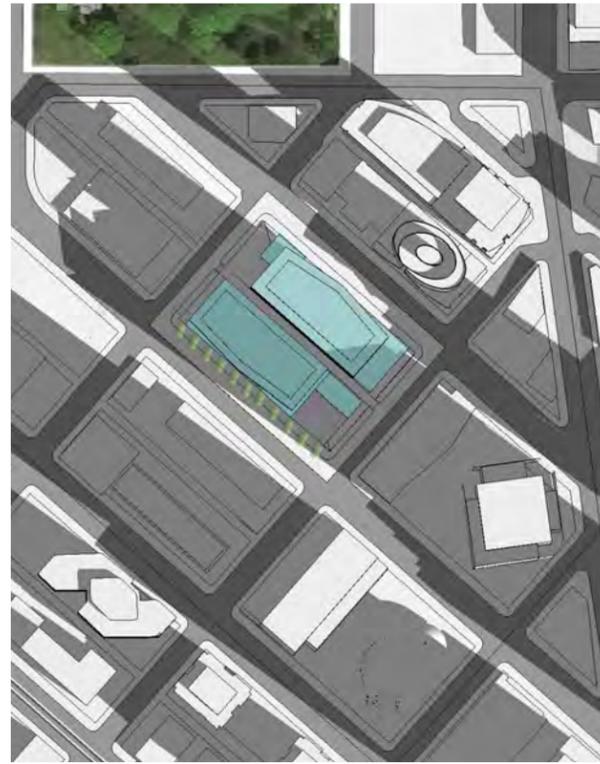
12:00 pm



3:00 pm



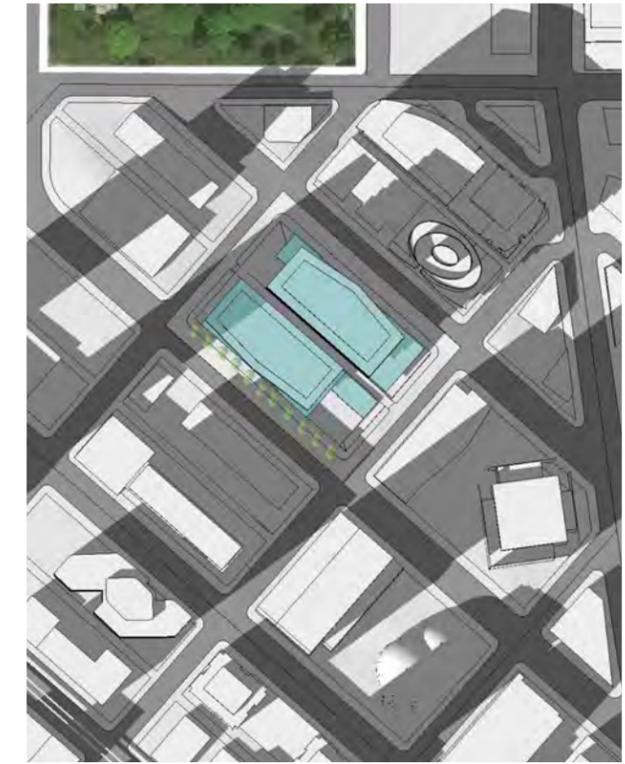
NO ALLEY VACATION
Spring & Fall-
March & Sept. 20th



9:00 am

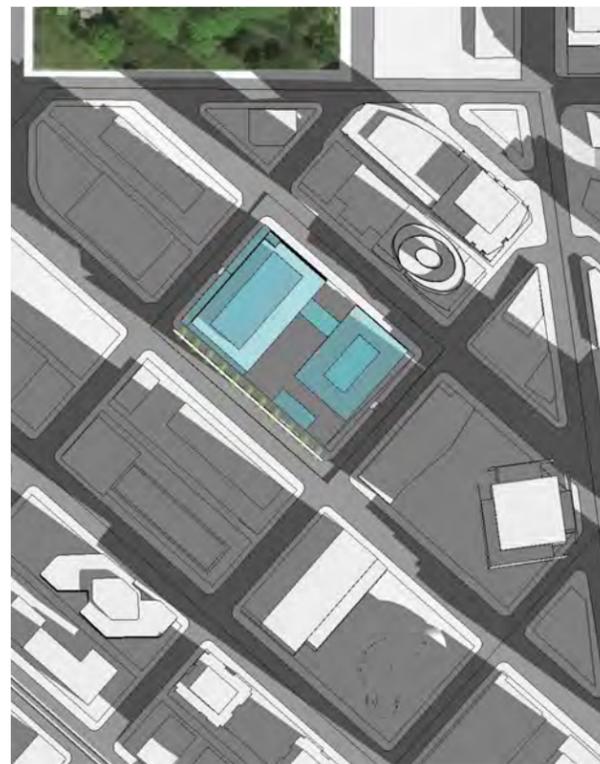


12:00 pm

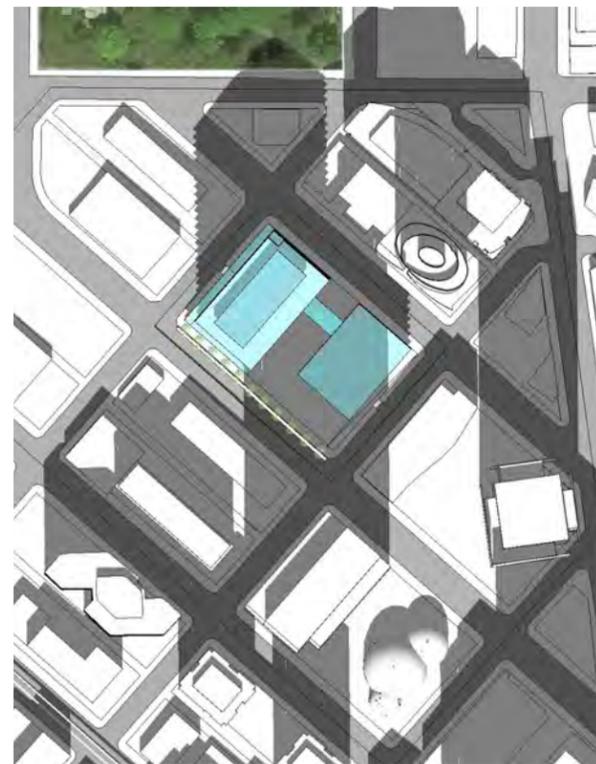


3:00 pm

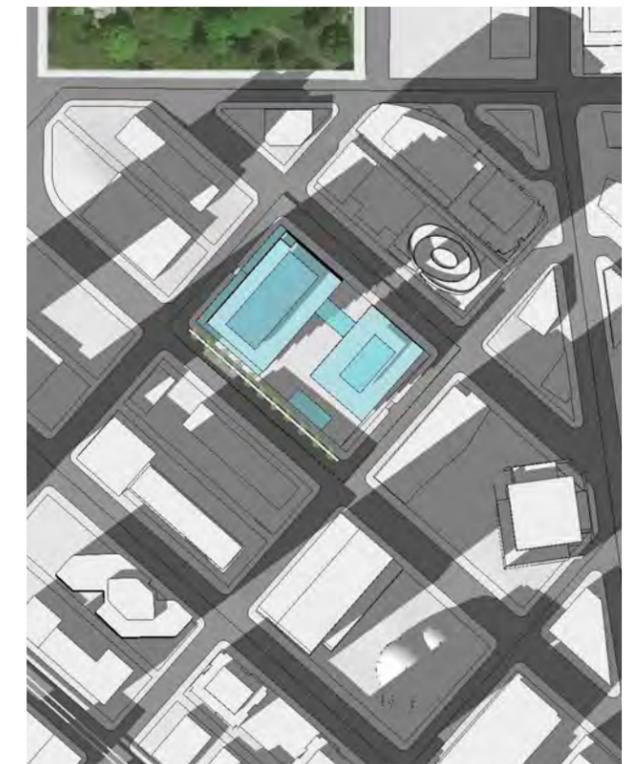
FULL ALLEY VACATION
Spring & Fall-
March & Sept. 20th



9:00 am



12:00 pm



3:00 pm



Task	December	January	February	March	April	May	June	July	August	September	October	November
Met with Downtown Seattle Association - Smart Growth Committee	12/01/2015											
Received EDG approval		1/20/2015										
Met with Denny Triangle Neighborhood Association			02/03/2015									
Submitted Alley Vacation Petition			02/06/2015									
Meeting with Denny Triangle Neighborhood Association				02/24/2015								
Meeting with Belltown Community Council Housing and Land Use				02/26/2015								
Seattle Design Commission - Urban Design Merit				03/05/2015								
Meet with community groups												
Submit Master Use Permit with Addendum to Downtown EIS												
Seattle Design Commission - Public Benefit						TBD						
Seattle Design Commission - Public Benefit							TBD					
SDOT Preps Analysis/Recommendation to Council												
SDOT initiates and completes resolution for Public Hearing												
City Council Transportation Committee Hearing and Public Hearing										Note special date due to Labor Day	Friday 09/11/2015	
Council vote											09/21/2015	
MUP Decision Publication												

We believe we have demonstrated how the proposal meets the criteria for evaluation of Urban Design Merit for granting an alley vacation. To summarize:

1. Circulation

The proposal does not compromise the existing street grid pattern and enhances the pedestrian experience

Vehicular Circulation

- The existing Block 21 alley has limited functionality because it does not provide continuity for the grid
 - Alley on block immediately to the south has been vacated
 - Alley on block immediately to the north extends only one block north to an acute connection at Denny Way and Dexter Avenue. This acute configuration compromises both its existing and future use.
- Due to the alley's limited functionality, its vacation would not adversely affect the existing grid of streets, in fact its vacation in conjunction with the Bell St. exit-only as well as 8th Avenue right turn in/out only will clarify existing traffic patterns.

Pedestrian Circulation

- Retention of the alley would result in a canyon-like, dark, unsafe and unpleasant pedestrian experience.
- Replacing the 5,700 square foot alley with 29,000 square feet of on-site open space will improve and enhance the neighborhood's pedestrian experience, providing well lit and varied pathways through and around the site.
- Additional open space contiguous to Seventh Avenue will enhance the Seventh Avenue cycle and pedestrian "Boulevard" with its proposed continuation of the cycle track and double row of mature specimen trees.
- Vacation of the alley will enhance Bell and Blanchard's Green Street experience through voluntary setbacks that will include improved landscaping and terraced retail access points with varied seating opportunities.

2. Access

The proposal improves site access and minimizes impacts on adjacent streets

Vehicular Circulation

- Vacation of the alley on Block 21 would not affect access to any other properties since the project would fully develop the entire block.
- On-street parking would not be reduced by the alley vacation.
- Transit layover and stops would not be affected by the alley vacation.
- The proposed exit-only garage egress onto Bell Street coupled with right turn only in/out for garage and loading access off of 8th Avenue will create safer and more efficient traffic patterns by avoiding garage traffic crossing lanes, as well as limiting volume through the 8th and Bell intersection.

Pedestrian Circulation

- Vacation of the alley improves the operation of Bell and Blanchard Streets as designated Green Streets by relocating both the north and south vehicular alley access points from the alley to 8th Avenue.
- One 12' garage exit-only point would be provided on Bell, improving pedestrian and bicycle circulation at the 8th and Bell intersection.
- Existing access points and curb cuts would be removed from 7th Avenue.

3. Utilities

The proposal is consistent with long-term infrastructure planning

- Three utilities currently have infrastructure in the alley, Seattle City Light, Century Link and Comcast.
- All three utilities have been consulted and have provided conceptual approval to re-route around the block, and the utility relocation process has been initiated with the City.

4. Light, Air and Views

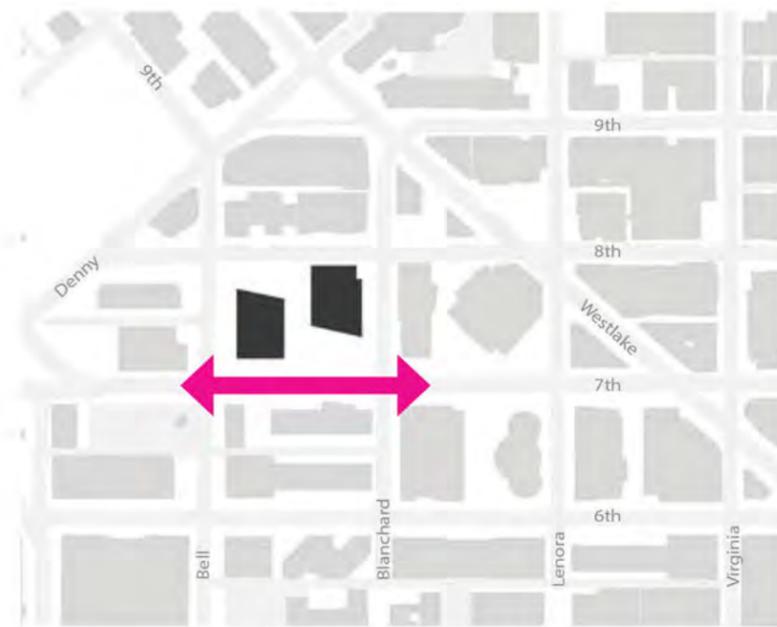
The proposal enhances access to daylight and air and minimizes adverse view impacts

- Retention of the alley would effectively create a wall blocking views to the water and access to light and air. In addition, a broad west-facing façade is a poor orientation for energy efficiency.
- Vacation of the alley allows the two buildings to be rotated 90 degrees, increasing flexibility of form and massing, and resulting in reduced façade lengths and additional access to light and air.
- Rotation of the buildings reinforces the syncopation of urban form established in the neighborhood by allowing placement of the taller building near Bell Street and smaller building form near Blanchard Street.

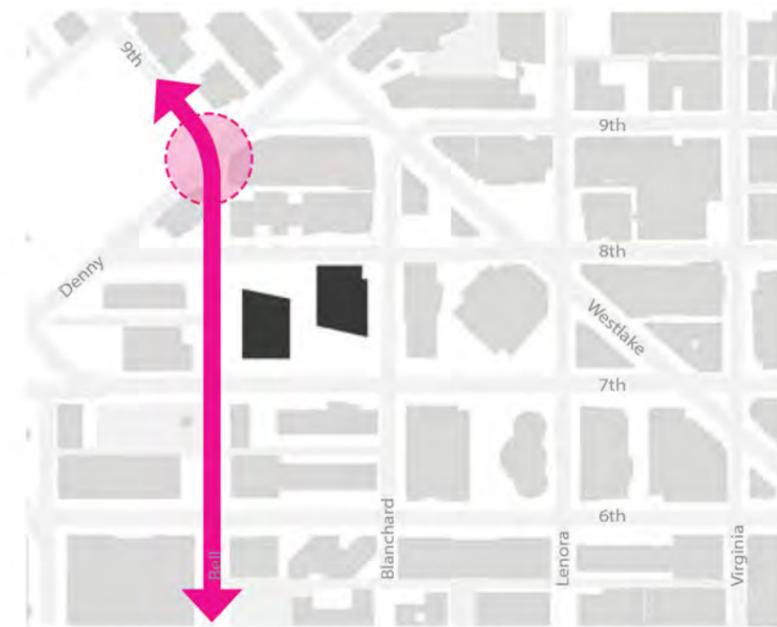
5. Open Space

The alley vacation increases opportunities for publicly accessible open space

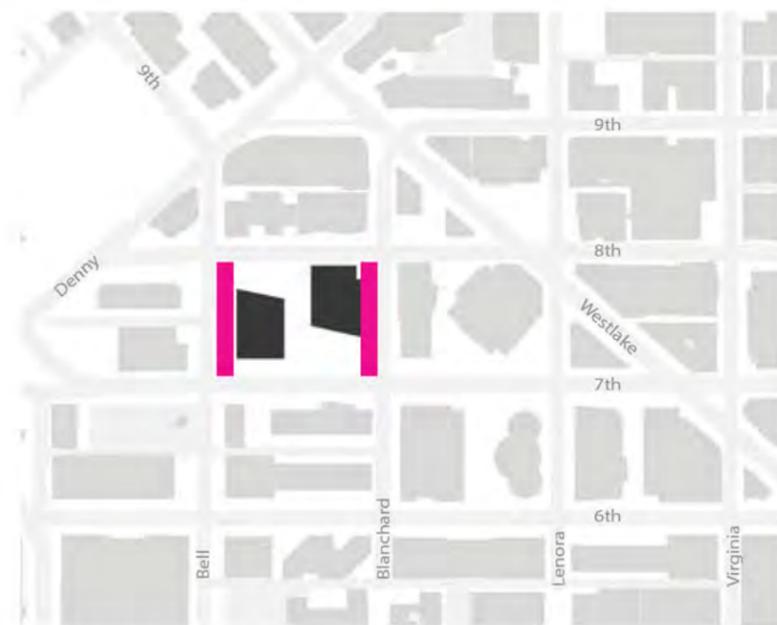
- Given the zoning density and maximum height allowed on the site, retention of the alley significantly reduces the possibility of publicly accessible project open space. Due to these constraints, the project applicant has been able to incorporate only 10,700 square feet into its no alley vacation proposal.
- With the alley vacation, an additional 18,300 square feet of project open space (29,000 square feet total) would be accessible to the public.



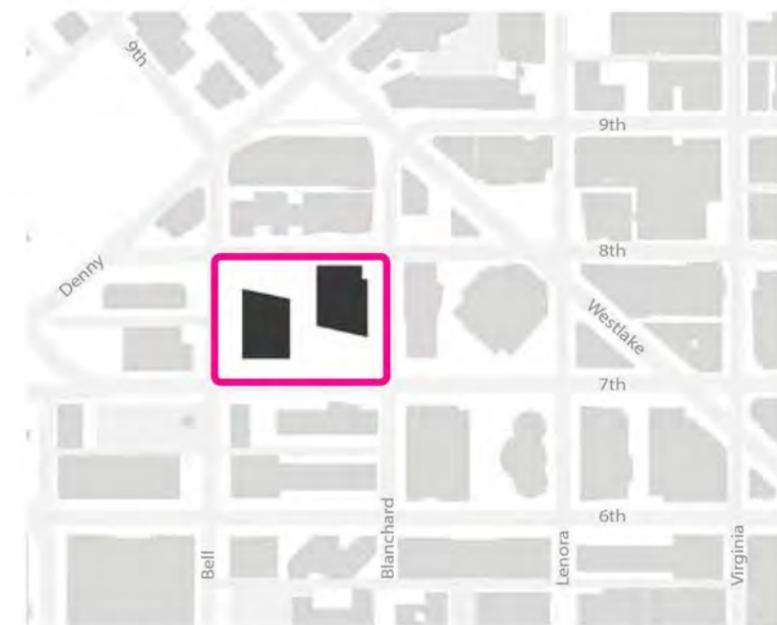
7th Avenue Cycle Track



Preparation of Bell Street Street Concept Plan from 5th Avenue to Denny Way



Enhanced Green Streets including Voluntary Setbacks along Green Streets, Bell and Blanchard



Enhanced Right-of-Way Improvements

-  Traffic Lane/Direction
-  In Street, Minor Separation
-  Cycle Track.
(Protected Bike Lane)
-  Potential Landscape
-  Existing/Proposed Landscape

