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.
PROJECT INTRODUCTION

EXISTING VICINITY
PROJECT INTRODUCTION

AERIAL VIEW

SITE

Blanchard Street
Bell Street
6th Ave
7th Ave
8th Ave
Aurora Ave
Dexter Ave
Westlake Ave
Denny Way
Terry Ave N.
PROJECT INTRODUCTION

AERIAL VIEW
A. Bell Street Looking South

B. Bell Street Looking North
A. 7th Avenue Looking East

B. 7th Avenue Looking West
PROJECT INTRODUCTION

STREET VIEWS

A. Blanchard Street Looking North

B. Blanchard Street Looking South
A. 8th Avenue Looking East

La Quinta Hotel

B. 8th Avenue Looking West

Parking Lot

8th Ave Residence Hall
PROJECT INTRODUCTION

ALLEY VIEWS

Block 21 Alley looking North

Avis/ Budget Car Rental
Alley
Parking Lot
Block 21 Alley looking North

Block 21 Alley looking South

8th Ave Residence Hall
Alley
The Hurricane Cafe
Block 21 Alley looking South

Urban Design Merit
March 5, 2015
Seattle Design Commission
PROJECT INTRODUCTION

SITE SURVEY

Alley Area: ~ 5,760 S.F.
URBAN DESIGN CONTEXT

[Flower icon]
[Tree icon]
[Waves icon]
URBAN DESIGN CONTEXT

NEIGHBORHOOD TRANSIT

Street Car Route
Bus Stop
Street Car Stop
Metro Layover Zone
CURRENT PEDESTRIAN VOLUMES

URBAN DESIGN CONTEXT

EXISTING PEAK HOUR PEDESTRIAN CROSSING

SITE

Transit Stop

Transit Stop

Existing Peak Hour Pedestrian Crossing
URBAN DESIGN CONTEXT

PEDESTRIAN FLOW

ANTICIPATED DAILY PEDESTRIAN TRIPS FROM BLOCKS 14, 19 & 20

Building Entry
Transit Stop
Urban Design Merit
March 5, 2015
Seattle Design Commission

URBAN DESIGN CONTEXT

PEDESTRIAN FLOW

ANTICIPATED DAILY PEDESTRIAN TRIPS FROM BLOCK 21

NO-VACATION ALTERNATIVE

Building Entry
Transit Stop
PEDESTRIAN FLOW

URBAN DESIGN CONTEXT

ANTICIPATED DAILY PEDESTRIAN TRIPS FROM BLOCK 21

ALLEY VACATION ALTERNATIVE

Building Entry
Transit Stop
OPEN SPACE

URBAN DESIGN CONTEXT

Green Street

Shared-use Street

Public Open Space

Private Open Space (Public-Accessible)

Green Street Setback

SITE

Denny Park

Bell Street Park

7th Avenue Cycle Track

URBAN DESIGN CONTEXT

OPEN SPACE

Seattle Design Commission

Urban Design Merit

Block 21

March 5, 2015

OPD # 3018578

A-32
URBAN DESIGN CONTEXT

PUBLIC OPEN SPACE

Denny Triangle

Belltown
URBAN DESIGN CONTEXT

PUBLIC OPEN SPACE

SITE

Denny Triangle
Belttown

BLOCK 21
DPD # 3018578

A-34

Seattle Design Commission

Urban Design Merit
Block 21
March 5, 2015
URBAN DESIGN CONTEXT

BUILDING EDGES

Denny Triangle
Belttown
Existing/proposed building edge
Potential building edge
URBAN DESIGN CONTEXT

STREET SLOPES

SITE

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

PARKING
BUS LAYOVER
BUS STOP

Denny Triangle
Beltown
Existing/proposed building edge
Potential building edge
Slope at right of way

URBAN DESIGN MERIT
March 5, 2015
Seattle Design Commission
URBAN DESIGN MERIT
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

---

**NO ALLEY VACATION**
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
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
FULL ALLEY VACATION

URBAN DESIGN MERIT

9th Ave.
8th Ave.
7th Ave.
Blanchard St.
Bell St.
Lenora St.

Denny Way

Denny Park

Bell Street

Seattle Design Commission
A-56
FULL ALLEY VACATION
**NO ALLEY VACATION**
Open Space: 10,700 SF

**FULL ALLEY VACATION**
Open Space: 29,000 SF
**Vehicle Access Comparison**

**No Alley Vacation**

- Car Parking
- Truck Loading

**Full Alley Vacation**

- Car Parking
- Truck Loading

**Urban Design Merit**

March 5, 2015

Seattle Design Commission
8th Ave

7th Ave

Bell St

Blanchard St

Truck Loading

NO ALLEY VACATION

FULL ALLEY VACATION

LOADING ACCESS COMPARISON

URBAN DESIGN MERIT

A-62
TOWER COMPARISON

NO ALLEY VACATION

FULL ALLEY VACATION
**SOLAR ACCESS COMPARISON**

**Urban Design Merit**
March 5, 2015
Seattle Design Commission

**NO ALLEY VACATION**

**FULL ALLEY VACATION**

Legend:
- Sun
- Part Shade
- Shade

Diagram showing solar access comparison with and without full alley vacation.
**SOLAR ANALYSIS**

**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
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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.
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.

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.

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.
POTENTIAL ALLEY VACATION PUBLIC BENEFITS

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