The purpose of this presentation is to describe the long term public benefits proposed for Block 89 in exchange for the City granting a subterranean alley vacation of 5,775sf. Pages four through fifteen provide a project and landscape overview, and pages sixteen to twenty-seven identify public benefit elements for the subterranean vacation. This presentation directly addresses the Commission’s recommendations following the Design Commission Meeting of 20 November 2014. The following text is from the meeting minutes:

With a vote of 6 to 1, the Commission approved the urban design merit of the petition to vacate the subterranean portion of the 16-foot wide north/south alley between John Street and Denny Way with the following conditions:

- Work with SDOT and all utility stakeholders to determine the minimum necessary depth between the surface of the alley and the top of any below-grade structure to accommodate all planned or potential utility uses.
- Demonstrate how setbacks, sightlines and placement of landscape elements in the alley reinforce that the right-of-way is a public space and would allow it to perform as a fully serviced alley if it were to become necessary.

The Commission also made the following comments and recommendations for the project:

- Consider opportunities for green stormwater infrastructure (GSI) as encouraged in the South Lake Union Urban Design Framework – perhaps as part of the Public Benefits package.
- Refine the treatment of the northern portion of the alley surface, including paving materials, lighting, signage and street furniture, so that it feels as urban and as public as the rest of the proposed open space.
- Strengthen the civic nature of the proposed public spaces, especially the pavilion.
- Identify (and present in section) opportunities to bring people off the ground plane, as part of the public or private program.
- Consider various ways to differentiate the ground plane materials to distinguish the public and private realm. Whatever approach you choose, we would like to understand the logic of the decision.
- Present more detail about the lighting scheme for the entire site.
- We appreciate that the subterranean alley vacation scheme is a sensible alternative to a full vacation particularly because it preserves the existing platting rather than creating the potential for a superblock. We support the proposed massing.
Situated at the Gateway to South Lake Union, along the bustling Denny Way and Westlake Avenue North corridors, Block 89 is the hub of an interconnected network of open spaces, transit infrastructure, and future development.
Of all the downtown locations studied, Denny Way and Westlake Avenue North was the site with the most significant year-over-year increase in pedestrian traffic. Just in the time period between Summer 2012 and Summer 2013, this intersection experienced an 81% increase in pedestrian traffic. (DSA-MID Pedestrian Count Survey, 2013).

The permeable, pedestrian oriented design of the Block 89 site will relieve pressure on the Denny / Westlake intersection while increasing connectivity to the surrounding network of green streets and open spaces.
PROJECT OVERVIEW
OPEN SPACE, RETAIL, ACTIVATION AND EVENTS

SITE PLAN

EXISTING CURB LINE
PROPERTY LINE
LINE OF 4' ALLEY DEDICATION

FITNESS
LOBBY
9TH AVE. N.
WESTLAKE AVE. N.
JOHN ST.
DENNY WAY

RETAIL
LOBBY

RETAIL

RETAIL

RETAIL

CHARACTER IMAGERY
PLAZA AND MID-BLOCK CONNECTION
LANDSCAPE OVERVIEW

CONCEPT

The Block 89 landscape approach is influenced by its context of being situated at the convergence of the densely vegetated and historic Denny Park, the axial terminus of Bell Street, and the Southern gateway to South Lake Union at Westlake and Denny.

The northern and western portion of the site, including John Street Green Street and the alley/mews connection, extends the lush green character of Denny Park across 9th Avenue and into the project development. The broad widened sidewalk of John Street and the pedestrian focused open spaces are enriched with a robust northwest planting tapestry with high texture contrast and year round planting interest.

The central plaza and through-block connector landscape response includes rain gardens, specimen trees, and plantings that focus on a verdant evergreen/textural framework with seasonal interest. The landscape here serves both as a focal point and as traditional scale giving elements for the larger plaza and through-block open space.

The southern and eastern portion of the site responds to more traditional urban and civic oriented landscape cues and creates a continuous evergreen buffer along Denny Way and retains the stately Chestnut trees of Westlake Ave. while enriching and expanding the understory plantings.
LANDSCAPE OVERVIEW

SITE MATERIALS: FURNISHINGS

BENCHED

SITE LIGHTING

BIKE RACKS
LANDSCAPE OVERVIEW

SITE MATERIALS: PAVING

CITY OF SEATTLE STANDARD 2’X2’ CAST-IN-PLACE CONCRETE

SPECIALTY CAST-IN-PLACE CONCRETE
LANDSCAPE OVERVIEW
PLANTING CONCEPT: DENNY WAY AND WESTLAKE AVE. N.

Liriodendron tulipifera 'fastigiata'
Cistus salviifolius
Prunus laurocerasus 'Mount Ver-
Lonicera pileata
Aesculus x carnea (existing st. tree)
Buxus 'green gem'
Carex tumulicola
Pennisetum orientale

Muhlenbergia capillaris ‘regal mist’
Iris tenax
Astilbe arendsii ‘gloria purpurea’
Agapanthus orientalis
LANDSCAPE OVERVIEW

PLANTING CONCEPT: THROUGH-BLOCK AND PLAZA

THROUGH-BLOCK

- Acer circinatum
- Cornus sericea 'Flaviramea'
- Sarcococca ruscifolia
- Blechnum spicant
- Dryopteris erythrosora
- Ligularia 'Little Rocket'
- Camassia quamash
- Lobelia Cardinalis
- Blechnum spicant
- Dryopteris erythrosora
- Polystichum munitum

PLAZA

- Fagus sylvatica
- Turf
- Miscanthus 'Morning Light'
- Pennisetum orientale
- Helictotrichon sempervirens
- Crocosmia 'Walbreyes'
- Gaura lindheimeri 'Whirling Butterflies'
- Echinacea 'Flame Thrower'
- Achillea millefolium 'Red Velvet'
- Prunus laurocerasus 'Mount Vernon'
PLANTING PLAN: JOHN ST, ALLEY AND 9TH AVE N

LANDSCAPE OVERVIEW

Cercis canadensis
Fagus sylvatica
Stewartia pseudocamellia
Larix kaempferi
Carex oshimensis 'Evergold'

Rubus caesius
Clethra alnifolia 'Hummingbird'
Magnolia 'Galaxy'

COS 3/8" minus gravel

Blechnum spicant
Dryopteris erythrosora
Cornus alba 'Elegantissima'

Sarcococca ruscifolia

Magnolia 'Galaxy'

COS 3/8" minus gravel

ALLEY

JOHN ST.

9TH AVE. N.
Per City of Seattle Street Vacation Policies:
Public benefit proposal is to recognize loss of benefits to public of Right of Way (ROW) and gains to project from the vacation. What does the public lose, and what does the public and the project gain, by vacation? Public benefit is to be proportional to project gain and scale/impacts of the project. Public benefits must be in excess of code requirements and SEPA mitigation.

<table>
<thead>
<tr>
<th>Description of Subterranean Alley Vacation Proposal</th>
<th>ROW Benefits (listed in Street Vacation Policies) Are Retained by Vacation</th>
<th>Project Gains from Vacation</th>
<th>Proportional Public Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacate subterranean area below unimproved alley (approx. 5,775 sf); public alley above ground to be retained and improved for public pedestrian and bicycle use</td>
<td><strong>ALL ROW BENEFITS ARE RETAINED BY THE PUBLIC</strong></td>
<td><strong>PROJECT GAINS SOME EFFICIENCIES, BUT NO EXTRA FLOOR AREA</strong></td>
<td><strong>PUBLIC DOES NOT loose ANY ROW BENEFITS</strong></td>
</tr>
<tr>
<td>Vacation allows all parking and loading to be below grade, instead of multiple loading areas off the alley, with a turnaround due to lack of vehicle access to Denny Way</td>
<td>• Existing street grid preserved; no change to building orientation or neighborhood scale</td>
<td>• Consolidated underground parking and loading reduces redundancy in parking ramps and increases efficiency for parking, loading and services</td>
<td>PUBLIC GAINS CONSIDERABLE BENEFITS OF AN IMPROVED VEHICLE-FREE ALLEY FOR PEDESTRIAN AND BICYCLE USE, and OPEN SPACE CONNECTIVITY</td>
</tr>
<tr>
<td>Separated surface drainage utilities to be provided as part of proposed development, to keep alley drainage separate from project drainage</td>
<td>• Alley surface continues to provide “breathing space” between buildings, providing open space, views and pedestrian connectivity</td>
<td>• Although there is reduced shoring and excavation costs with a single garage as opposed to one garage on each side of the alley, that cost savings is essentially neutralized by the additional costs of constructing all loading and parking below grade.</td>
<td>PROJECT GAINS MODEST EFFICIENCIES and COST SAVINGS</td>
</tr>
<tr>
<td>Petitioner to improve and maintain alley, with an indemnity for City liability</td>
<td>• Public functions of pedestrian and bicycle use are significantly enhanced by the vacation, while preserving option of future vehicle use by City, if needed (landscaping and alley elements to be removed at Petitioner’s cost)</td>
<td>• Alley does not serve any current utility function; utilities have identified no future need for area under alley</td>
<td>The public access to and experience of the alley is significantly enhanced, while the public gives up nothing due to the vacation. No change in project scale or impacts due to the vacation. Public Benefits (see following chart) exceed the proportional benefits called for in the Street Vacation Policies.</td>
</tr>
</tbody>
</table>
Public benefit elements stitch block 89 back into the surrounding city fabric. Street edges and alley are activated public zones.

<table>
<thead>
<tr>
<th>Public Benefit Element</th>
<th>Description</th>
<th>City Requirements</th>
<th>Provided Beyond City Requirements</th>
<th>Quantities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Alley ROW Improvements</td>
<td>Provide pedestrian-scaled paving, landscaping, lighting, wayfinding, seating and furnishings, connecting John Street (Green Street) and Denny Way, with the through-block connection between Westlake Ave. N. and 9th Ave. N.</td>
<td>10’ x 10’ concrete paving sloped to drain to dedicated stormwater system per SDOT standards</td>
<td>See detail, page 19</td>
<td>Approx. 7,444 sf of alley improvements</td>
</tr>
<tr>
<td>2. Denny Way/9th Ave. N. Triangle ROW and sidewalk Improvements</td>
<td>Provide pedestrian-scaled paving, landscaping and lighting to complement new sidewalk ROW paving and landscaping in conformance with the recommendations of the Denny Way Streetscape Concept Plan (Voluntary)</td>
<td>None required</td>
<td>See detail, page 21</td>
<td>Approx. 4,506 sf of improvements</td>
</tr>
<tr>
<td>3. Green Street Improvements at John Street</td>
<td>Provide expanded pedestrian streetscape, landscaping, seating and lighting in conformance with the recommendations in the South Lake Union Street Concept Plans for John Street (Voluntary)</td>
<td>None required</td>
<td>See detail, page 23</td>
<td>Approx. 6,968 sf of improvements</td>
</tr>
<tr>
<td>4. Denny Way Streetscape Improvements</td>
<td>Provide expanded building street level building setbacks to accommodate outdoor seating and activities in accordance with recommendations in the Denny Way Streetscape Concept Plan (Voluntary)</td>
<td>None required</td>
<td>See detail, page 25</td>
<td>Approx. 3,933 sf of improvements</td>
</tr>
<tr>
<td>5. Westlake Ave. N. Sidewalk Widening, Streetscape Improvements</td>
<td>Provide curb bulb at corner of Westlake Ave. N. and John Street, and expand sidewalk/landscaping zone along Westlake Ave. N.</td>
<td>None required</td>
<td>See detail, page 27</td>
<td>Approx. 906 sf of improvements</td>
</tr>
<tr>
<td>6. 9th Ave. N. Sidewalk Widening, Streetscape Improvements</td>
<td>Provide curb bulbs at the corners of Denny Way and 9th Ave. N. and John Street and 9th Ave. N., extending along 9th Ave. N. to expand sidewalk/landscaping zone along 9th Ave. N.</td>
<td>None required</td>
<td>See detail, page 27</td>
<td>Approx. 2,237 sf of improvements</td>
</tr>
</tbody>
</table>
PUBLIC BENEFIT
1: ALLEY ROW IMPROVEMENTS

Architectural paving based on 2’ by 2’ standard sidewalk module accentuated with variations in pattern and materiality, lighting, canopies, plantings, opening facades, landscape screen-walls, and furniture to create points of emphasis and identity. (Per recommendations in the Seattle Integrated Alley Handbook: Activating Alleys for a Lively City).

The landscape planters at the north end of the alley, and the lighting fixtures over the alley will require issuance of a Street Use Permit by SDOT. That permit establishes the terms and conditions for locating elements in the right of way that will be privately owned and maintained. The permit typically includes a duration, states the City’s right to revoke the permit on a minimum of 30 days advance notice, and requires the applicant to remove the elements from the right of way if the permit expires or is revoked. Street Use Permits are common for planters, landscaping, street furniture, and similar items in the right of way.

TOTAL PUBLIC BENEFIT
Approx. 7,444 SF
PUBLI C BENEFIT

2: DENNY WAY / 9TH AVE. N. TRIANGLE ROW AND SIDEWALK IMPROVEMENTS

Architectural paving based on 2’ x 2’ standard sidewalk module, accentuated with variations in pattern and materiality, landscaping, lighting and seating, to seamlessly transition between the public and private realm; to provide appropriately scaled space at the important intersection of Denny Way and 9th Avenue N.; facilitating connections to Denny Park; responding to increased pedestrian flows; and to welcome the public into the site.

TOTAL PUBLIC BENEFIT

Approx. 4,506 SF
PRECEDENT IMAGES

PUBLIC BENEFIT

PEDESTRIAN LIGHT

EXISTING CURB

PARKING ZONE BEYOND

BIORETENTION PLANTER

PROPERTY LINE

CURB LINE

2'-5" TO 6'-7"

7' 8' 12'

6'

3' 4' 8' 6'

11' TO EXISTING CURB

10'

DEVELOPMENT

BIORETENTION

PLANTER

PARKING ZONE BEYOND

BENCH

3' 4' 8' 6'

6'

DESIGN COMMISSION
03.19.2015 | BLOCK 89
3: GREEN STREET IMPROVEMENTS AT JOHN STREET

Relocate existing curb between 9’ and 16’ north to provide expanded pedestrian streetscape including new paving based on 2’ x 2’ standard sidewalk module accentuated with variations in pattern and materiality, landscaping, lighting and seating to encourage pedestrian traffic between Westlake Ave. N., 9th Ave. N. and Denny Park.

TOTAL PUBLIC BENEFIT Approx. 6,968 SF
A

PUBLIC BENEFIT

CURB LINE

PROPERTY LINE

11' 10' TO 55'-6"

SETBACK VARIES

COLUMN BEYOND

BIORETENTION PLANter

BUS STOP

VIEW OF DENNY WAY STREETSCAPE IMPROVEMENTS

PRECEDENT IMAGES

OUTDOOR DINING

STREET FURNITURE

TERRACED SEATING

bioretention

planter

column

beyond

FACE OF BUILDING

CURB LINE

PROPERTY LINE

12'-6'

22'

PUBLIC BENEFIT

DESIGN COMMISSION

03.19.2015 | BLOCK 89
PUBLIC BENEFIT
4: DENNY WAY STREETSCAPE IMPROVEMENTS

Expanded building street-level building setbacks with architectural paving based on 2’ x 2’ standard sidewalk module, accentuated with variations in pattern, materiality and elevation, landscaping, seating and lighting to accommodate recommendations in the Denny Way Streetscape Concept Plan to create terraced outdoor activity and dining spaces.

TOTAL PUBLIC BENEFIT
Approx. 3,933 SF
EXISTING TREE
SEATING
EXTENT OF EXISTING TREE PIT
EXISTING CURB LOCATION

PUBLIC BENEFIT
PROPERTY LINE
EXISTING CURB

EXISTING CURB
PROPERTY LINE
PUBLIC BENEFIT

3-1/2", 4" CALIPER STREET TREES

BIORETENTION PLANTER

VIEW FROM DENNY PARK OF 9TH AVE. N. SIDEWALK WIDENING AND STREETSCAPE IMPROVEMENTS
PUBLICATION BENEFIT

5 + 6: WESTLAKE AVE. N. AND 9TH AVE. N. SIDEWALK WIDENING, STREETSCAPE IMPROVEMENTS

Relocate existing curb to provide expanded pedestrian streetscape including new paving and landscaping.

5. TOTAL PUBLIC BENEFIT  
Approx. 906 SF

6. TOTAL PUBLIC BENEFIT  
Approx. 2,237 SF
PUBLIC BENEFITS

AREA SUMMARY

1. ALLEY ROW IMPROVEMENTS = Approx. 7,444 SF
2. DENNY WAY/ 9TH AVE. N. TRIANGLE ROW AND SIDEWALK IMPROVEMENTS = Approx. 4,506 SF
3. GREEN STREET IMPROVEMENTS AT JOHN ST. = Approx. 6,968 SF
4. DENNY WAY STREETSCAPE IMPROVEMENTS = Approx. 3,933 SF
5. WESTLAKE AVE. N. SIDEWALK WIDENING, STREETSCAPE IMPROVEMENTS = Approx. 906 SF
6. 9TH AVE. N. SIDEWALK WIDENING, STREETSCAPE IMPROVEMENTS = Approx. 2,237 SF

TOTAL AREA OF ALL PUBLIC BENEFITS: = Approx. 25,994 SF

AREA OF SUBTERRANEAN ALLEY VACATION: = 5,775 SF