

**BLOCK 21**

**Design Commission**

June 4, 2015

2200 7th Ave  
Public Realm / Public Benefit Presentation



SiteWorkshop



## PART I - PUBLIC REALM

Address Commission notes from May 7, 2015 meeting.

## PART II - PUBLIC BENEFITS

Public Benefits Overview

Public Benefits

ON-SITE

1. 8th Ave Hillclimb
2. Bell Street Setback
3. Blanchard Street Setback

PUBLIC ROW

4. 7th Ave Improvements & Cycle Track
5. 8th Ave Improvements
6. Blanchard Street Improvements
7. Bell Street Improvements

OFF-SITE

8. 8th & Bell Raised Intersection
9. Bell Street Cycle Track
10. Bell Street Concept Plan

Public Benefits Matrix



**PART I**

**PUBLIC REALM**



This presentation directly addresses the Commission's recommendations following the Design Commission Meeting on May 7th, 2015. Below are the topics summarizing Commission direction in the meeting followed by text from the meeting minutes.

Summary of Discussion:

## 1. Minimize Impacts of Curb Cuts

*Further exploration of options to consolidate, narrow, reduce the height of, and/or otherwise minimize the impact of the curb cuts on the public realm.*

## 2. Develop the Bell Street Design

*Further develop the Bell St design, including how reducing the travel lanes from two to one would result in green street design improvements.*

## 3. Extend Bell Street Park Character

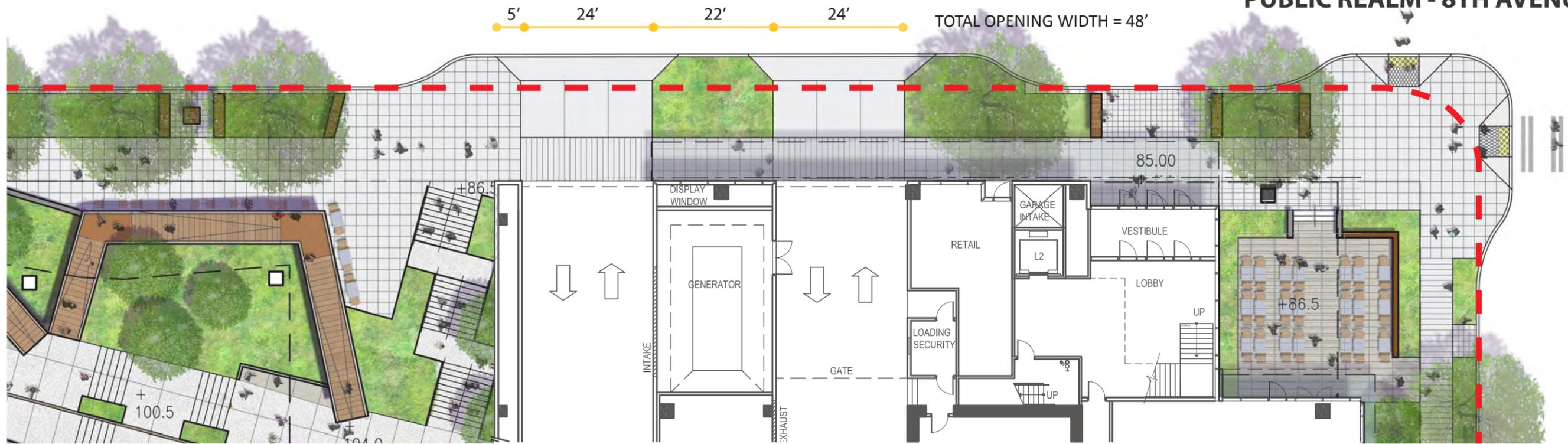
*Interpret and incorporate attributes of Bell Street Park that occur west of 5th Ave onto this portion of the Bell St Green Street, including open space, seating, landscape, lighting, and the relationship between retail frontage and the public realm.*

## 4. Add Seating, Reduce Parking on Blanchard Street

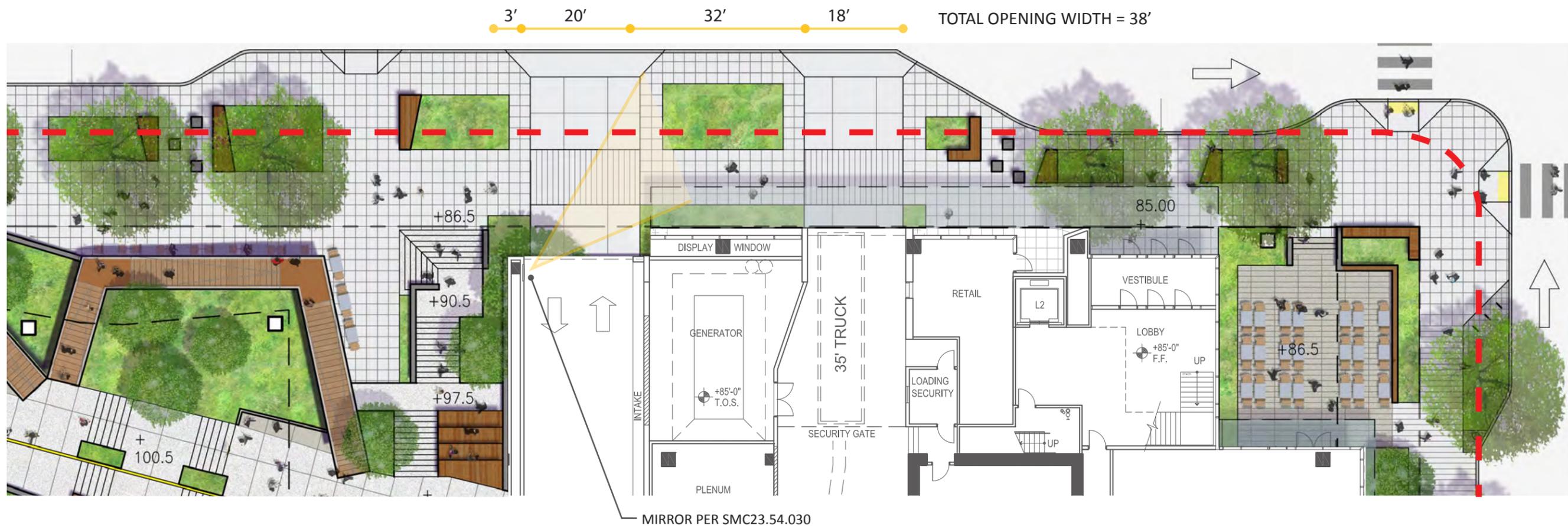
*Incorporate additional landscape and seating and reduce the quantity of on-street parking on Blanchard St.*

*Director's note: Following this meeting, the petitioner provided staff a copy of a DPD permit decision from February 2015 that authorizes two curb cuts on 8th Ave. The details regarding this decision were not discussed as part of the presentation. When the petitioner returns for the next meeting, the focus will be 1) resolution of items 2-4 above and 2) a briefing and potential vote on public benefit.*

**PUBLIC REALM - 8TH AVENUE CURB CUTS**



5/7/15 PLAN



PROPOSED PLAN



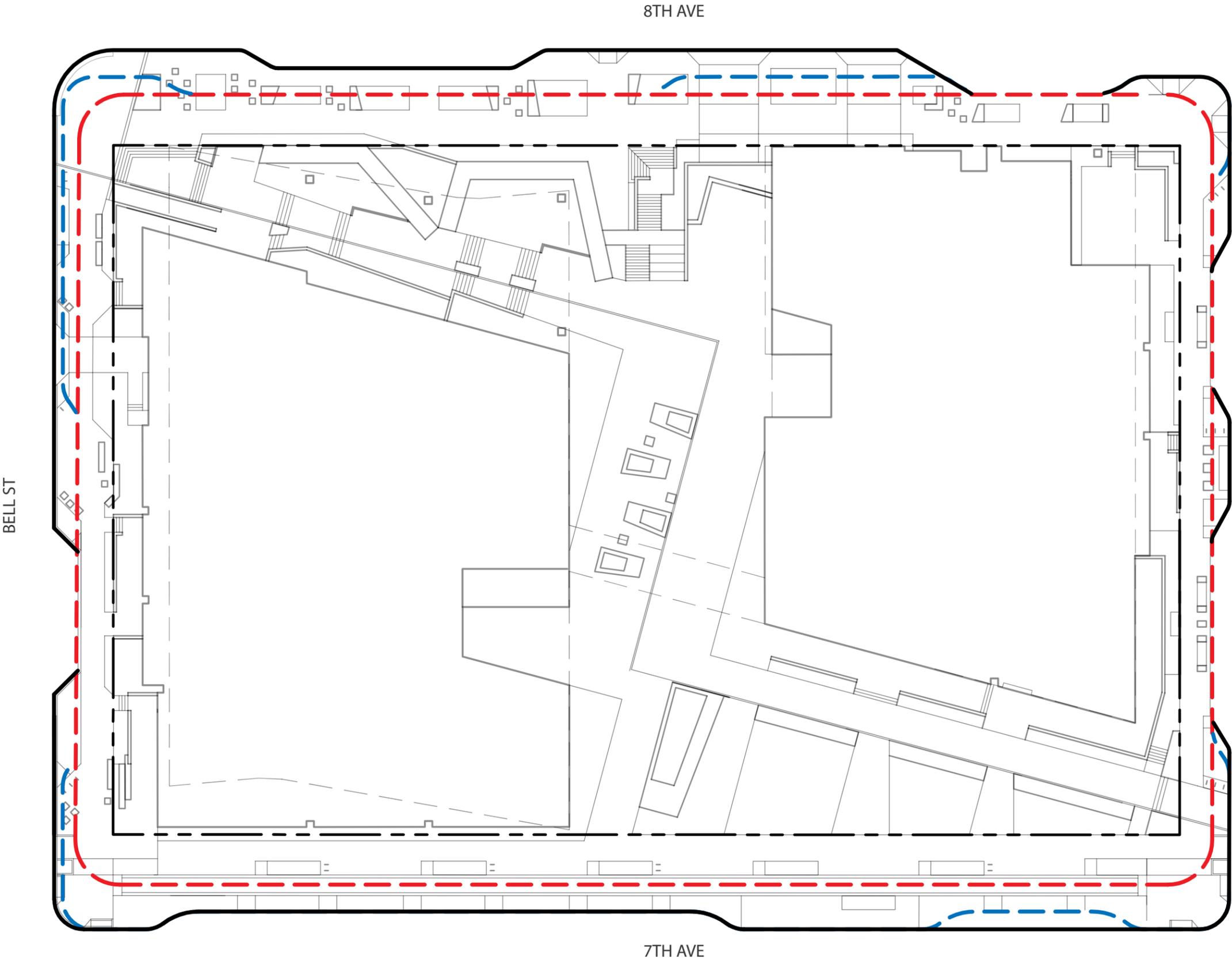
OFFICE LOBBY      RETAIL STOREFRONT (34')      LOADING (18')      DISPLAY WINDOW (32')      PARKING (20')      PLAZA STAIR / BIKE ENTRY

# PUBLIC REALM - 8TH AVENUE CURB CUTS



- 1. Retail Storefront
- 2. Display Window
- 3. Truck Entry
- 4. Automobile Entry
- 5. Bike Entry
- 6. Office Lobby Entry

**PUBLIC REALM - ROW DIAGRAMS**

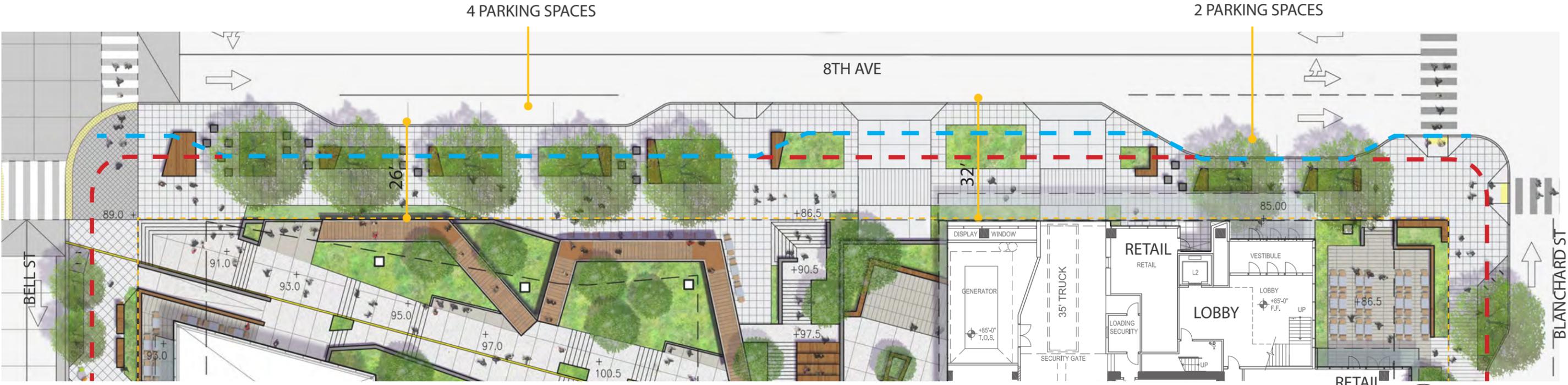


- Existing Curb
- Previously Proposed Curb  
(6,555 Additional S.F.)
- Proposed Curb  
(11,526 Additional S.F.)

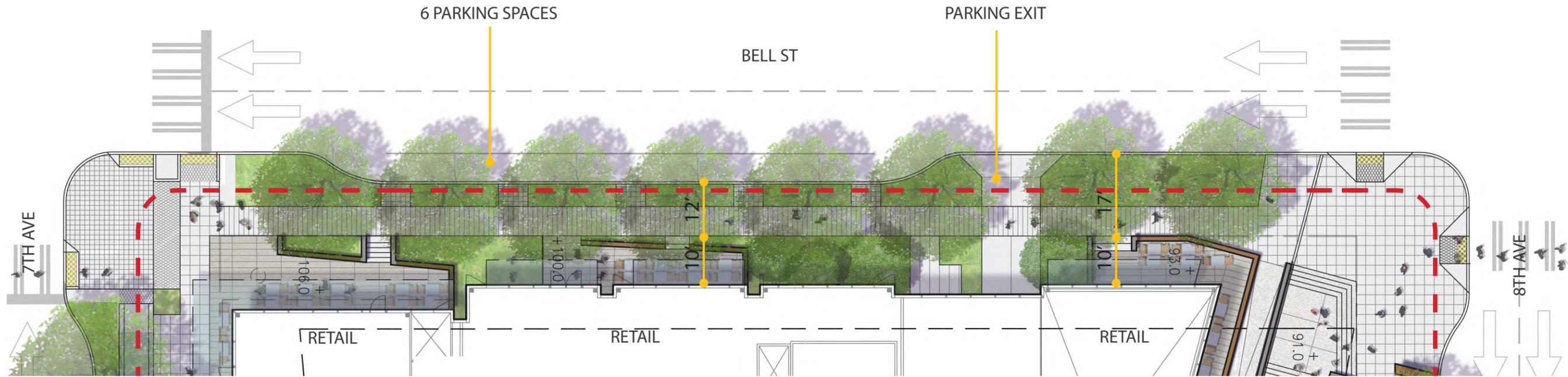
**PUBLIC REALM - 8TH AVENUE ROW**



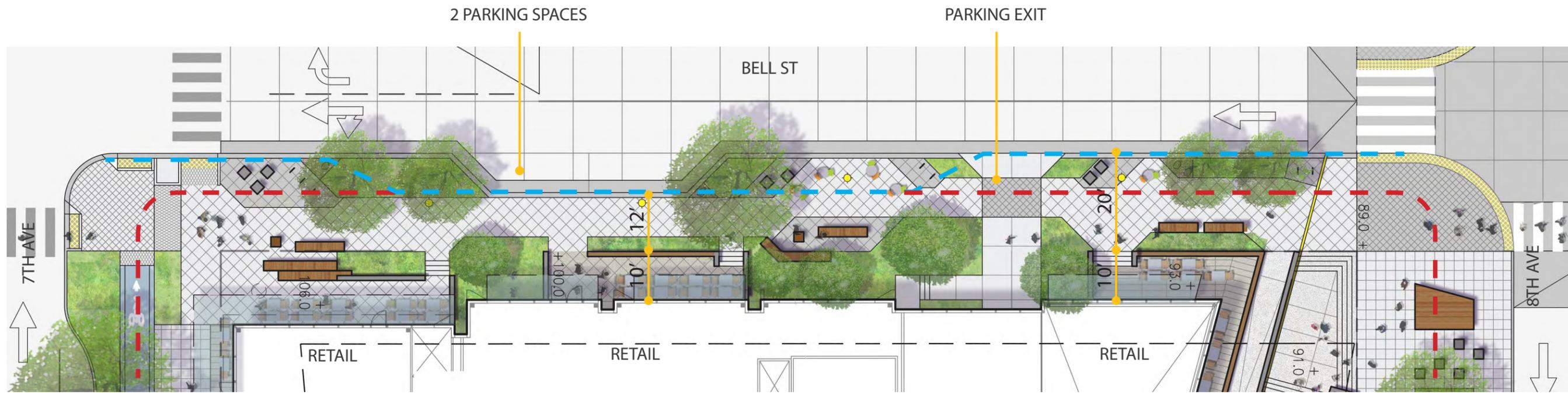
PREVIOUS PLAN



REVISED PLAN

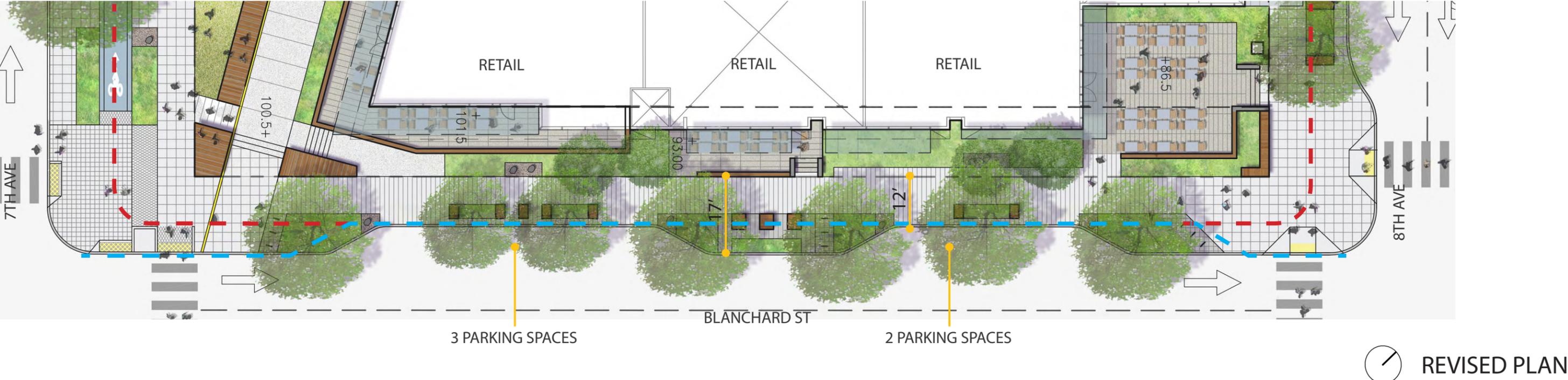
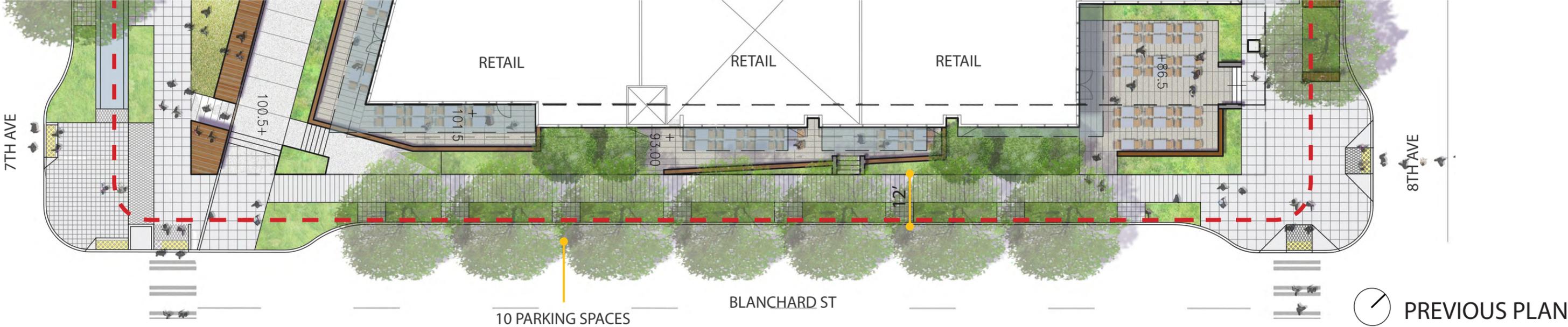


PREVIOUS PLAN



REVISED PLAN

PUBLIC REALM - BLANCHARD STREET





At the March 5, 2015 meeting the Design Commission voted 6-2 that the proposal demonstrated how it met the criteria for evaluation of Urban Design Merit for granting an alley vacation. To summarize:

**Circulation**

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

**Access**

The proposal improves site access and minimizes impacts on adjacent streets

**Utilities**

The proposal is consistent with long-term infrastructure planning

**Light, Air and Views**

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

**Open Space**

The alley vacation increases opportunities for publicly accessible open space

Prior to proceeding to an evaluation of Public Benefit, the Design Commission conditioned the Urban Design Merit approval on this more focused review of the public realm, with specific emphasis on those items identified on page A-4.



**PART II**

**PUBLIC BENEFITS**





**ON-SITE**

- 1 8th Avenue Hillclimb
- 2 Blanchard Street Setback
- 3 Bell Street Setback

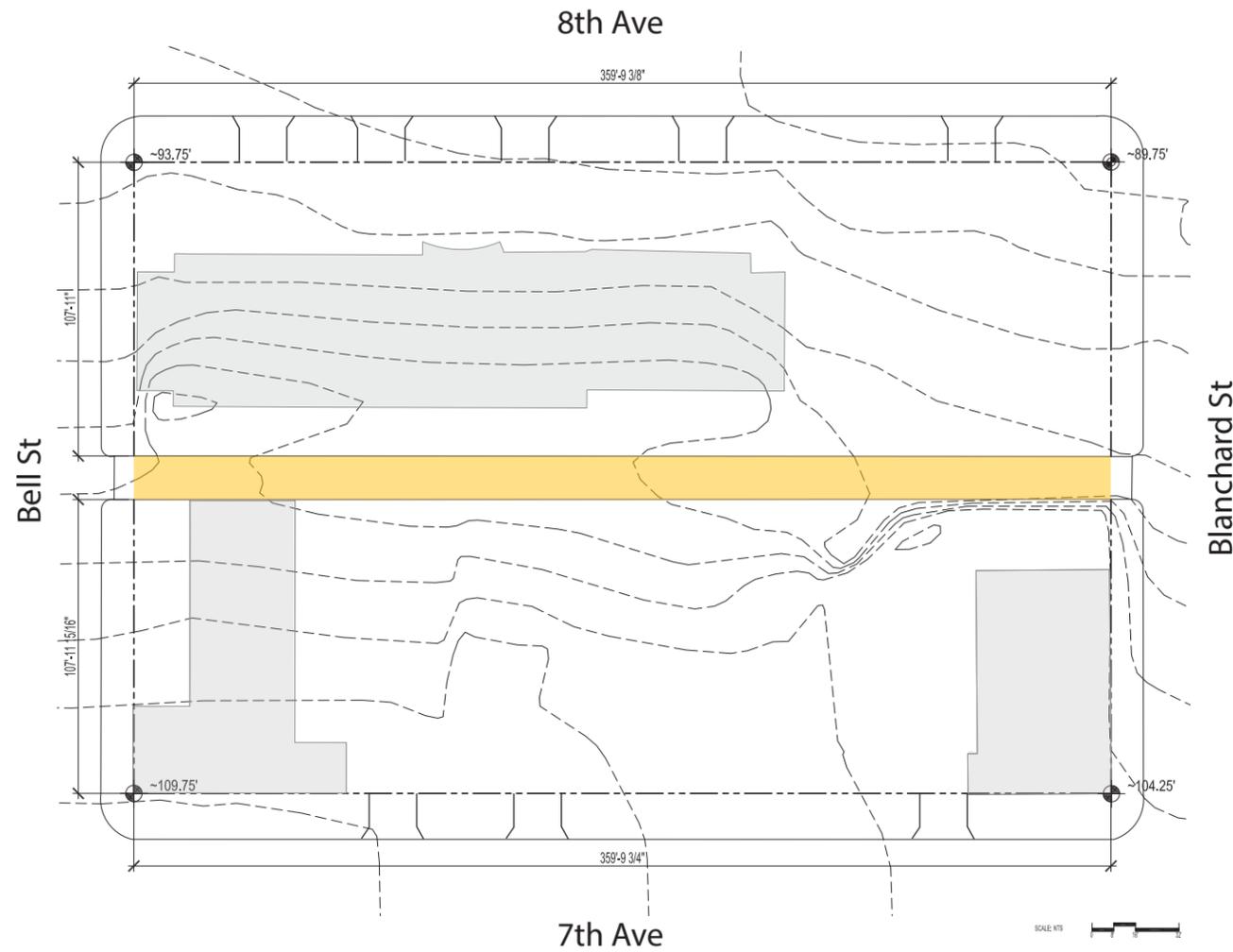
**PUBLIC R.O.W.**

- 4 7th Avenue Improvements & Cycle Track
- 5 8th Avenue Improvements
- 6 Blanchard Street Improvements
- 7 Bell Street Improvements

**OFF-SITE**

- 8 8th & Bell Intersection
- 9 Bell Street Cycle Track
- 10 Bell Street Concept Plan





**NO VACATION ALTERNATIVE**

- **5,760 SF publicly accessible alley**
- **40' wide curb cuts on Bell and Blanchard Street Green Streets (after required alley dedication)**
- **Loading and parking entry exclusively from alley with multiple curb cuts for parking garage & loading access**
- **Back-of-House functions located at grade on alley**



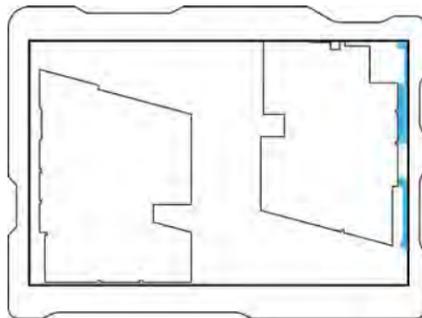
**PROPOSED**

- **21,289 SF of improved off-site public open space**
- **14,252 SF of publicly-accessible on-site open space, including publicly accessible mid-block connection with universal (ADA) access and Green Street setbacks**
- **12' curb cut on Bell Street; 18' loading curb cut on 8th Avenue; 20' parking curb cut on 8th Avenue (50 LF total)**
- **Loading and parking entry and exit from 8th Ave. with parking exit at Bell Street**
- **Back-of-House functions move off Green Streets and are located below grade**
- **Applicant receives additional 57,600 SF of FAR**

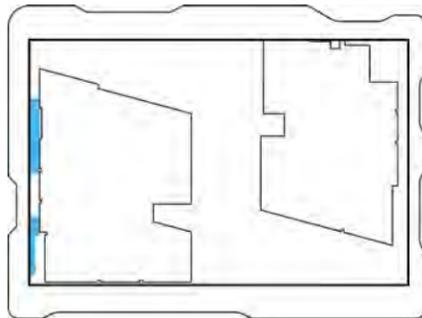
**ON-SITE**



**1** 8th Ave Hillclimb

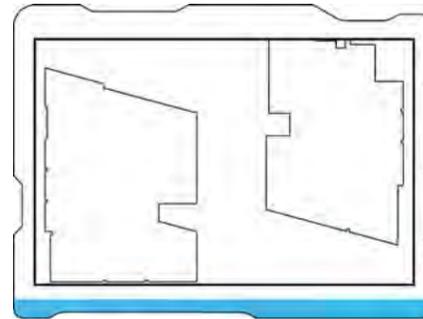


**2** Blanchard Street Setback

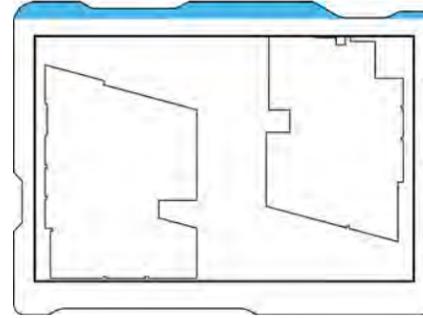


**3** Bell Street Setback

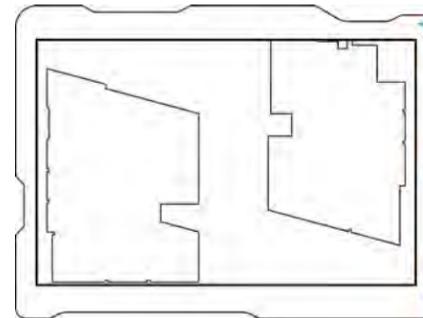
**PUBLIC R.O.W.**



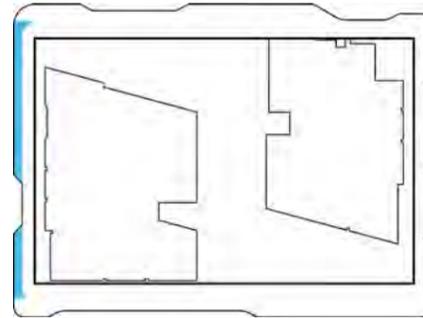
**4** 7th Ave Improvements & Cycle Track



**5** 8th Ave Improvements

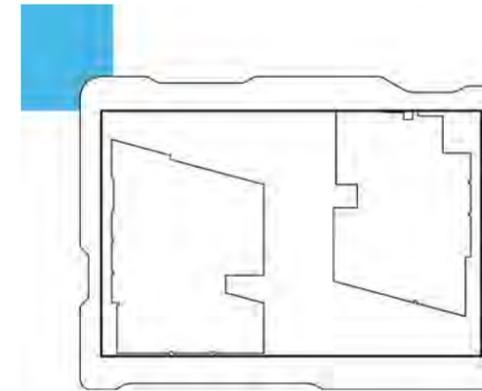


**6** Blanchard Street Improvements

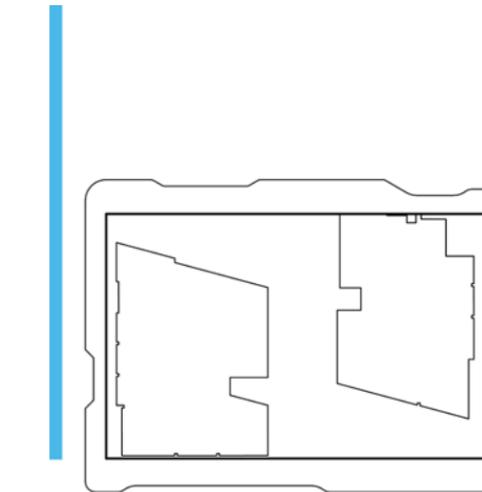


**7** Bell street Improvements

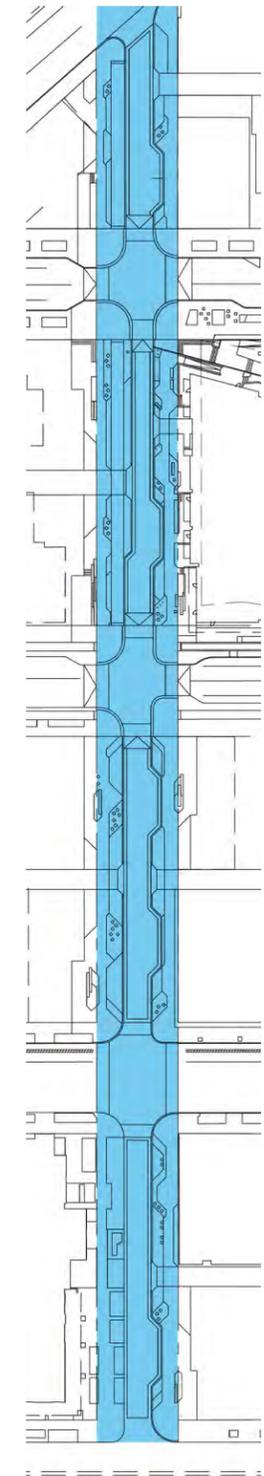
**OFF-SITE**



**8** 8th & Bell Intersection



**9** Bell Street Cycle Track



**10** Bell Street Concept Plan











**PUBLIC BENEFIT:**  
4. 7TH AVE ROW (4,750 SF)



CURB BULB / R.O.W. IMPROVEMENTS

ELEVATED CYCLE TRACK

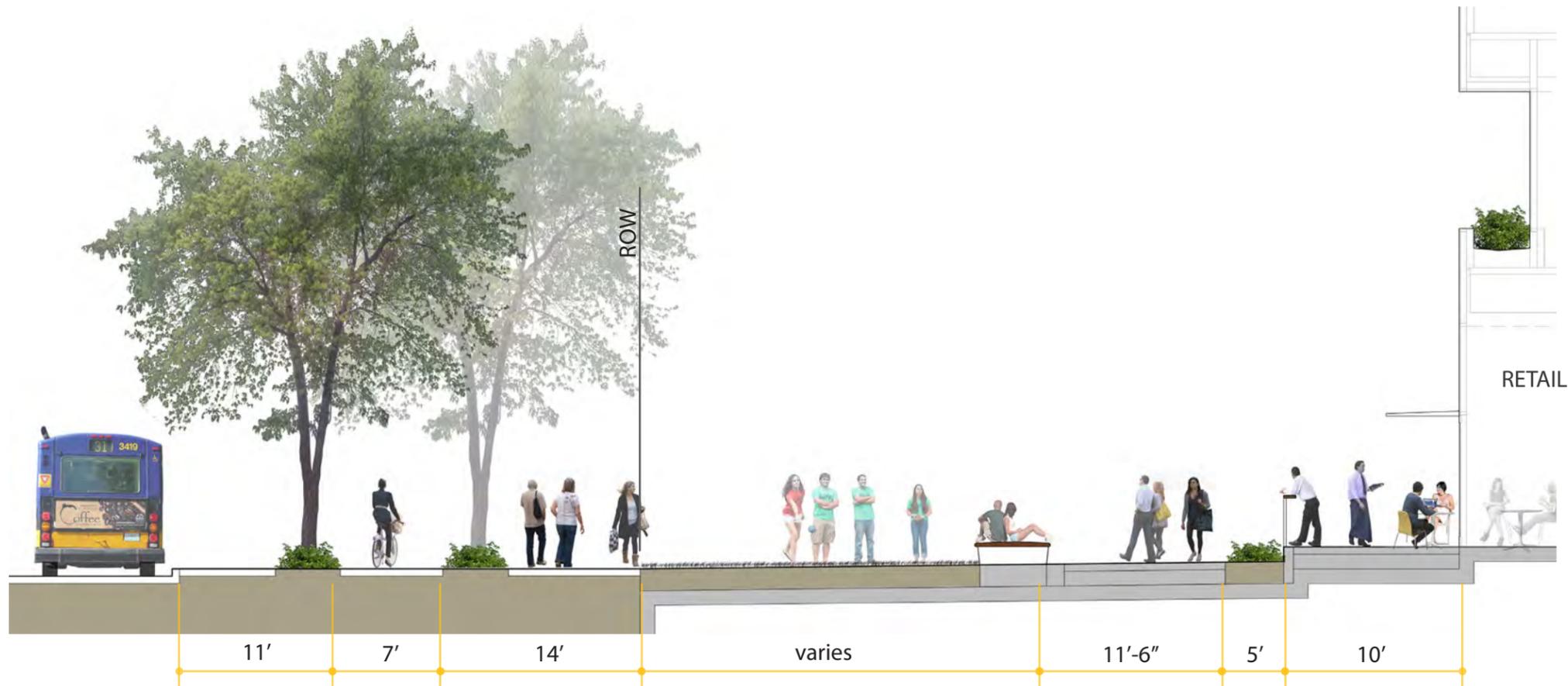
ON-STREET PARKING

BUS STOP

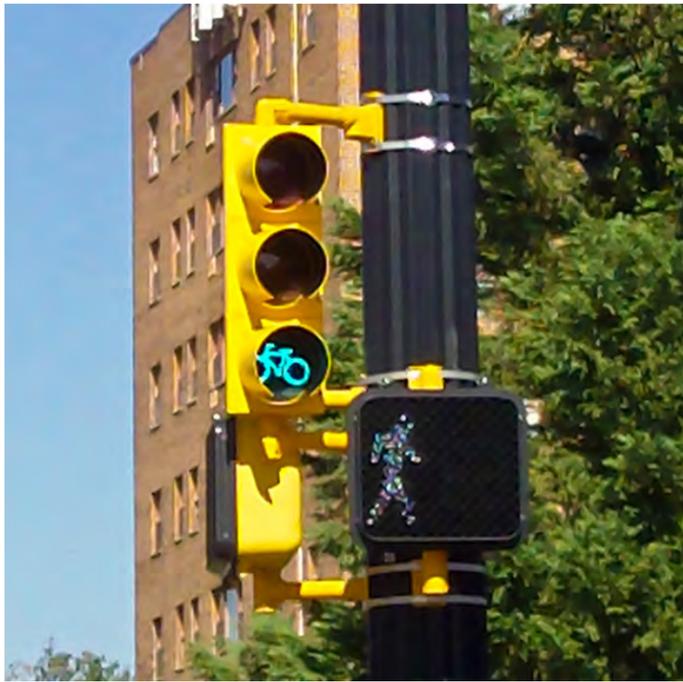
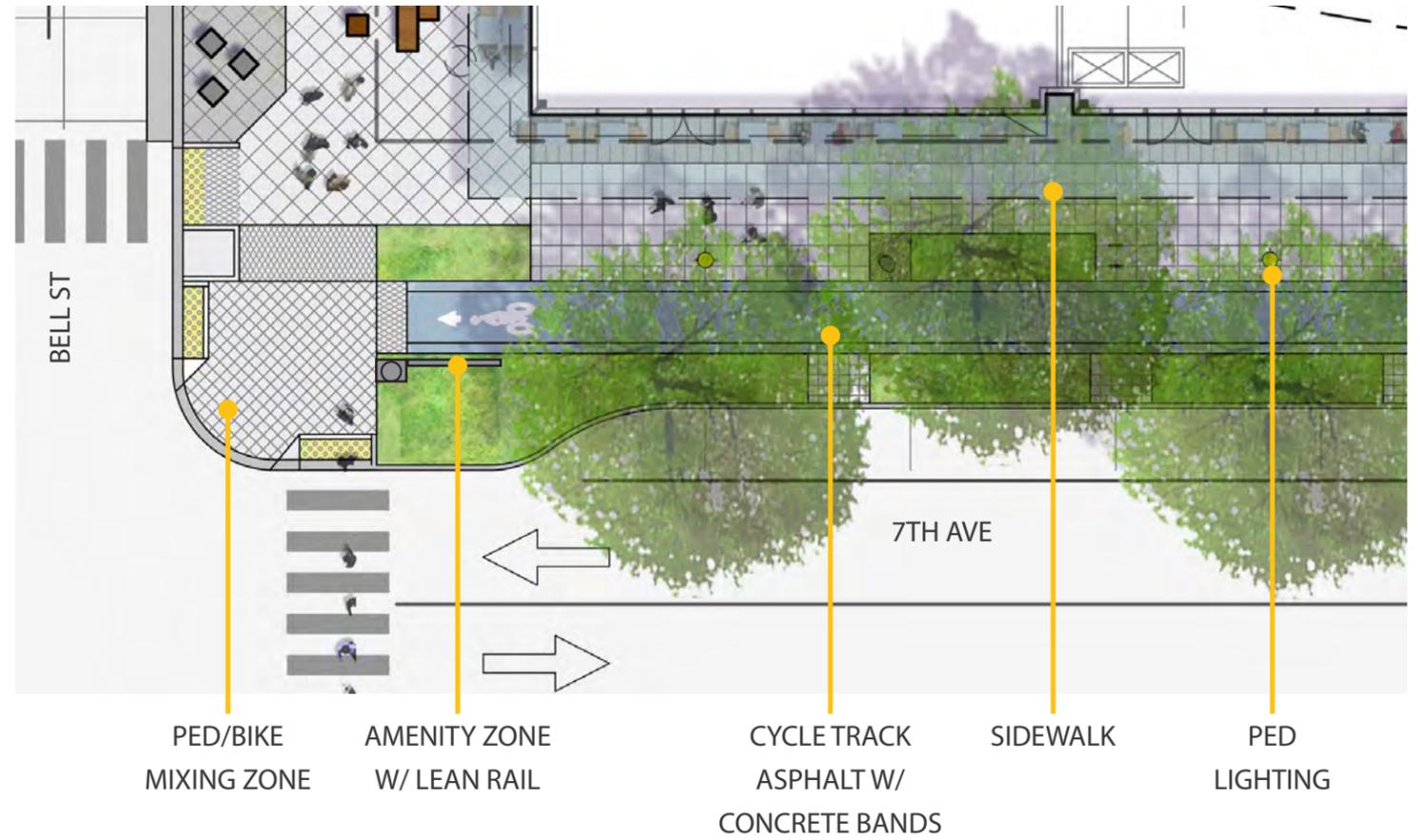
PLAZA

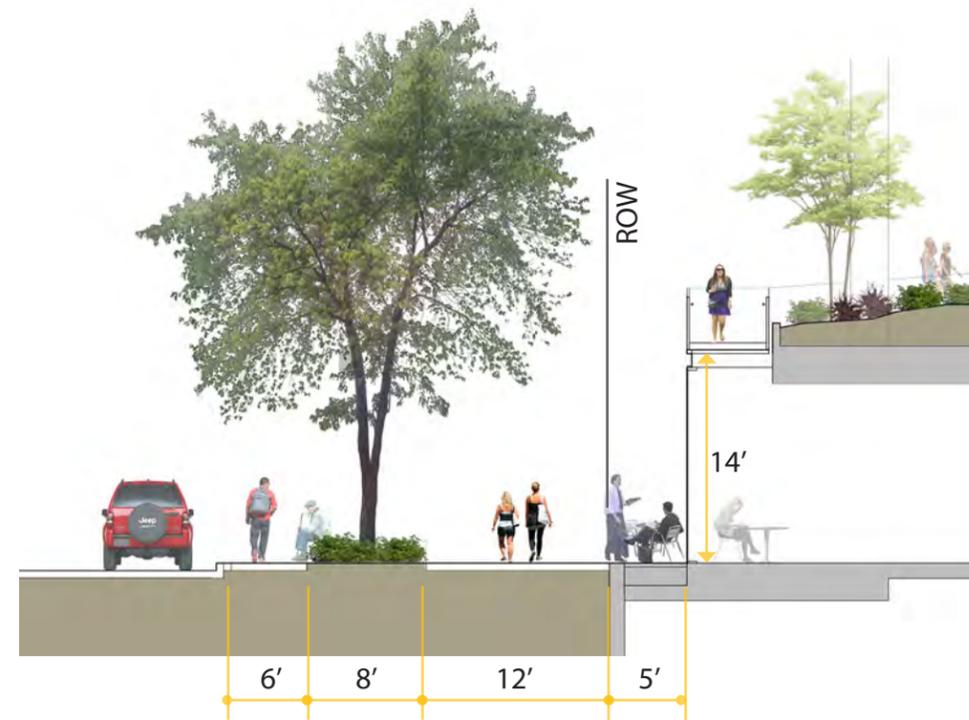
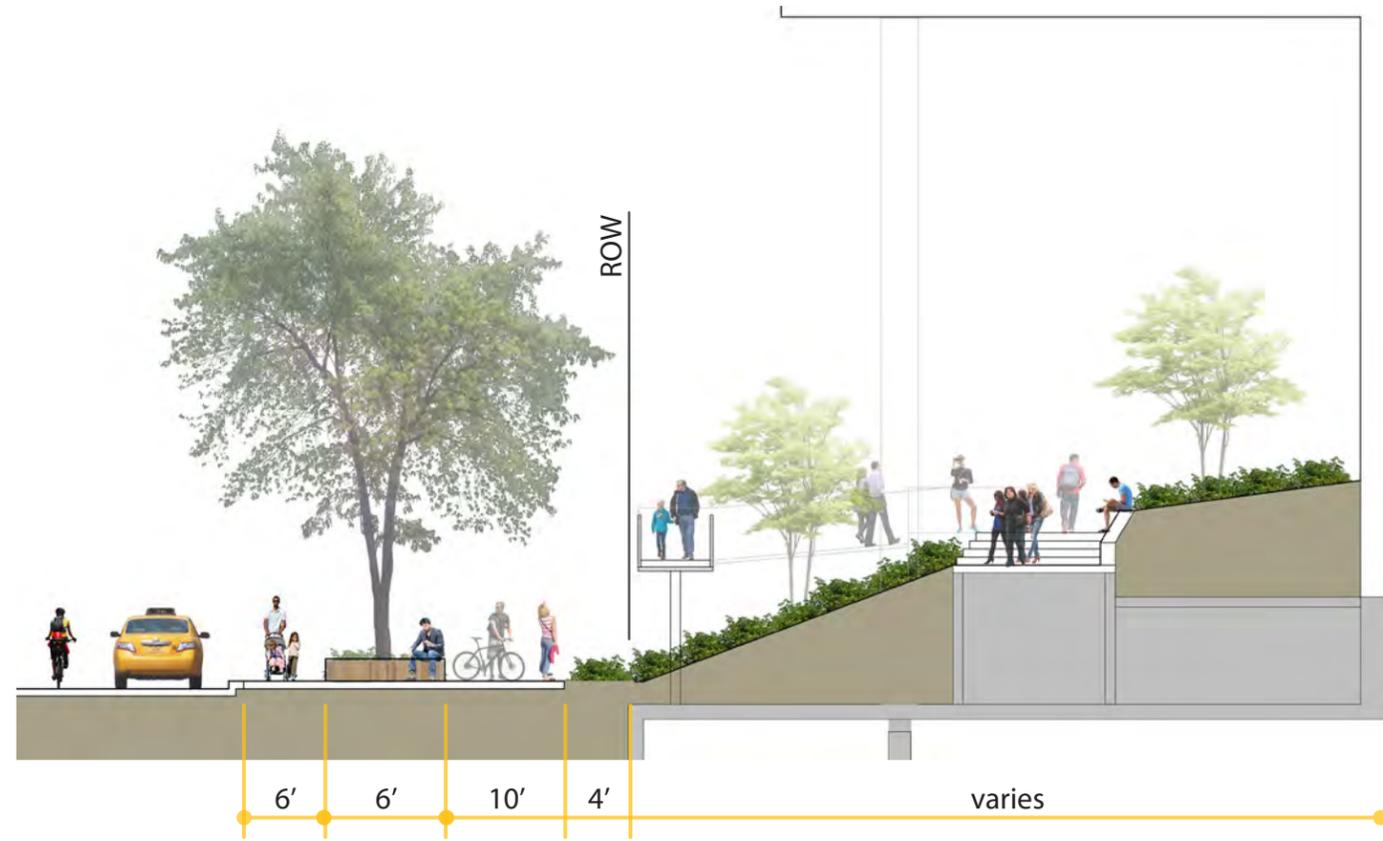
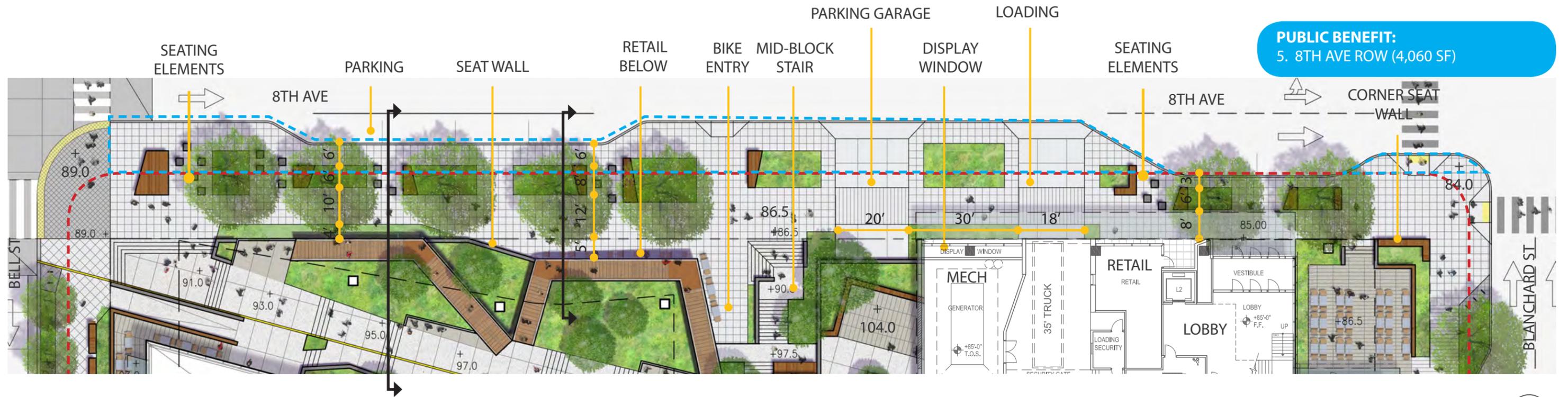
DOUBLE ALLEE OF ELM TREES

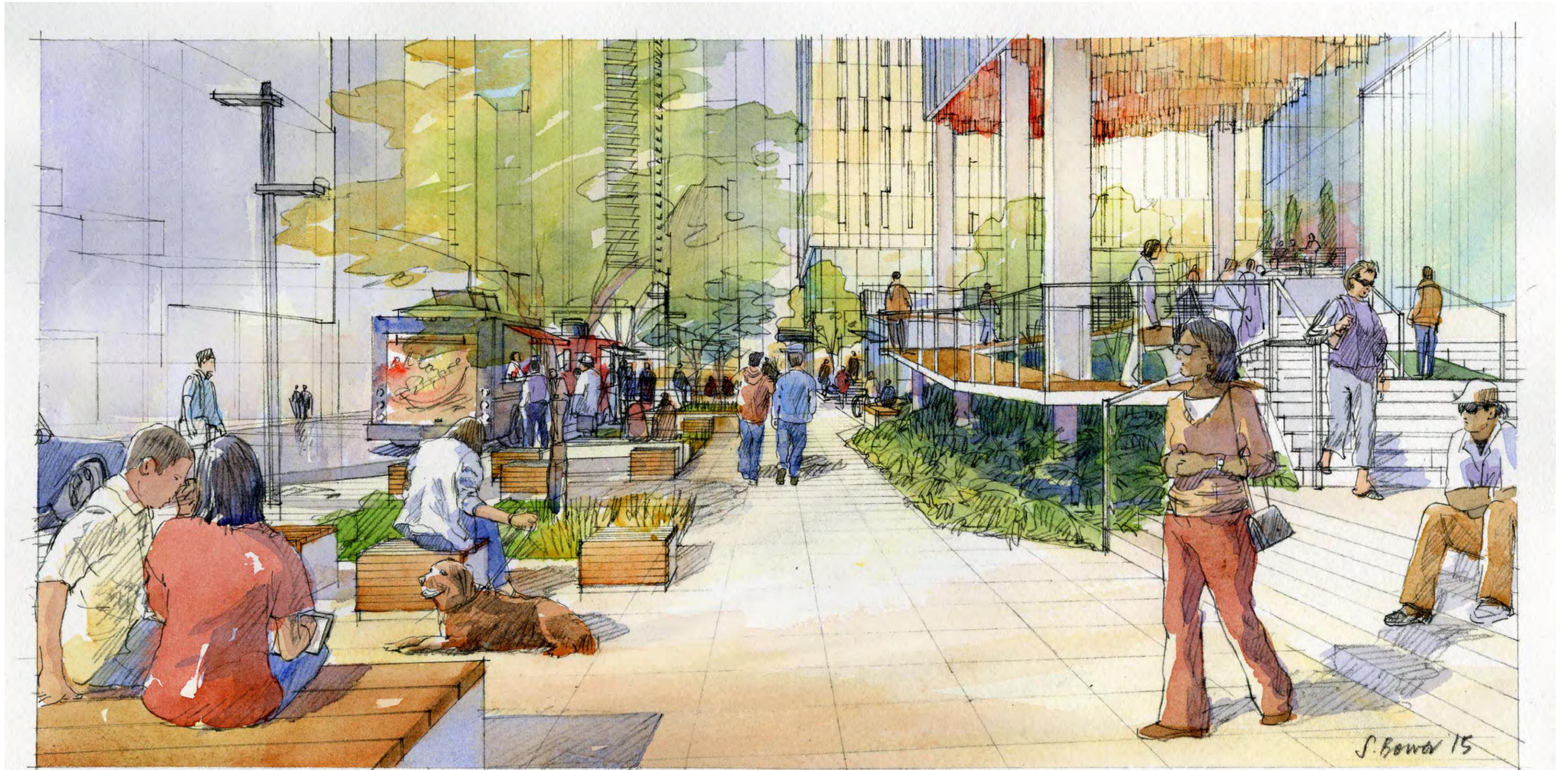
MIXING ZONE













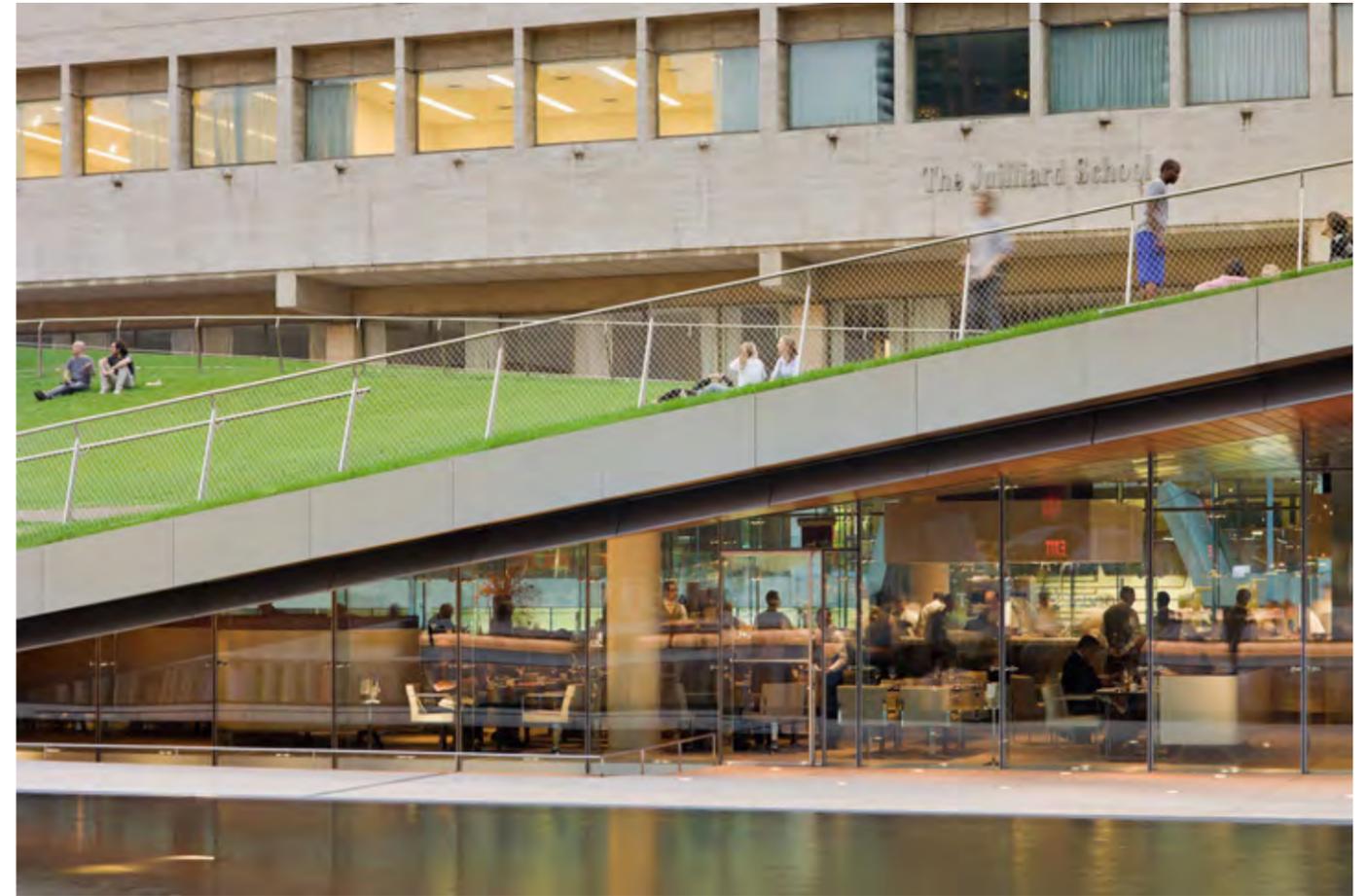
OFFICE LOBBY    RETAIL STOREFRONT (34')    LOADING (18')    DISPLAY WINDOW (32')    PARKING (20')    PLAZA STAIR / BIKE ENTRY

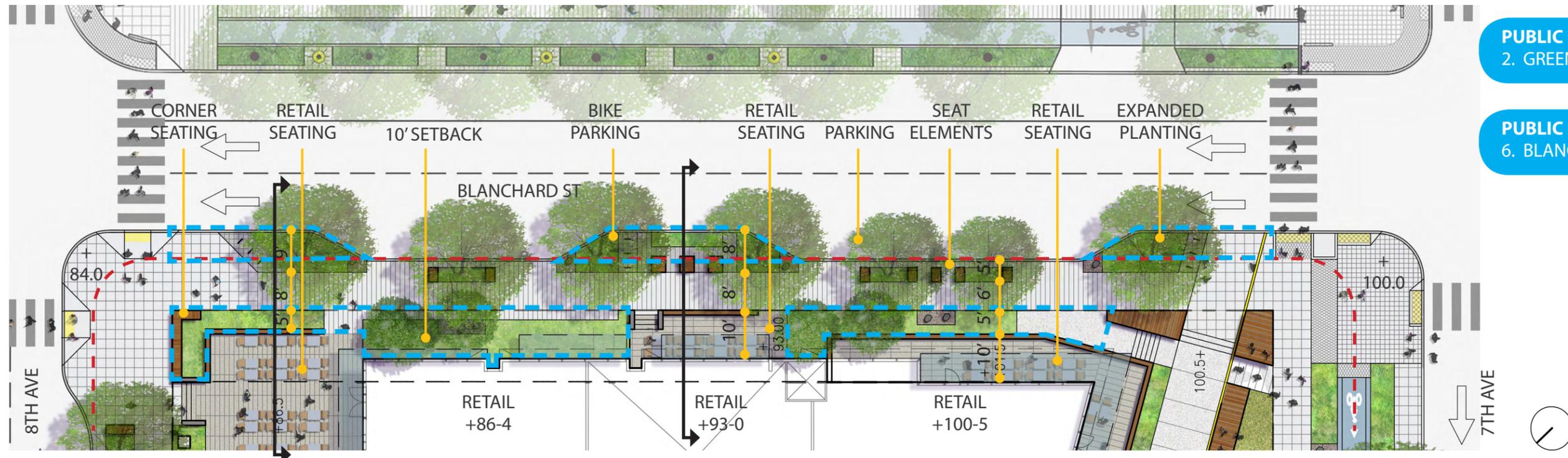


8th AVE - Looking South



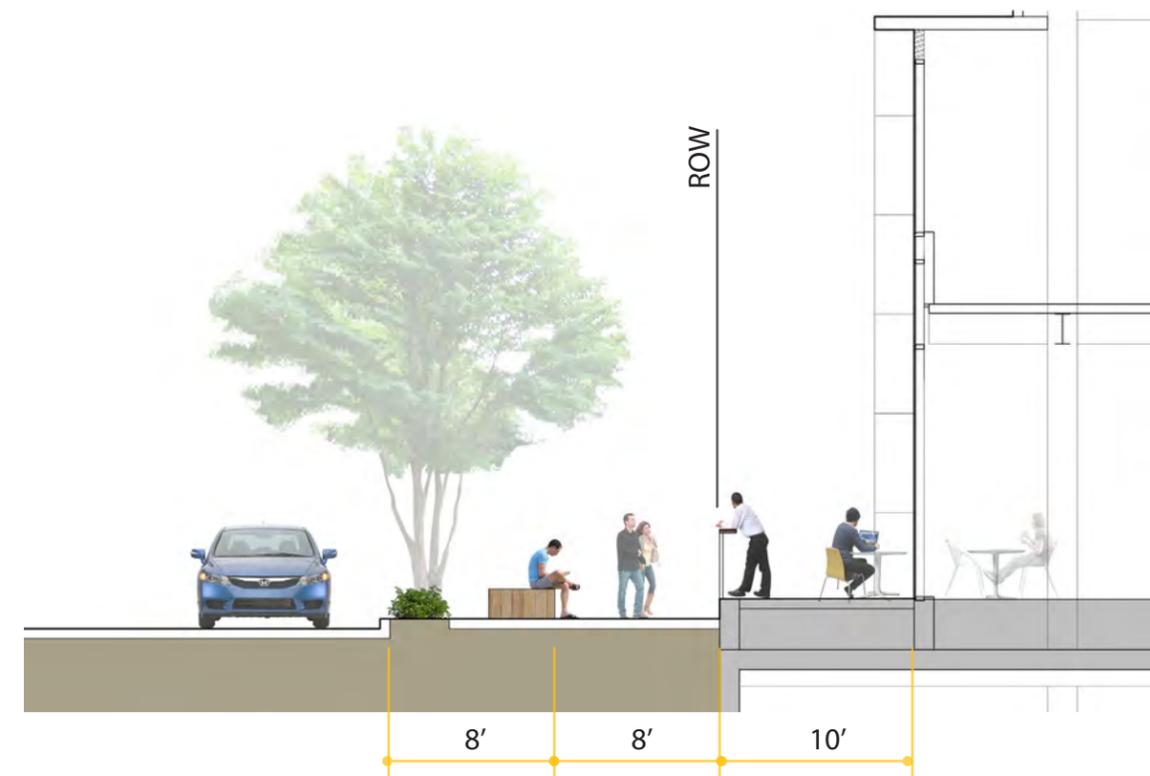
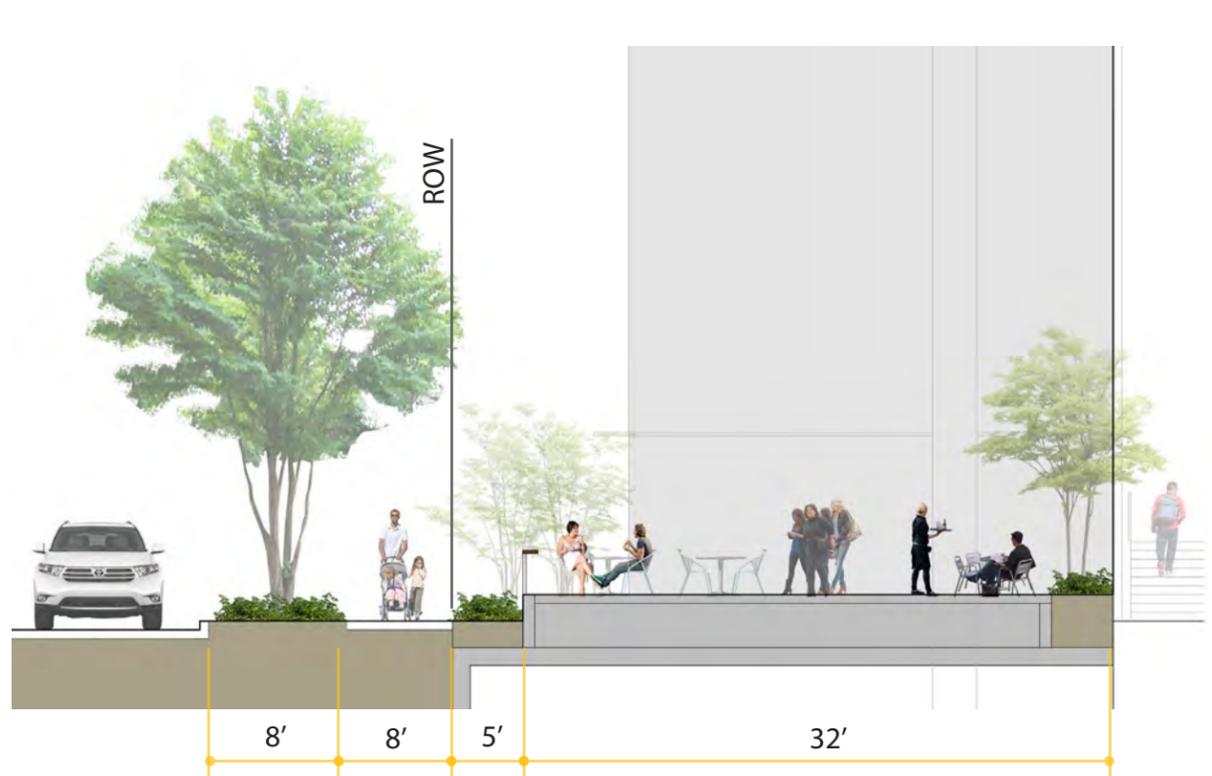
8th AVE - Looking North



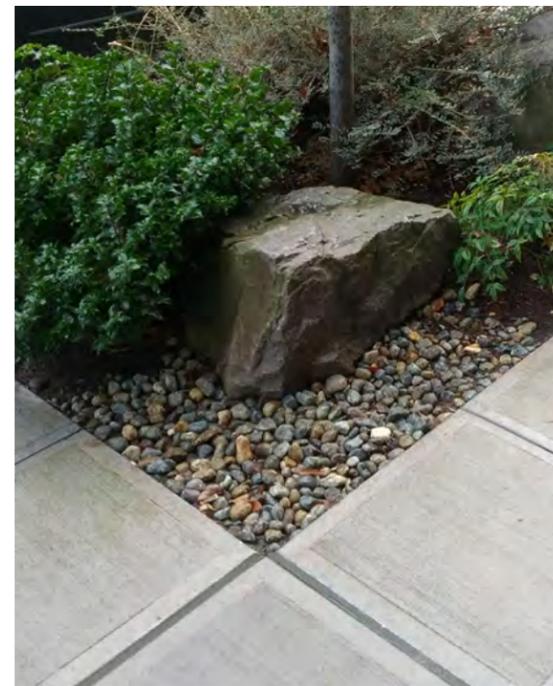
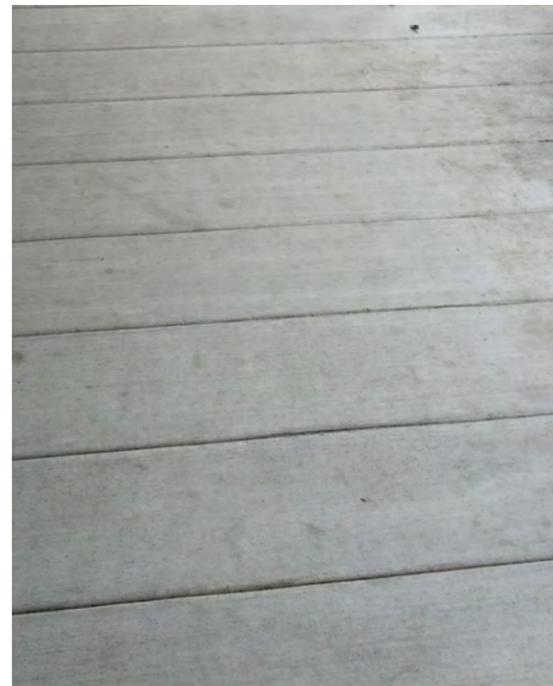
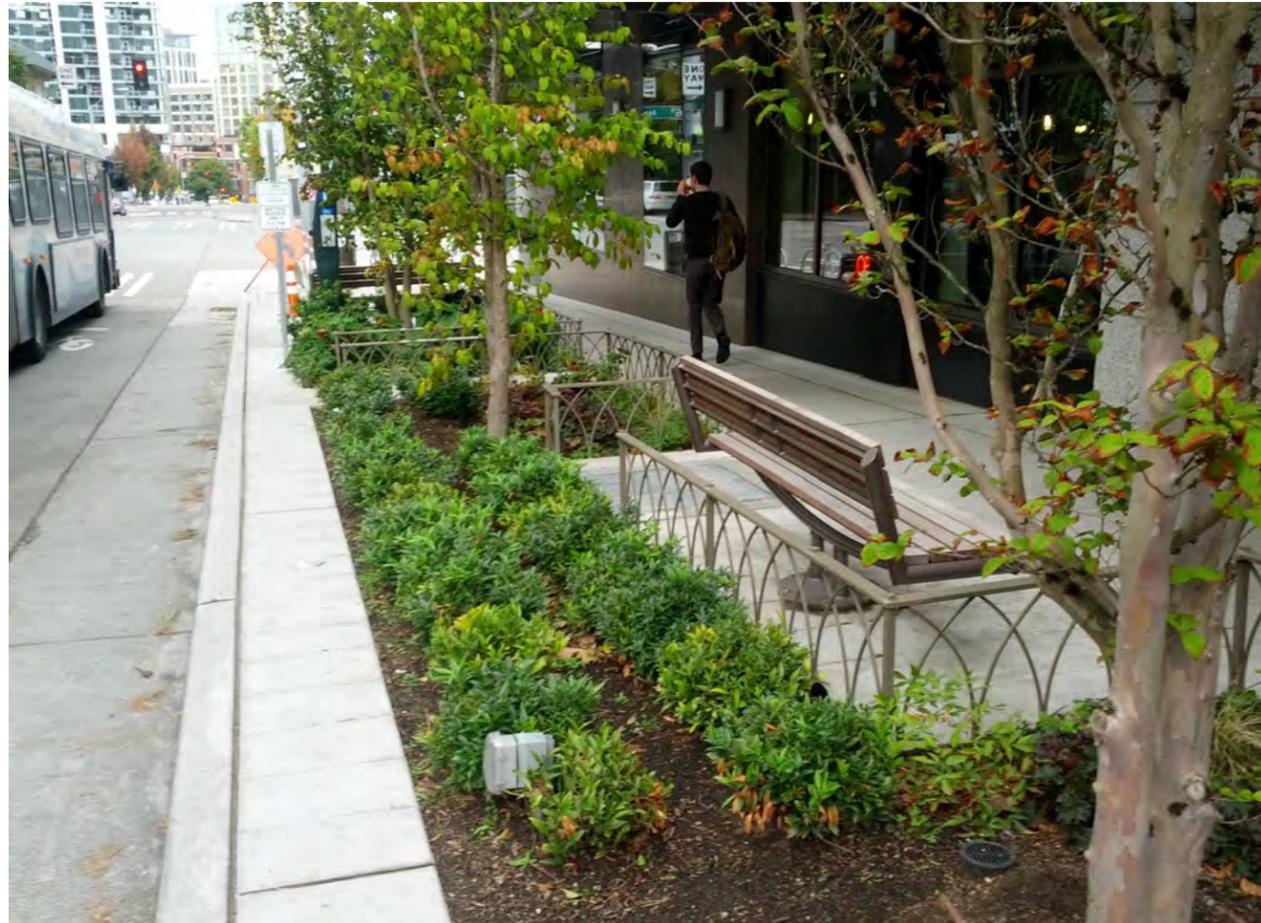


**PUBLIC BENEFIT:**  
2. GREEN STREET SETBACK (1,162 SF)

**PUBLIC BENEFIT:**  
6. BLANCHARD STREET ROW (775 SF)

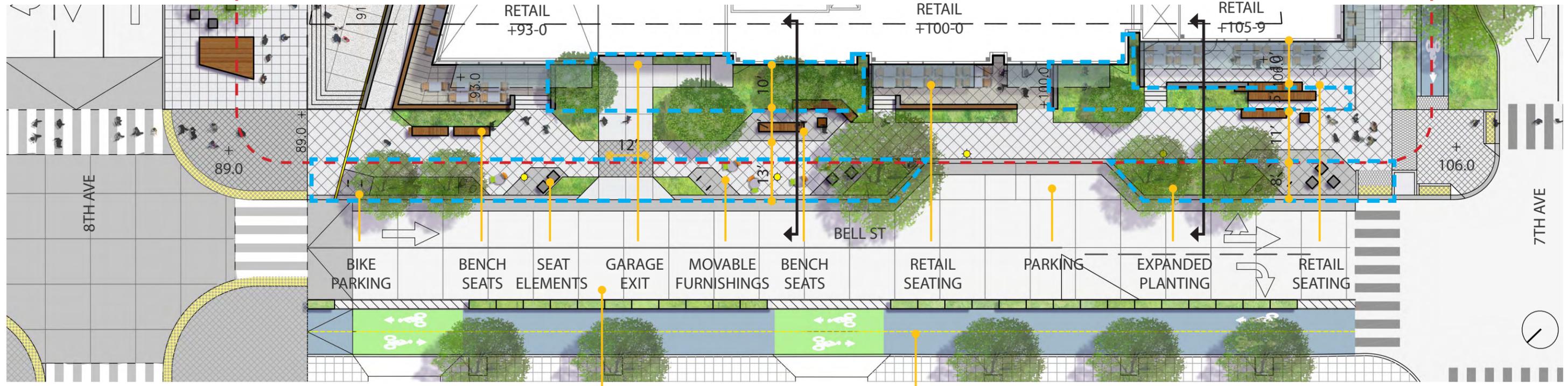






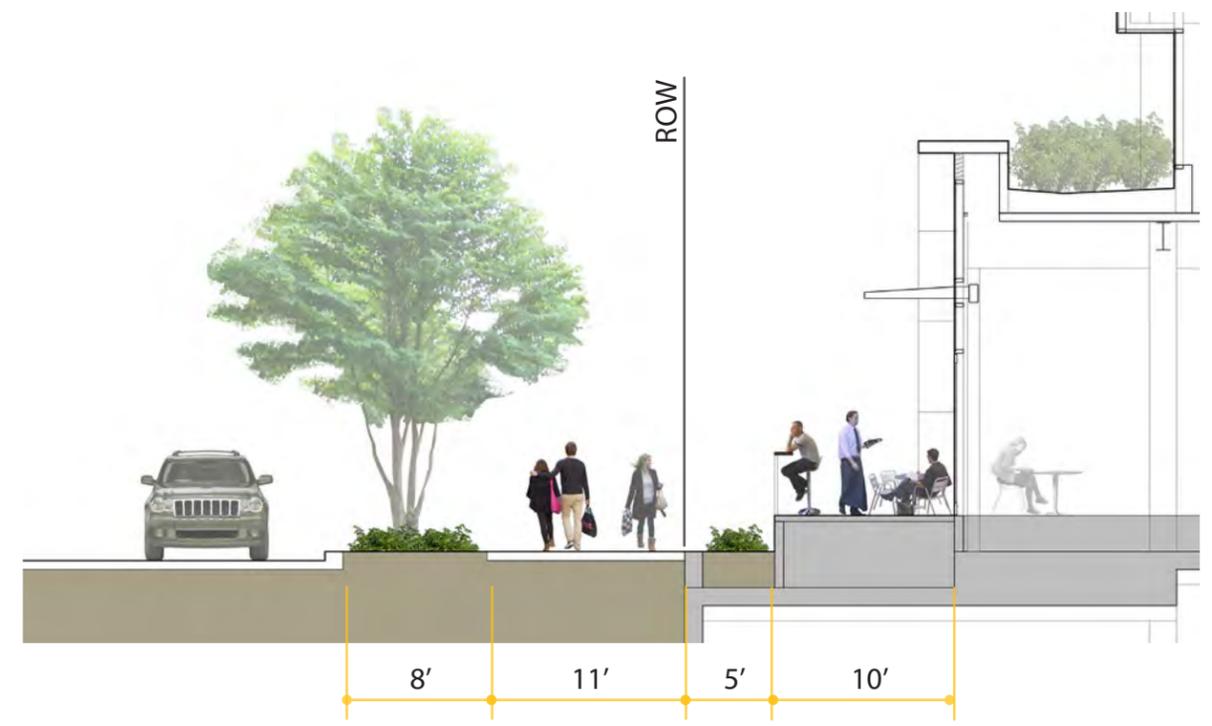
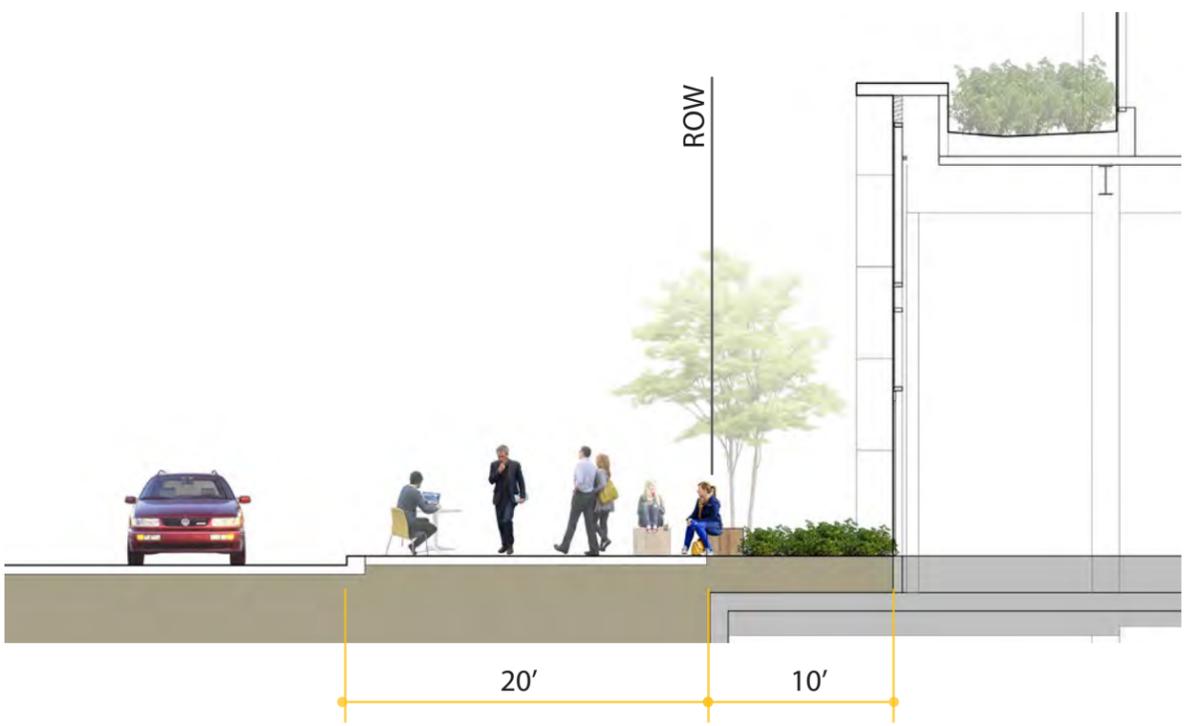
**PUBLIC BENEFIT:**  
3. GREEN STREET SETBACK (1,090 SF)

**PUBLIC BENEFIT:**  
7. BELL STREET ROW (1,829 SF)

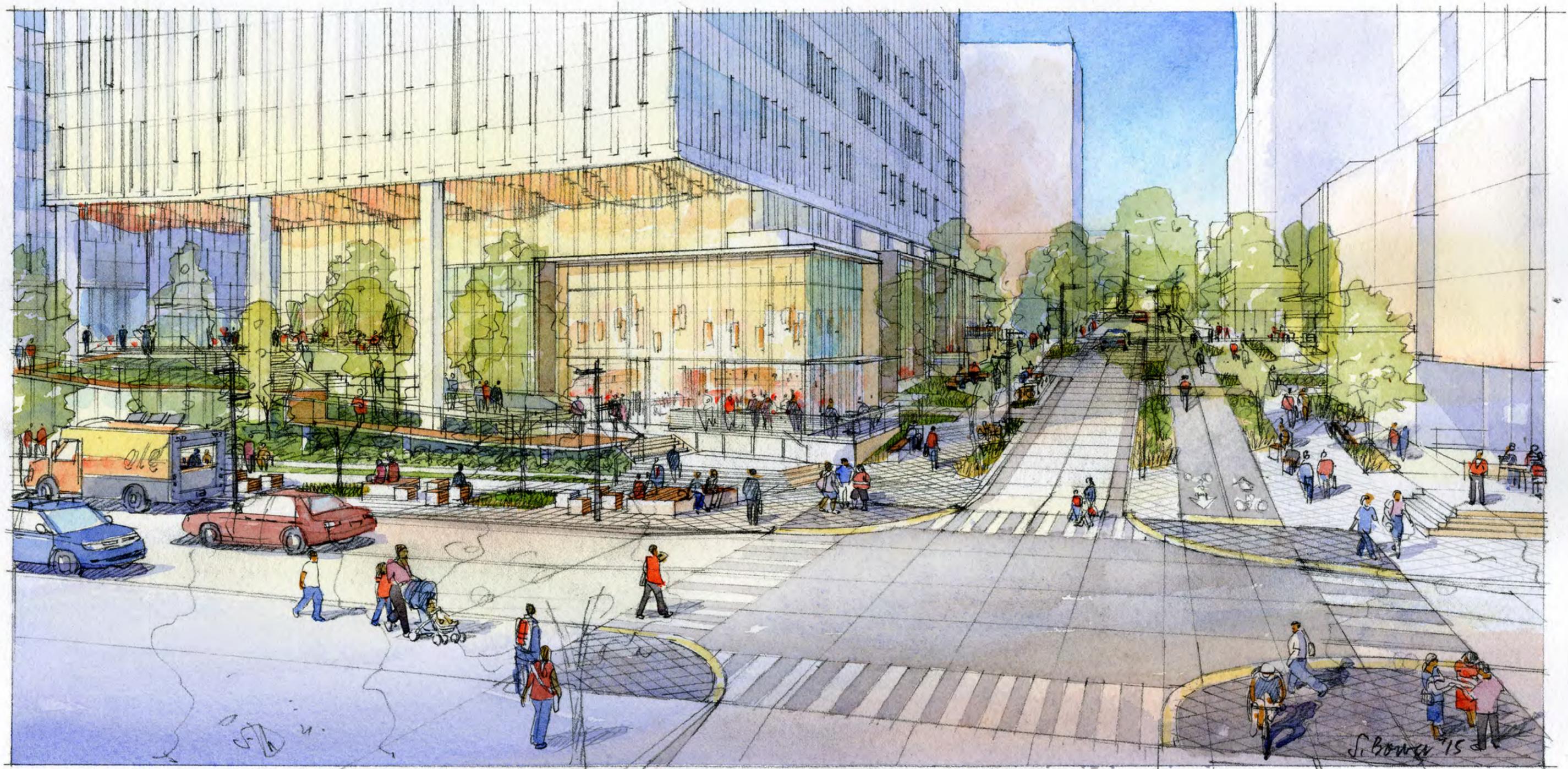


BUS LAYOVER / PARKING

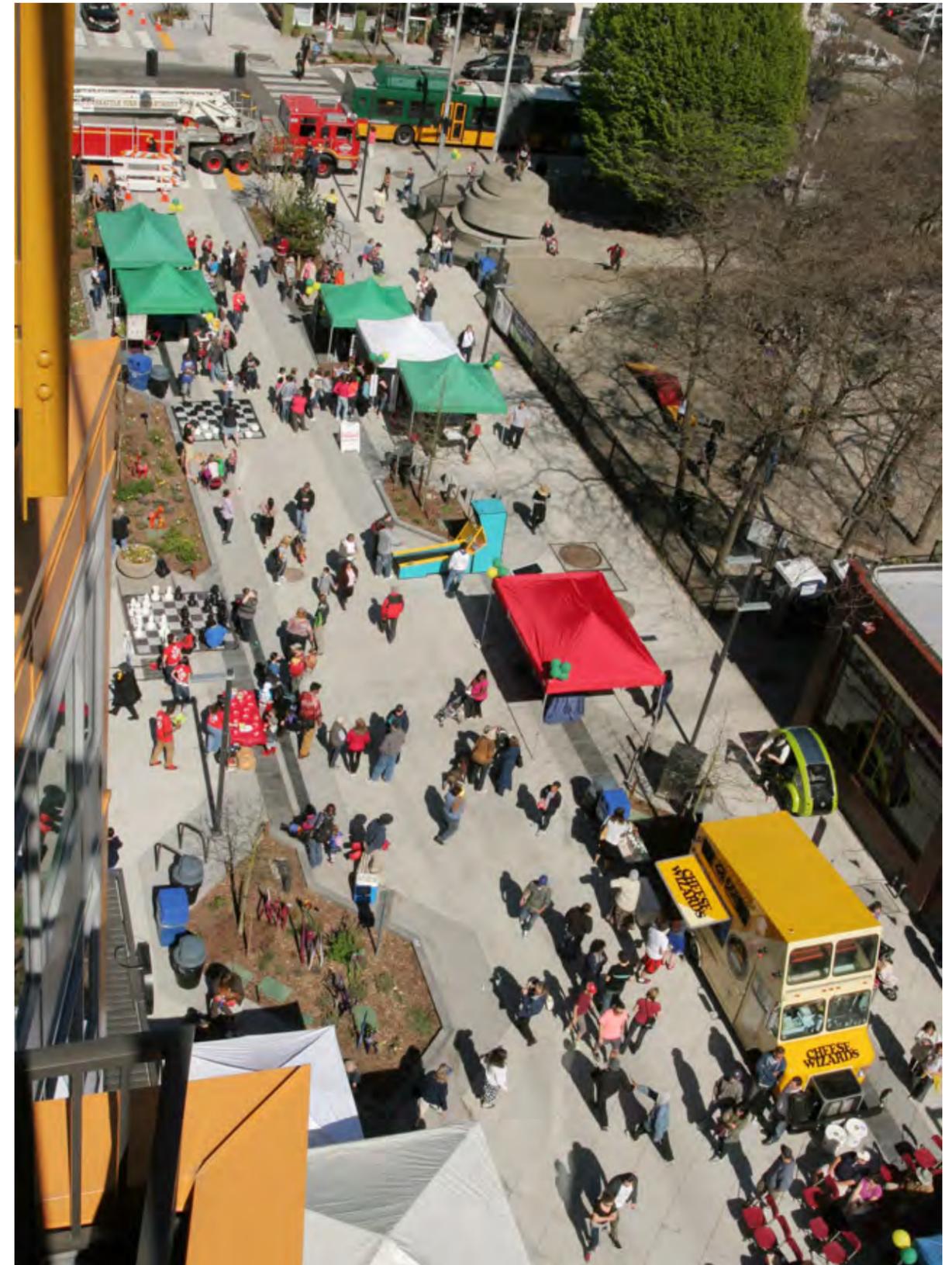
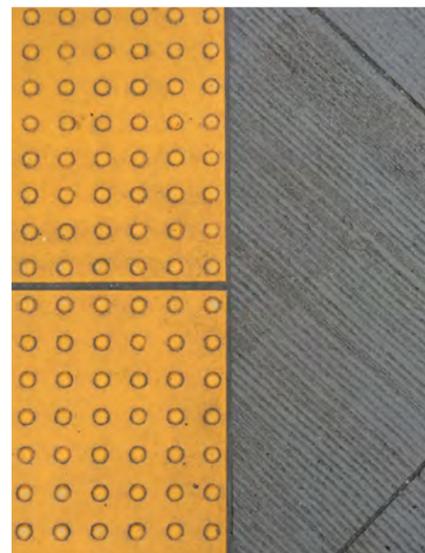
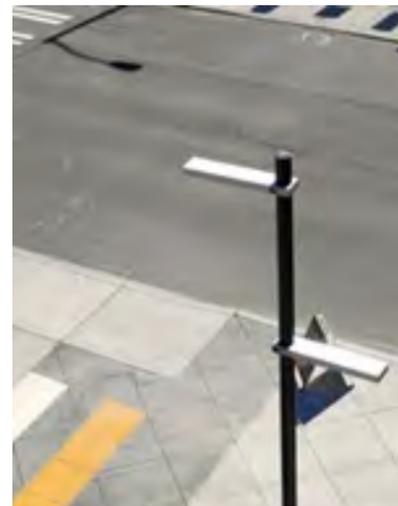
CYCLE TRACK













*Ulmus propinqua 'Emerald Sunshine'*

8th Avenue



*Cercidiphyllum japonicum*

*Stewartia sinensis*

Blanchard Street



*Nyssa sylvatica 'Tupelo Tower'*

*Amelanchier laevis*

*Lirodendron tulipifera 'Fastigiata'*

*Acer circinatum*

Bell Street



*Ulmus x 'Accolade'*

cycletrack allee

7th Avenue



Sun / Shade Study



Quercus sadleriana    Eriogonum nudum    Quercus kelloggii    Calochortus tolmiei

Sun



Kalmiopsis leachiana    Menziesia ferruginea    Rhododendron occidentale    Darmera peltata

Part Shade

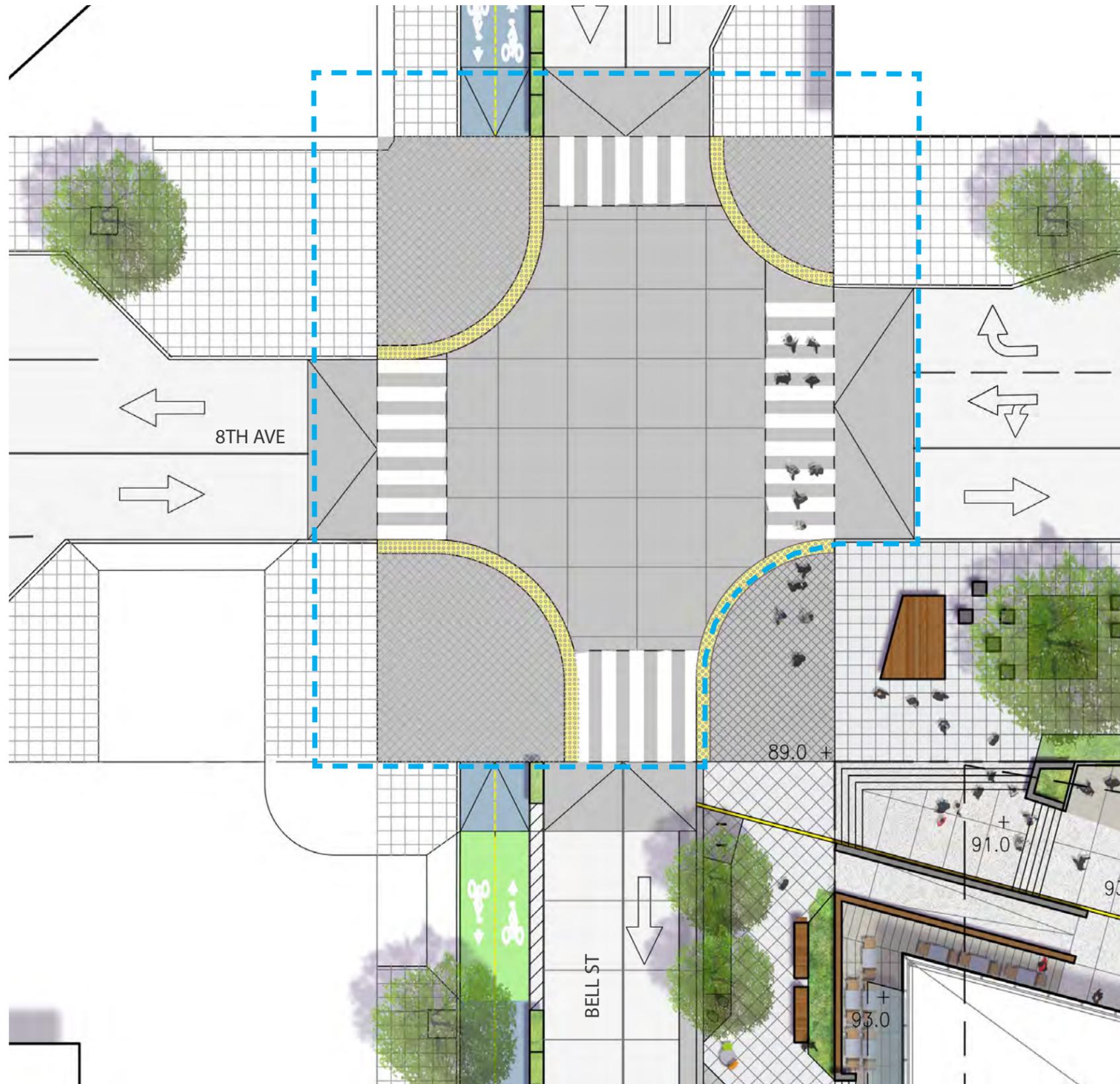


Cardamine californica    Thalictrum occidentale    Erythronium oregonum    Asarum marmoratum    Woodwardia fimbriata

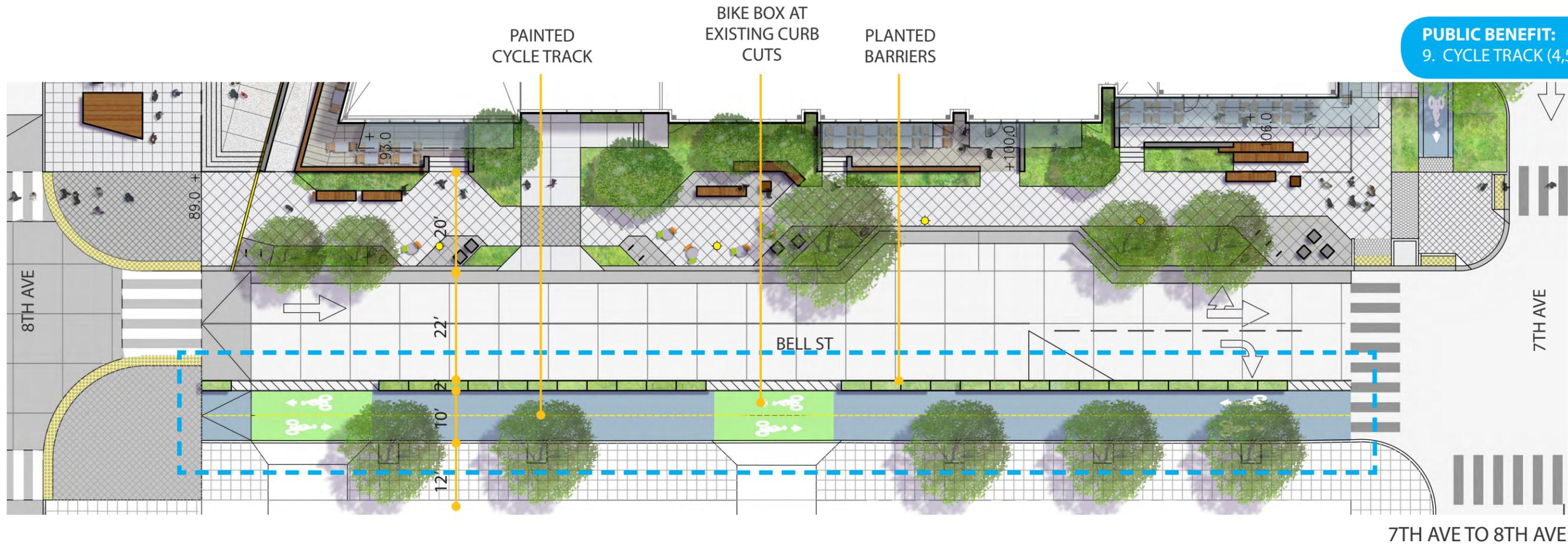
Shade

8 8th & BELL INTERSECTION

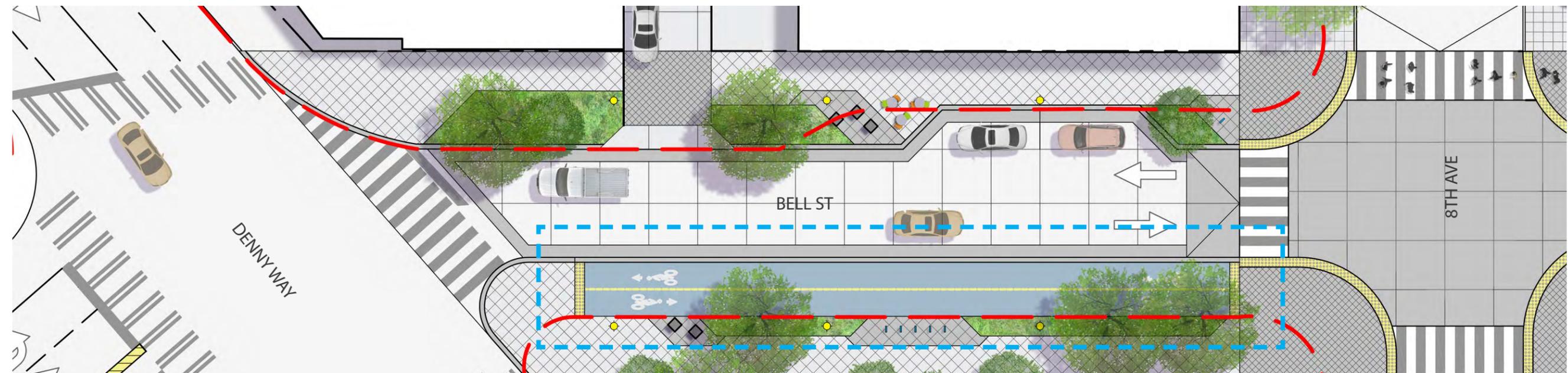
**PUBLIC BENEFIT:**  
8. 8TH & BELL INTERSECTION (5,372 SF)



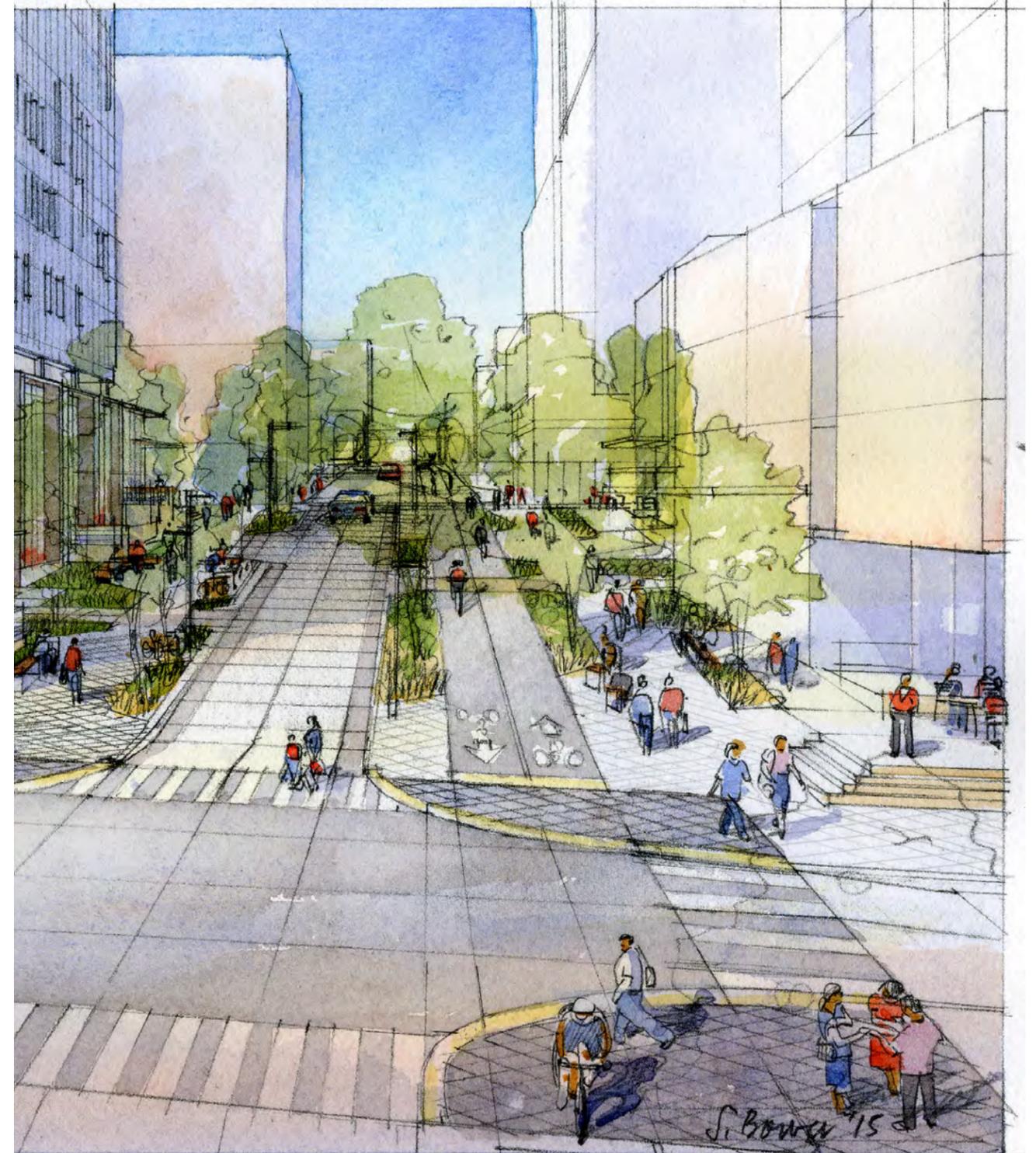
**PUBLIC BENEFIT:**  
9. CYCLE TRACK (4,503 SF)



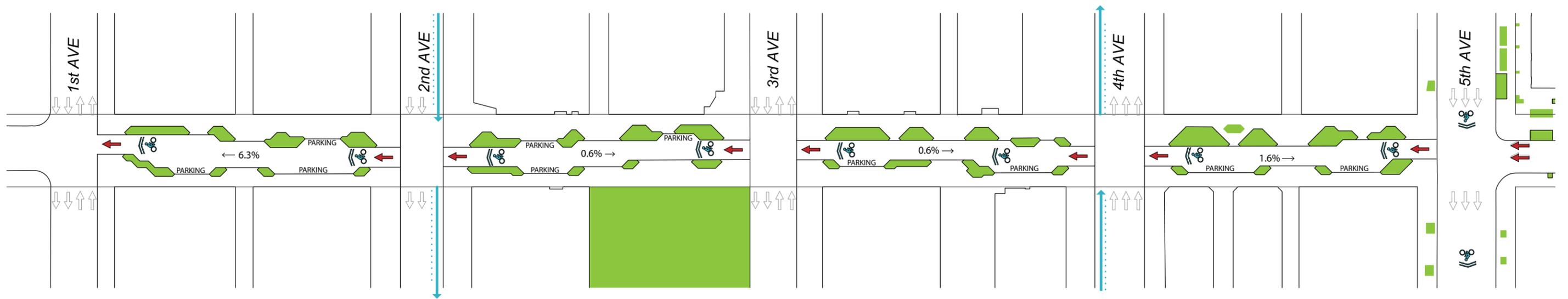
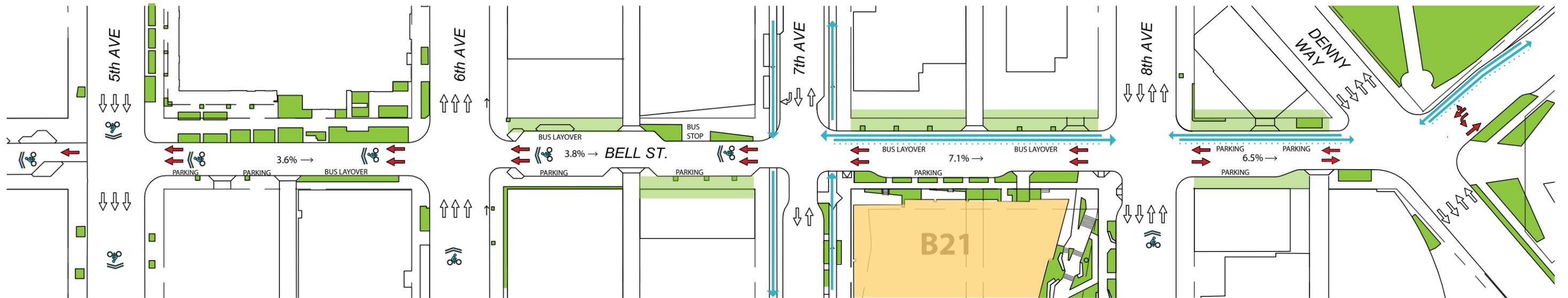
7TH AVE TO 8TH AVE



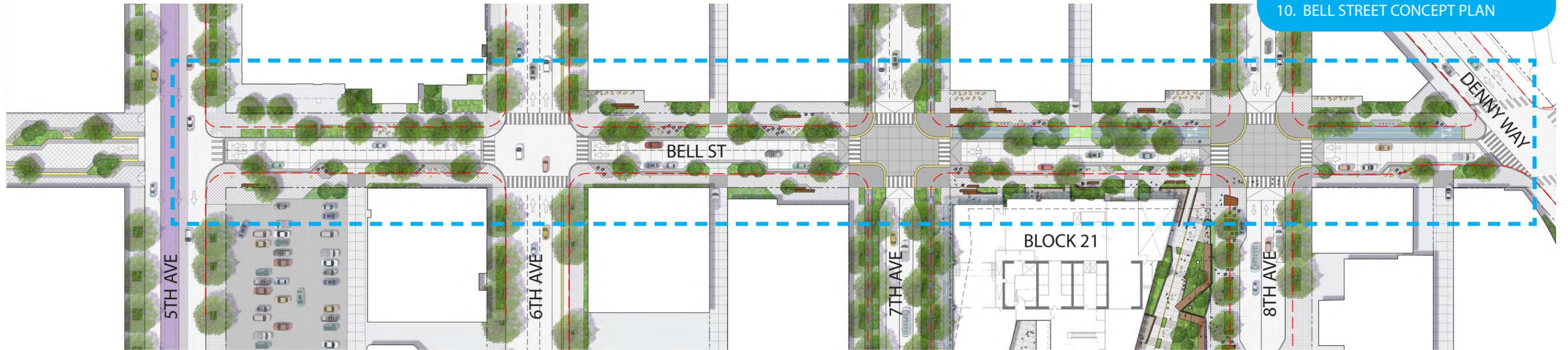
8TH AVE TO DENNY WAY

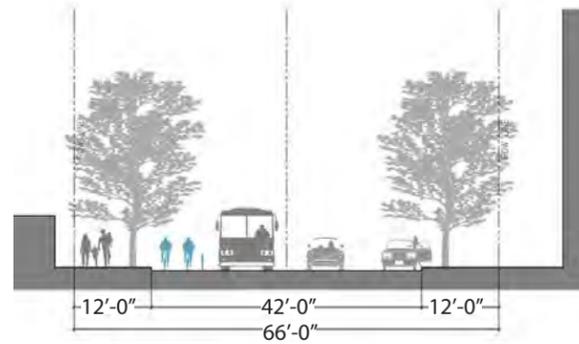
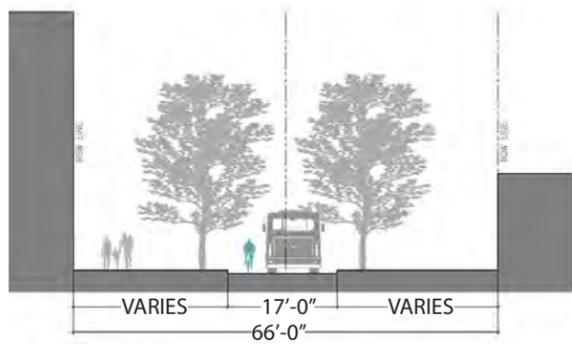
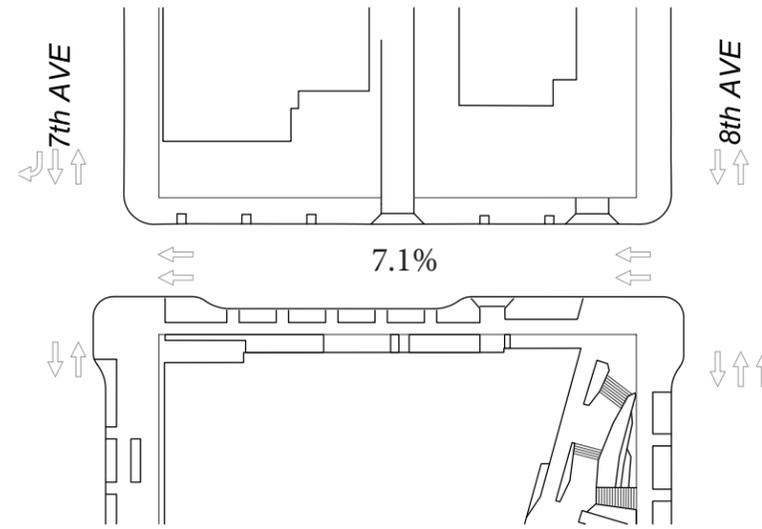
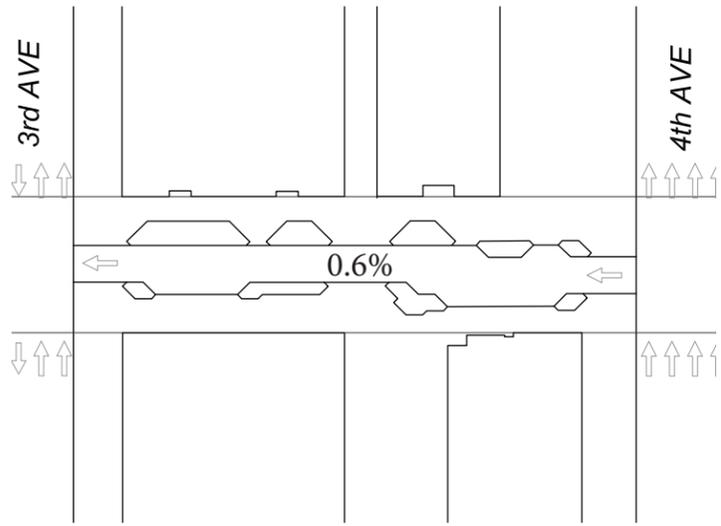


-  Traffic Lane/Direction
-  In Street, Minor Separation
-  Cycle Track.  
(Protected Bike Lane)
-  Potential Landscape
-  Existing/Proposed Landscape



PUBLIC BENEFIT:  
10. BELL STREET CONCEPT PLAN

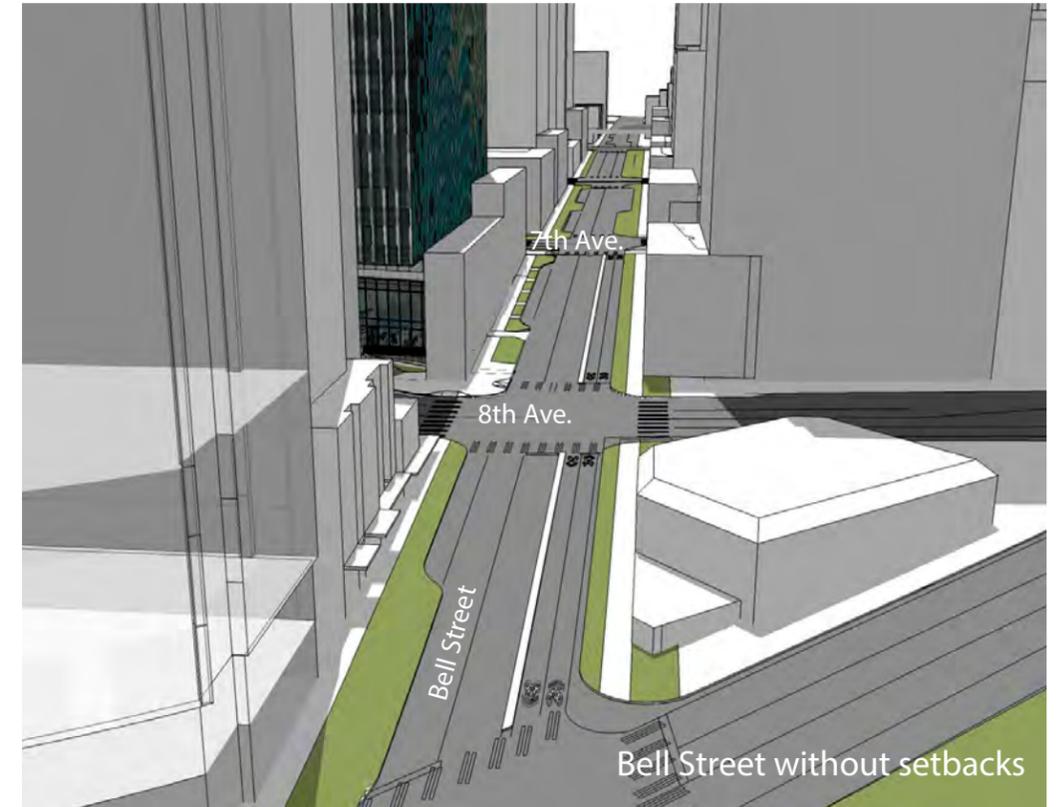




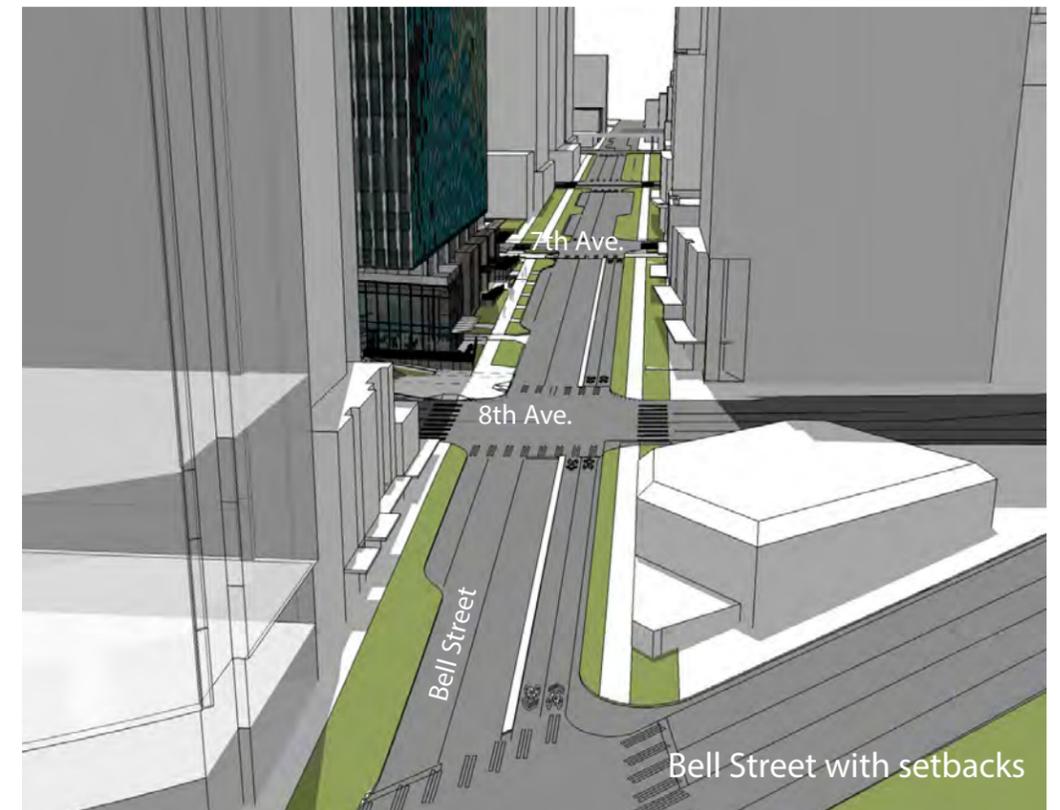
3rd to 4th Ave.



7th to 8th Ave.

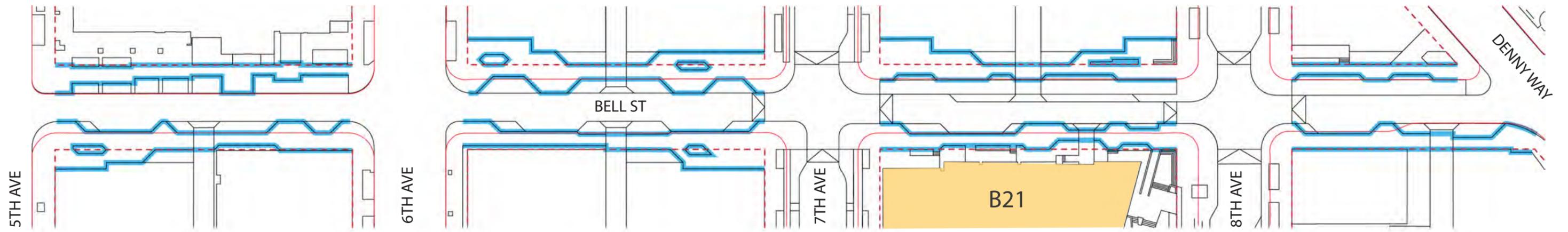


Bell Street without setbacks

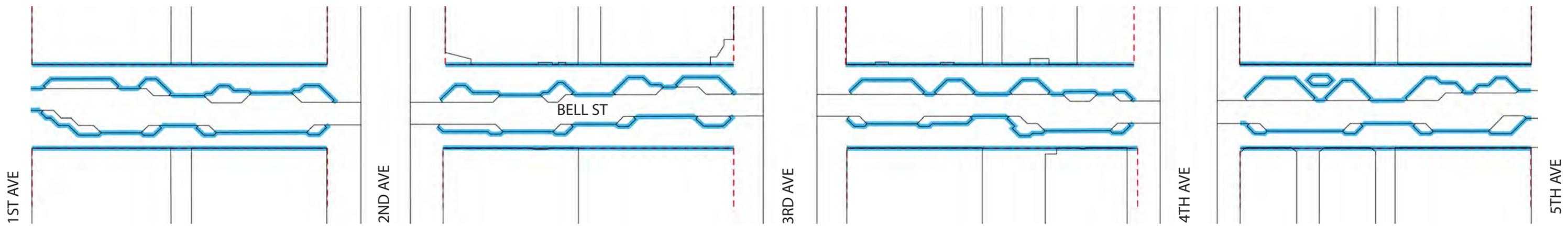


Bell Street with setbacks

- - - Property Line
- Existing Curb
- Sidewalk Paving Edge

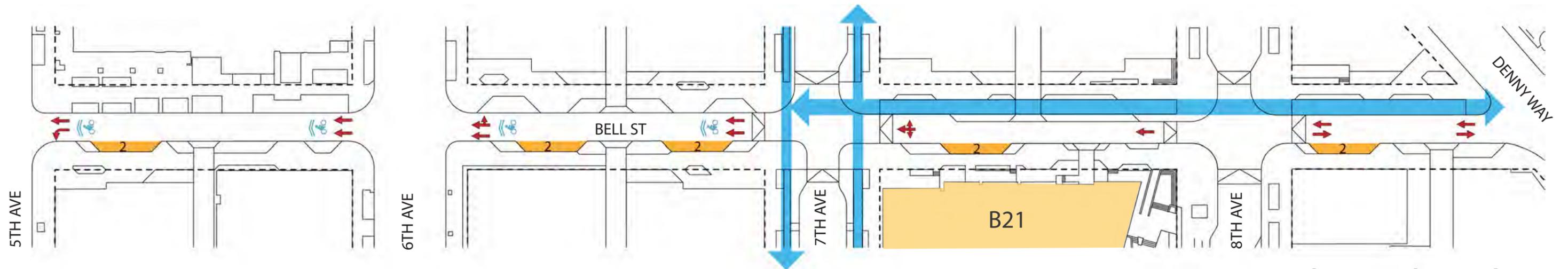


Paving / Geometry - 5th Ave to Denny Way



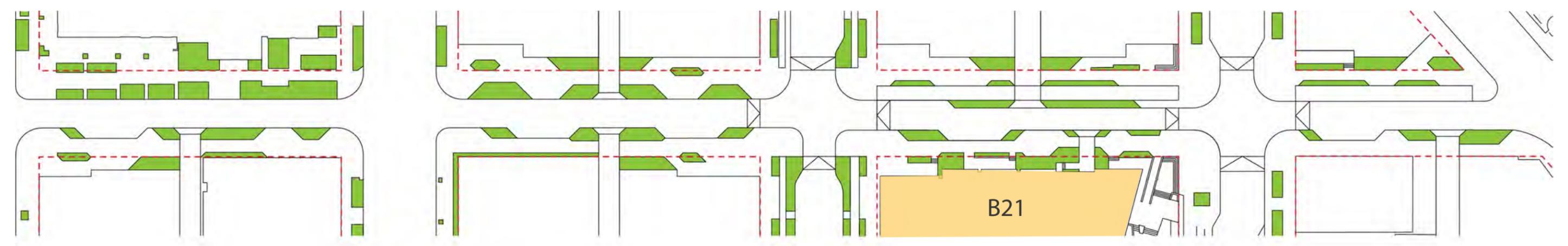
Paving / Geometry - Existing Bell Street Park

- Property Line
- ← Traffic Lane / Direction
- ▬ Parking
- ← Cycle Track (Protected Bike Lane)
- 🚲 In Street, Minor Separation



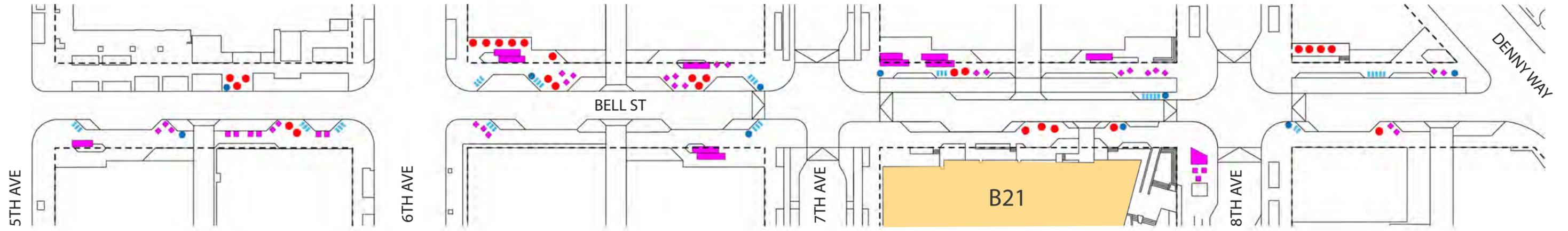
Travel Lanes / Bikes / Parking

- ▬ Planting Areas



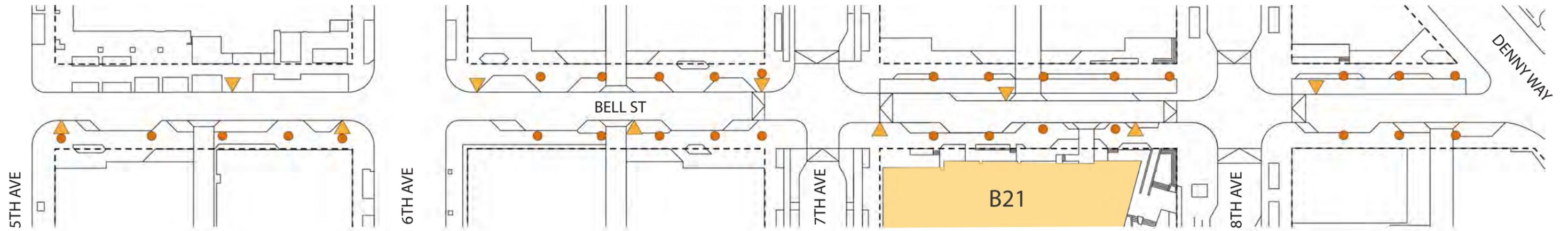
Planting Areas

- Property Line
- Trash/Recycling/Compost Receptacle
- ▢ Bike Rack
- ▭ Seating Elements
- Movable Furnishings

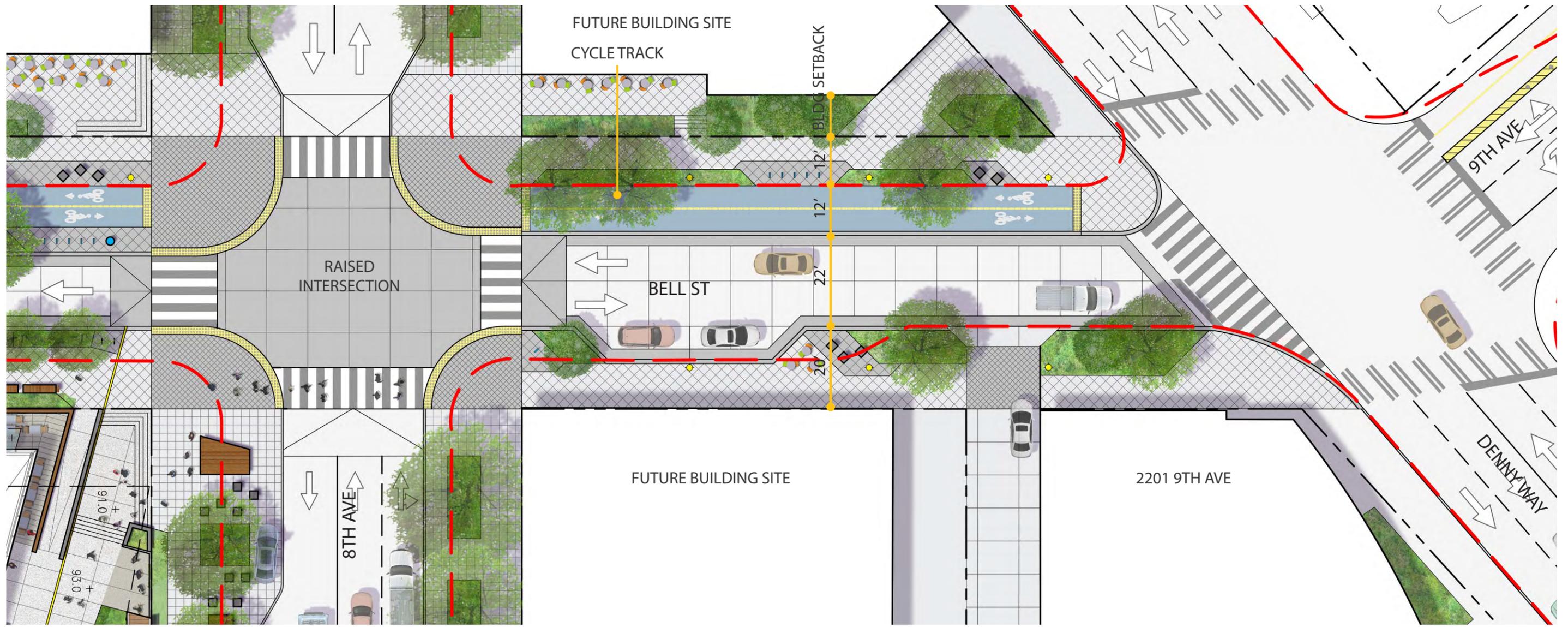


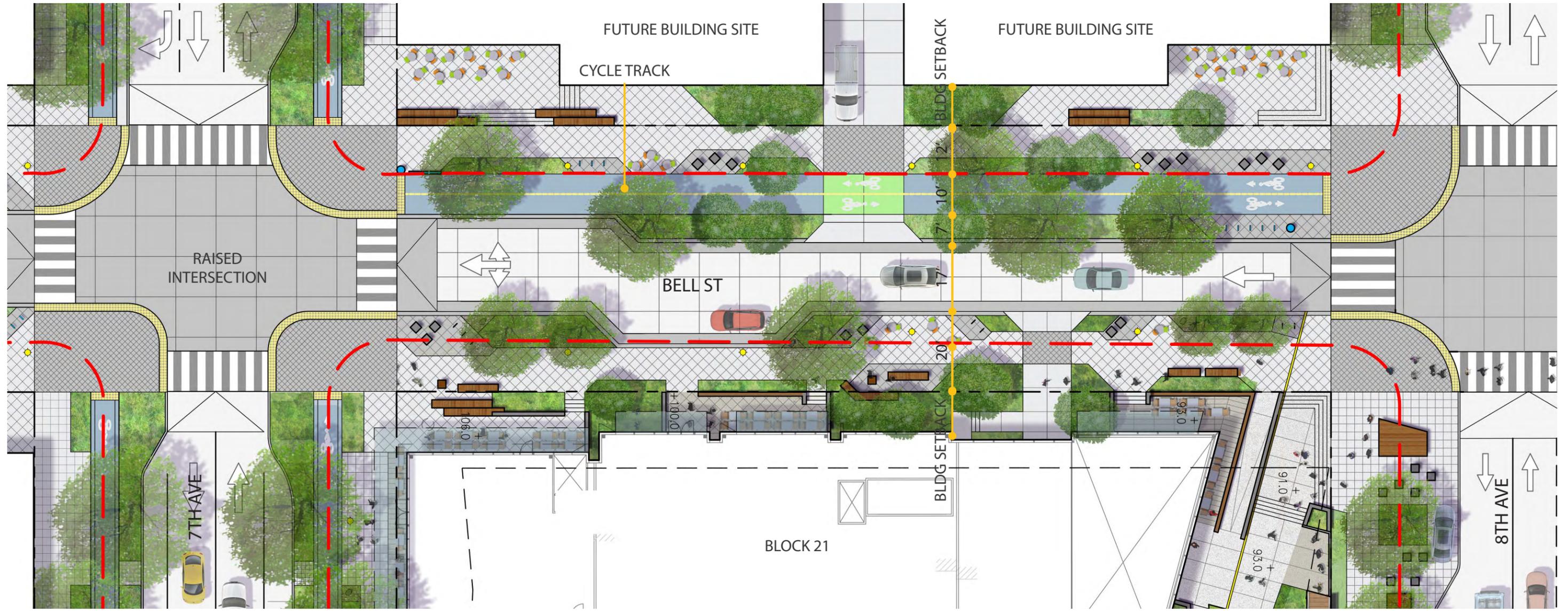
Site Furnishings

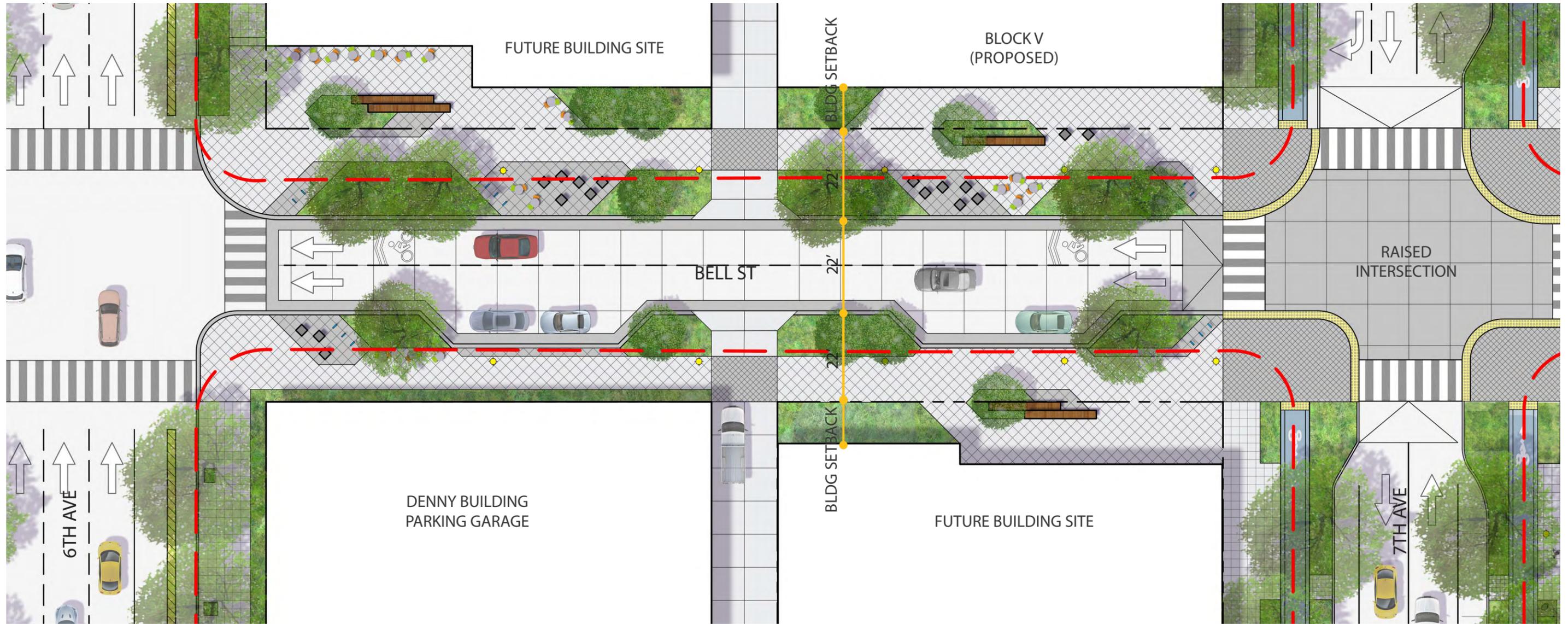
- Property Line
- ▼ Street Light
- Pedestrian Light

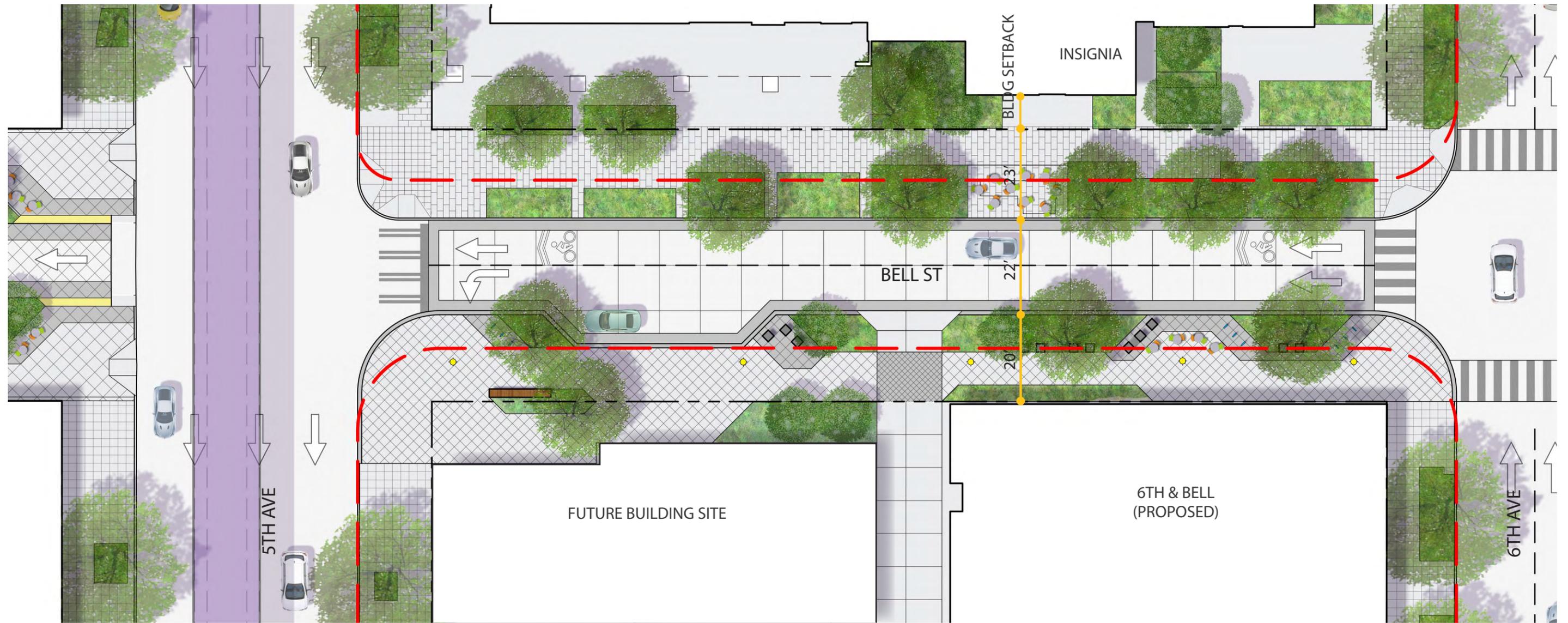


Site Lighting











	<b>PUBLIC BENEFIT</b>	<b>DESCRIPTION</b>	<b>CITY REQUIREMENT</b>	<b>PROPOSED ON-SITE BENEFIT</b>	<b>PROPOSED OFF-SITE BENEFIT</b>
1	<b>8th Ave Hillclimb</b>	Provide accessible ramp from corner of 8th & Bell Street to mid-block plaza, extensive native landscape, seating elements, lighting, & overhead soffit element.	None	12,000 sf	
2	<b>Blanchard Street Setback</b>	Provide 10' building setback along Green Street for landscaping & seating elements.	None	1,162 sf	
3	<b>Bell Street Setback</b>	Provide 10' building setback along Green Street for landscaping & seating elements.	None	1,090 sf	
4	<b>7th Ave Improvements &amp; Cycle Track</b>	Provide expanded pedestrian streetscape, including landscaping, lighting, elevated two-way cycle track, double allee of street trees, seating elements, bus stop, and enhanced curb bulbs at corners of Bell Street & Blanchard Street.	None		4,750 sf
5	<b>8th Ave Improvements</b>	Provide expanded pedestrian streetscape through curb alignment & bulb-outs at intersections, enhanced landscaping, lighting, & seating elements.	None		4,060 sf
6	<b>Blanchard Street Improvements</b>	Provide expanded pedestrian streetscape through curb alignment & bulb-outs at intersections, enhanced landscaping, lighting, & seating elements.	None		775 sf
7	<b>Bell Street Improvements</b>	Provide expanded pedestrian streetscape through curb alignment & bulb-outs at intersections, enhanced landscaping, lighting, & seating elements.	None		1,829 sf
8	<b>8th &amp; Bell Intersection</b>	Provide raised intersection & crosswalks to enhance pedestrian safety. Improve curb bulbs on adjacent lots.	None		5,372 sf
9	<b>Bell Street Cycle Track</b>	Provide in-street, separated two-way cycle track from 7th Ave to Denny Way.	None		4,503 sf
10	<b>Bell Street Concept Plan</b>	Provide conceptual street plan from 5th Ave to Denny Way to continue Bell Street Park design character.	None		NA
<b>SUBTOTAL</b>				<b>14,252 SF (40.2%)</b>	<b>21,289 SF(59.8%)</b>

**Total Area of Public Benefits: 35,541 SF**

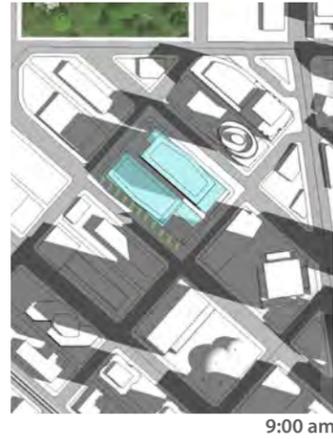
(Area of Alley Vacation: 5,760 SF)



## NO ALLEY VACATION

## ALLEY VACATION

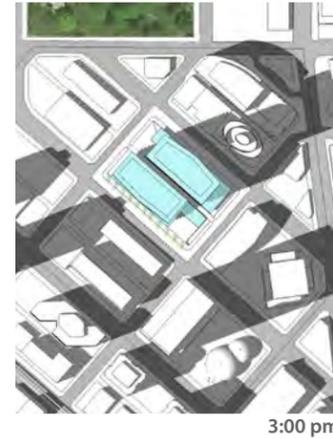
Summer- June 21st



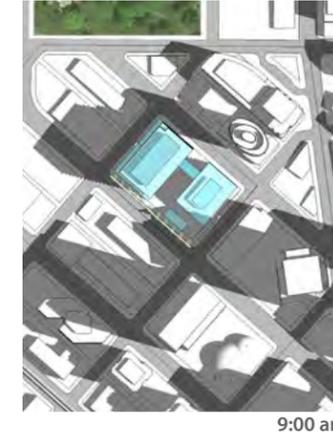
9:00 am



12:00 pm



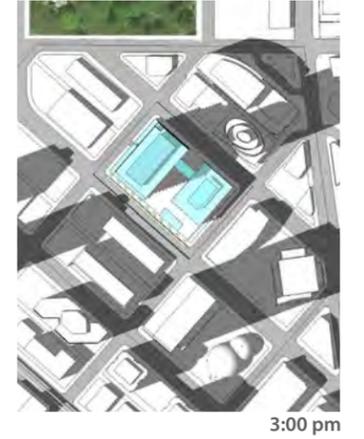
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9:00 am

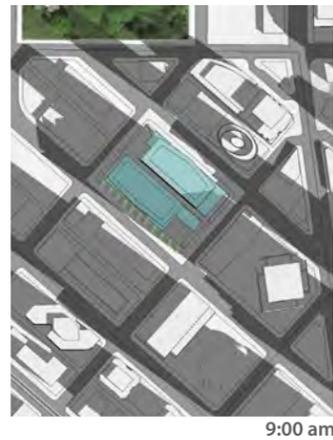


12:00 pm



3:00 pm

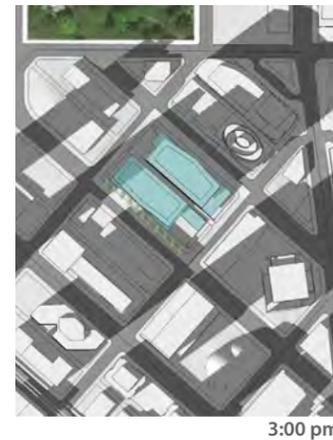
Spring & Fall- March & Sept. 20th



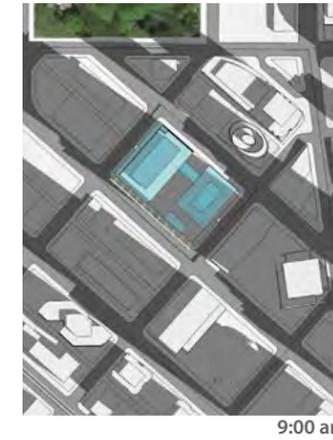
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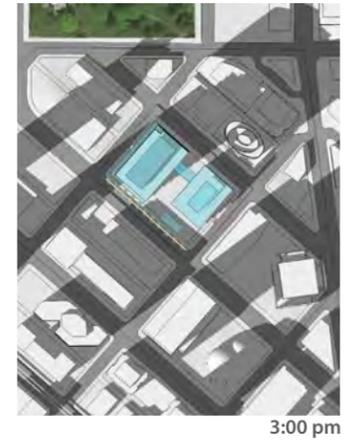
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9:00 am



12:00 pm



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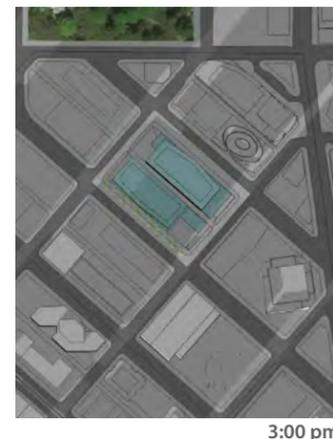
Winter- December 21st



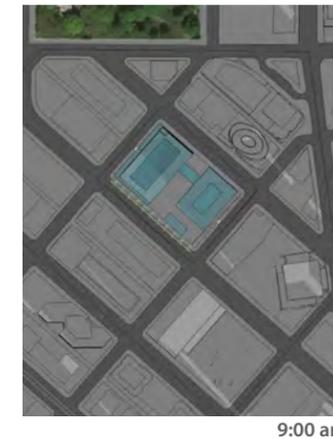
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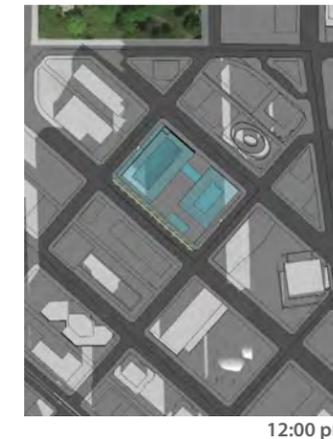
12:00 pm



3:00 pm



9:00 am



12:00 pm



3:00 pm