



Perkins&Will

Land Use Project SDCI 3038156-EG | [Design Commission Meeting 1](#) | November 17, 2022

01

development goals

site introduction

urban design context

proposed project

public trust

public benefits

01

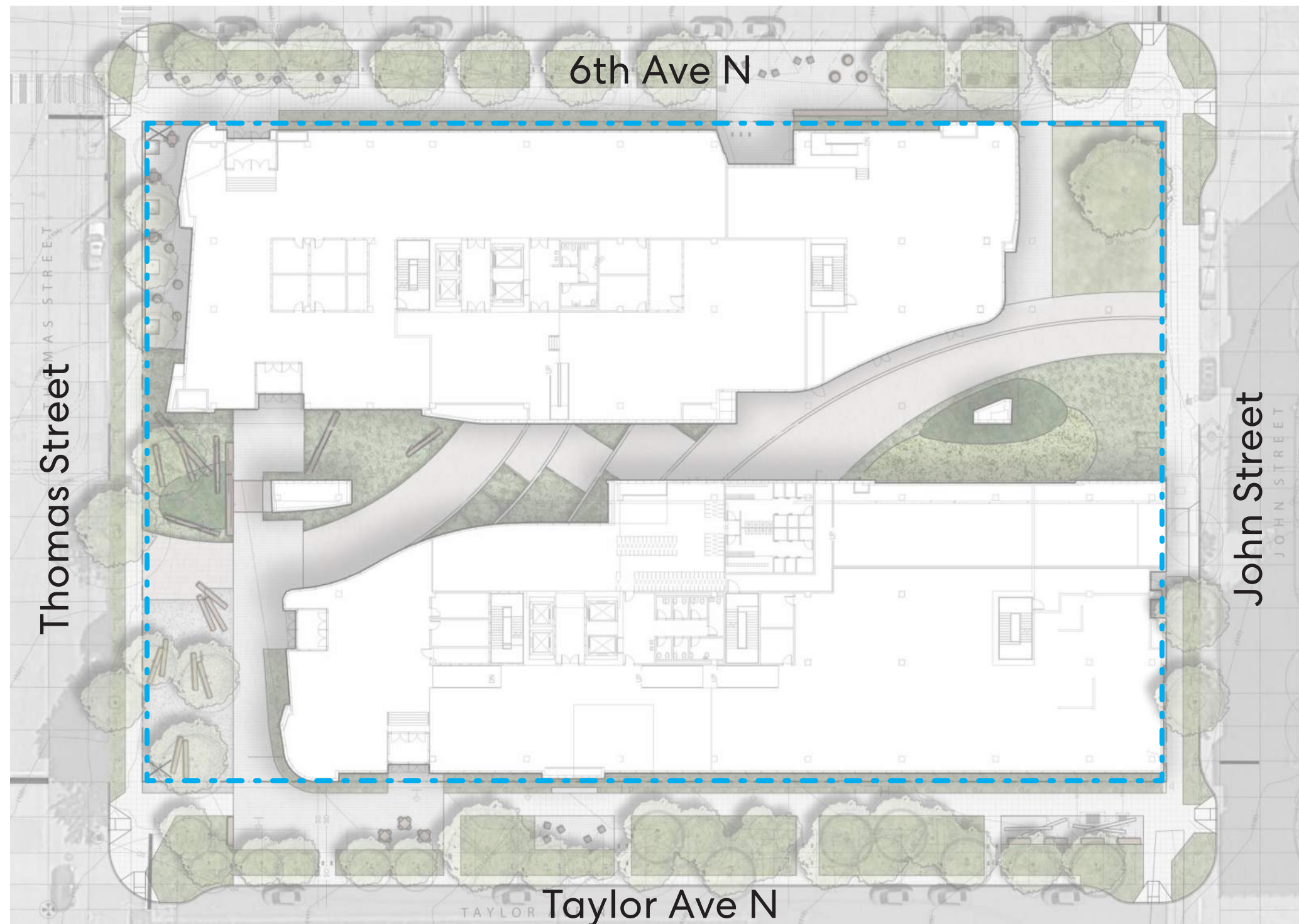
development goals

- objectives
- proposal
- process



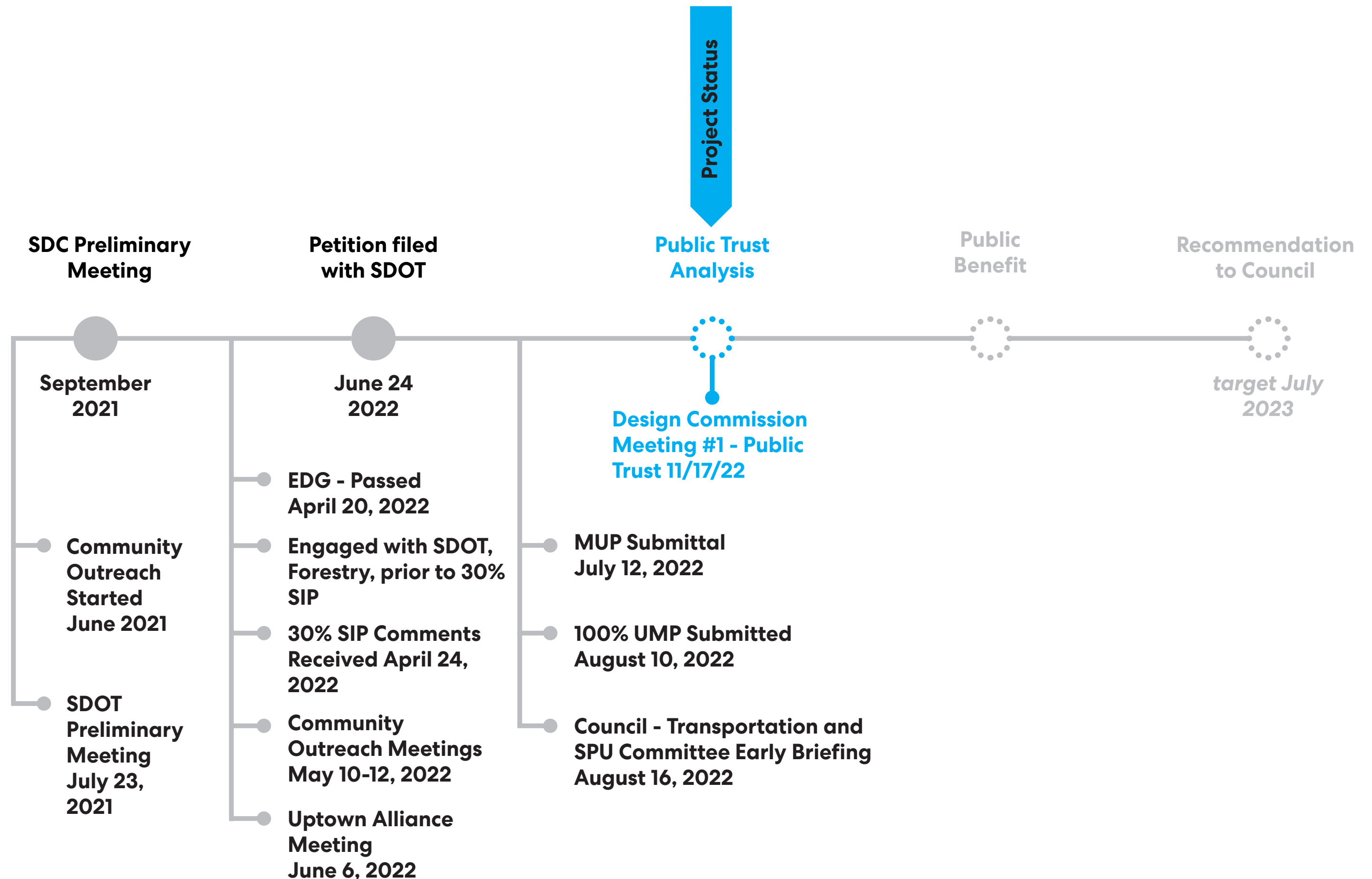
objectives

- neighborhood integration
- historic references
- emphasis on pedestrian realm
- enhancing site functionality
- green street connection
- neighborhood fabric



proposal

- two high-rise buildings: 8 & 9 stories for life sciences tenants
- alley vacation
- enhanced open space
- dedicated pedestrian connection



Agency Outreach and Early Coordination

- July 2021 - early project coordination meeting with SDCI, SCL, SPU, and SDOT
- SPU Solid Waste submitted in June 2022, project is working towards resubmittal in November 2022
- The project team is currently working towards resubmittal and design resolution on comments received. Feedback has been provided via the SPU Solid Waste review, MUP process, and from the alley vacation petition itself:

Alley Vacation Comments Received to Date

Comment	Response
SDOT Urban Forestry <ul style="list-style-type: none">• Alley currently contains substantial Utility infrastructure. Vacation of the alley will require this Utility infrastructure to be moved, the proposed re-location of the Utilities must not impede the ability for installation of code required street trees and associated soil volume requirements on all adjacent frontages.	Noted. Utility revisions are being coordinated with City agencies and street tree soil volumes are included in the proposed landscape approach.
SPU <ul style="list-style-type: none">• Alley currently contains substantial Utility infrastructure. Vacation of the alley will require this Utility infrastructure to be moved, the proposed re-location of the Utilities must not impede the ability for installation of code required street trees and associated soil volume requirements on all adjacent frontages.	Correct, upon successful completion of alley vacation petition, drainage structure to be removed.

Alley Vacation Comments Received to Date (cont.)

Comment	Response
SPU Solid Waste <ul style="list-style-type: none">While SPU solid waste is supportive of the alley vacation/closure for 200 Taylor Ave N. and 205 6th Ave. as a general concept, we have significant concerns with the solid waste plans that the applicant team has provided thus far. Given the concerns outlined below, we cannot support the alley vacation until these concerns are addressed.	Noted, project team had a coordination call with SPU on 10/20/2022 to review current design.
<ul style="list-style-type: none">Both properties- The height of the entire garage where trucks are driving must be minimum 14’ overhead clearance.	Project has been revised to include 14’-0” minimum clearance at all truck drive aisles and circulation paths.
<ul style="list-style-type: none">Both properties- they must provide the specs of the truck they used for AutoTurn analysis.	Truck size has been coordinated and is based on the SPU basis of design for roll-off compactors. Truck size noted in revised submittal package.
<ul style="list-style-type: none">200 Taylor- the proposed location of the garbage and food/YW compactors would require SPU trucks to swing too close or in some case, into a structural column. This must be rectified.	This was a drawing legibility issue that has been resolved.
<ul style="list-style-type: none">205 6th- We need minimum 16’ OH where the dual compactor is	Dual compactor has been eliminated and low profile compactors proposed so that 14’-0” minimum is the required clear height.
<ul style="list-style-type: none">205 6th – We need more space on the sides of the compactors, so the SPU trucks can safely load/unload.	Noted. Project layout has been revised to accommodate.

The project's Community Outreach Plan was approved by Seattle Department of Neighborhoods in April, 2022 and includes the following:

- **Electronic / Digital Methods**

- Note: all methods are provided in English, Traditional Chinese, Spanish, Vietnamese
- Website
- On line Survey

- **Printed Outreach**

- Note: all methods are provided in English, Traditional Chinese, Spanish, Vietnamese
- Direct Mail to Residents and Businesses (over 750 letters sent to the community within a 500 foot radius of the project site)

- **Project Hotline**

- Note: provided in English, Traditional Chinese, Spanish, Vietnamese
- Includes a voicemail script and option for community members to leave a voicemail with feedback

- **Virtual Open House Meetings**

- Two open house meetings organized using Zoom as a virtual platform

- **Community Conversations**

- outreach occurred to community groups in Uptown and South Lake Union, presentation occurred with the Uptown Alliance Group

02

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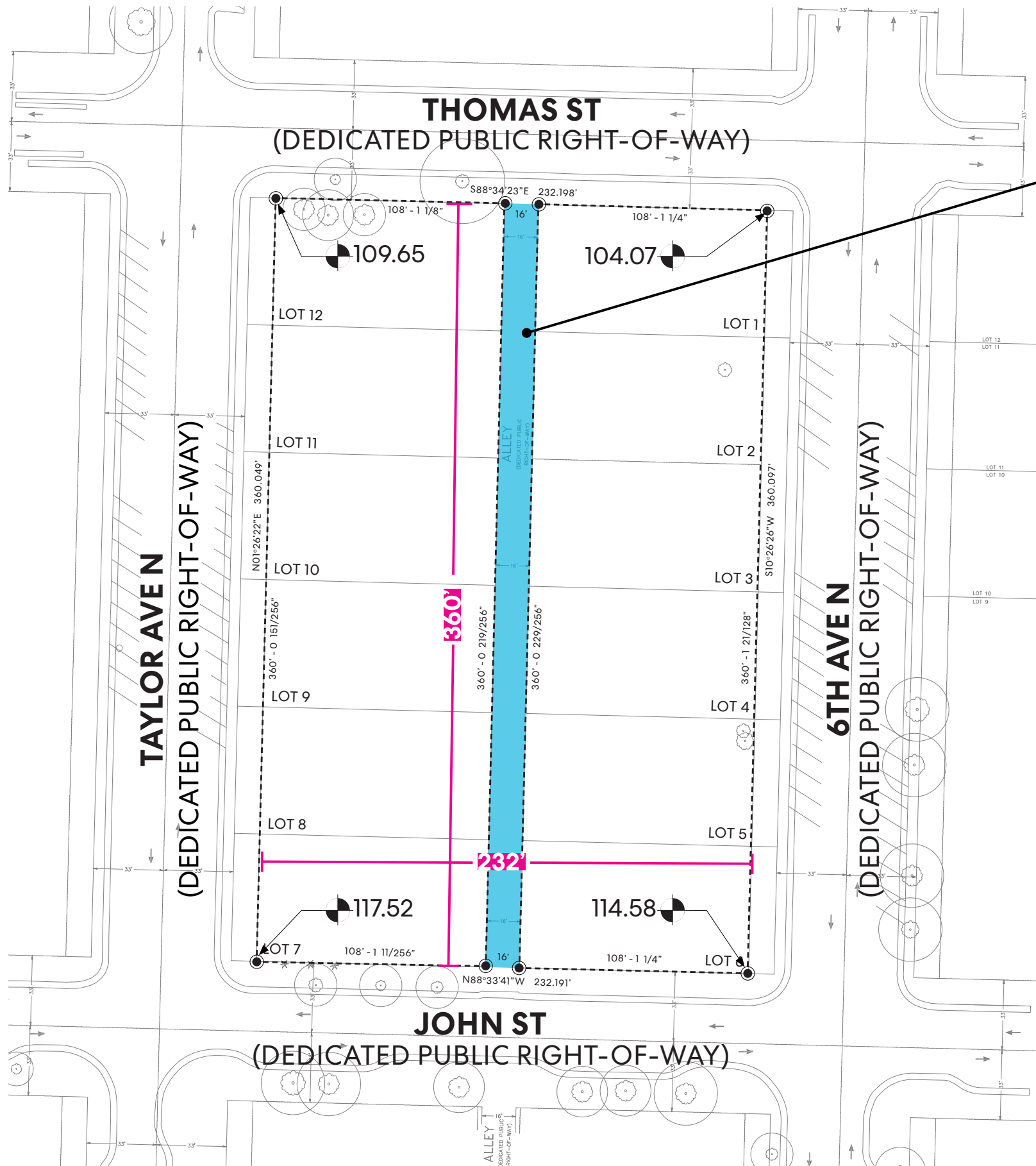
public benefits

02

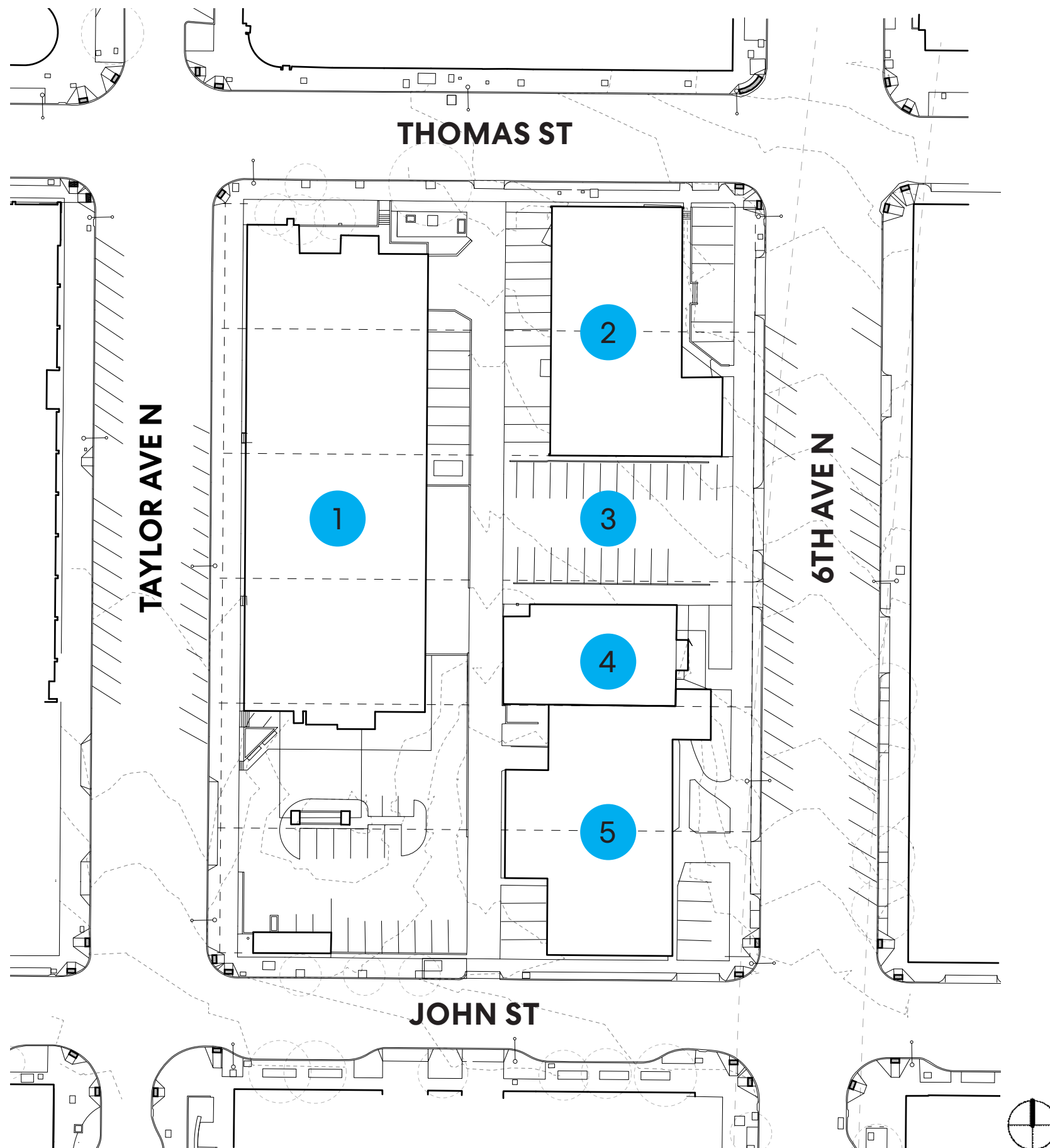
site introduction

- site aerial
- existing conditions





PROPOSED ALLEY VACATION:
5,761 SF



existing conditions

Previous Uses

The project site previously consisted of three office buildings, a hotel, and associated surface parking. The existing alley provides access to surface parking lots and the back side of buildings. It is primarily a utility access point for all existing buildings with no focus or benefit to the public and pedestrians.

Note: Demo MUPS and demo permits were approved in Spring 2022; site demolition has been completed for all 5 previous uses.

- 1 200 Taylor Ave N 98109**
Previous Use: Hotel/Motel
- 2 233 6th Ave N 98109**
Previous Use: Office Building
- 3 225 6th Ave N 98109**
Previous Use: Parking
- 4 221 6th Ave N 98109**
Previous Use: Office Building
- 5 203 6th Ave N 98109**
Previous Use: Office Building

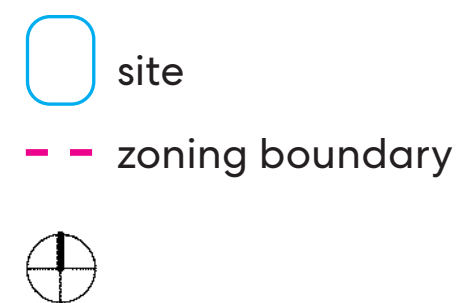
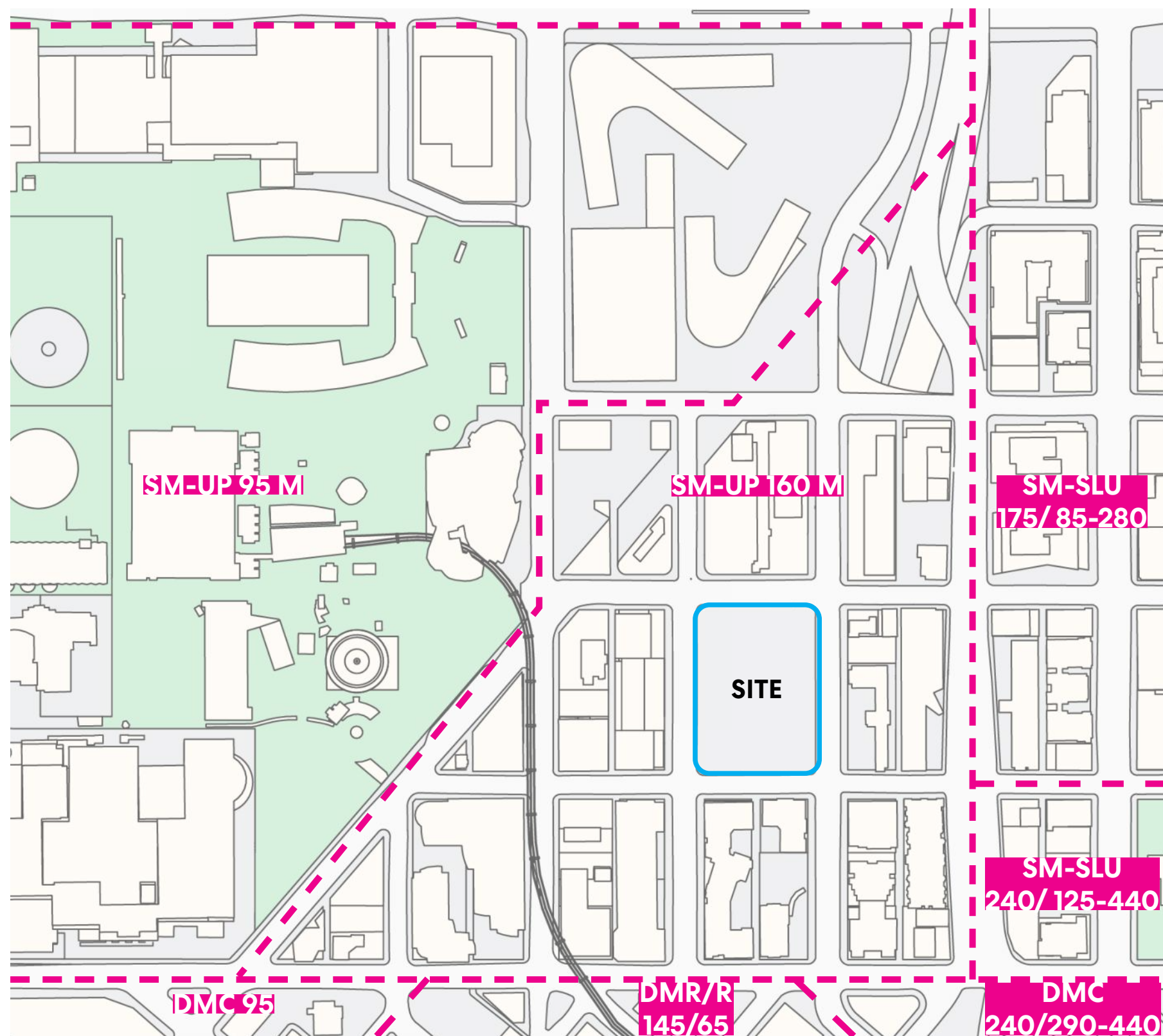
03

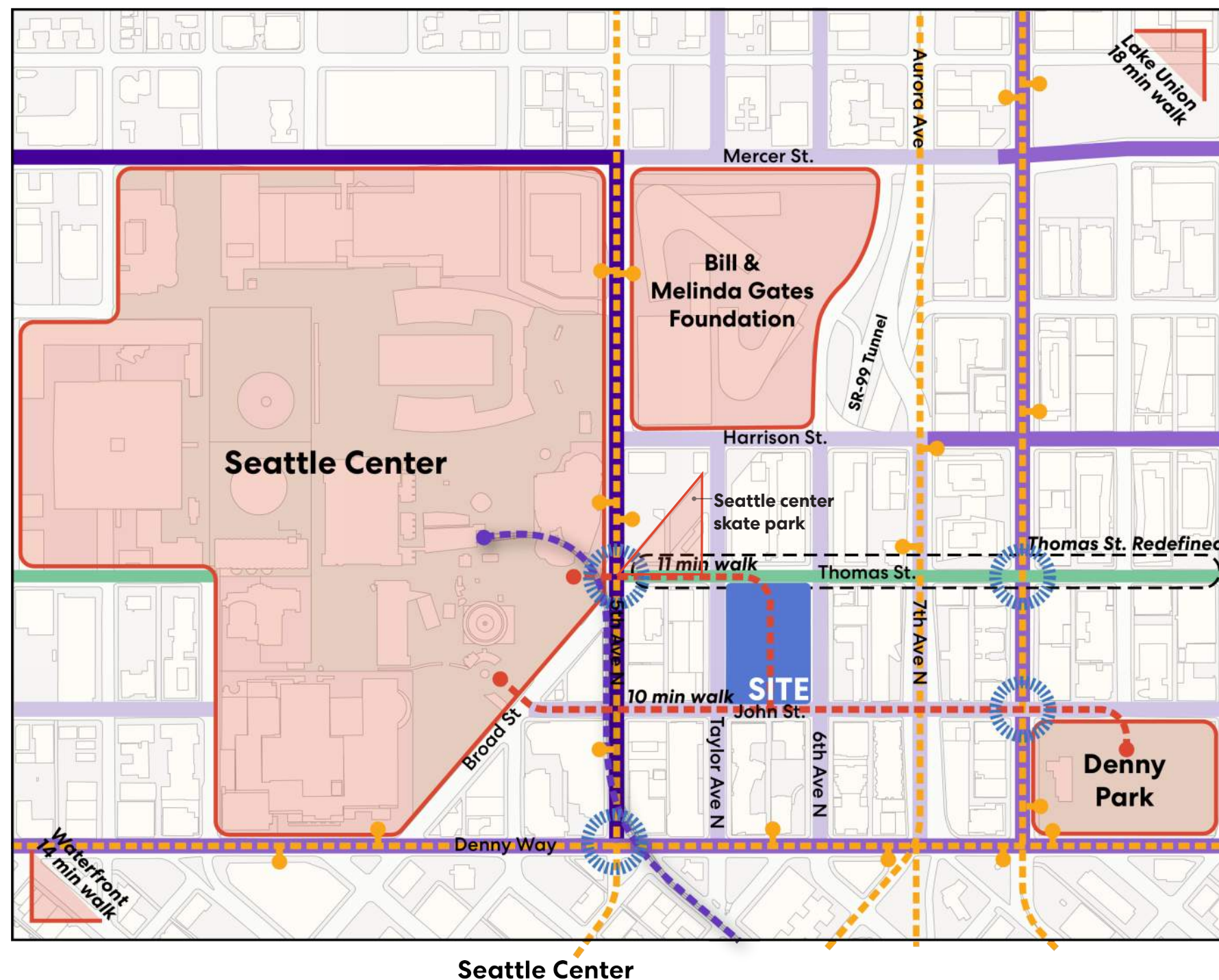
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03

urban design context

- urban context
- existing conditions
- site analysis - 9 block area



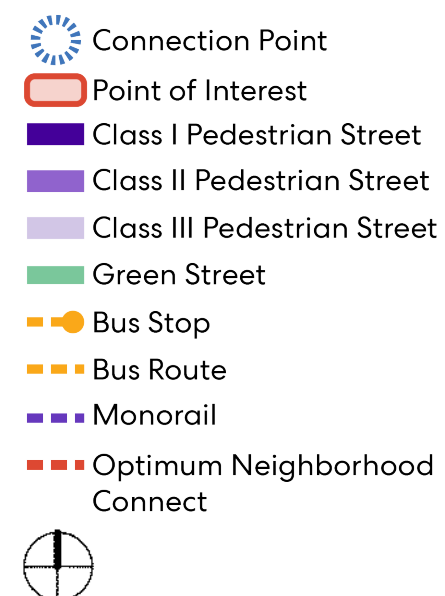


Vicinity Map - Connections

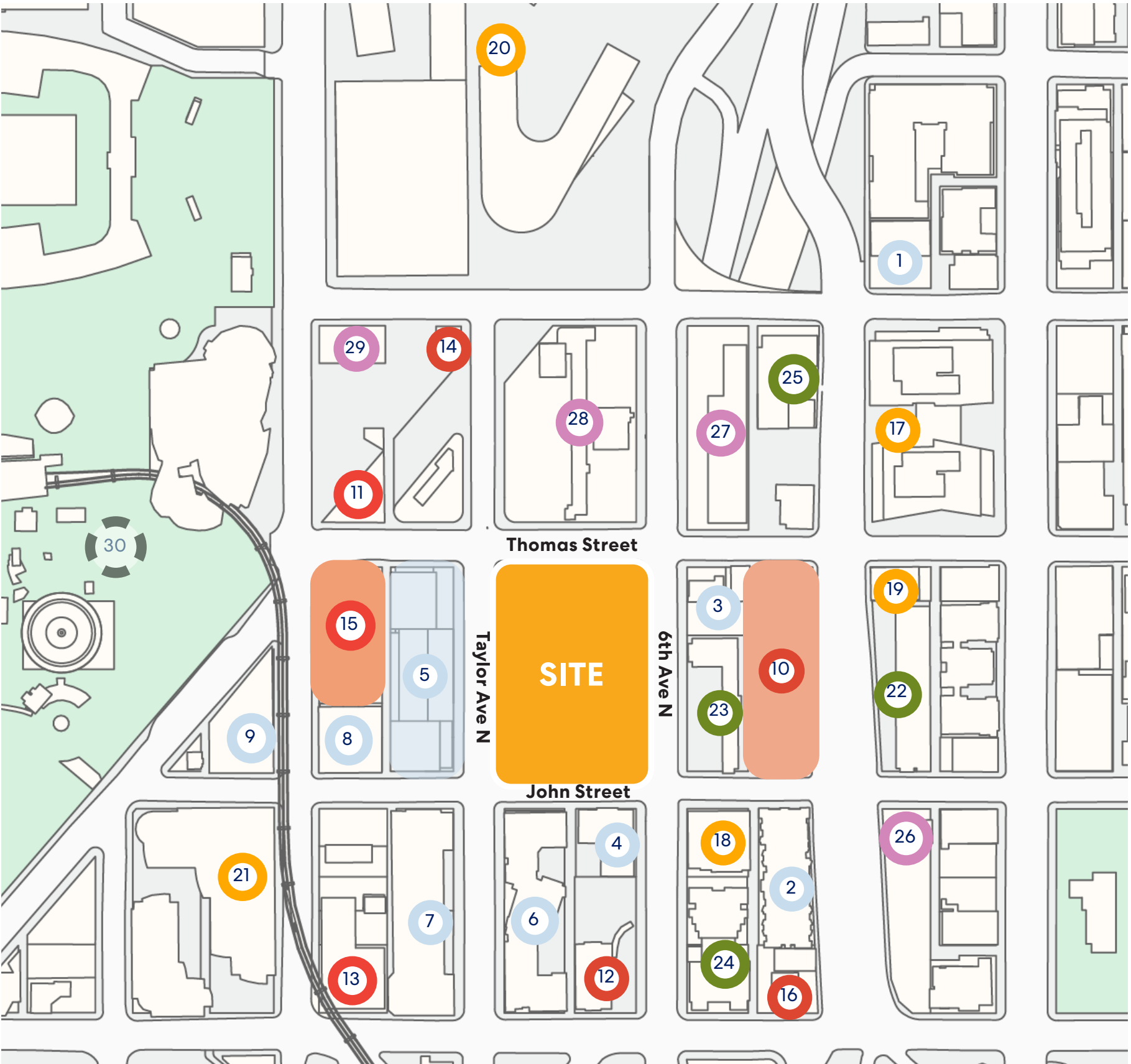
The site is located along Thomas Street which is a principal green street connection downtown to the Seattle Center. The streets east and west to the site are 6th Ave. and Taylor Ave., with John St. to the south.

Bus service is available a block away on 5th Ave, 7th Ave and Denny Way, in addition to Dexter Ave. just 2 blocks away.

The project looks to engage the public at the pedestrian level and help **stitch adjacent neighborhoods together**.







Alley Direction / Neighborhood Character

Neighborhood has a strong presence of half blocks that are oriented north-south.

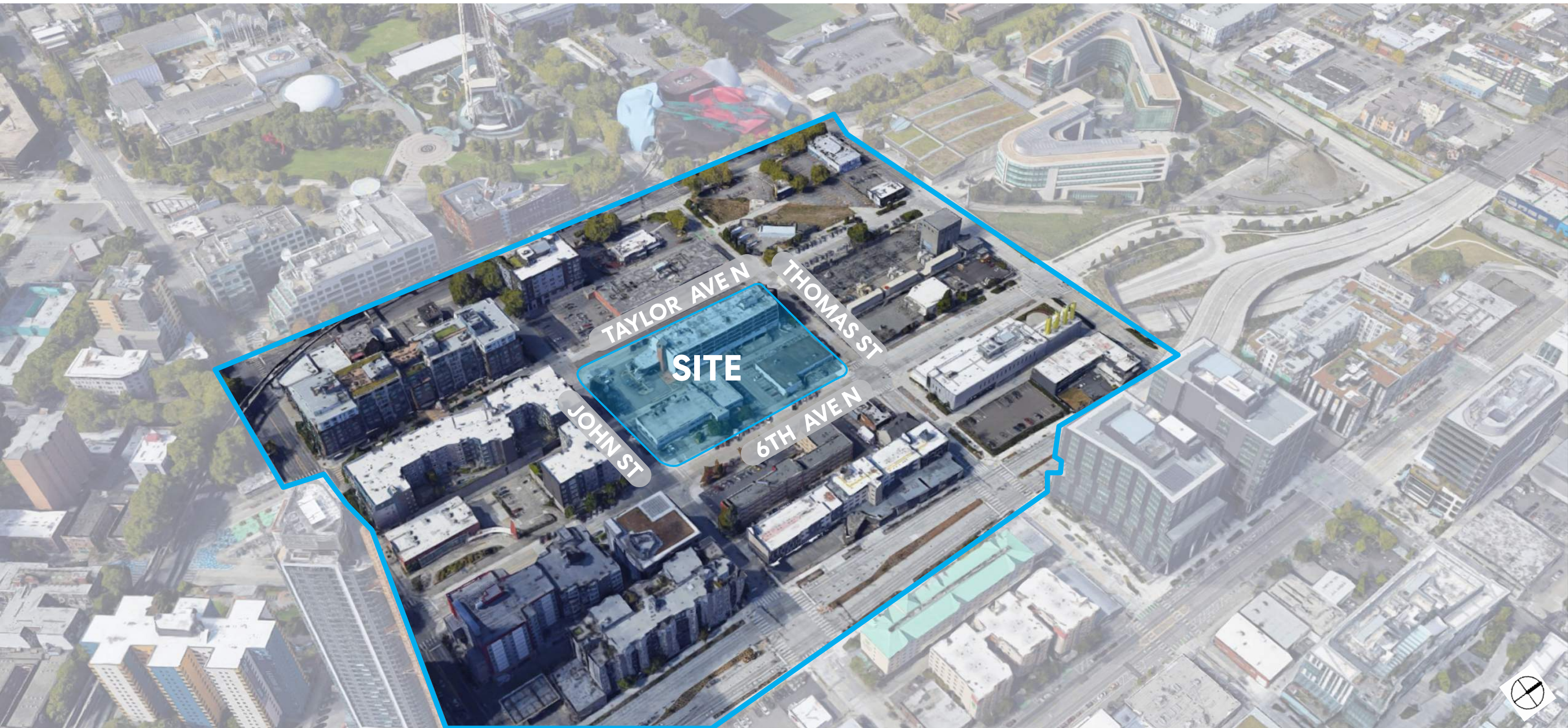
Immediate 9 block vicinity has function service alleys running north-south.

Area is at the edge transition between neighborhoods, with strong connections to Uptown, Seattle Center, and South Lake Union.

- residential
- commercial/retail
- office space
- hospitality
- light industrial/warehouse
- seattle center

note: see appendix for additional context imagery





KEY

site

bus route

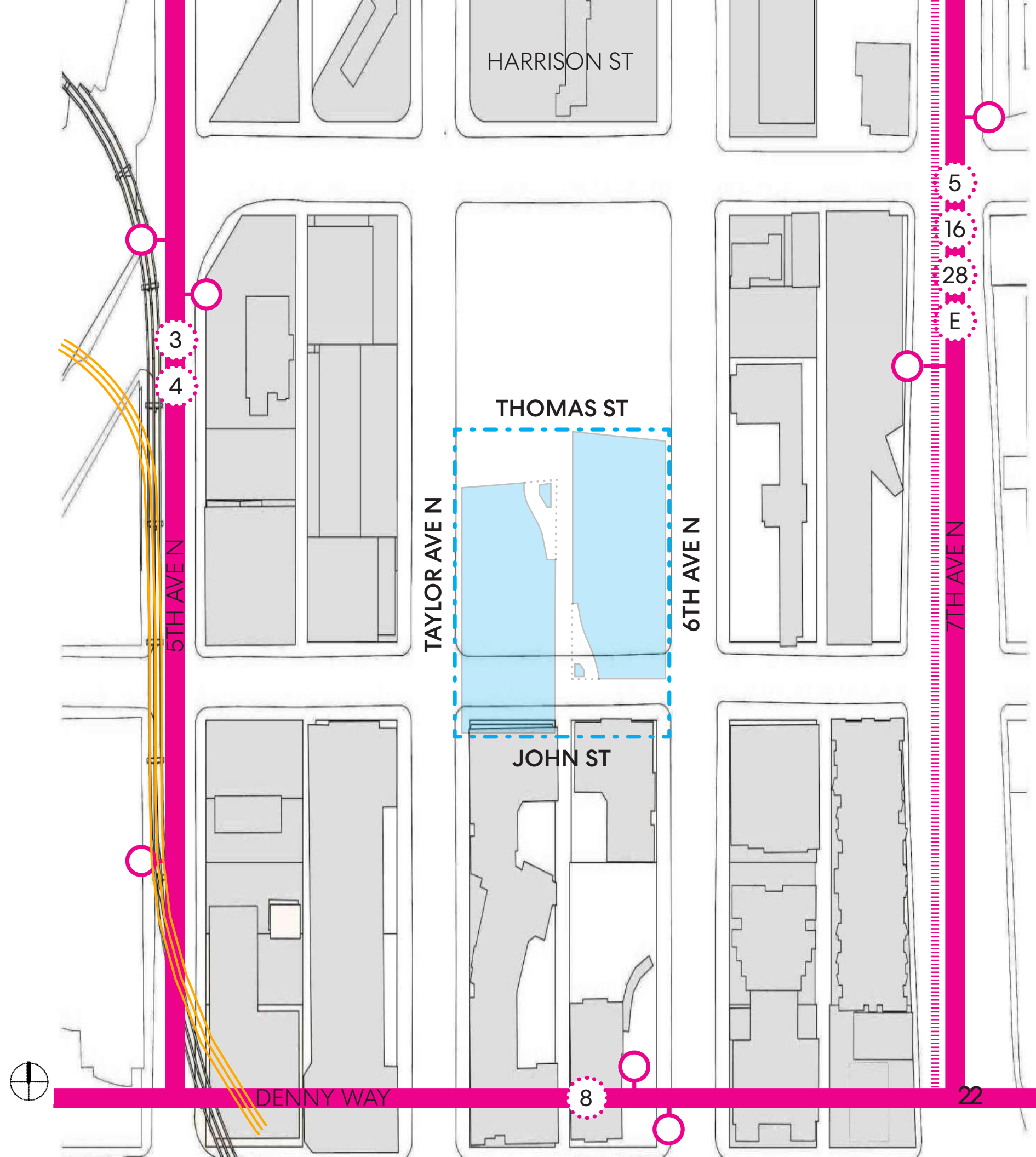
bus rapid transit

monorail

bus stop

bus route number

9 block - public transit



KEY

site

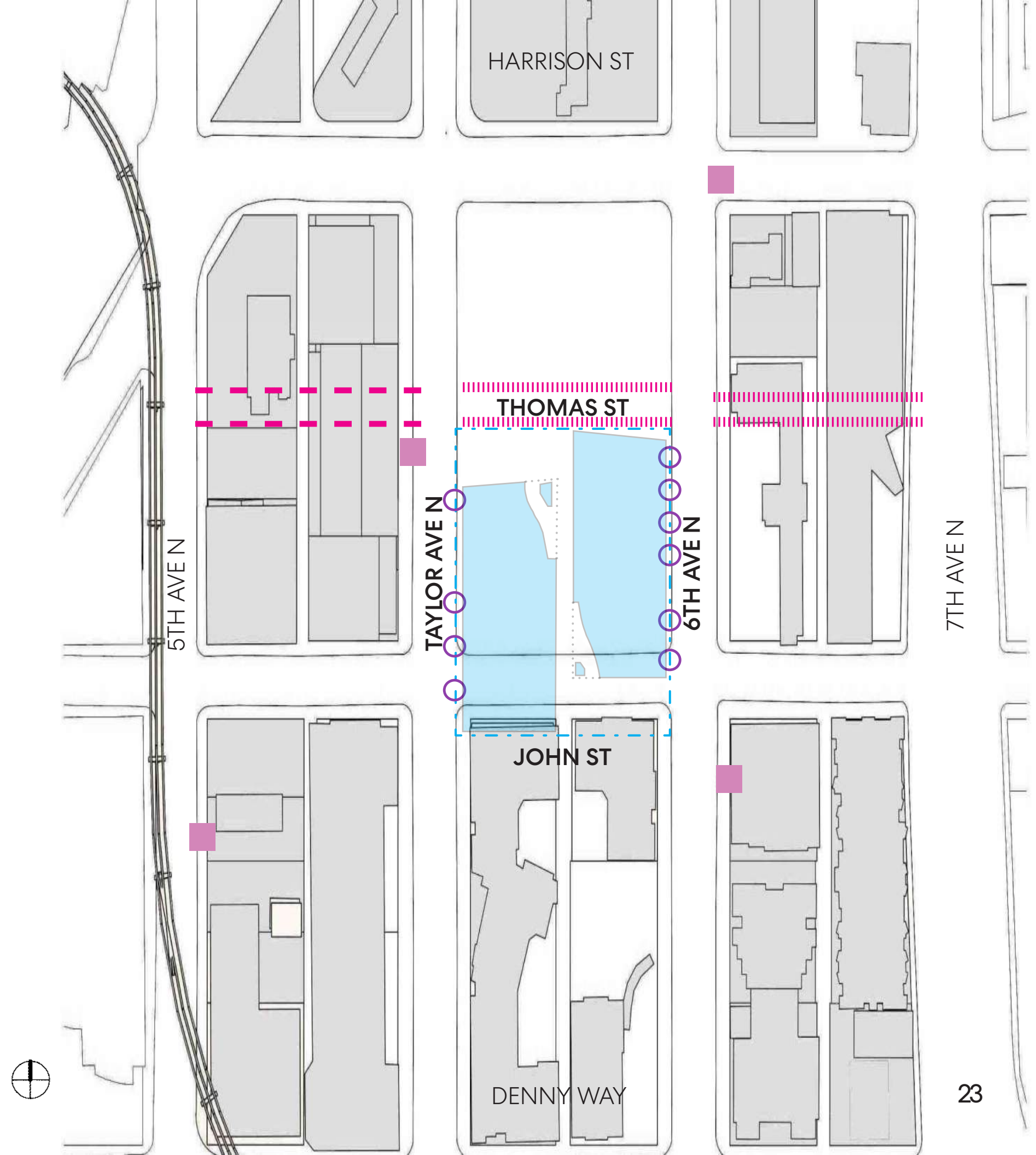
protected bike lane

future bike lane

existing street bike racks

proposed bike racks

9 block - bicycles



KEY

site

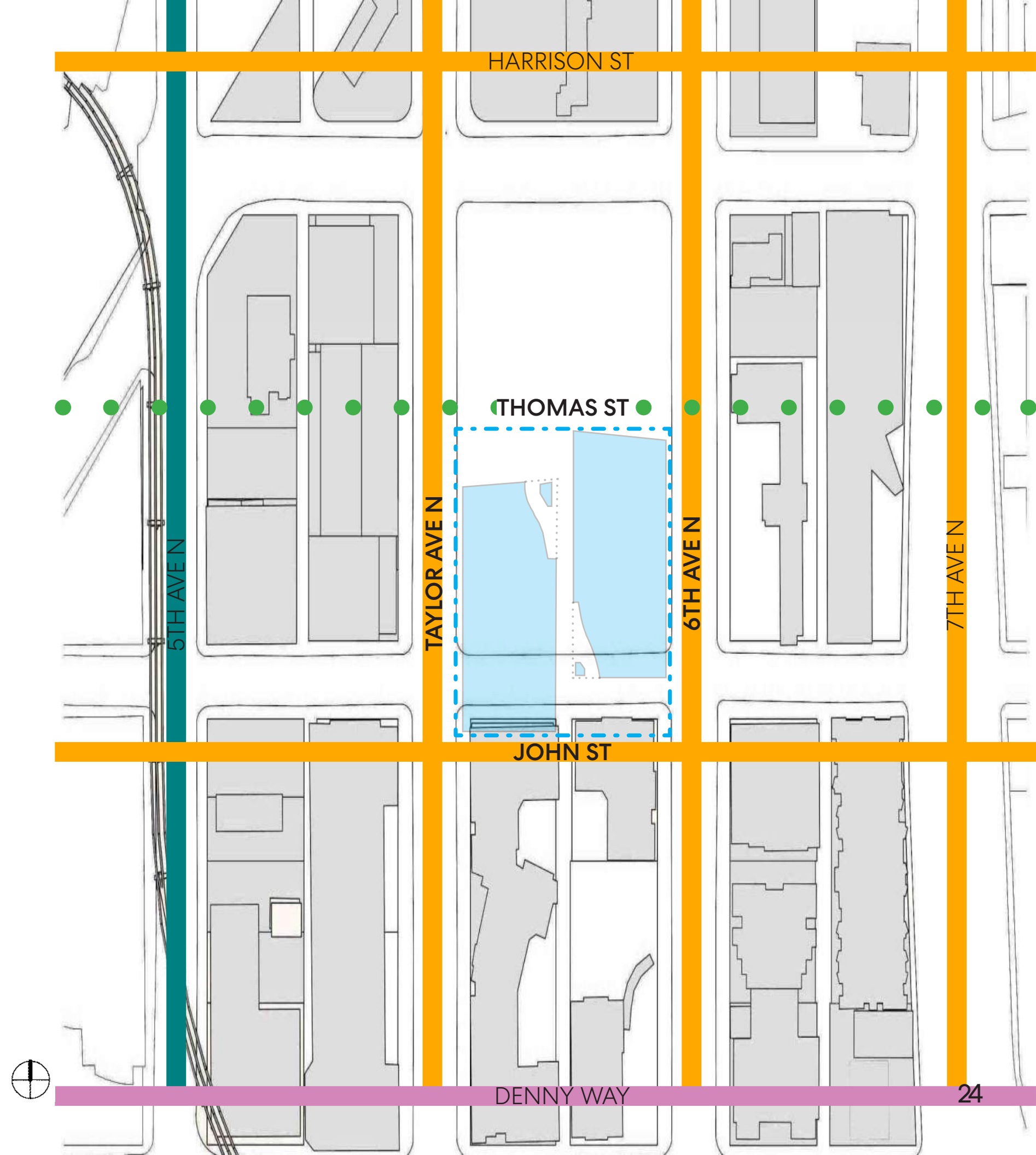
class I pedestrian street

class II pedestrian street

class III pedestrian street

green street

9 block - street classifications

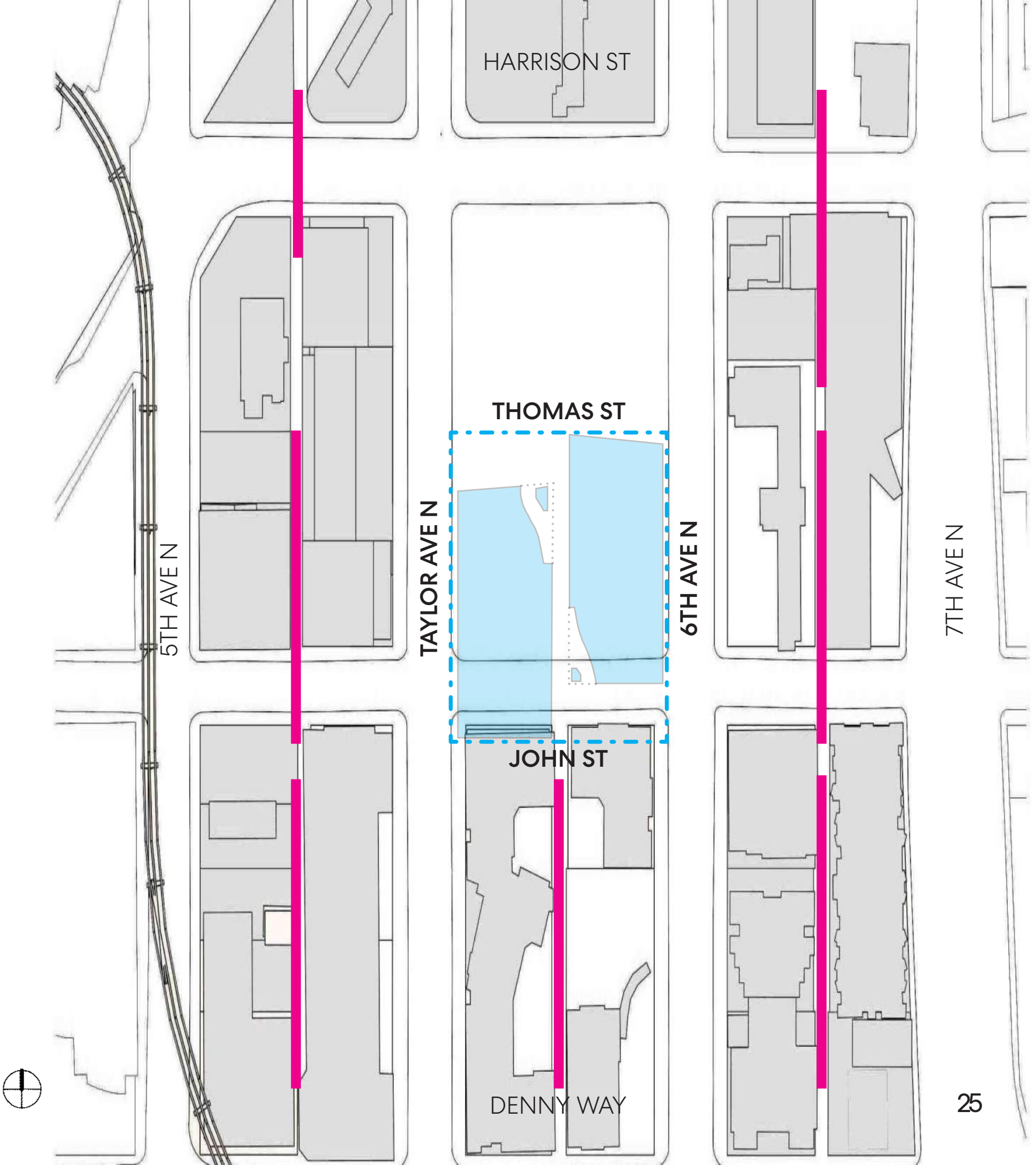


KEY

site

alley

9 block - alleys



KEY

site

traffic direction

existing loading/drop off zone

existing garage/parking entry

future development: drop off zone

T6 proposed drop off zone

T6 proposed garage entry

T6 street parking

9 block - traffic patterns

The map illustrates the traffic patterns for the 9 block area. The streets shown are Harrison St, Thomas St, John St, Denny Way, 5th Avenue, Taylor Avenue, 6th Avenue, and 7th Avenue. The map includes a key with the following symbols:

- site: blue dashed line
- traffic direction: pink arrow
- existing loading/drop off zone: pink rectangle
- existing garage/parking entry: yellow rectangle
- future development: drop off zone: teal rectangle
- T6 proposed drop off zone: orange rectangle
- T6 proposed garage entry: green triangle
- T6 street parking: vertical lines

The map shows the following traffic patterns and zones:

- Harrison St:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.
- Thomas St:** Traffic flows east and west. Existing loading/drop off zones are located on the east side.
- John St:** Traffic flows east and west. Existing loading/drop off zones are located on the east side.
- Denny Way:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.
- 5th Avenue:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.
- Taylor Avenue:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.
- 6th Avenue:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.
- 7th Avenue:** Traffic flows north and south. Existing loading/drop off zones are located on the north side.

The map also shows the following zones and features:

- Future development: drop off zone:** A teal rectangle located on the north side of Taylor Avenue, between Harrison St and Thomas St.
- T6 proposed drop off zone:** An orange rectangle located on the north side of Taylor Avenue, between Thomas St and John St.
- T6 proposed garage entry:** A green triangle located on the north side of Taylor Avenue, between John St and Denny Way.
- T6 street parking:** Vertical lines located on the north side of Taylor Avenue, between John St and Denny Way.

A north arrow is located in the bottom left corner of the map.

26

Site

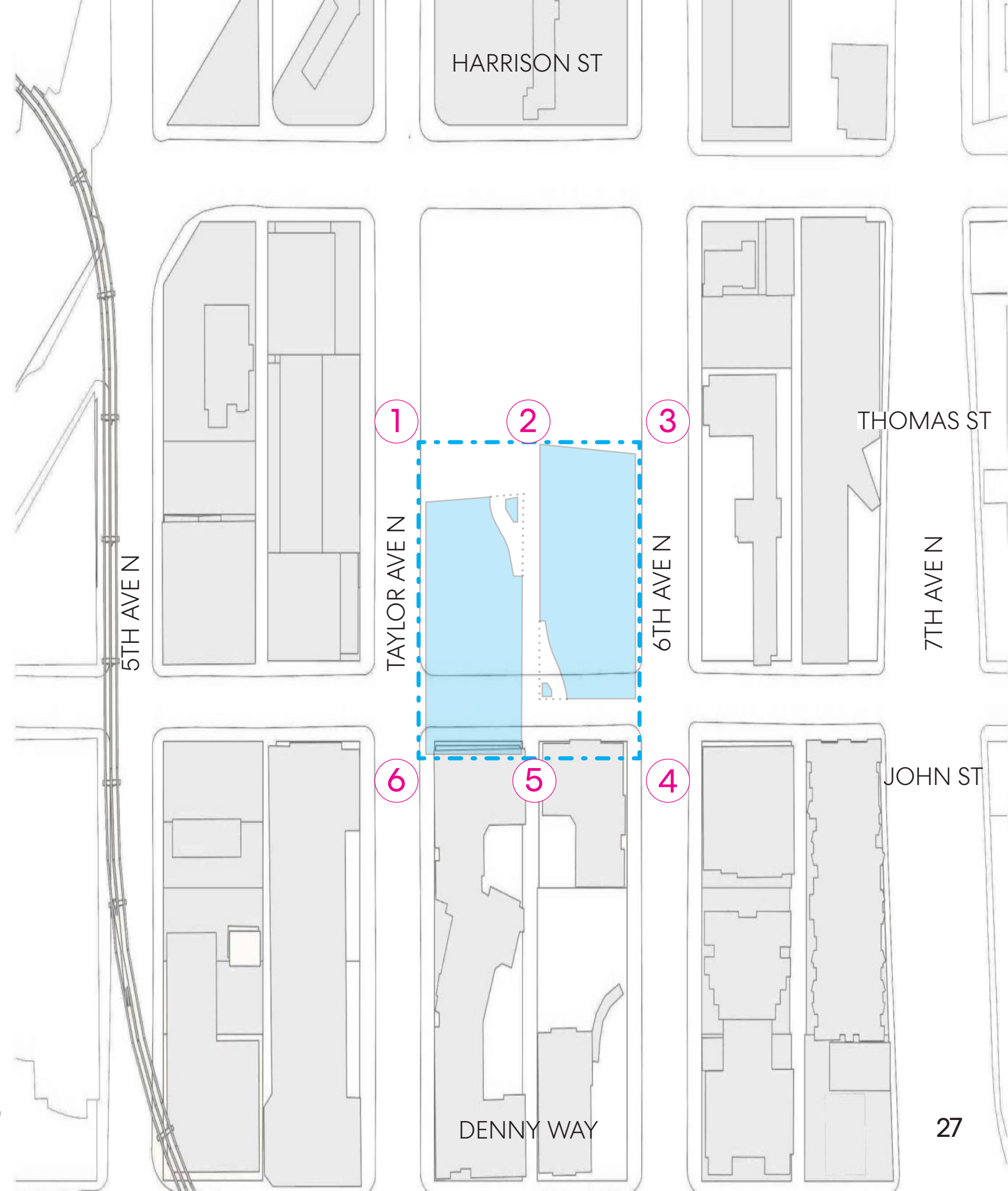
ID	Intersection	North Bound AM/PM	East Bound AM/PM	South Bound AM/PM	West Bound AM/PM
1	Taylor Ave N & Thomas St	18/25	29/48	32/45	18/22
2	Thomas St @ Alley	0/2	20/52	0/13	20/67
3	Thomas St & 6th Ave N	83/250	15/33	39/27	11/9
4	6th Ave N & John St	90/244	31/63	33/41	44/72
5	John St @ Alley	6/0	24/35	0/0	58/29
6	John St & Taylor Ave N	15/37	27/49	36/34	41/72

—○ Total alley vehicular count = 131

AM = 44

PM = 87

—○ Heaviest traffic is Northbound at the Thomas St & 6th Ave N (intersection #3) during PM hours



Site

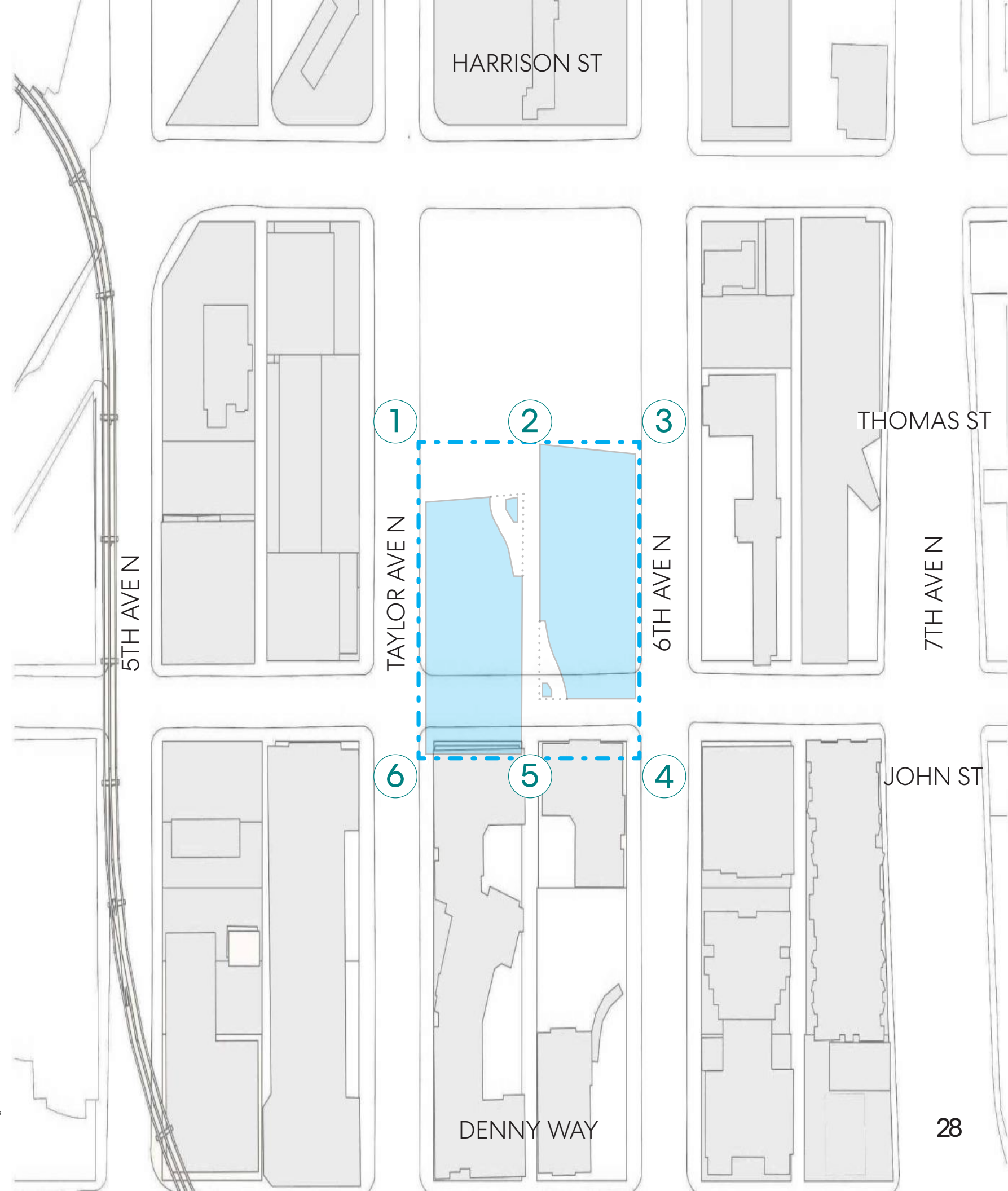
ID	Intersection	North Bound AM/PM	East Bound AM/PM	South Bound AM/PM	West Bound AM/PM
1	Taylor Ave N & Thomas St	48/41	7/11	18/20	9/7
2	Thomas St @ Alley	52/53	0/1	14/71	0/3
3	Thomas St & 6th Ave N	41/34	14/10	13/17	12/16
4	6th Ave N & John St	21/48	23/27	38/81	17/21
5	John St @ Alley	17/46	2/0	36/31	10/3
6	John St & Taylor Ave N	23/32	12/19	35/67	9/14

— Currently, the alley has a higher volume of pedestrian traffic compared to the site's four intersections.

— Total alley pedestrian count = 168
AM = 69
PM = 99

— Highest pedestrian volume is Southbound at 6th Ave N & John St (intersection #4) during PM hours

9 block - pedestrian volume



04

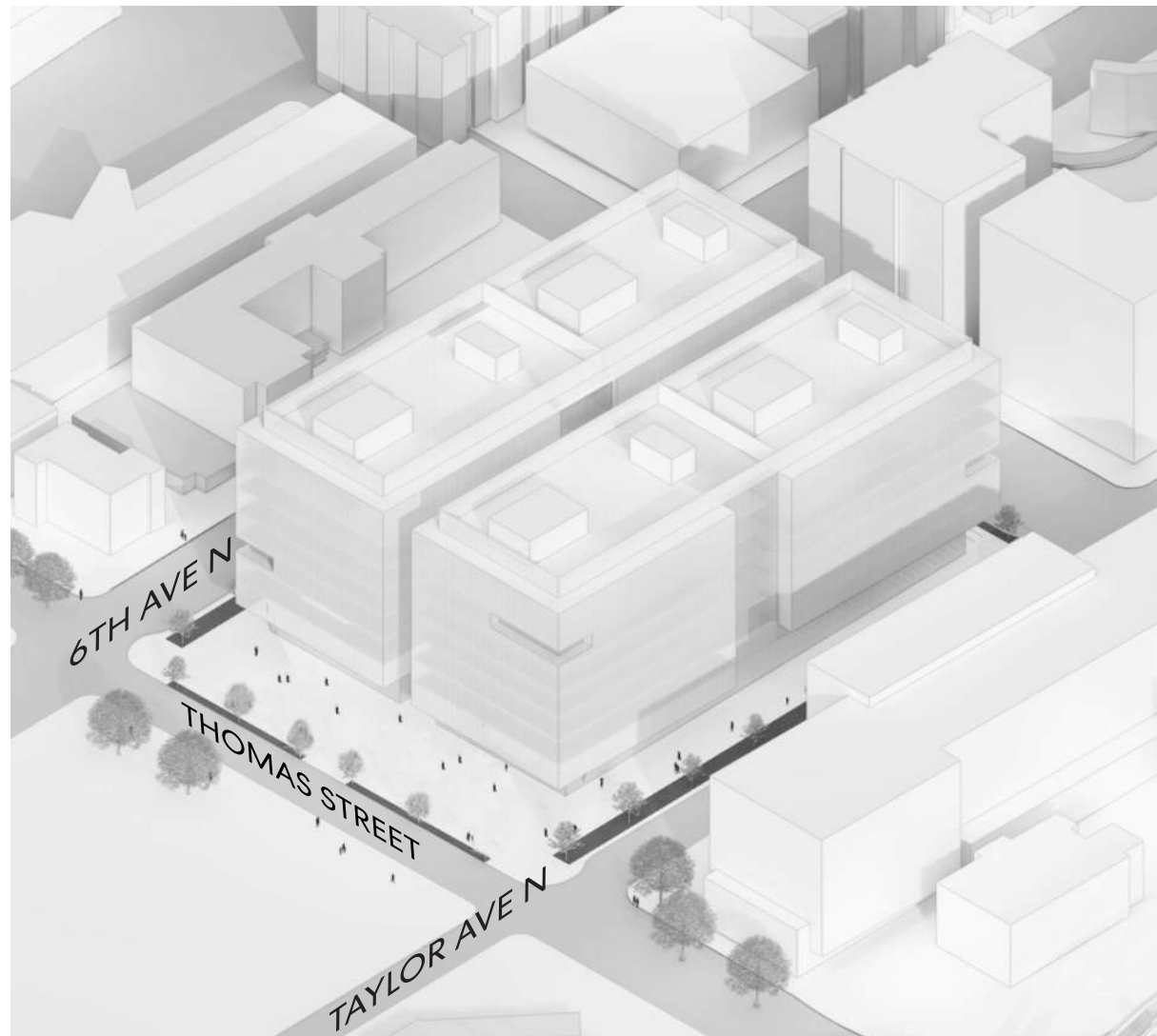
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04

proposed project

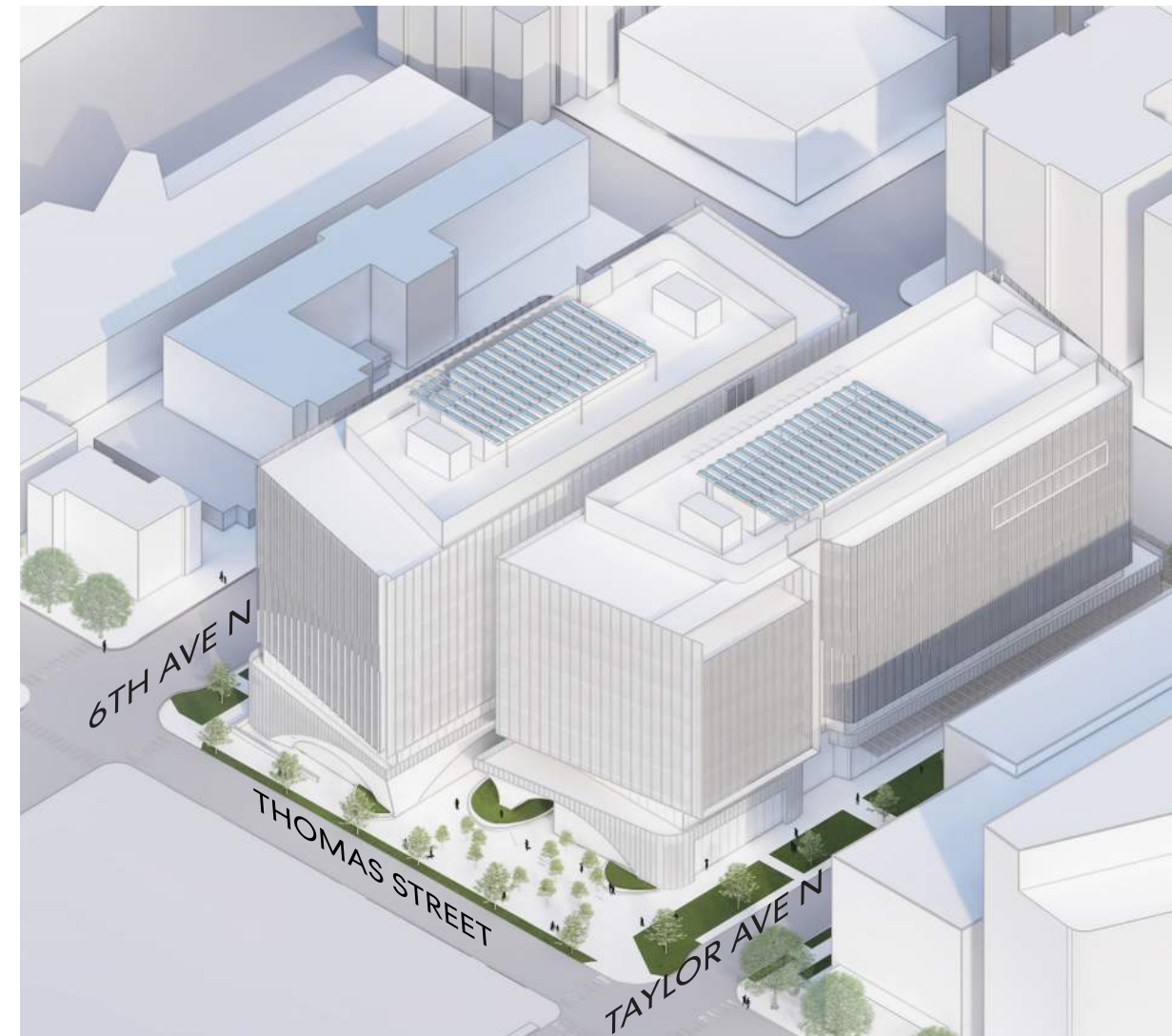
- overview
- vacation policies
 - access & circulation
 - utilities
 - open space
 - air / light / views

no alley vacation



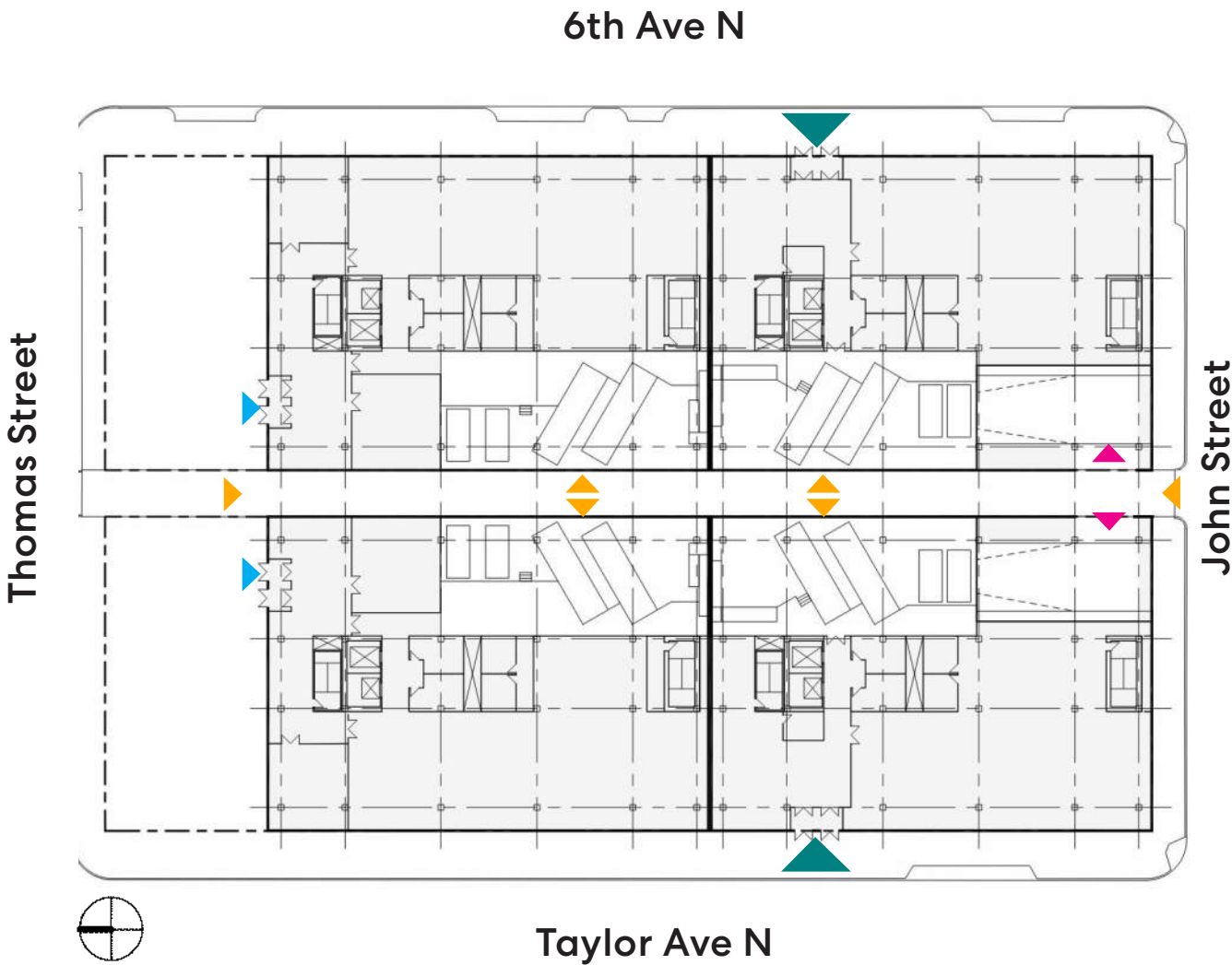
- 8 stories
- approx. 558,000 GSF (above grade)
- midblock curb cut affects pedestrian safety
- two drive aisles for below grade access
- compliant with minimum open space requirements

alley vacation

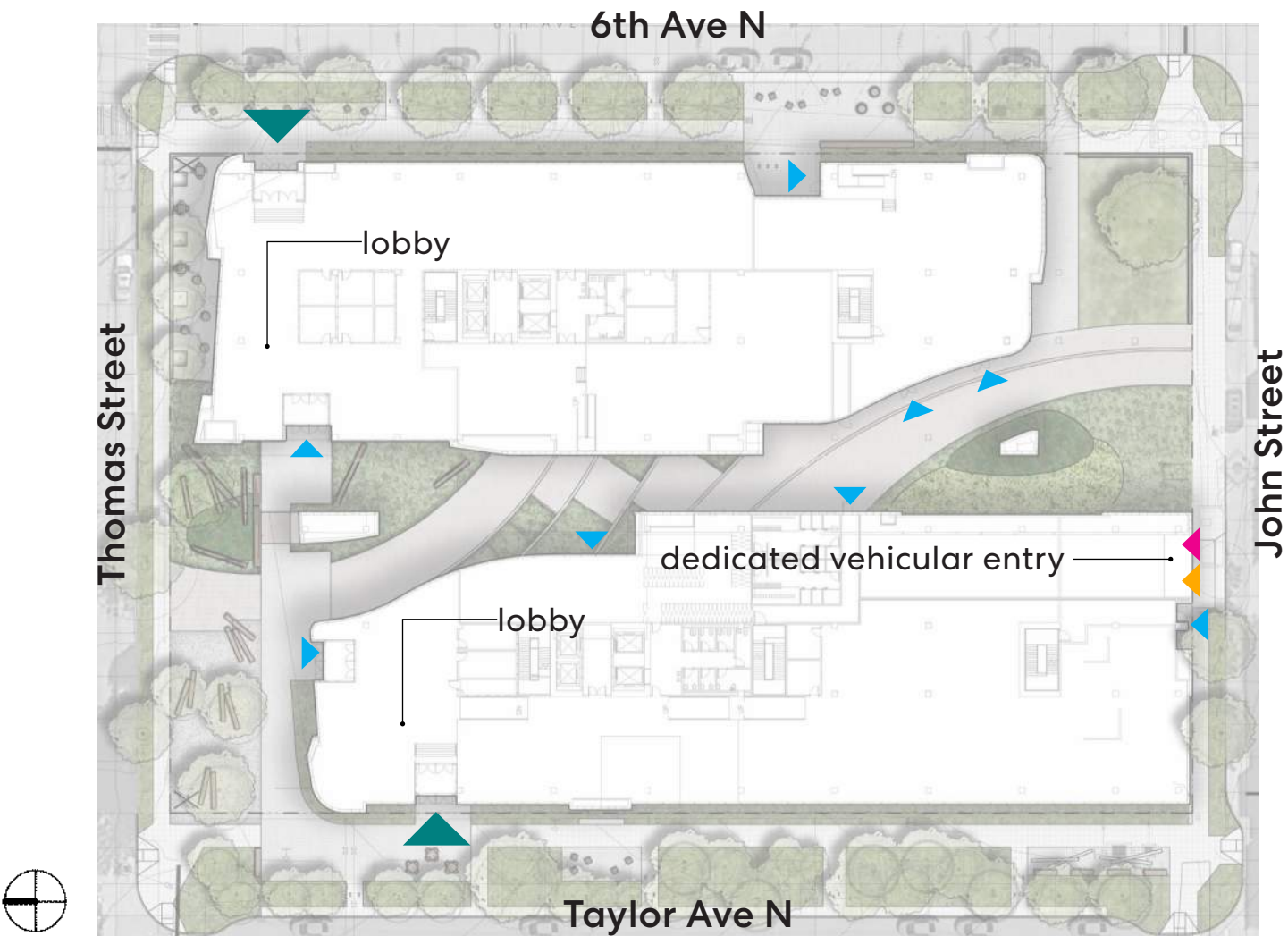


- 8 and 9 stories
- approx. 520,000 GSF (above grade)
- prioritizes pedestrian experience
- singular, shared, drive aisle for below grade access (parking and loading)
- provided open space beyond minimum requirements

no alley vacation

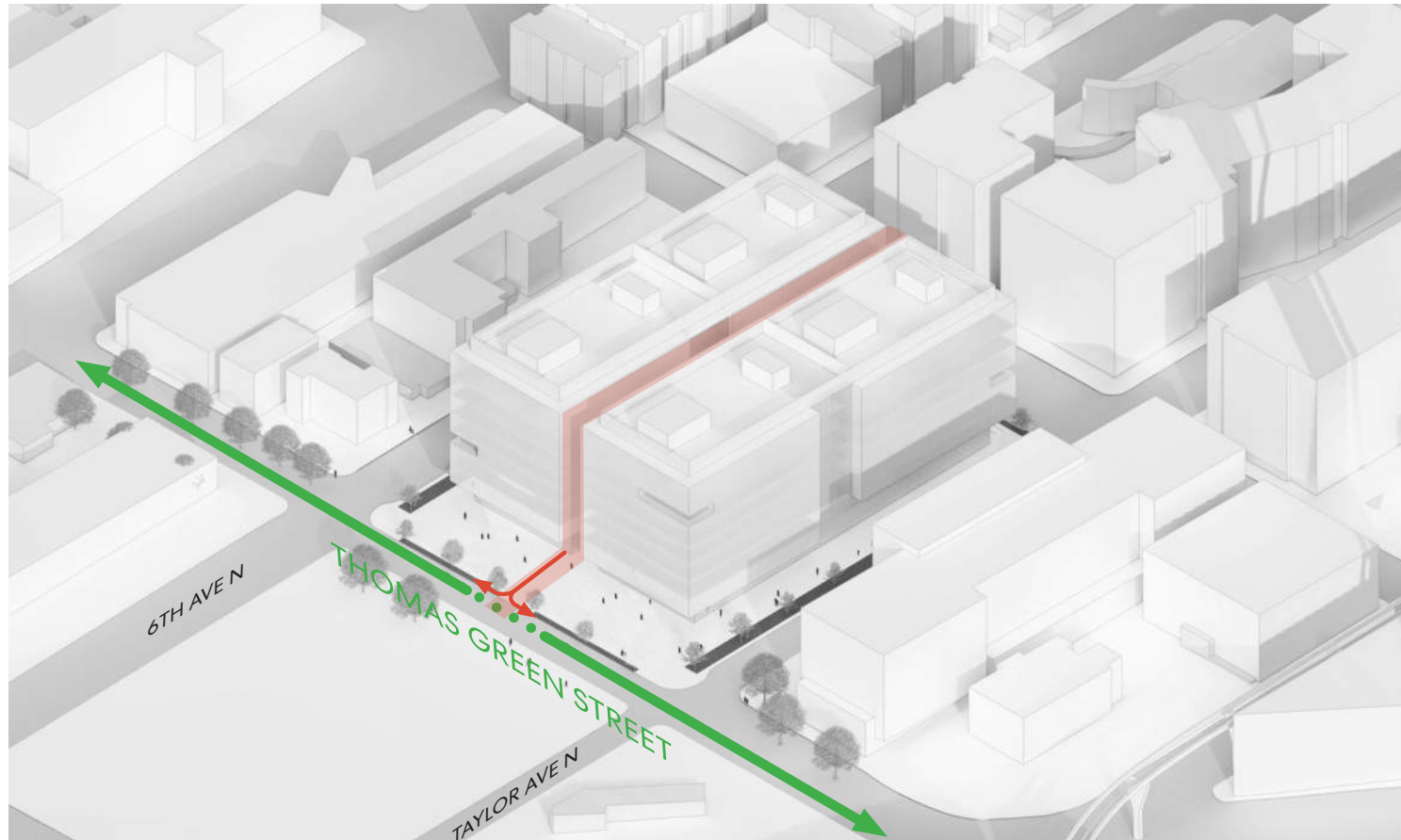


alley vacation



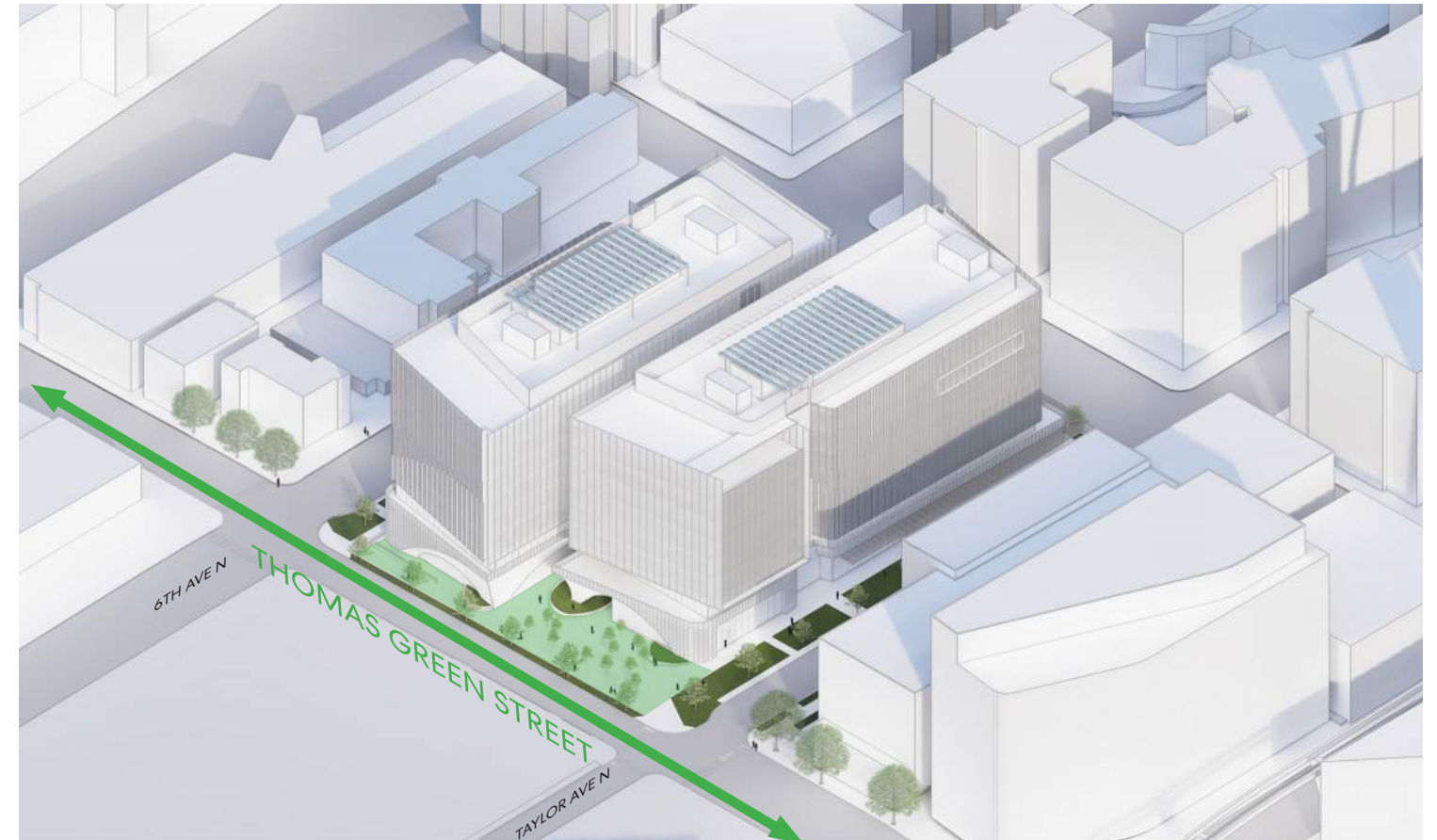
- Main Lobby Entry
- Building Entry
- Passenger Vehicle Entry
- Service Vehicle Entry

no alley vacation



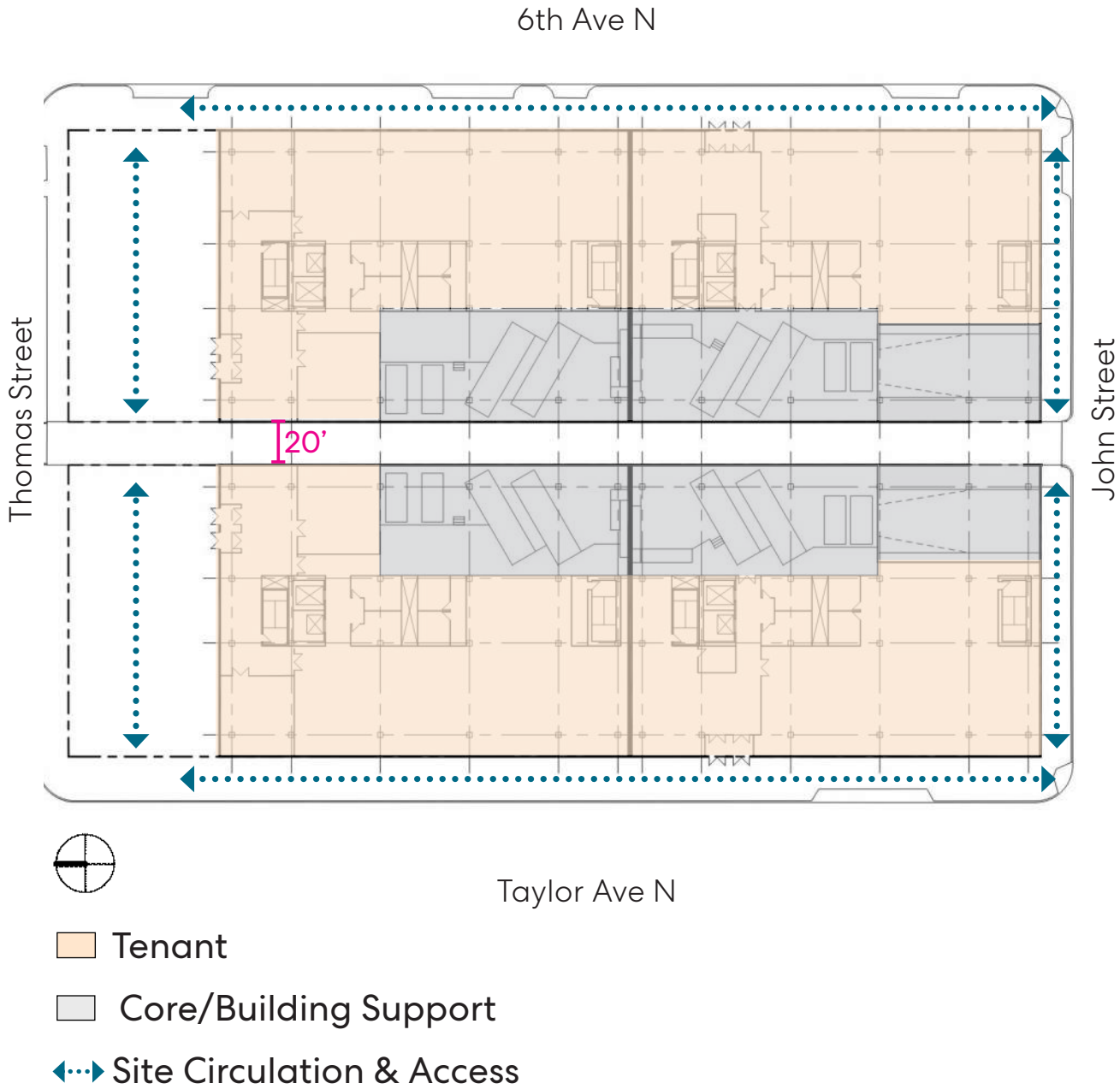
- Service alley remains
- Increased potential for merging vehicular and pedestrian traffic
- Disrupts Thomas Green Street

alley vacation

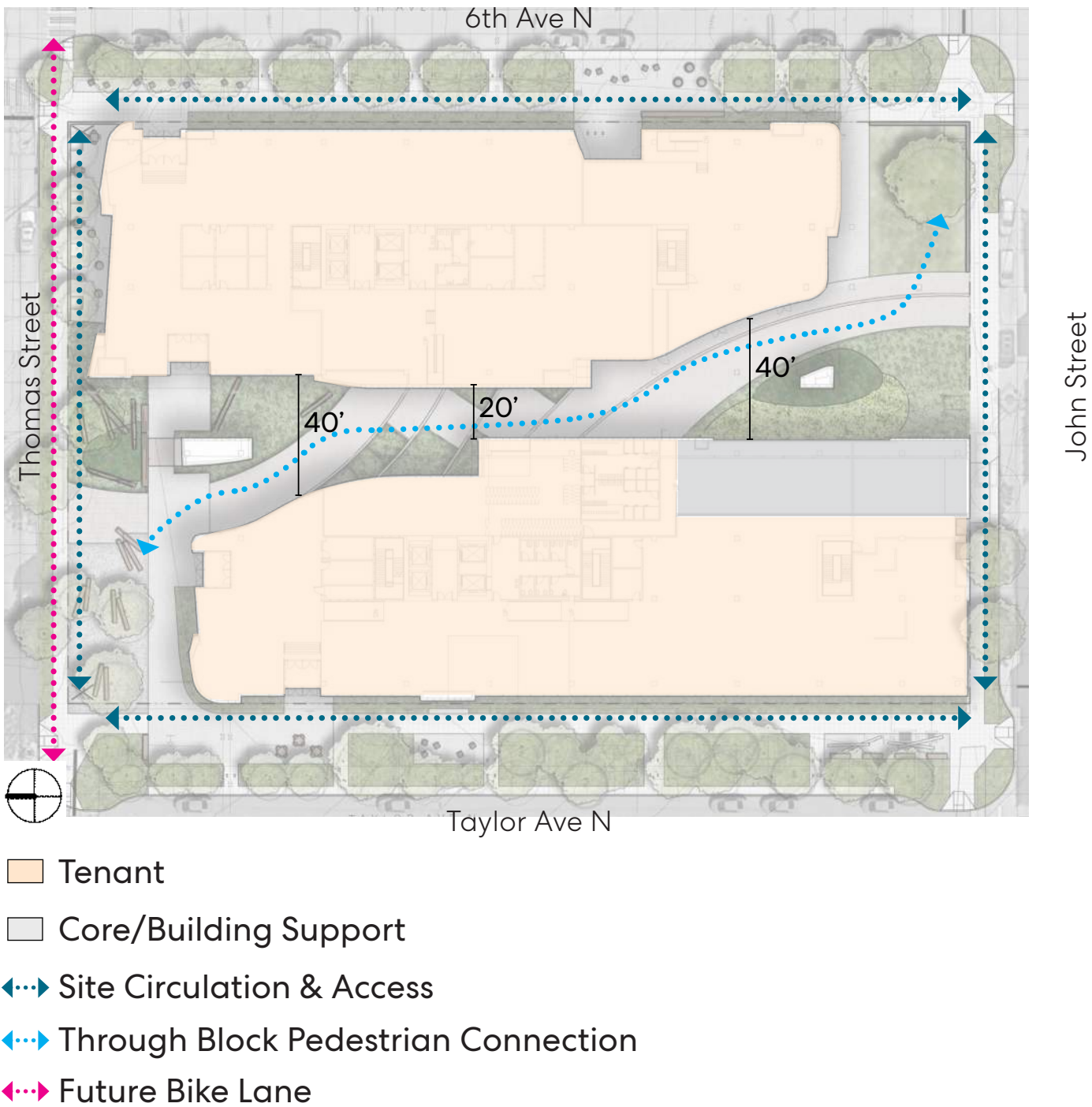


- Re-purpose service alley as pedestrian focused space
- Public realm is prioritized
- Opportunities for activated streetscape

no alley vacation

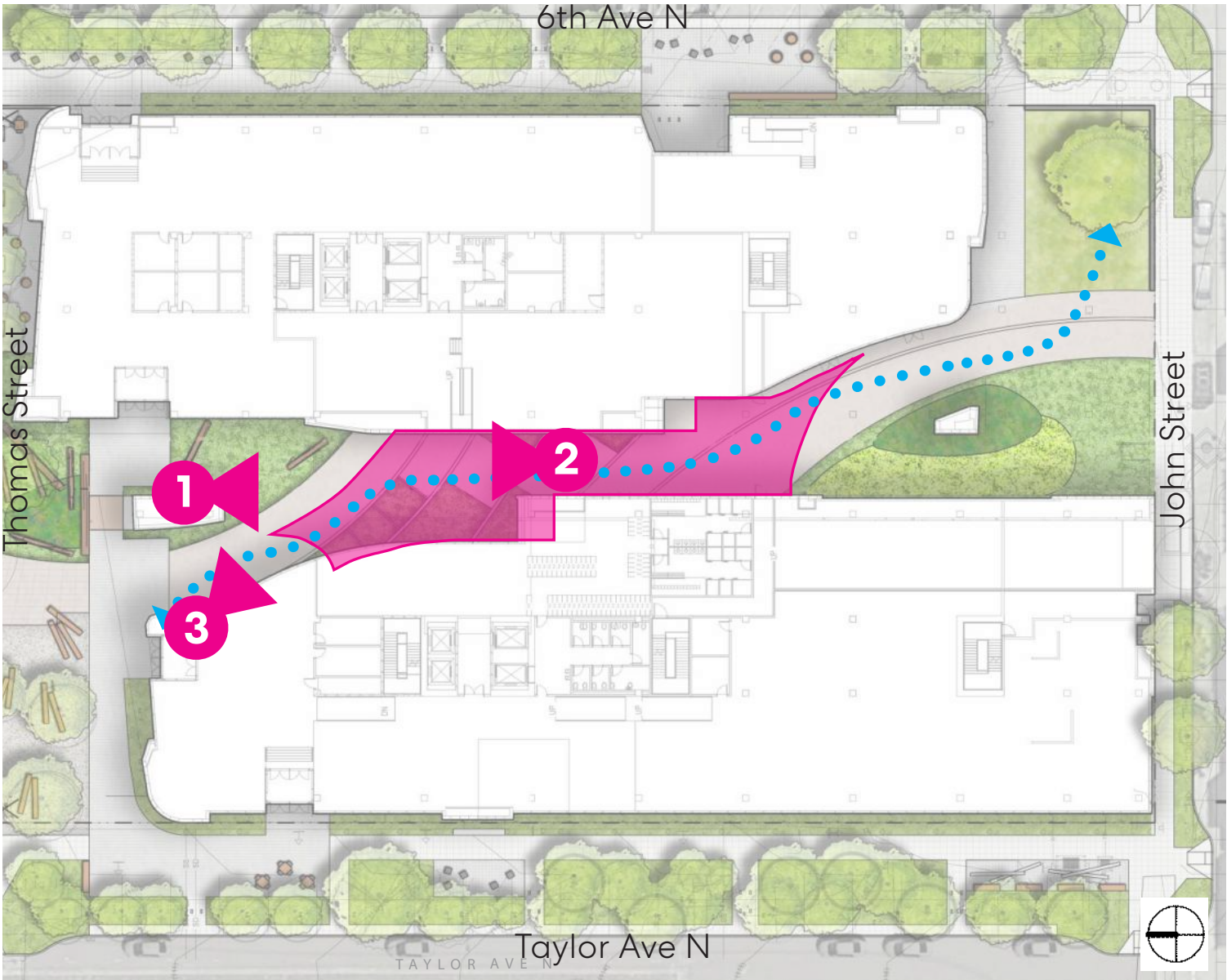


alley vacation



alley vacation proposal

alley



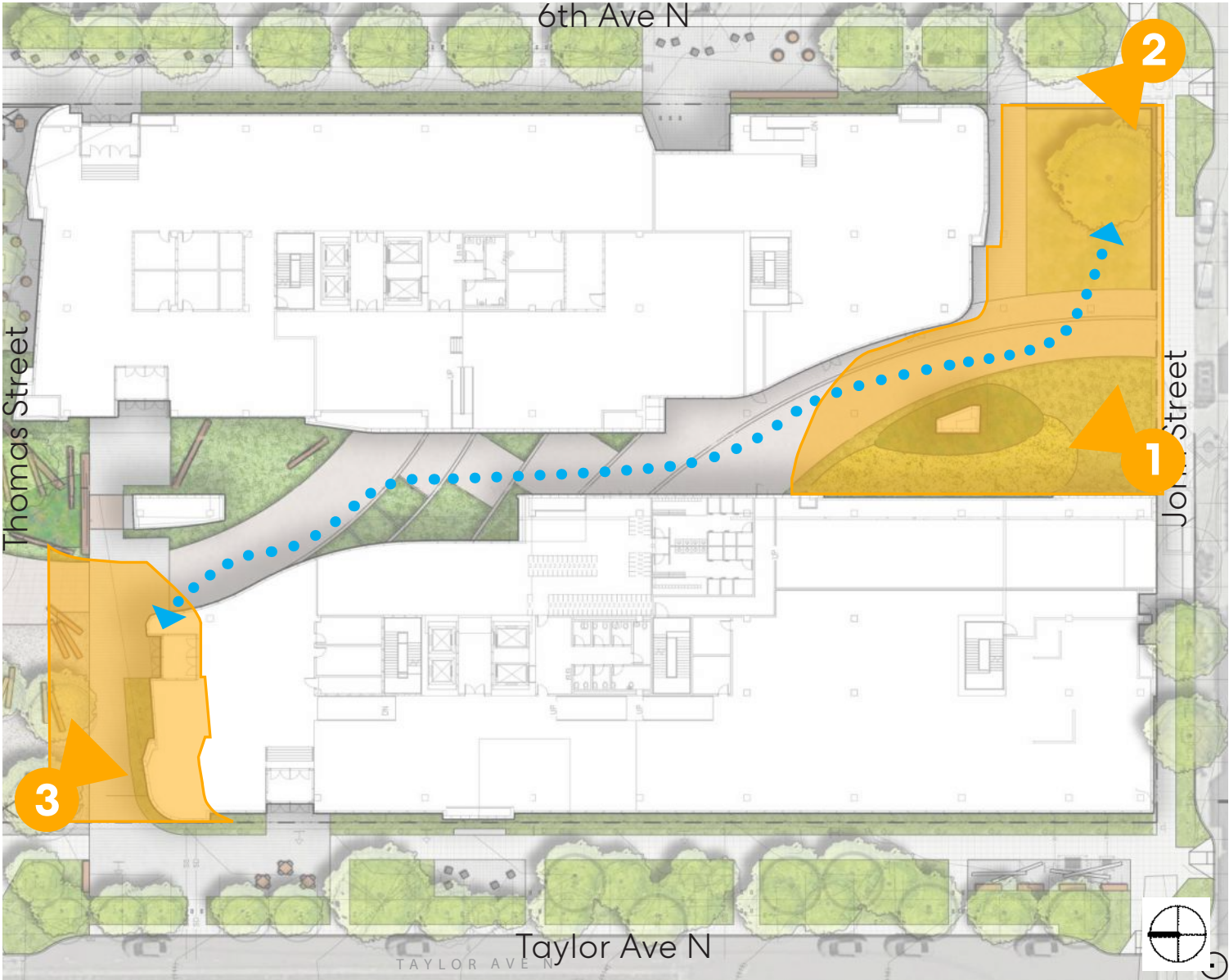
—o Goal: Introduce pedestrian focused space, comfortable at all times of the day and year with feature lighting.

access & circulation - pedestrian



alley vacation proposal

plazas



—o The plaza spaces at the north and south ends of the site provide large open spaces with lush landscaping that cater to pedestrian activity. The absence of vehicles provide the public with relief from the busy streets surrounding the site.


access & circulation - pedestrian







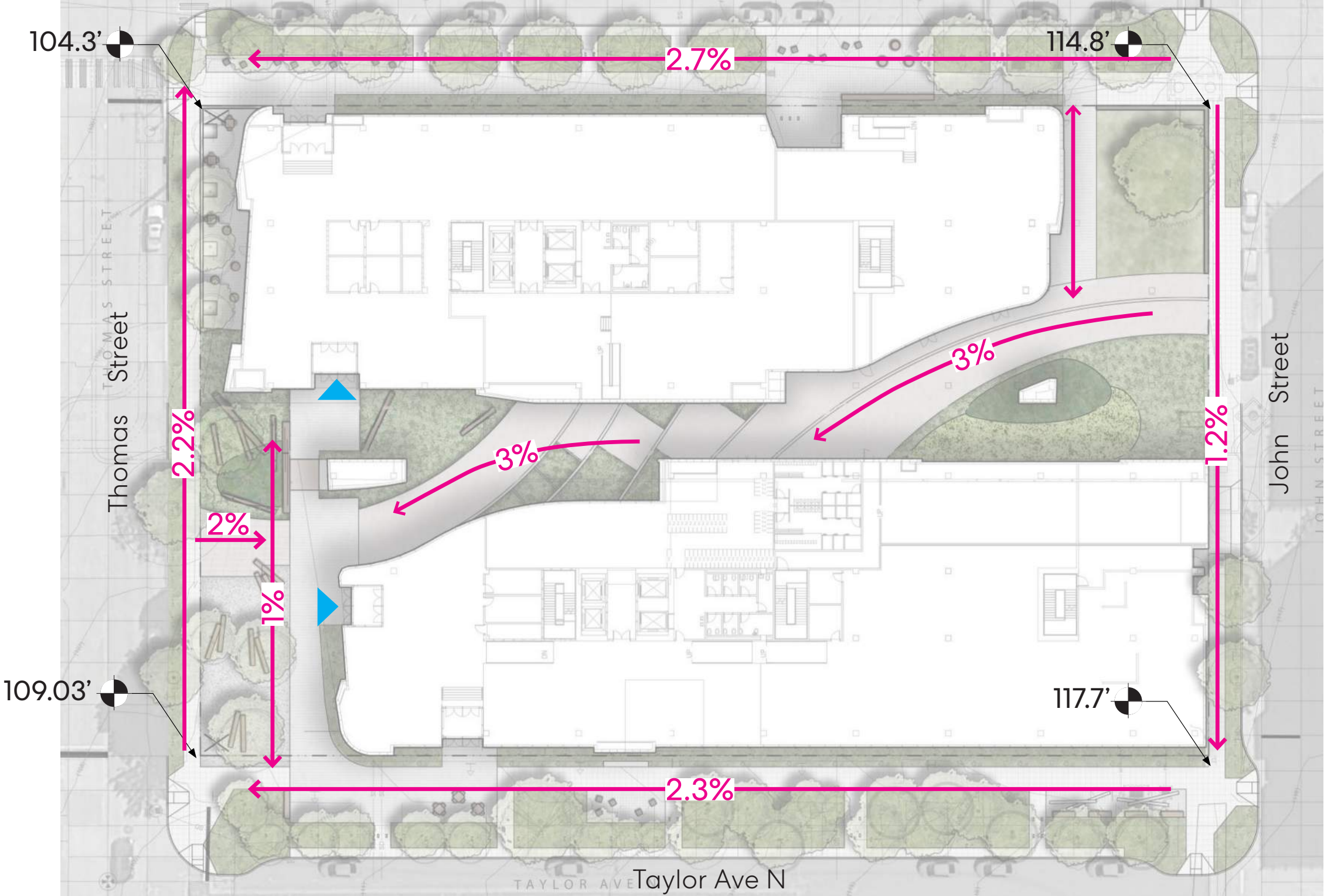
alley vacation

6th Ave N

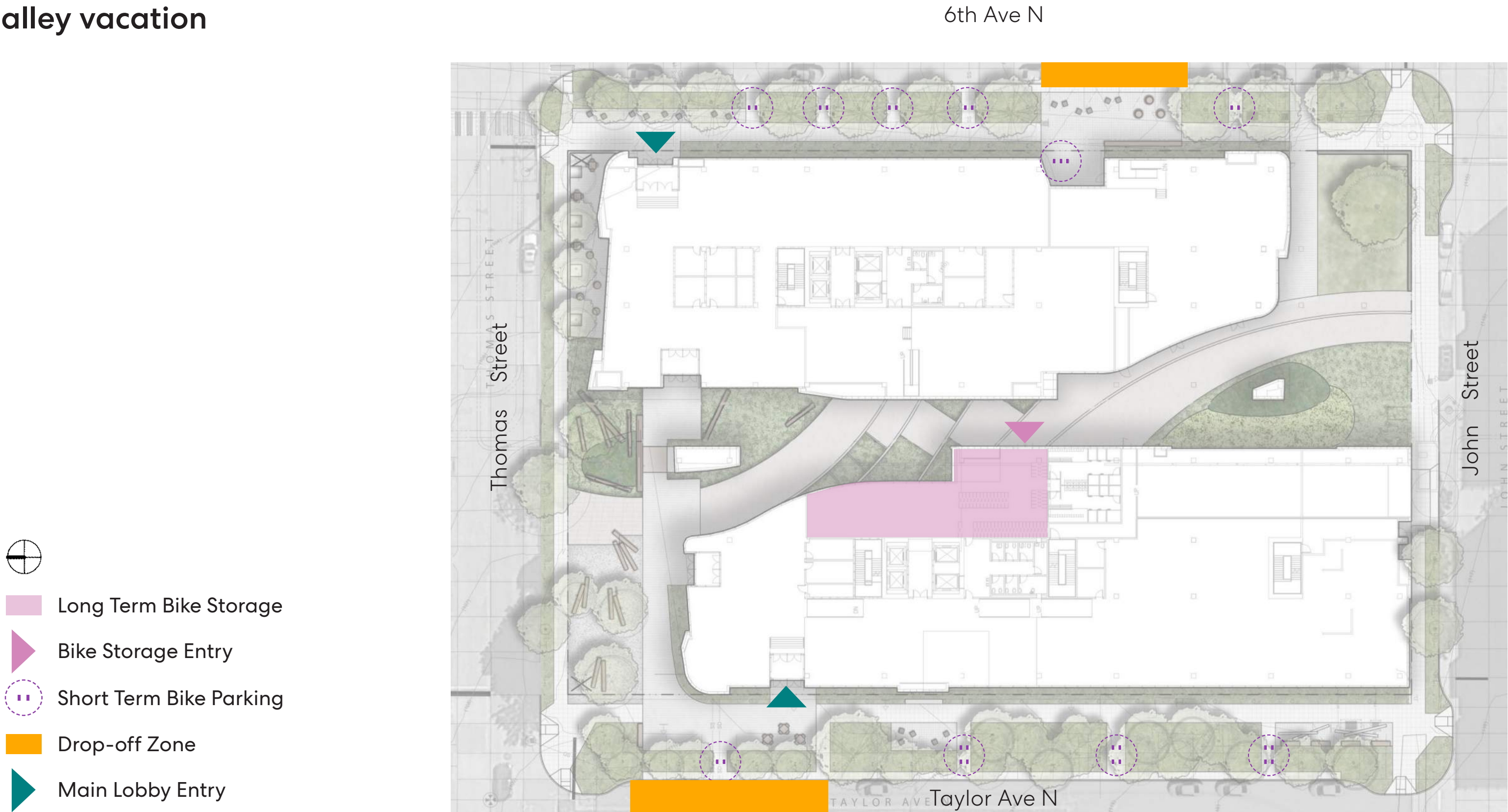


 Slope

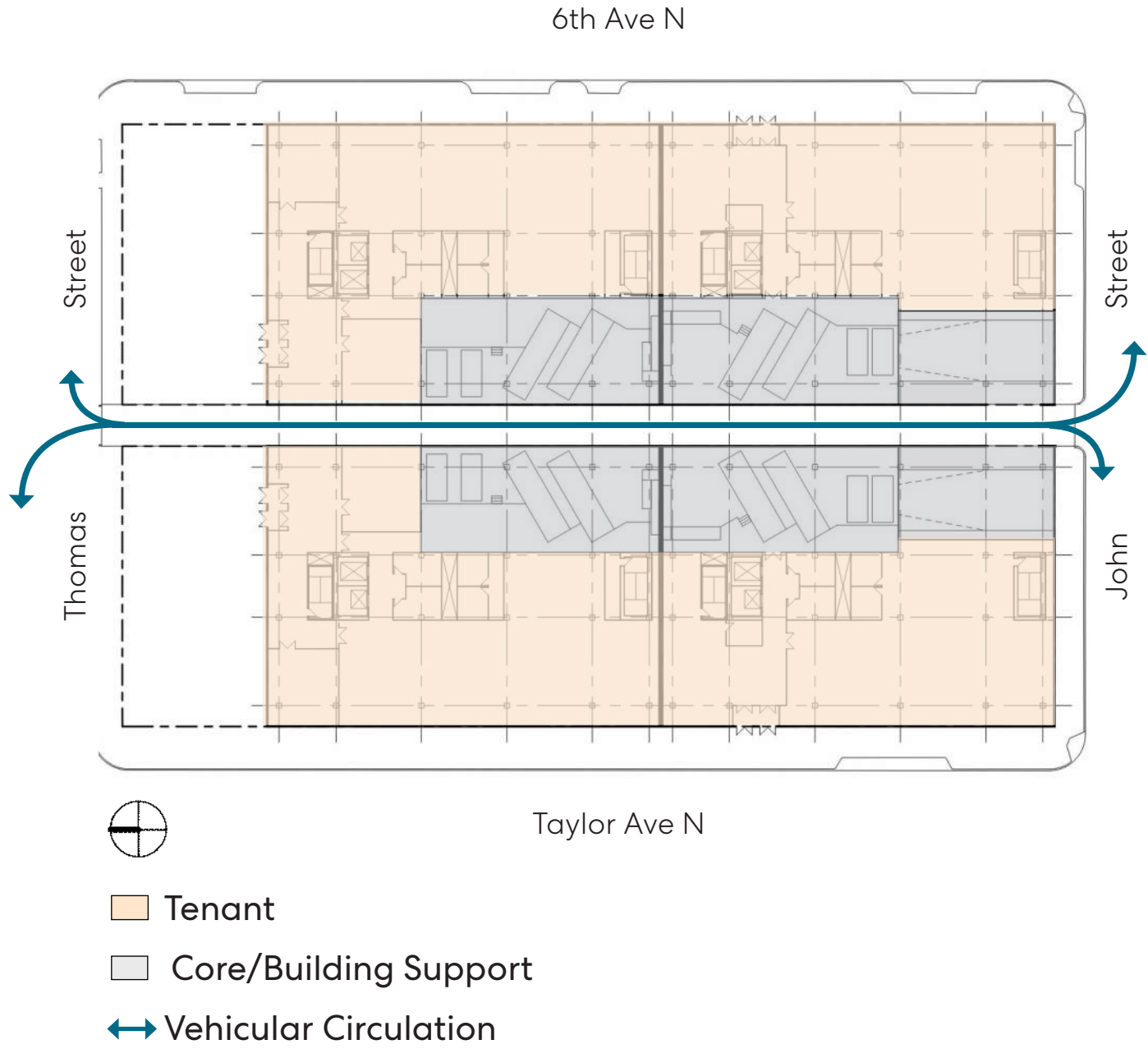
 Entry



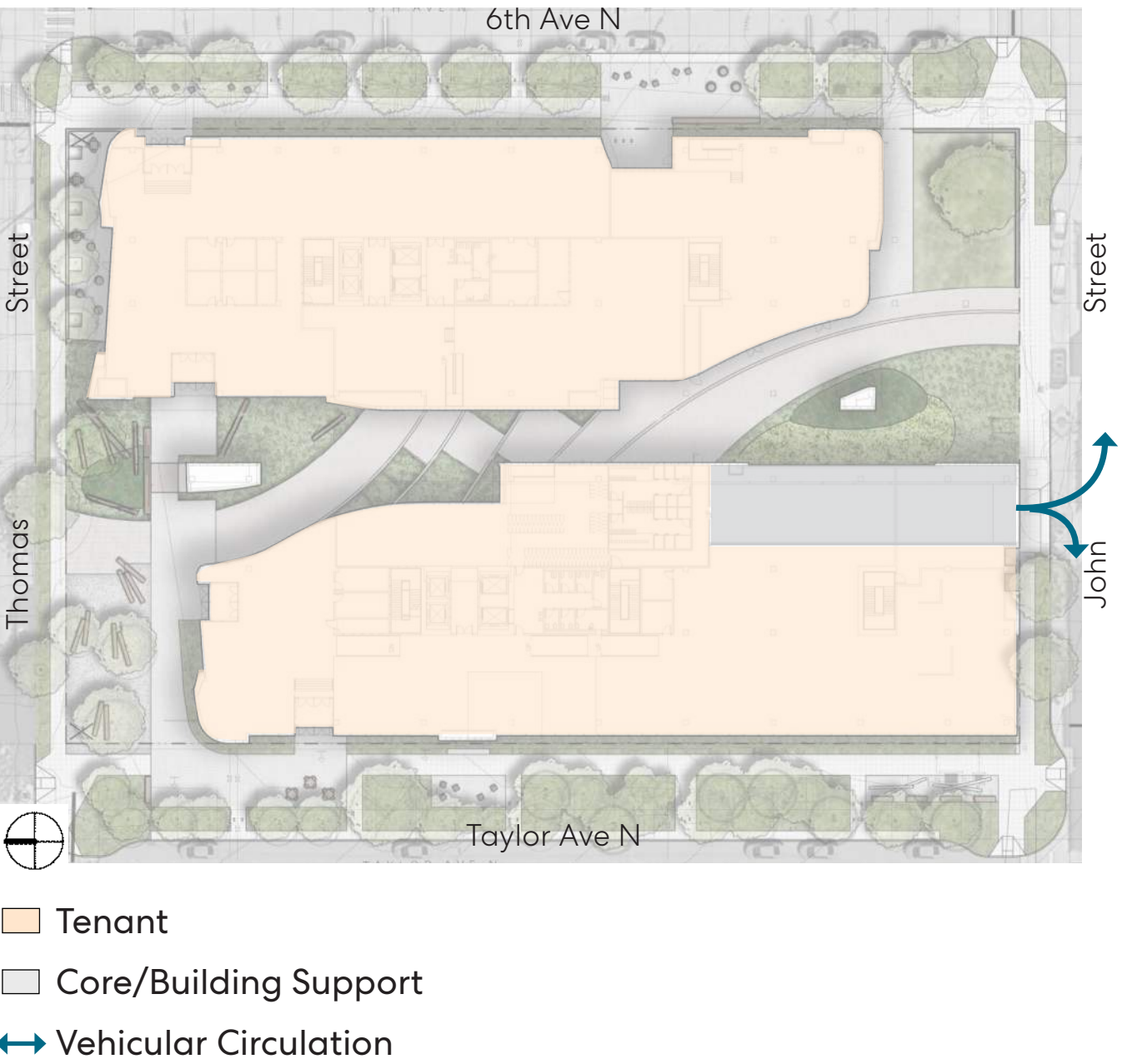
alley vacation




no alley vacation




alley vacation

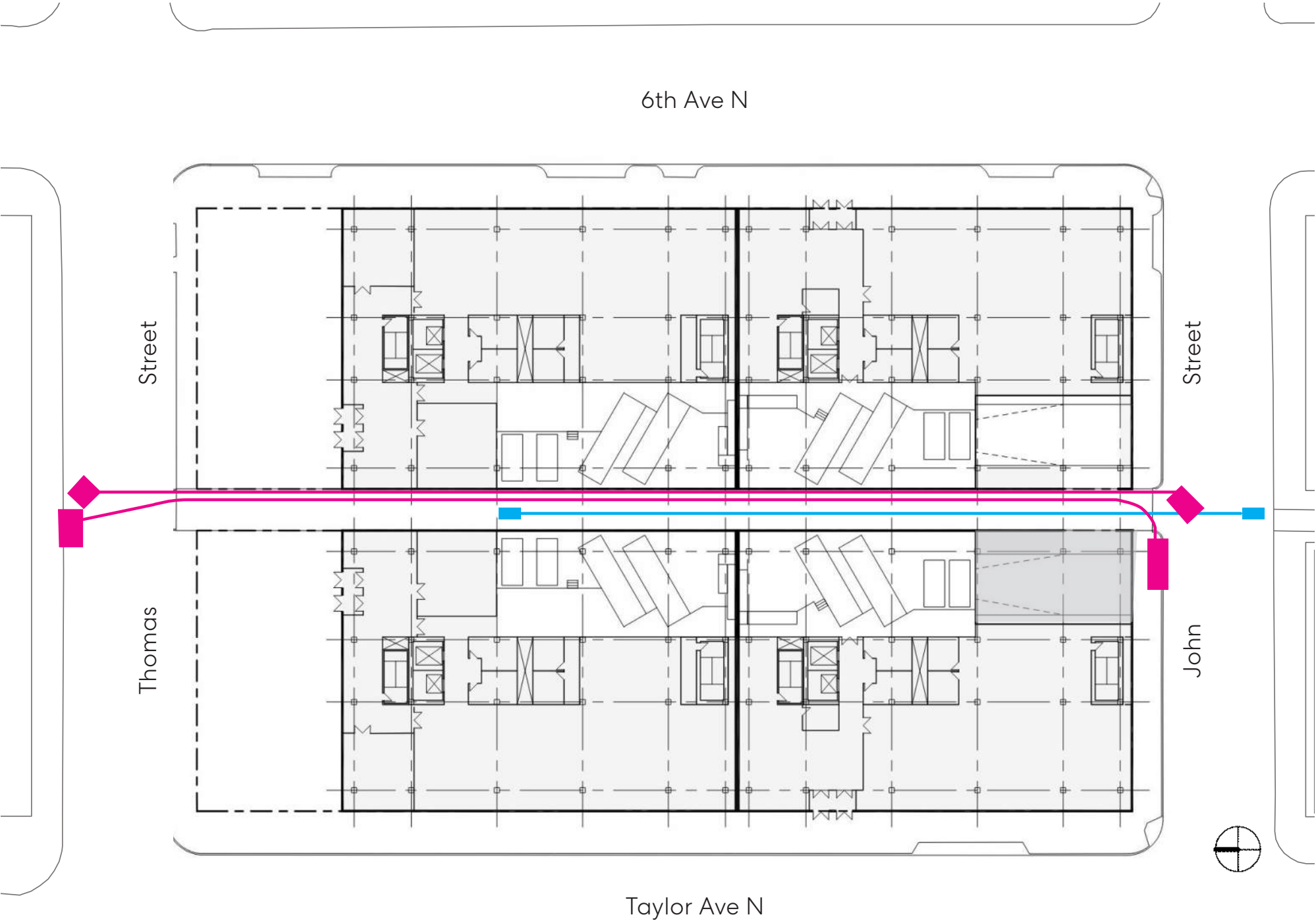


no alley vacation



 Electrical

 Telecommunications



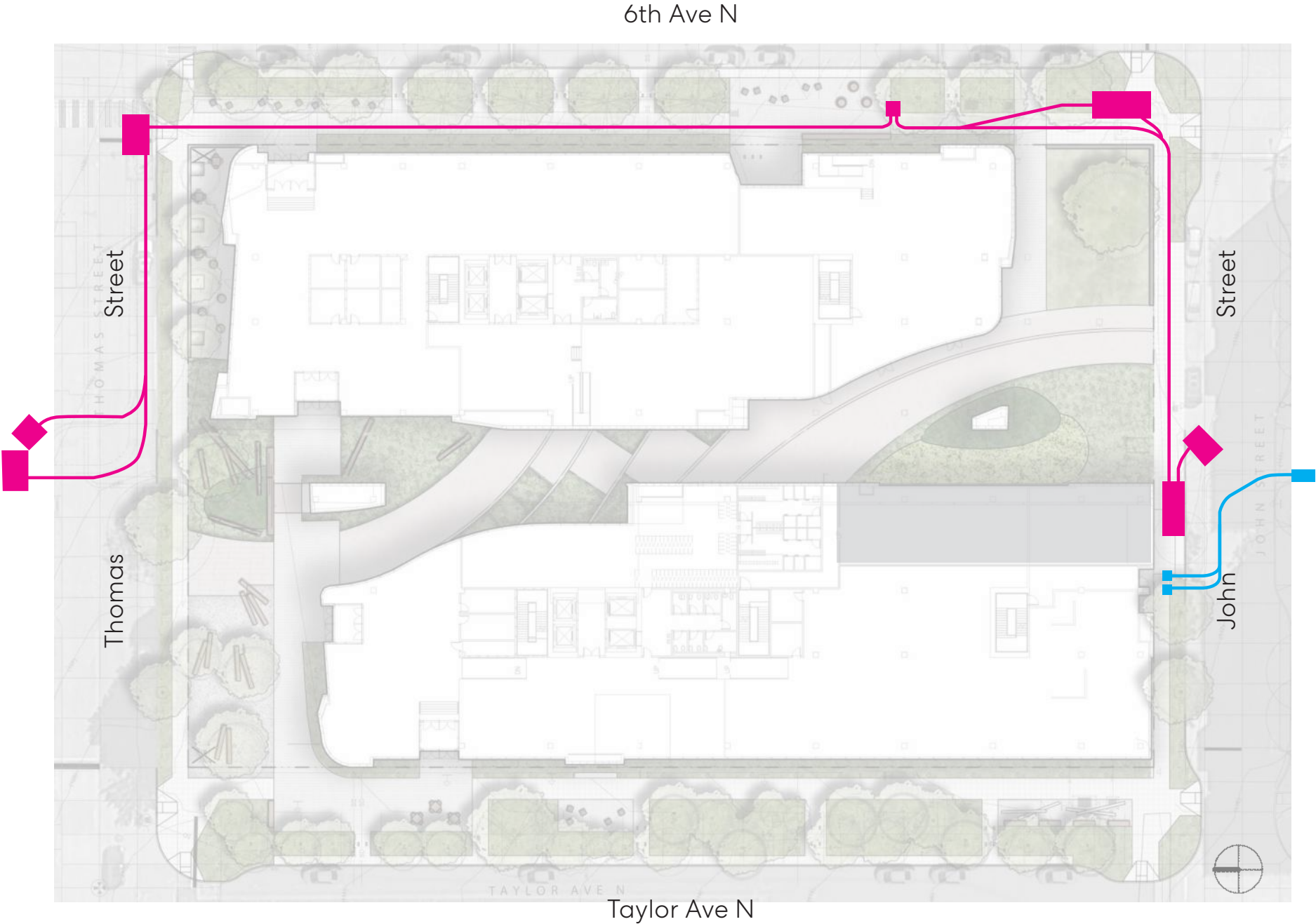
alley vacation

SCL Comments:

- We would like to acknowledge the subject design is the product of joint work between SCL Network system engineering and the Customer.
- Trees and other vegetation shall not be planted within 2ft of SCL vaults and ducts per SCL Construction Standard 0214.00. Also, please note that NO “planter boxes” will be allowed to be installed directly above SCL facilities.

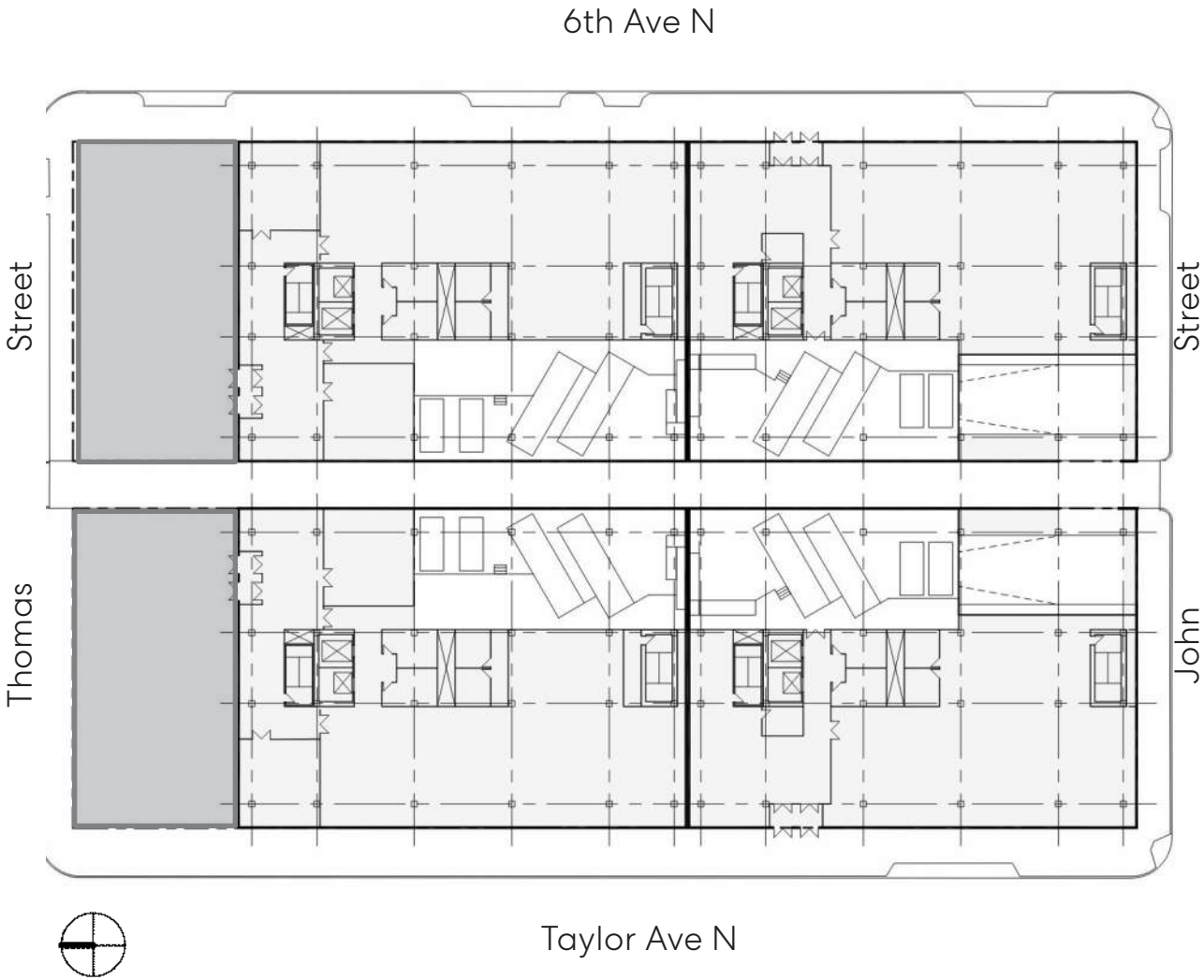


- █ Electrical
- █ Telecommunications



- Coordination with SDOT and SCL to mitigate future utility impacts has been underway since Winter 2021.
- UMP drawings have been submitted and comments provided as coordination continues.

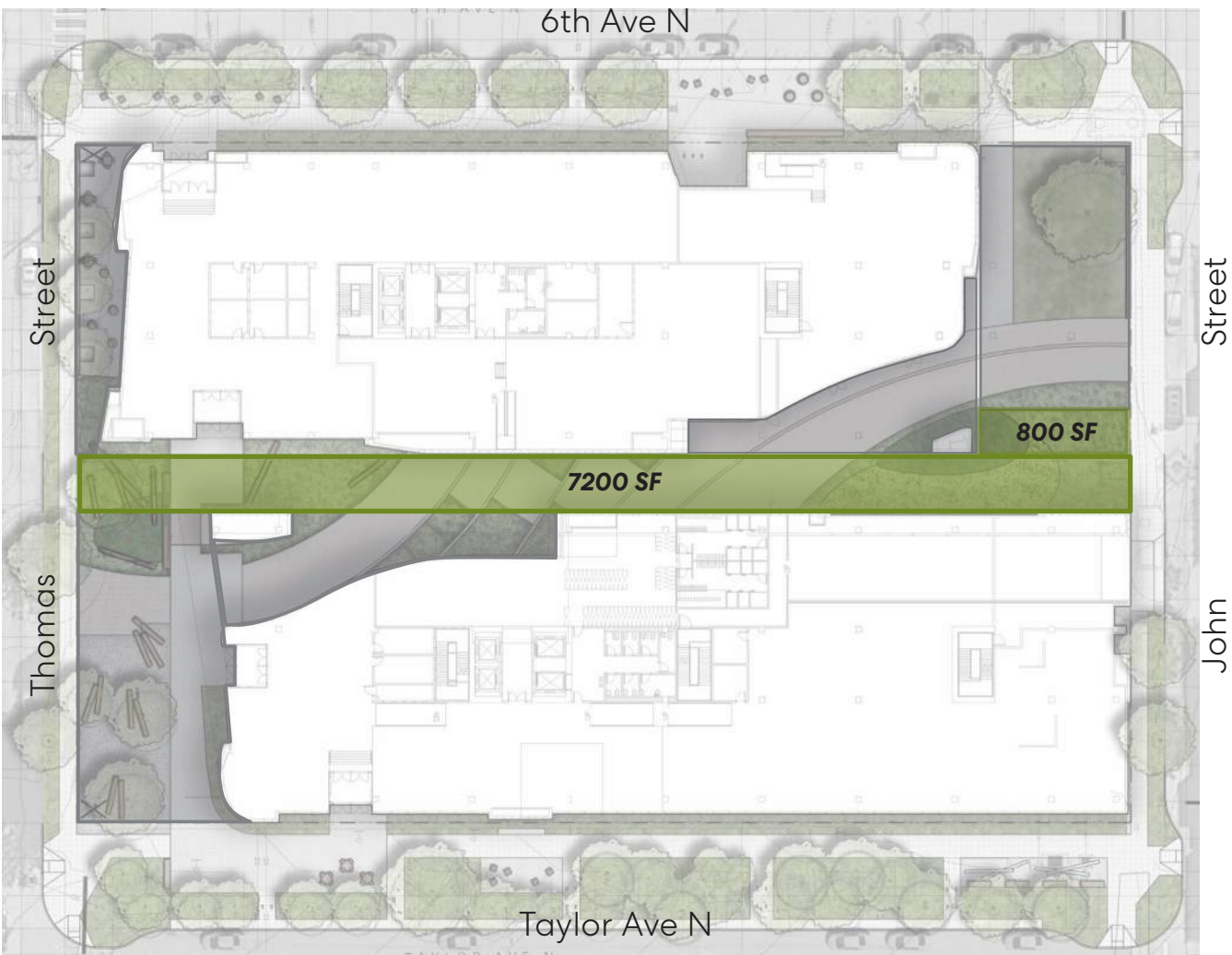
no alley vacation



Open Space Required: 12,541 SF

■ Open Space Provided: 13,000 SF

alley vacation



Open Space Required: 12,541 SF

■ Open Space Provided: 14,000 SF

■ Additional Open Space Beyond Requirement: 8,000 SF

Total Open Space: 22,000 SF

JOHN ST.



THOMAS ST.

East Alley Elevation

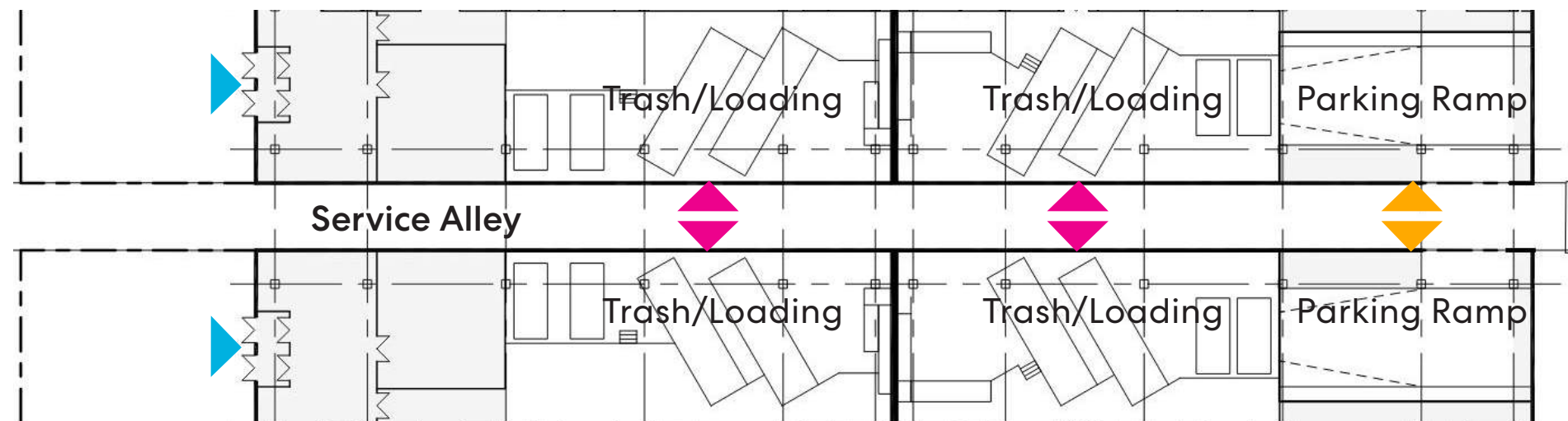
THOMAS ST.



JOHN ST.

West Alley Elevation

THOMAS ST.



JOHN ST.

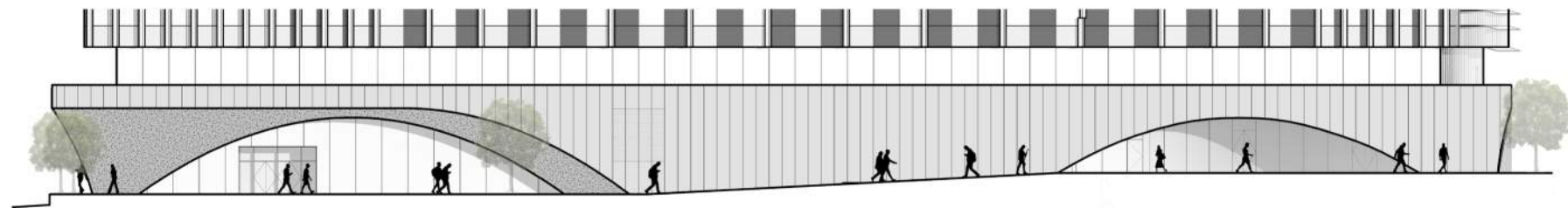
Alley Plan

-  Trash/Loading Entry
-  Vehicular Entry
-  Pedestrian Entry



air / light / views - no alley vacation

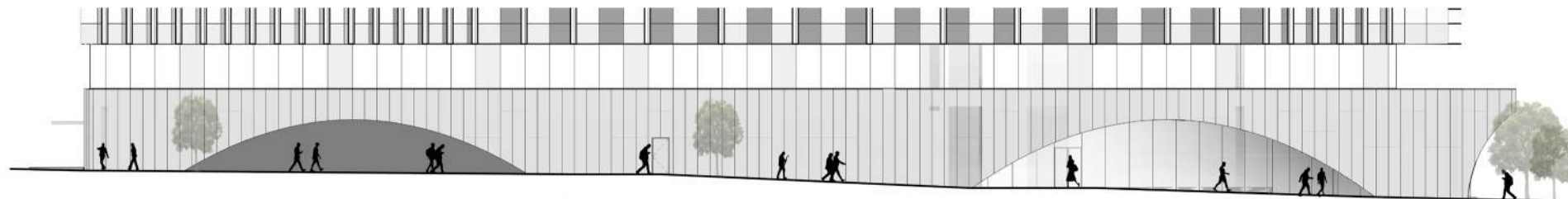
JOHN ST.



THOMAS ST.

East Alley Elevation

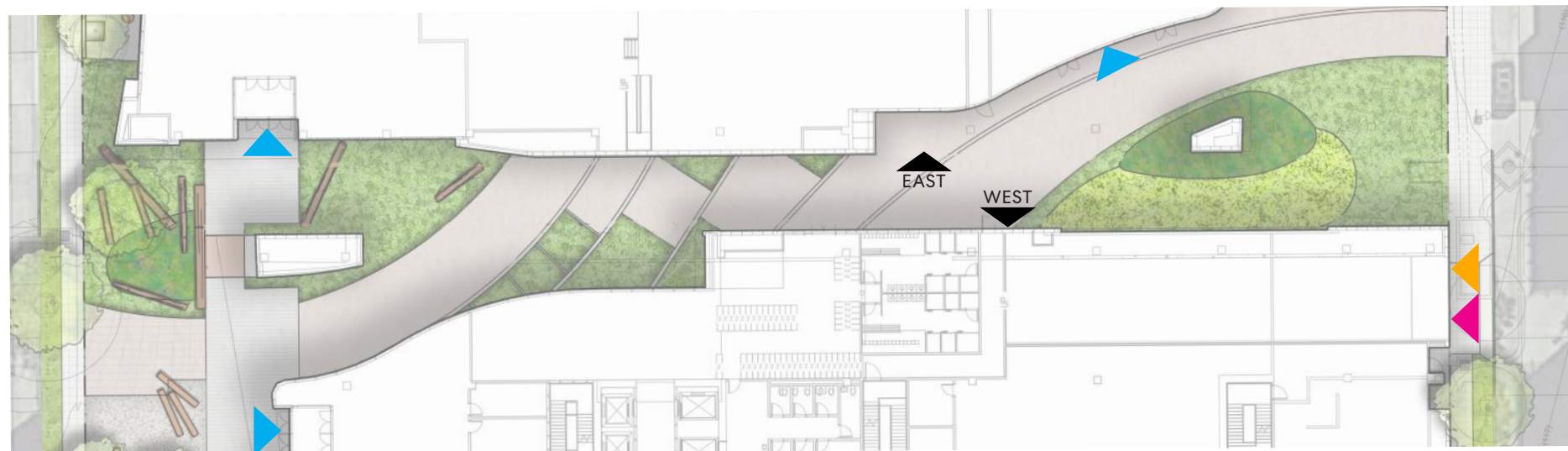
THOMAS ST.



JOHN ST.

West Alley Elevation

THOMAS ST.

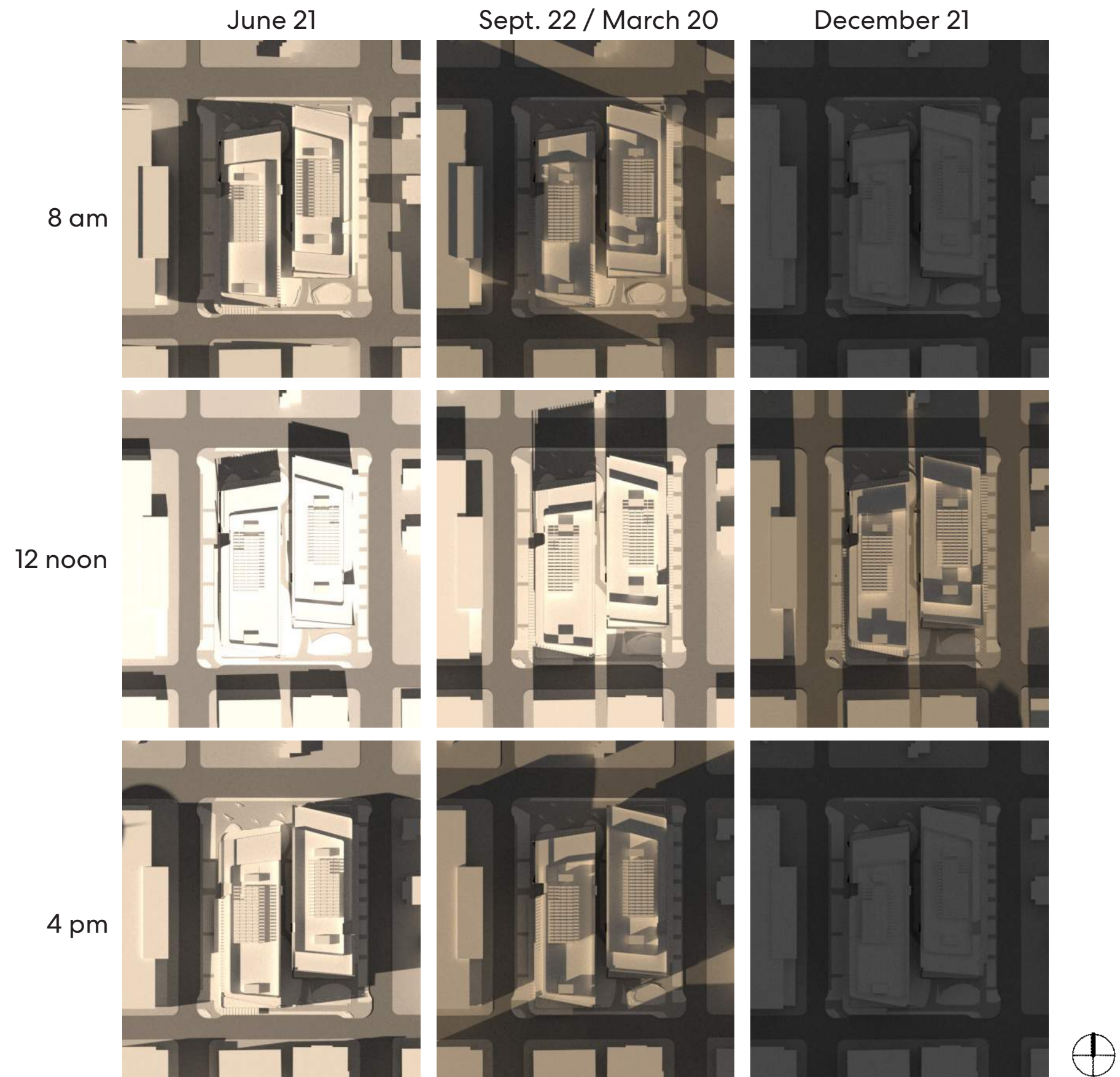


JOHN ST.

- ▶ Trash/Loading Entry
- ▶ Vehicular Entry
- ▶ Pedestrian Entry



air / light / views - alley vacation





Bingleaf Lupine



Agapanthus Spp



Tufted Hair Grass



Western Blue-eyed Grass



Mexican Feather Grass



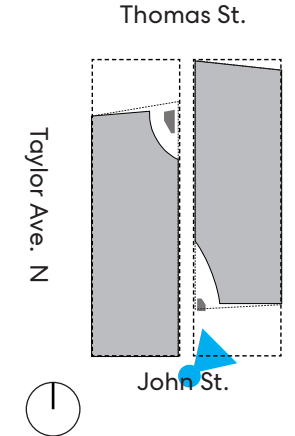
Pacific Madrone

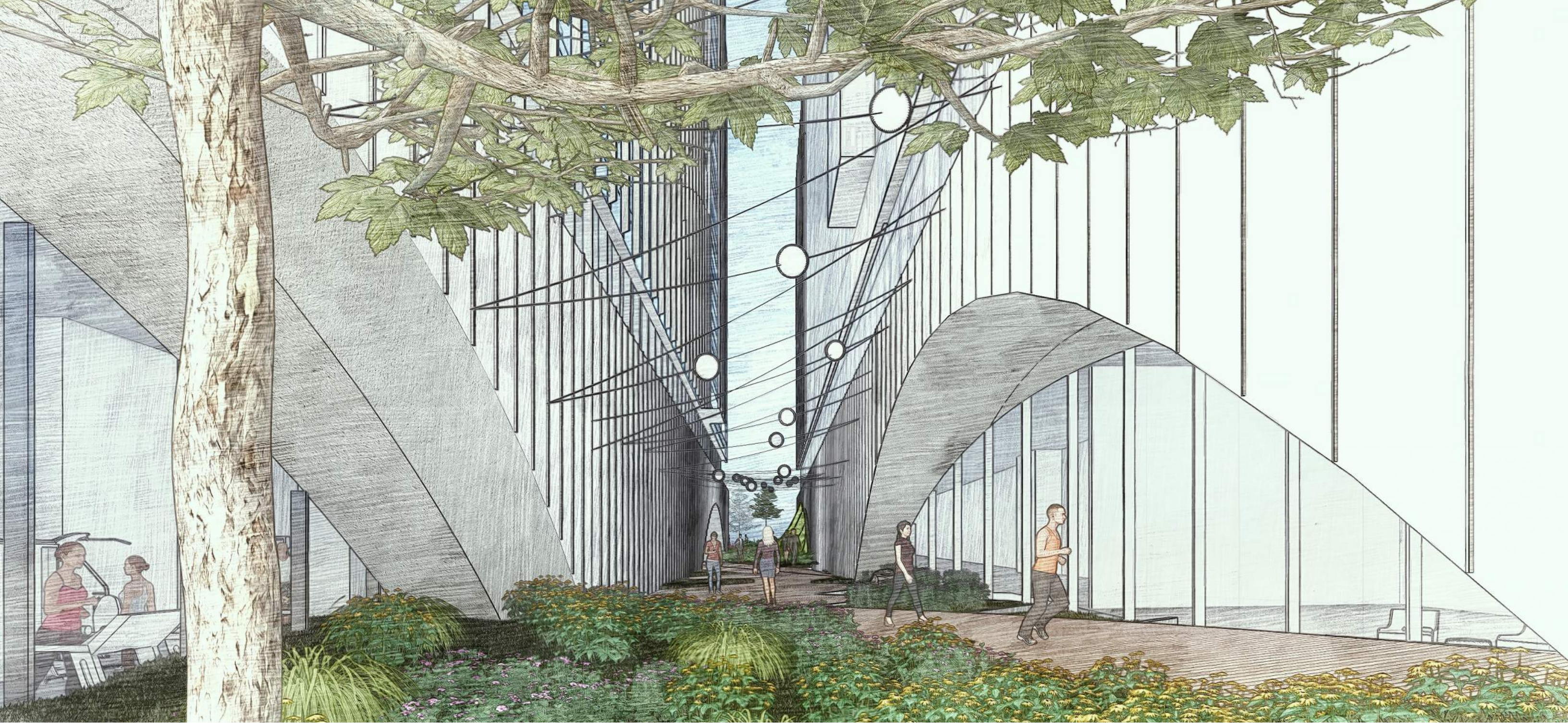


Douglas Fir



American Elm





Piggyback Plant



Kinnikinnick



Redwood Sorrel



Creeping Oregon Grape



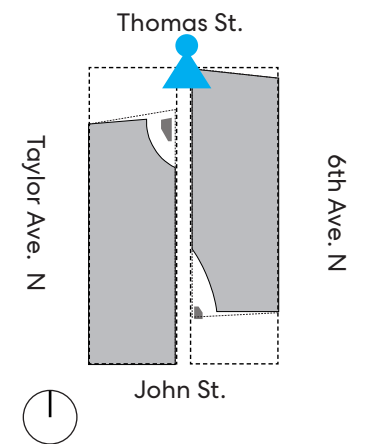
Western Maiden Fern

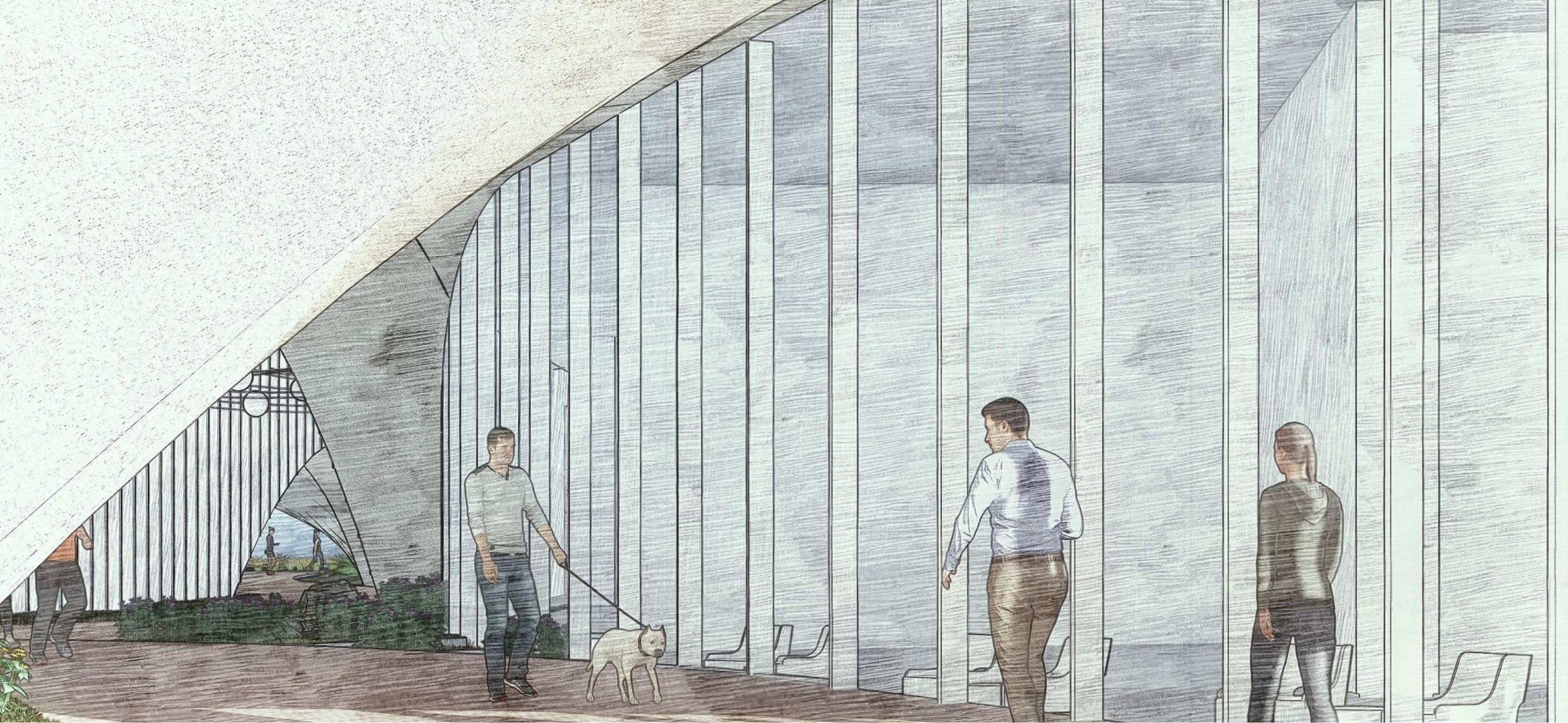


Maidenhair Spleenwort



Vine Maple





Manzanita



Wild Ginger



Camas



Seaside Fleabane



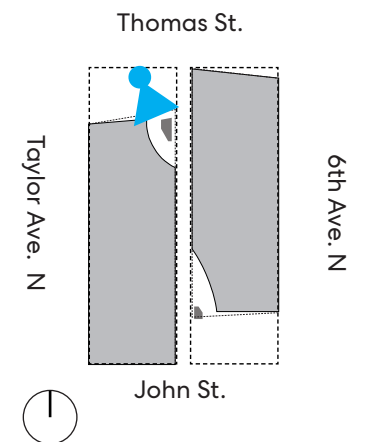
False Solomon's
Seal



Western Yarrow



Checker Lily

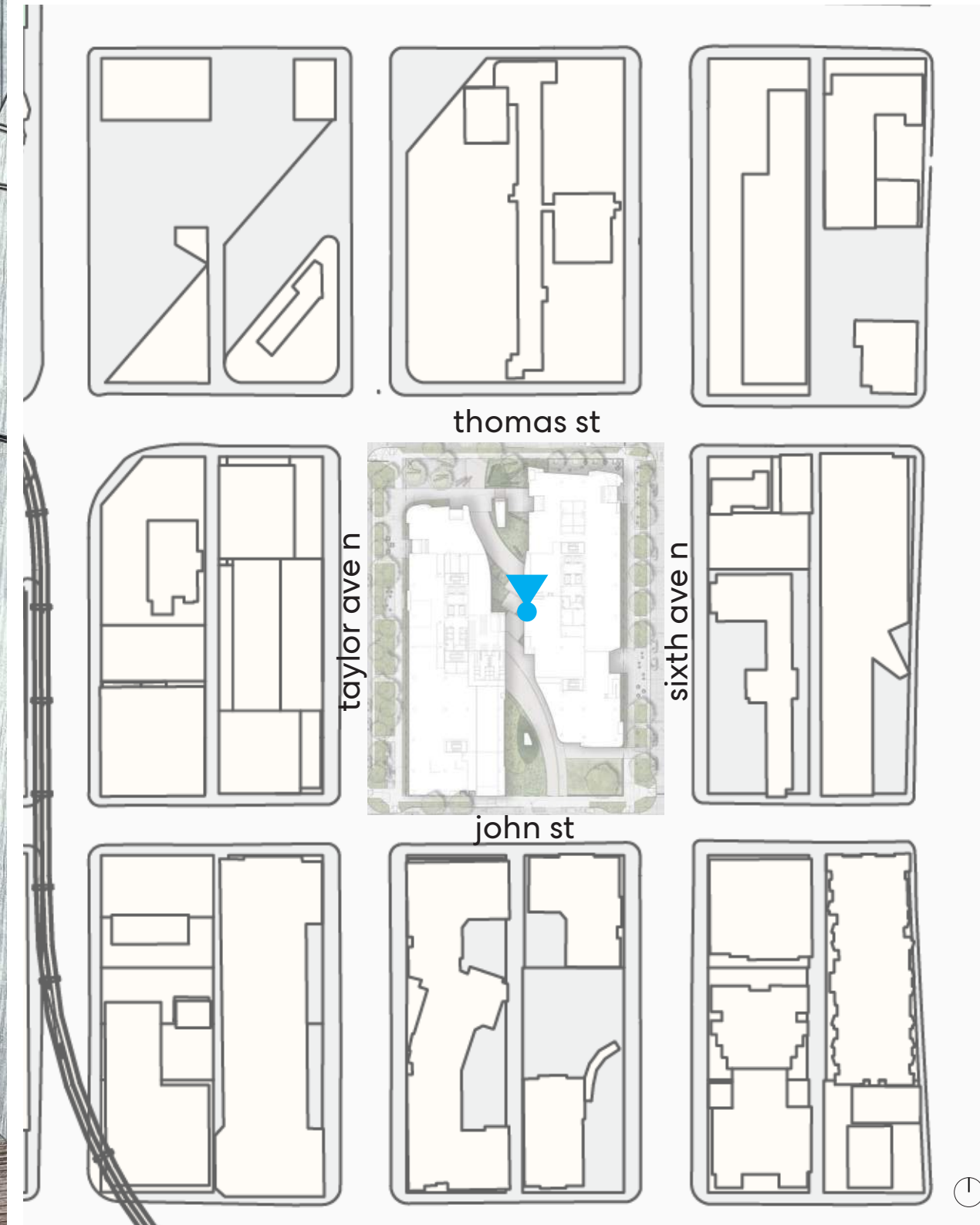


05

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05

public trust —————○ proposal summary



→ access and circulation

- maximizes circulation through site
- provides through block connection
- enhanced pedestrian experience
- consolidated vehicular activity
- separates vehicles from public entry
- providing continuous open space throughout site
- enhanced connection to green street

→ open space

- providing large open spaces
- transforming alley into pedestrian walk way
- enhanced landscaping/placemaking
- pedestrian focus throughout site

→ air / light / views

- more air and light provided between structures
- reduced overall building mass

06

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Enhanced Placemaking



Enhanced ROW Improvements at Class III Pedestrian Streets



Enhanced Green Street



Increased open space and improved pedestrian circulation



Enhanced ROW Improvements at Class III Pedestrian Streets

thank
you

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appendix

03: urban design context

- existing conditions
- neighborhood character, context
- neighborhood character - thomas street concept plan

06: public benefits

- public benefits matrix



6th Ave - West Street Elevation



6th Ave - East Street Elevation



Taylor Ave - East Street Elevation



Taylor Ave - West Street Elevation



Thomas St - South Street Elevation



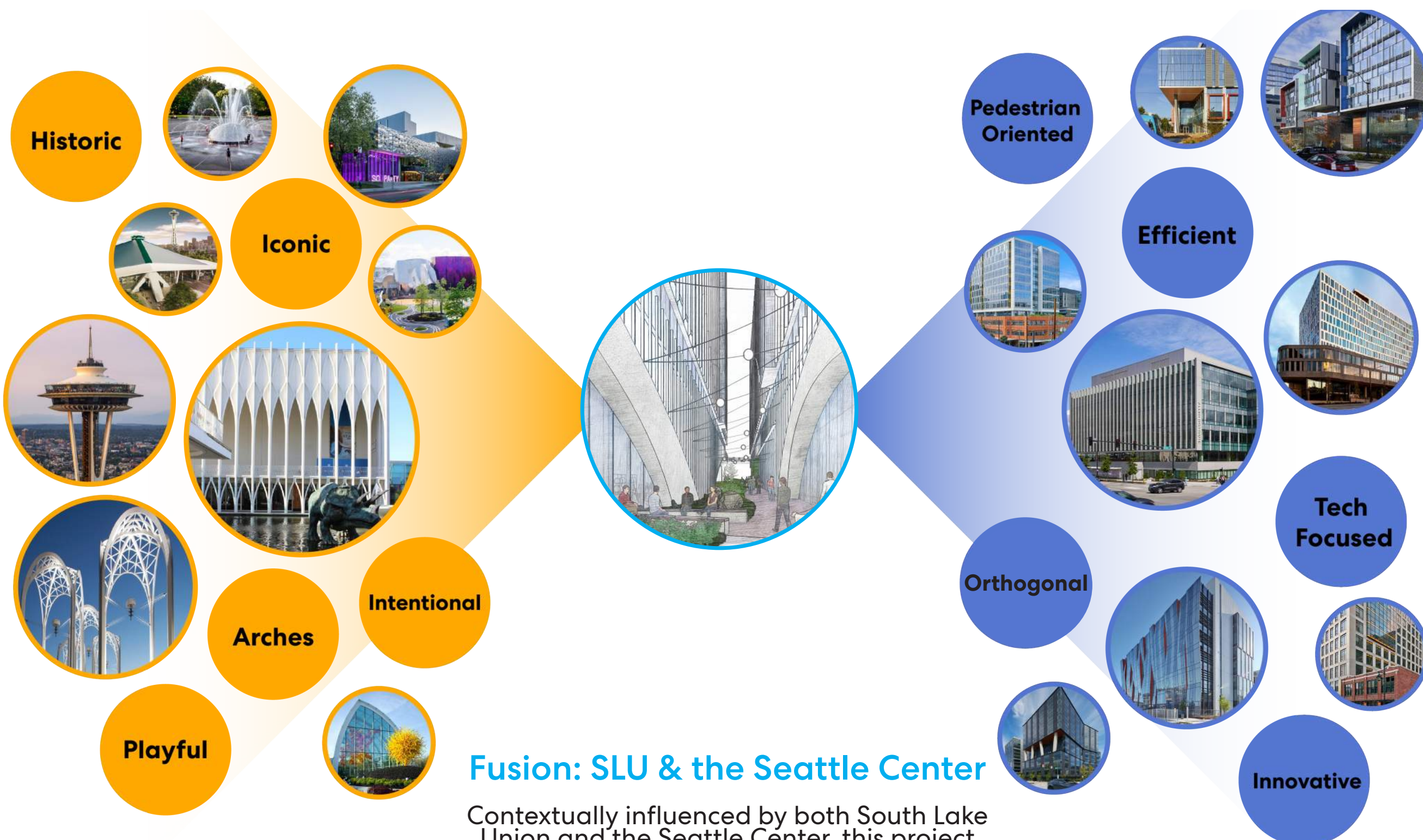
Thomas St - North Street Elevation



John St - East Street Elevation



John St - West Street Elevation



Fusion: SLU & the Seattle Center

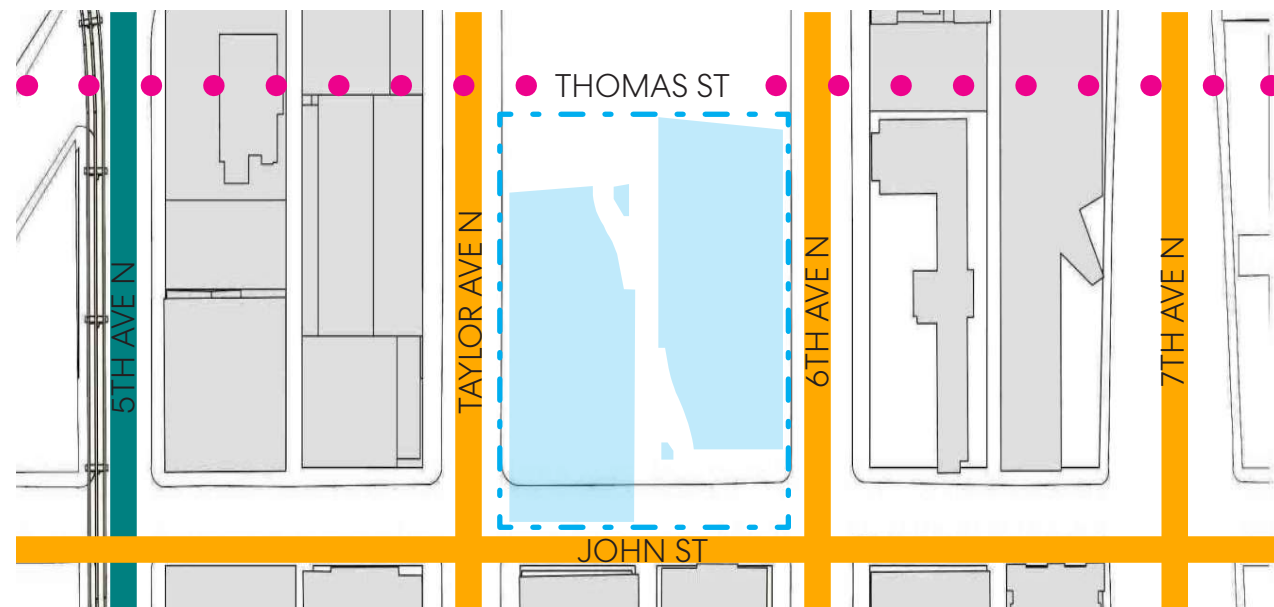
Contextually influenced by both South Lake Union and the Seattle Center, this project seeks to be a hybrid, blending inspiration from the historic worlds fair with the cutting edge scientific community found in SLU while setting the tone for a new type of zoning.



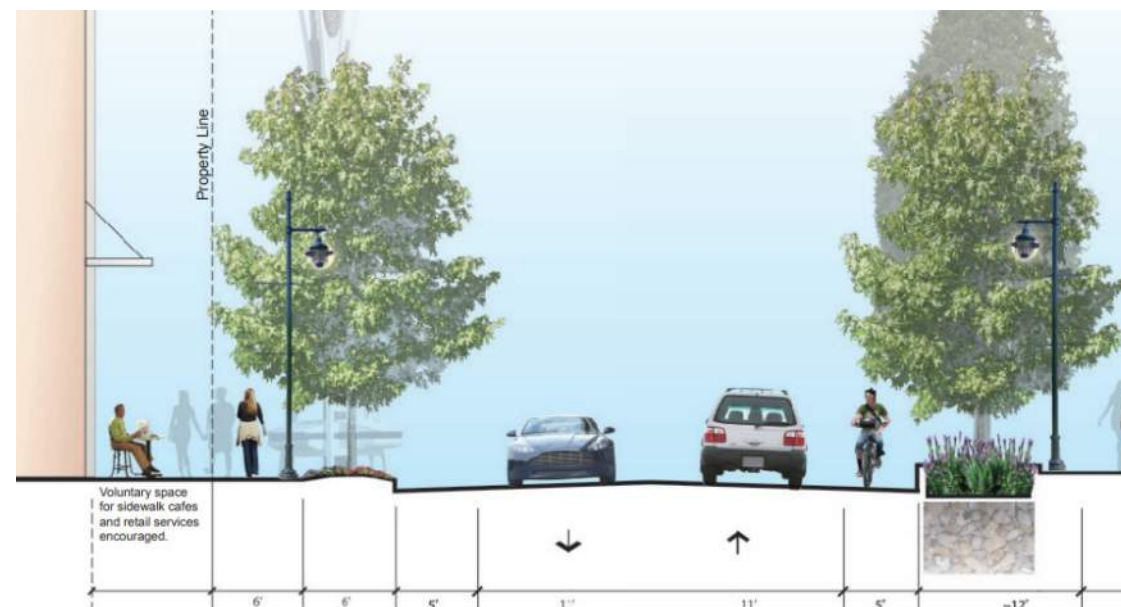
residential
 commercial/retail
 office space
 hospitality
 light industrial/warehouse



neighborhood character - context



vicinity plan



thomas street section



- site
- class I pedestrian street
- class III pedestrian street
- green street
- ⊕

#	PUBLIC BENEFIT COMPONENT	DESCRIPTION OF DESIGN	DESIGN BENEFITS	ESTIMATED AREA	ESTIMATED VALUE
1	Alley Pedestrian Improvements	Enhanced development of alley to public pedestrian walkway	<ul style="list-style-type: none">Publicly open connection between north and south open space plazas for improved connectivityBoardwalk style walkway through native planting bedsLighting for visibility and wayfinding as well as ambient feature lightingCar-free, pedestrian focused space	• 7,200 SF	• \$599,000 - \$630,000
2	Enhanced ROW improvements at Class III Pedestrian Streets	a. 6th Ave N: move curb east, widening sidewalk, parallel parking	<ul style="list-style-type: none">Increased space for wide planting strip with larger street treesImproved pedestrian experience at urban street edgeContributes to an increased green factor being provided on-site	<ul style="list-style-type: none">10,440 SF overall4,400 SF planting	• \$1,397,000 - \$1,470,000
		b. Taylor Ave N: move curb west, widening sidewalk, parallel parking, new curb bulbs	<ul style="list-style-type: none">Increased space for wide planting strip with street tree 'grove'Improved pedestrian experience at urban street edgeContributes to an increased green factor being provided on-site	<ul style="list-style-type: none">10,440 SF overall6,424 SF planting	• \$1,372,000 - \$1,445,000
		c. John St: new curb bulbs	<ul style="list-style-type: none">Increased planting spaceImproved pedestrian experience at urban street edgeReduced crossing distance for better pedestrian safety and to encourage traffic calmingContributes to an increased green factor being provided on-siteArchitectural setbacks	<ul style="list-style-type: none">4,840 overall1,035 SF planting	• \$609,000 - \$641,000
3	Enhanced Green Street	a. Thomas Street Frontage	<ul style="list-style-type: none">Voluntary setbacks of 50' on the south parcel and 15' on the north parcel exceed the implied 8' in concept planIncreased area through voluntary setbacks allow for more and varied planting directly adjacent to the Thomas Green StreetIncreased area allows for greater seating, dining, lighting, and amenities to help foster vibrant space along the green streetCurb cut removal promotes a pedestrian friendly street	• 2,700 overall	• \$253,000 - \$267,000
4	Enhanced Placemaking	a. Wayfinding / signage	<ul style="list-style-type: none">Promoting pedestrian activityEnhancing pedestrian experience		• \$37,000 - \$39,000
		b. Bike/ active design	<ul style="list-style-type: none">Providing public pedestrian routes through site		• \$75,000 - \$78,000
		c. Canopies	<ul style="list-style-type: none">Increased weather protection along Taylor	• 2,227 SF (canopy)	• \$888,000 - \$936,000
		d. Covered outdoor spaces	<ul style="list-style-type: none">Weather protection near building entriesArch form of covered spaces ties to Local History and Culture, and contributes to the architectural character of the neighborhood per Design Guideline CS3	• 3,375 SF (covered)	• \$106,000 - \$124,000
					total: \$5,336,000 - \$5,630,000