



BLOCK Z

Public Trust Meeting
BRE-BMR 8th LLC - Innov8

07/20/2023

APPLICANT
BRE-BMR 8th LLC
4570 Executive Dr,
Suite 400
San Diego, CA 92121

ARCHITECT
Perkins&Will
1301 Fifth Avenue
Suite 2300
Seattle, WA 98101

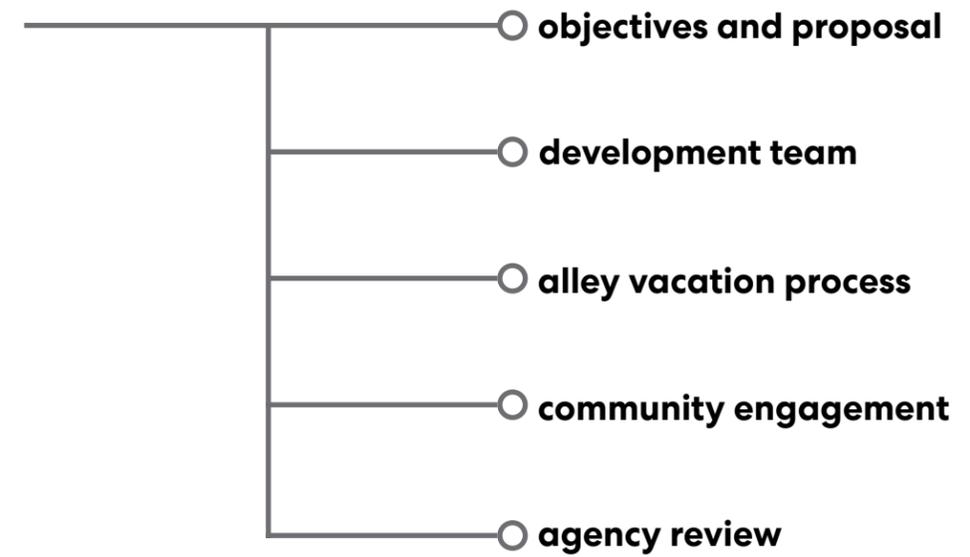
LANDSCAPE ARCHITECT
Site Workshop
3800 Woodland Park Ave N
Suite 200
Seattle, WA 98103

development goals

site introduction

urban design context

proposed project



01.

objectives and proposal

The proposed development includes two shell&core life science research towers on top of a podium. The north tower is seventeen stories, and the south tower is ten stories. The podium consists of a retail space, bike storage and lockers and an internal loading dock over 4 levels of below grade parking.

The alley vacation is requested in order to:

- **Improve pedestrian and bike safety**

Consolidate site access at one location along 8th Ave reducing existing pedestrian, bicyclist and vehicle conflicts at the existing alley.

- **Create meaningful open space**

A deep setback along 7th Ave and 8th Avenues allows the creation of publicly accessible open space.

- **Improve Accessibility**

A through-block connection between 7th and 8th Avenues provides an accessible link through the site following the pattern of recent adjacent developments.

- **Enhance right-of-way improvements**

Extension of the 7th Ave protected bike lane from Bell St to Denny Way, sidewalks, street trees, and understory plantings and strengthening of the Market to MOHAI trail on Bell St.

- **Increase Development Potential**

The alley vacation allows for increased floor area and the creation of a unique urban form at a major entrance to the downtown core.



development team

Development Team

BioMed Realty, a Blackstone portfolio company, is a leading provider of real estate solutions to the life science and technology industries. BioMed owns and operates high quality life science real estate comprising 14.5 million square feet concentrated in leading innovation markets throughout the United States and United Kingdom, including Boston/Cambridge, San Francisco, San Diego, Seattle and Cambridge, U.K. In addition, BioMed maintains a premier development platform with 3.1 million square feet of Class A properties in active construction to meet the growing demand of the life science industry.

At BioMed Realty, we strive to be a responsible steward of the earth's resources by promoting sustainable development practices and operations. In addition, we actively participate and support charitable initiatives and non-profits in our communities that advance healthcare and cutting-edge research.

Being a global life science platform for biopharma companies focused on innovative research and drug discovery, we conduct ourselves by the highest standards, informed by our Code of Business Conduct and Ethics that reflect our values and promote honesty, transparency, integrity and accountability. We pledge to continue dedicating our efforts to advance these important initiatives, and we are excited to share our progress with all of our stakeholders.

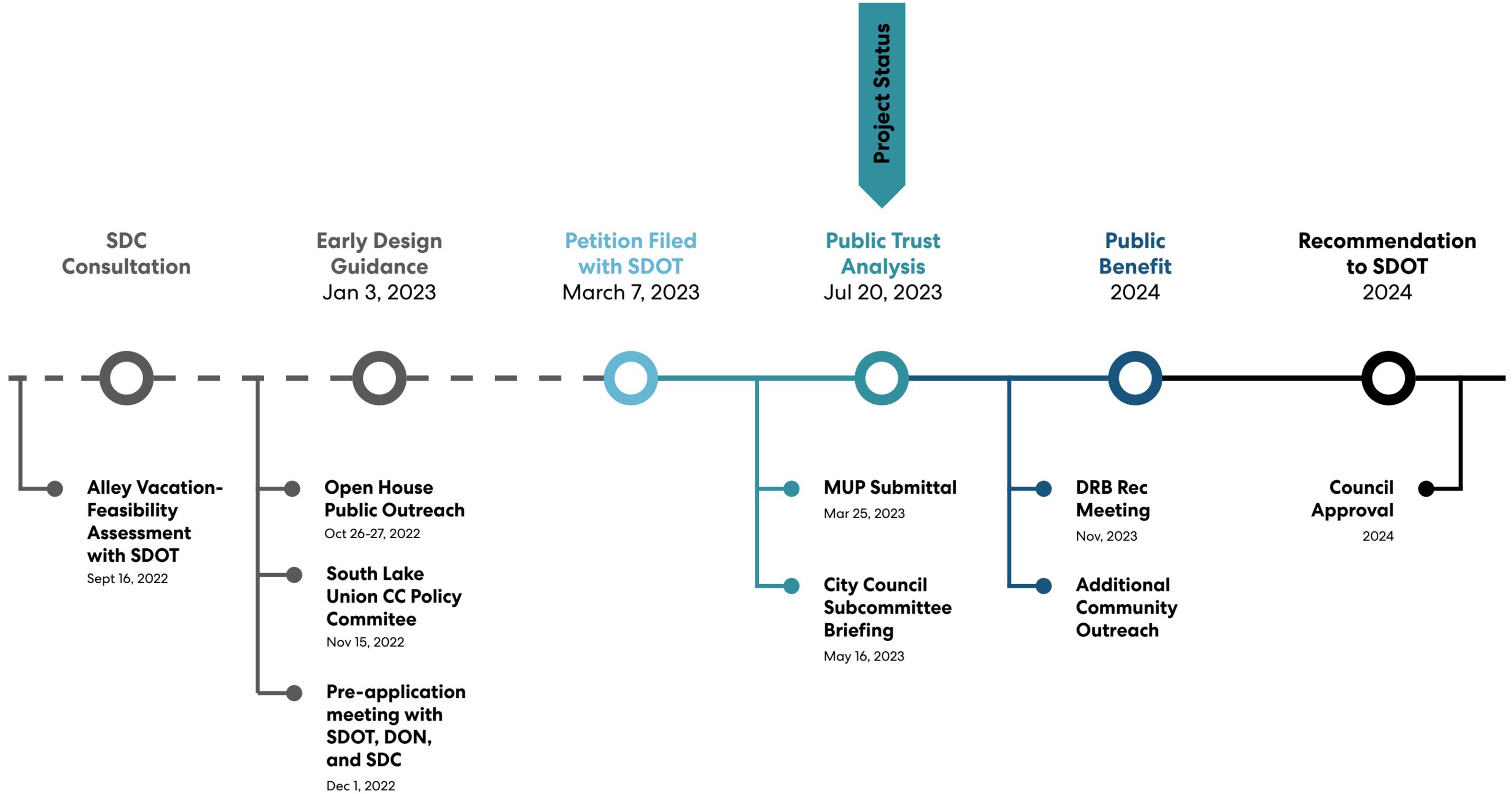


Dexter Yard



VUE Research Center

alley vacation process



community outreach

The project's Community Outreach Plan was approved by the Seattle Department of Neighborhoods on June 6, 2021 :

- **Digital outreach**

A website was set up to describe the proposed alley vacation, provide detailed information about the project, and host an online survey.

- **Printed outreach**

A letter was mailed to 921 residents, community group, and businesses within a 500-foot radius to inform them about the proposed alley vacation. A series of informal group briefing are currently underway.

- **Virtual Open House Meetings**

Two open house meetings were hosted using Zoom as a virtual platform.

- **Community outreach**

Organizations that were engaged or commented on the project:

- South Lake Union Community Council
- Belltown United Community Council
- Denny Triangle Neighborhood Association
- Seattle Neighborhood Greenways



community outreach

Community Engagement Plan

Our Community Outreach Plan, which was approved by the City's of Seattle's DON on June 6, 2021 included: website, online survey, letter mailed to 921 residents and business within a 500ft radius of the project and community groups, and hosted two virtual open house events on October 2022. A series of informal community group briefings are currently underway.

Briefings to Date

<p>Belltown United Community Council (November 2022)</p>	<ul style="list-style-type: none"> • A member of the public that lives in the Mckenzie Condos was supportive of the development, but was trying to understand the project's impact on his home.
<p>South Lake Union Community Council Briefing (December 2022)</p>	<ul style="list-style-type: none"> • A community member from the SLUCC Policy Committee noted that members were supportive with enthusiasm for the pedestrian experience that were illustrated on all street fronts. • They would like to receive updates as the project progresses. • A member noted that there is a lot of retail in the neighborhood at ground level and this block did not need as much as the Amazon Blocks.
<p>Denny Triangle Neighborhood Association (March 2022)</p>	<ul style="list-style-type: none"> • Strong support for the design and public benefit package. They would like the team to present at their quarterly meetings in spring/ summer. • Recommendation to pursue coordination with Market to MOHAI group and to consider using the Market to MOHAI yellow for furnishing along Bell St.
<p>Seattle Neighborhood Greenways (April 2022)</p>	<ul style="list-style-type: none"> • The mid-block passage creates a useful pedestrian shortcut. • Recommendation to work with SDOT on the projected bike lane design at the intersection of Dexter and Denny. • Opportunity for a protected intersection where the sidewalk-grade protected bike lane transitions to the street grade lane.

Outreach Underway

- Flyers will be sent out door to door to businesses and residential buildings close to the site
- HOA briefings with nearby condo buildings
- Update briefings with previously reached groups
- Website update and survey letter will be mailed to resident and businesses within 500ft of the site

agency comments

Summary of key issues identified by SDC (12012022 7th and Bell subcommittee notes)

Open Spaces

- “Look at opportunities to connect physically and visually to Denny Park. Current open space proposal doesn’t provide strong connections.”
- “Consider relationship of open spaces to rights of way, Connections should be stronger.”

Traffic and Circulation

- “Reconsider proposed improvement along Denny and 8th and refocus improvement along Bell, at and near site.”
- “Curbside management along 8th will be a challenge with limitations along remaining rights of way and garage access along 8th.”
- “Start engaging with SDOT to evaluate turning movements from Denny onto 8th and its impact on building access. Also look at nature of improvements at 7th and Denny.”

Building Massing and Orientation

- “Create a connection at Denny and 7th to building through massing and ground level spaces.”
- “Pulling back of building and reorienting tower location at 7th and Bell would create an opportunity for better quality open space at SW corner of site, which will maximize sun exposure.”
- “Location and orientation of retail space should be reconsidered to maximize its impact on the public realm and open spaces.”

Pedestrian Environment

- “Look at improving and upgrading pedestrian environment along Denny.”
- “Reconsider pathway through building created by massing and separation of buildings. It is unclear who would use this route. It is also unclear how the user would be able to see or understand the route due to grade changes and building orientation.”
- “Coordinate with SDOT on how to finish the protected bike lane along 7th Avenue to Denny, as well as its transition north of Denny.”

Design Team Responses

- A generous setback at the intersection of 8th Ave and Denny Way allows for a strong visual connection between the site and Denny Park.
- The buildings have been pulled back at street intersections, and along 7th and 8th Avenues to strengthen the connections between the open space and right of way.
- The design for Bell St. has been updated with new pedestrian scale components that further integrate with Green Street standards. Additionally the team is working with Market to MOHAI to strengthen an enhance the Market to MOHAI trail along this segment.
- Limited spaces for short term curb parking will be available along 8th Ave.
- The increased setback along 8th Ave improves sightlines and create a buffer zone at garage/ loading access.
- The ground level facade has been stepped back at Dexter and Denny to allow for better sightlines and pedestrian comfort. In addition a second entrance to the north building has been added at the corner to create a greater presence at the intersection.
- The ground level facade at 7th and Bell has been significantly pulled back to allow for more porosity, greater sightlines, and to expand the 7th Ave plaza space.
- Retail space is currently planned at the corner of 8th and Bell creating a gateway to Bell St with the existing retail on the opposite side of Bell St. Additional retail spaces are being studied as part of the ongoing design.
- The facade along Denny Way has been set back to allow for a deeper landscape buffer and a more generous pedestrian experience along the busy street.
- By expanding the plaza areas and expanding sightliness the team has strengthened the accessible pedestrian through-block connection. Further refinement of materiality and lighting will reinforce the pathway through the site.
- The team will work with SDOT and existing standards to ensure we are using best practices for the design approach at the intersection at Denny Way and Dexter Ave.

*for additional agency comments, see SDOT Street Use Street Vacation Comment Tracking document on the appendix

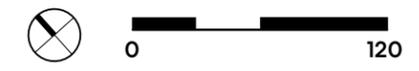
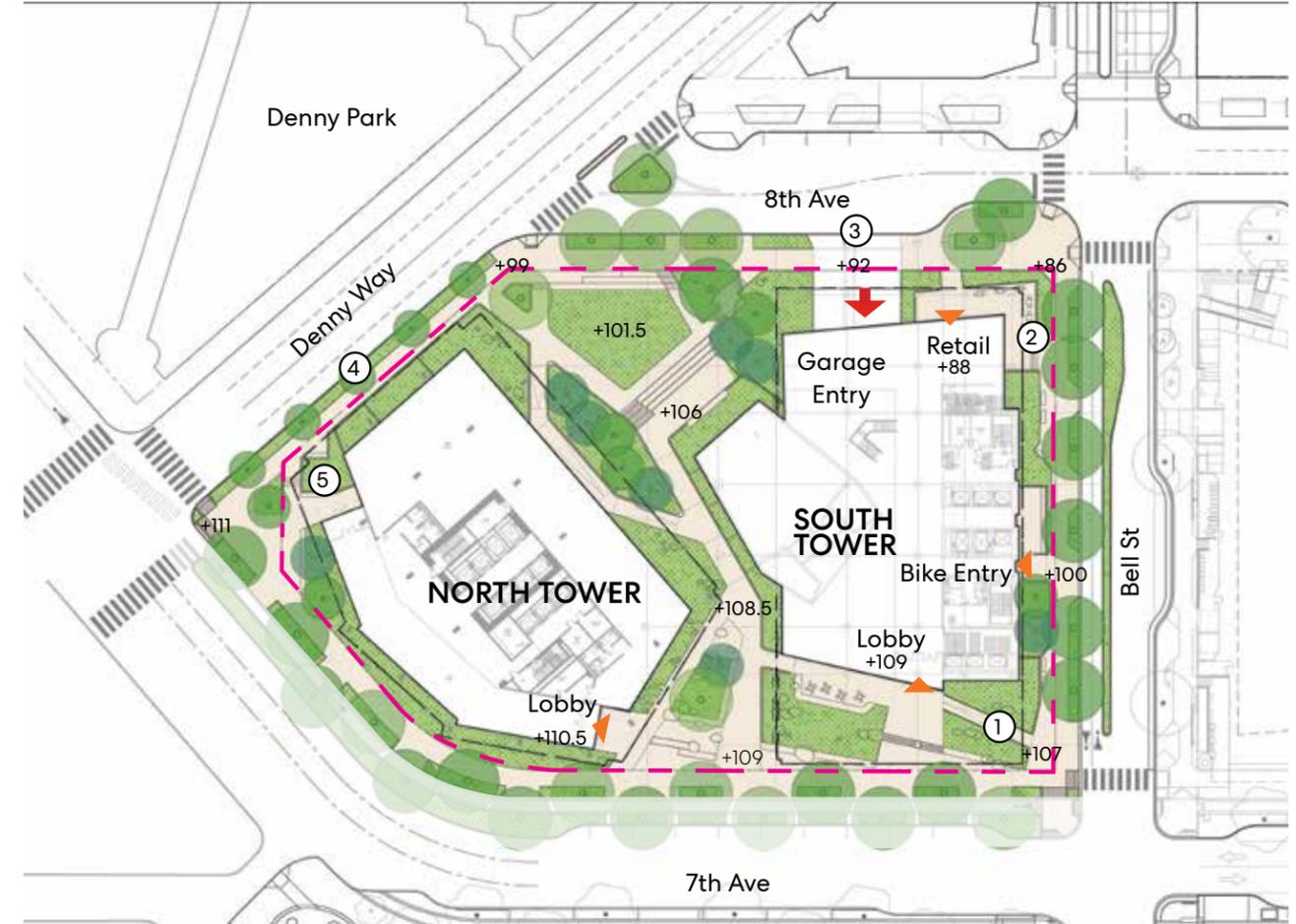
overview

design changes responding to agency comments

vacation (EDG)



vacation (present)



LEGEND

- Property Line
- Landscape
- ▲ Building Entrance
- ▲ Garage Entry

- ① The ground level facade at 7th and bell has been significantly pulled back to allow for more porosity, greater sightlines, and to expand the 7th Ave plaza space.
- ② Retail space is currently planned at the corner of 8th and Bell which creates a gateway to Bell st with the retail on the opposite side of Bell st. Additional retail spaces are being studied as part of the ongoing design.
- ③ The increased setback along 8th Ave improves sightliness and create a buffer zone at garage/ loading access.

- ④ The facade along Denny Way has been setback to allow for a greater landscape buffer and a more generous pedestrian experience along the busy street.
- ⑤ The ground level facade has been stepped back at Dexter and Denny to allow for better sightlines and pedestrian comfort. In addition a second entrance to the north building has been added to that corner to create a greater presence at the intersection

development goals

site introduction

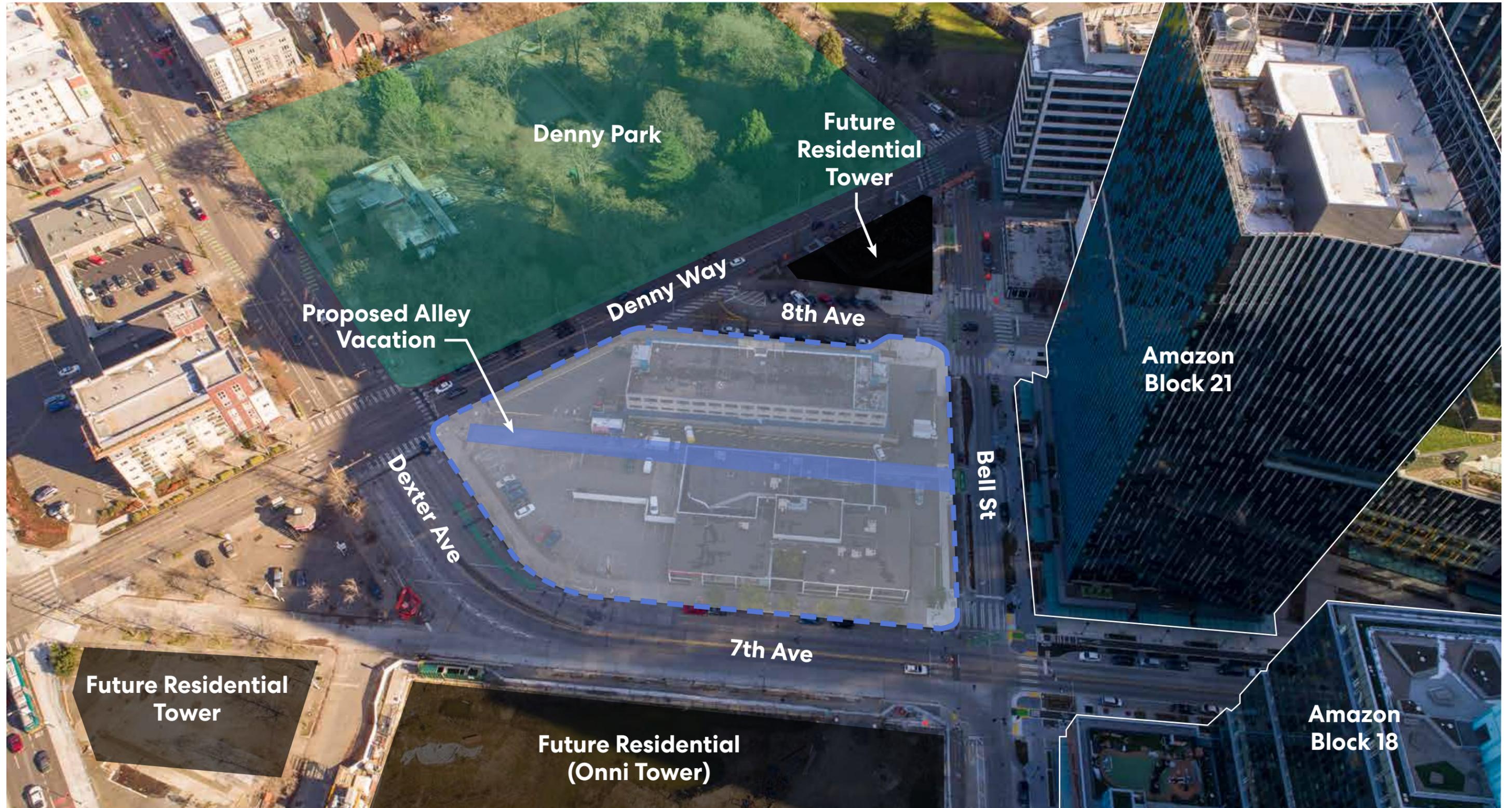
urban design context

proposed project

— existing conditions

02.

existing conditions



parcels within property line

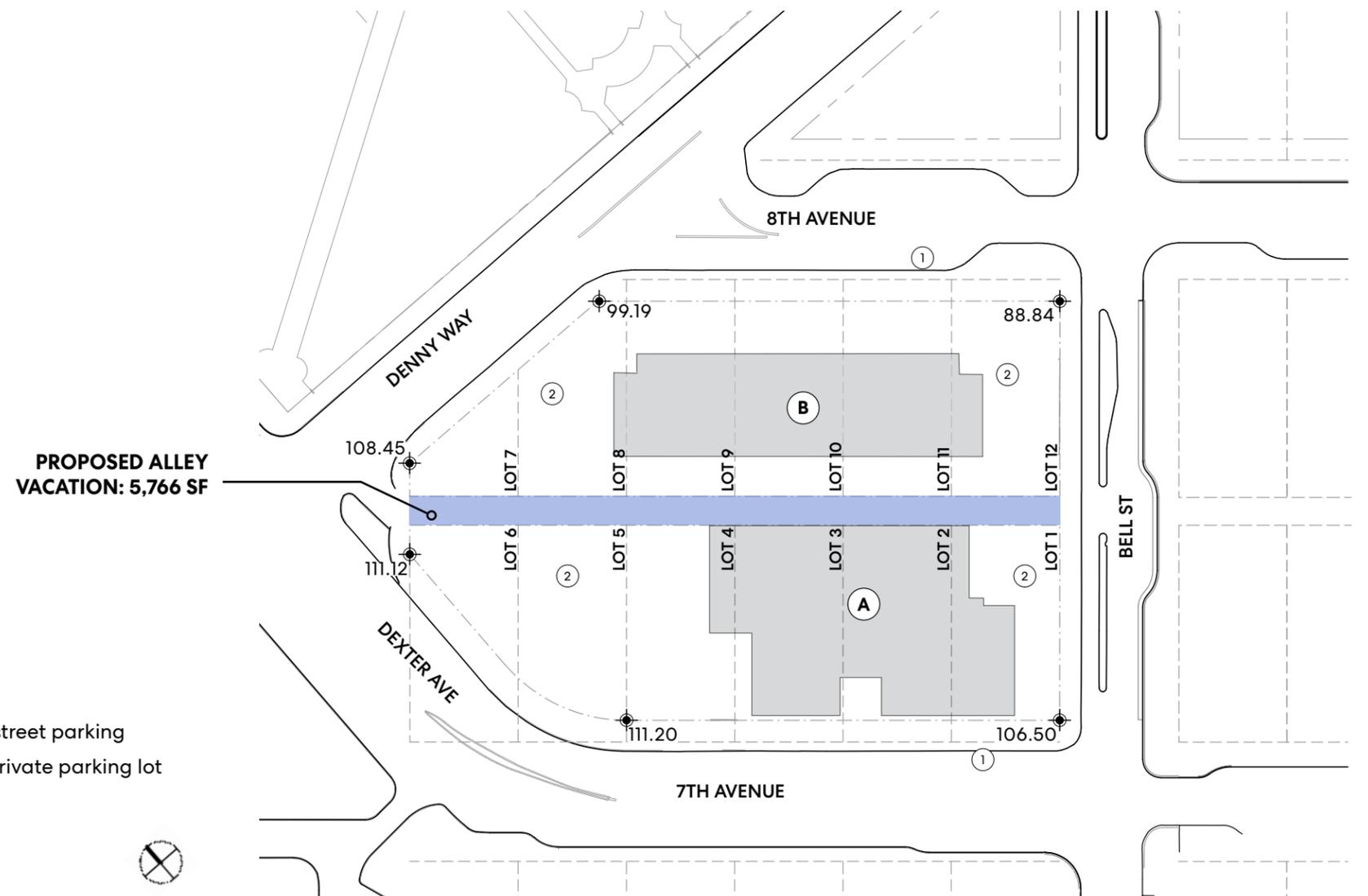
existing conditions



(A) WA State Liquor Store
Parcel A: 2-story building - 2300 7th Ave
Parcel #0697000400

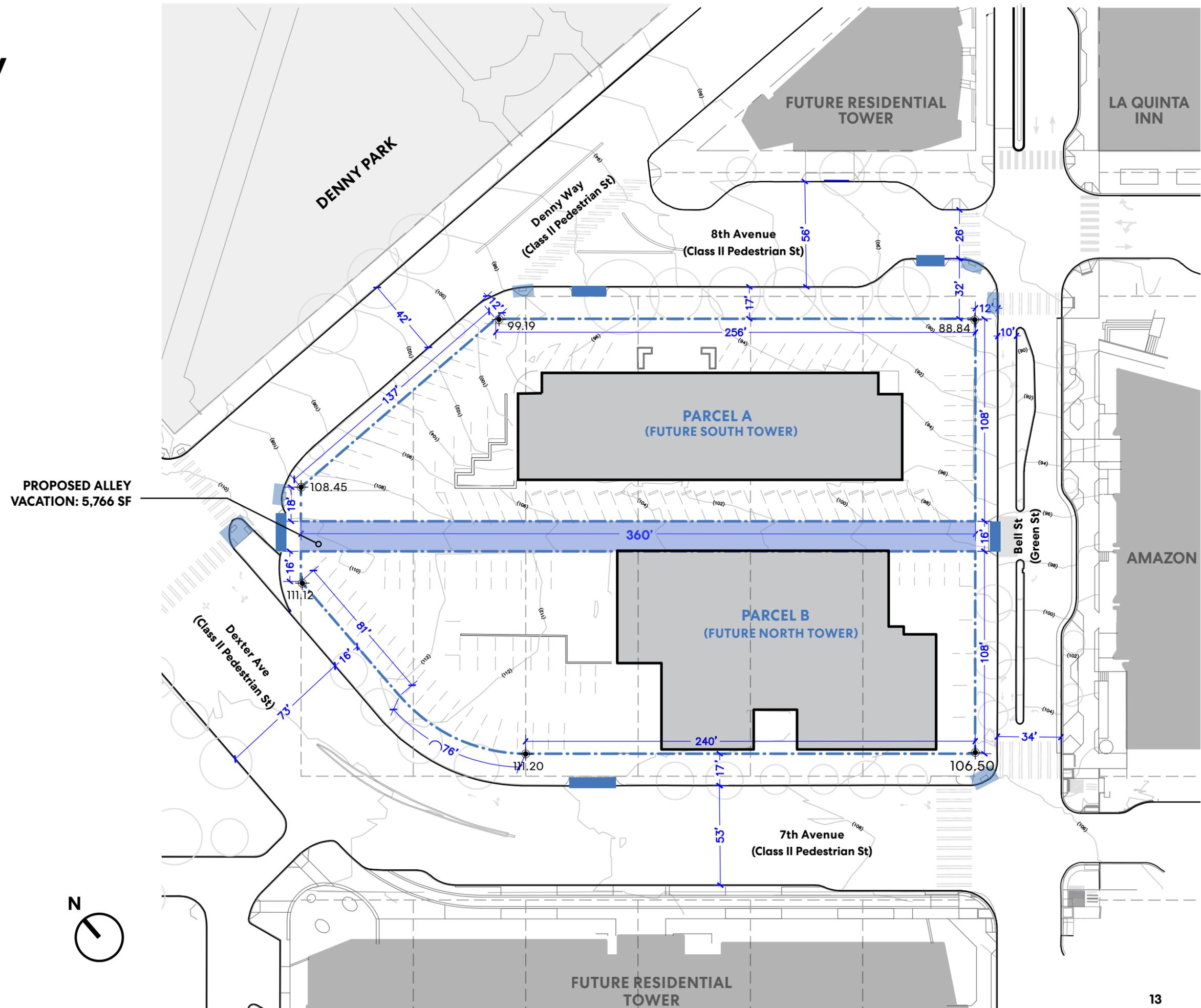


(B) Best Western Loyal Inn
Parcel B: 3-story building - 2301 8th Ave
Parcel #0697000435



immediate vicinity

existing conditions

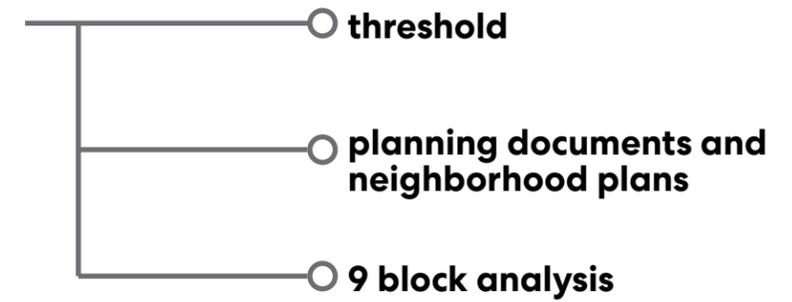


development goals

site introduction

urban design context

proposed project



03.

threshold between SLU and downtown



existing mid block alley

Conflicts at Alley Ends

- The existing alley is a remnant of the previously connected alley system. The re-development of the neighboring blocks to the south has orphaned the alley at the project site.
- At the North, the alley terminates at the intersection of Dexter Ave and Denny Way, creating pedestrian, bicycle and automobile conflicts.
- At the South the alley terminates at Bell street, a designated green street, and interrupts a protected bicycle lane.



nexus between neighborhoods

threshold

GREEN CONNECTION



CONNECTION & GATEWAY

Located at the nexus point between downtown and South Lake Union on the corner of Dexter and Denny this new project signals a landscaped connection point and gateway to downtown. Influenced by the site history, the surrounding developments and a vision for a biophilic laboratory project this project seeks to connect the 'urban arboretum' to the South with Denny Park to the north.

GATEWAY TO DOWNTOWN



planning documents and neighborhood plans

(1) SEATTLE LAND USE CODE



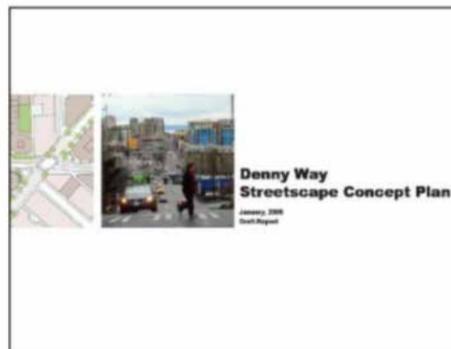
- *CURRENT ZONING REQUIREMENTS*
- *STREET CLASSIFICATION*
- *STREET LEVEL USE*
- *FACADE REQUIREMENTS*
- *LOT COVERAGE*

(2) CITY of SEATTLE COMPREHENSIVE PLAN

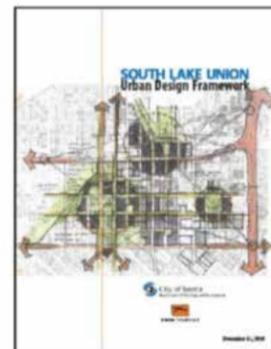


- *URBAN CENTER / VILLAGE STRATEGY*
- *OPEN SPACE NETWORK*
- *SOUTH LAKE UNION - NEIGHBORHOOD PLANNING CONCEPTS*

(3) NEIGHBORHOOD PLANS



DENNY WAY STREETSCAPE CONCEPT PLAN

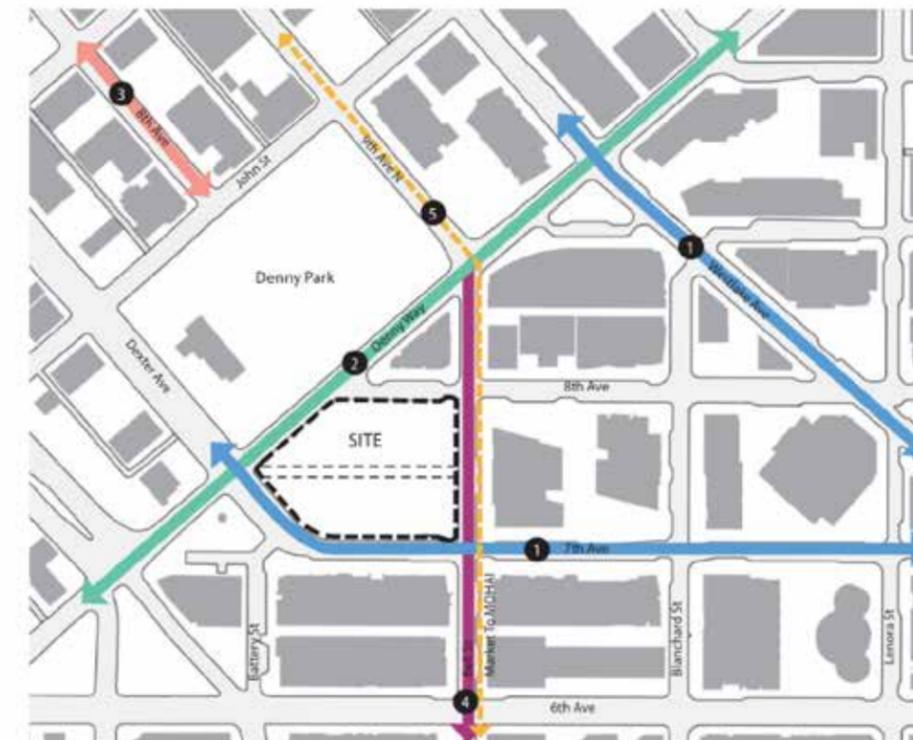


SOUTH LAKE UNION URBAN DESIGN FRAMEWORK



MARKET TO MOHAI PEDESTRIAN CORRIDOR

PRIOR NEIGHBORHOOD PLANNING INITIATIVES

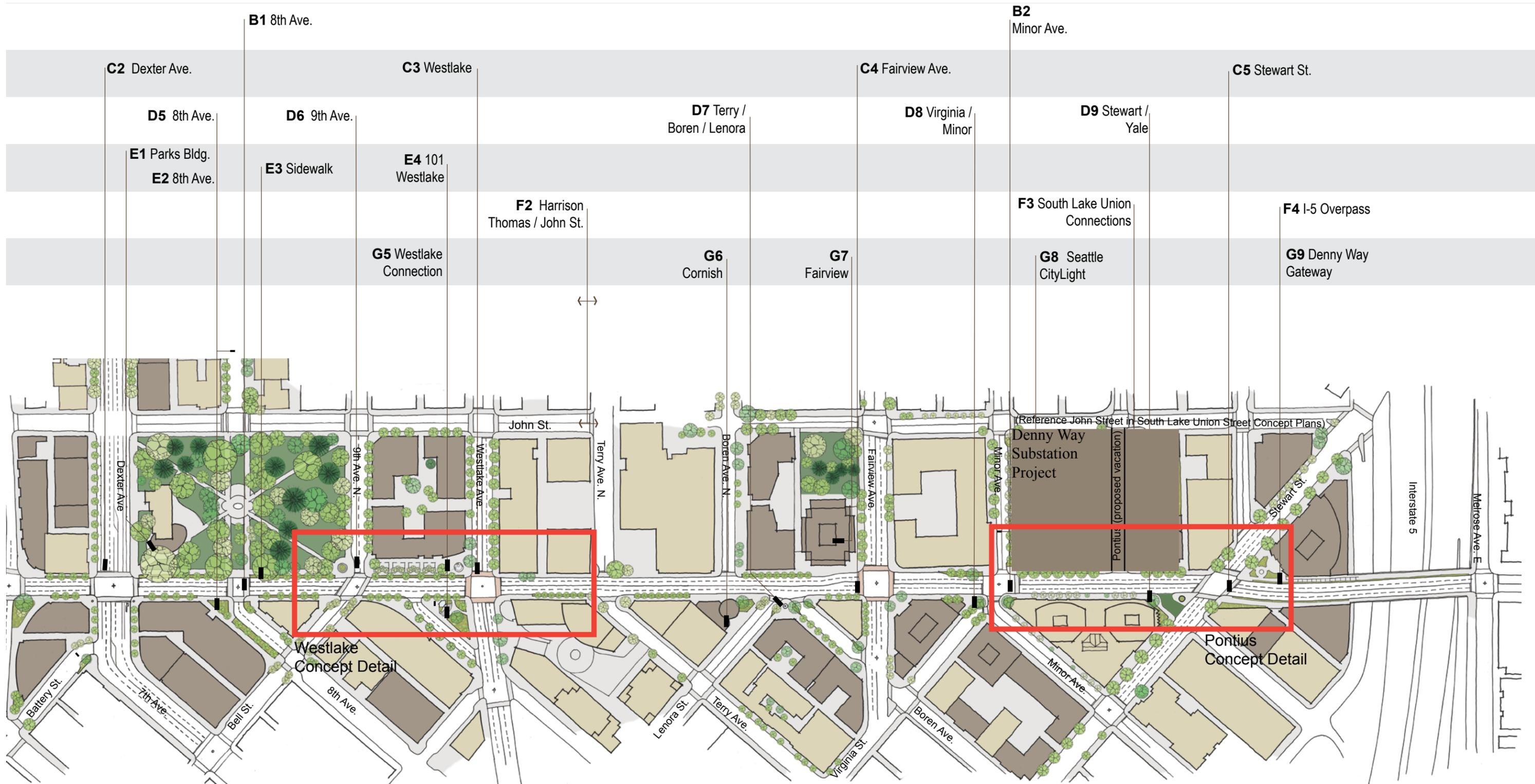


LEGEND

- 1 Westlake and 7th Ave Design Concept Plan (2012)
- 2 Denny Way Streetscape Concept Plan (2013)
- 3 South Lake Union Street Concept Plans (2013)
- 4 Bell Street Concept Plan (2018)
- 5 Market to MOHAI (2018)

Denny Way Streetscape Concept Plan (2013)

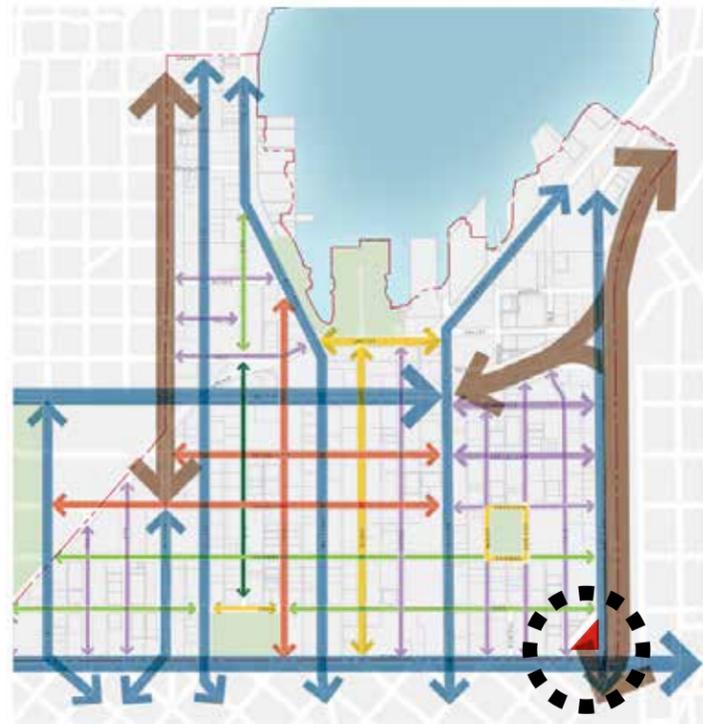
planning documents and neighborhood plans



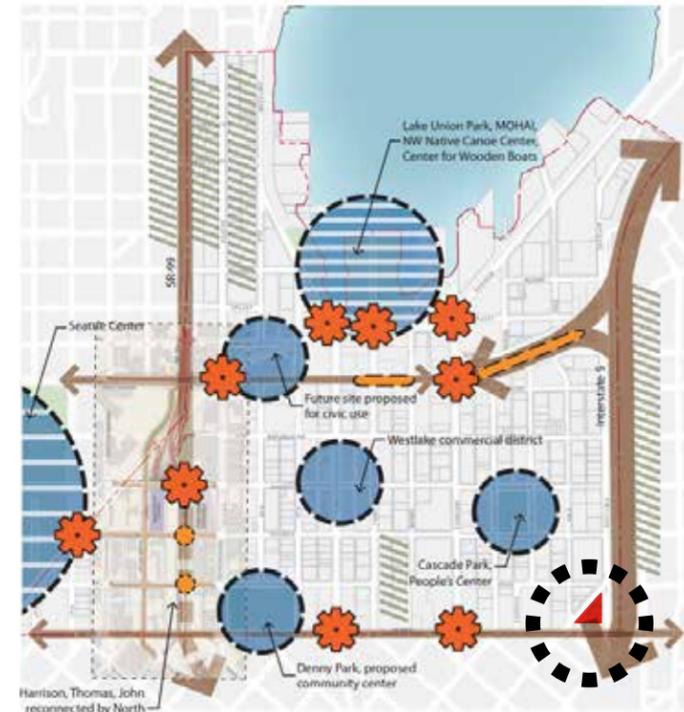
South Lake Union Urban Design Framework, Seattle DPD (2010)

planning documents and neighborhood plans

STREET CHARACTER



GATEWAYS, HEARTS, AND EDGES



NEIGHBORHOOD CONNECTIONS



GREEN STORMWATER INFRASTRUCTURE

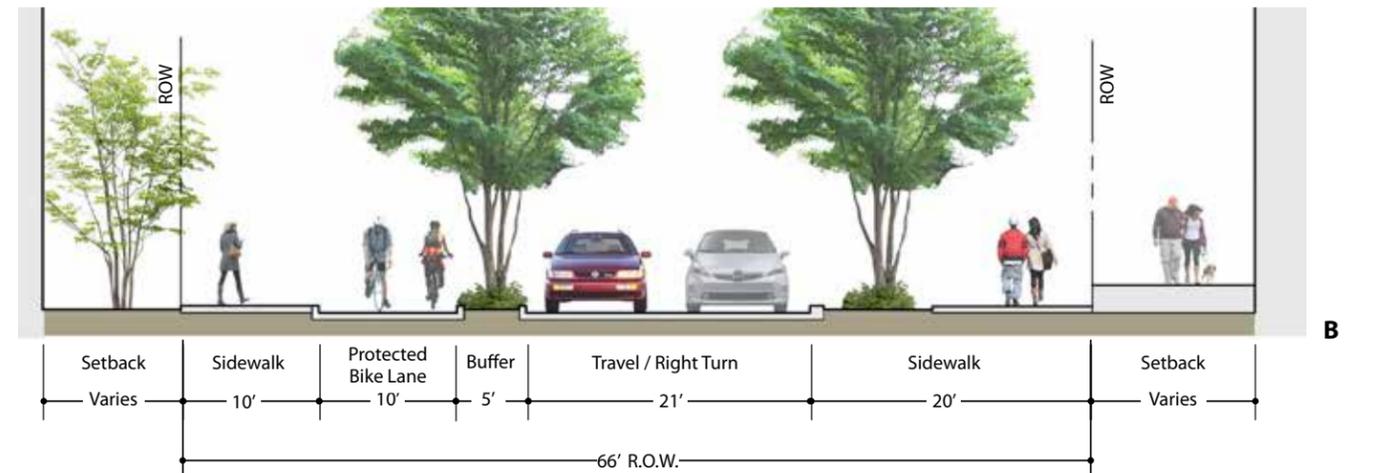
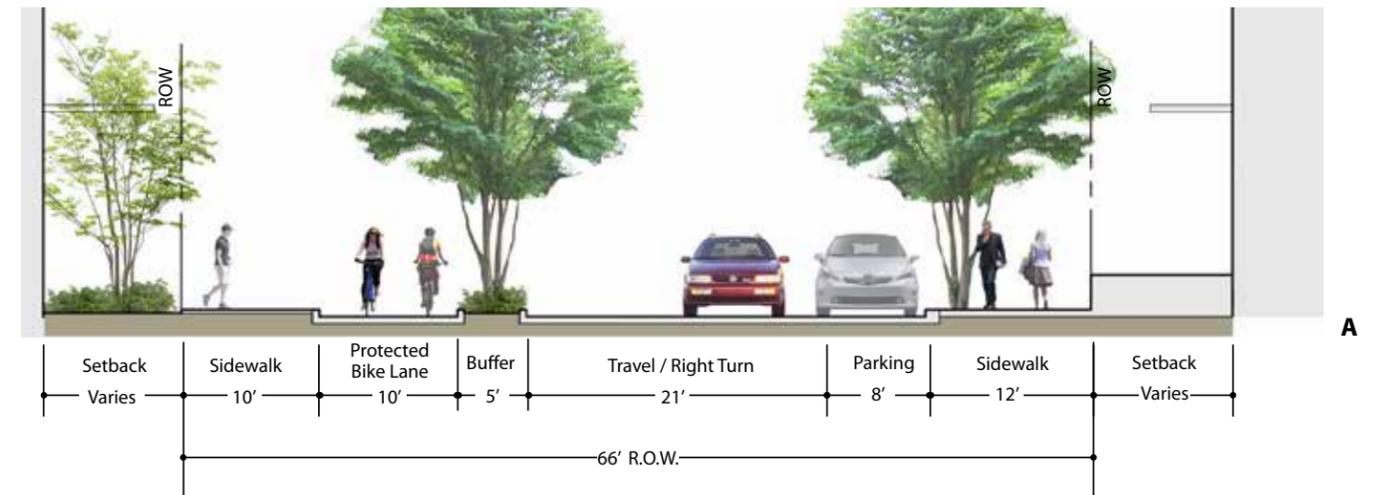
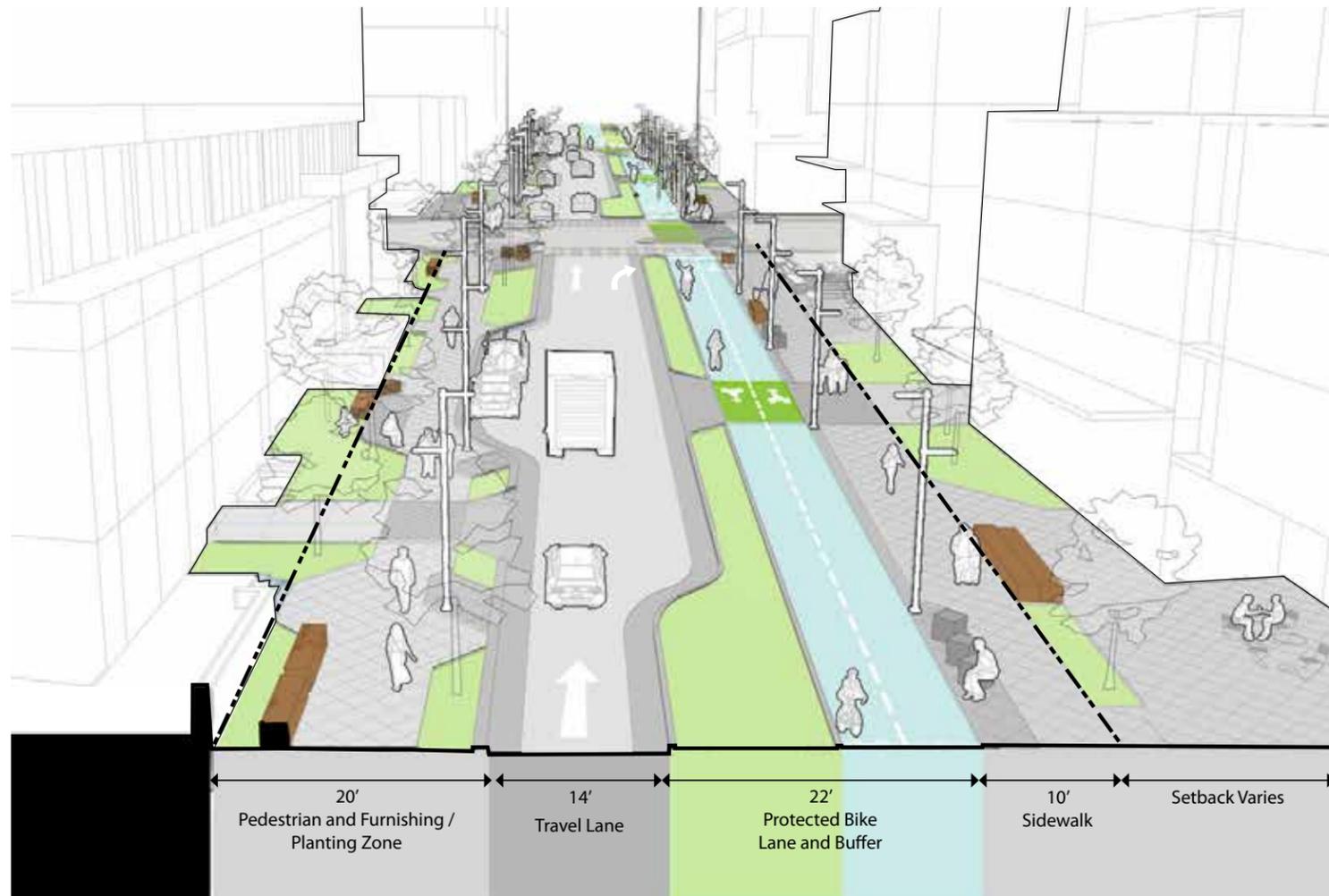


Bell Street Concept Plan (2018)

planning documents and neighborhood plans

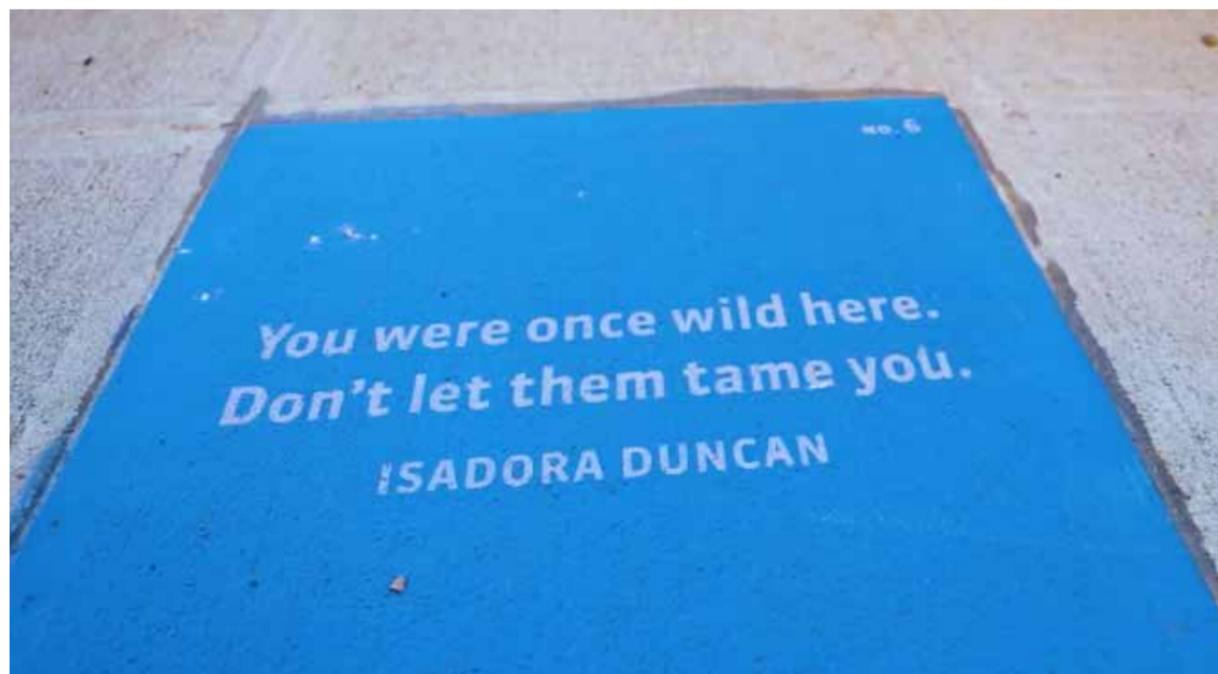
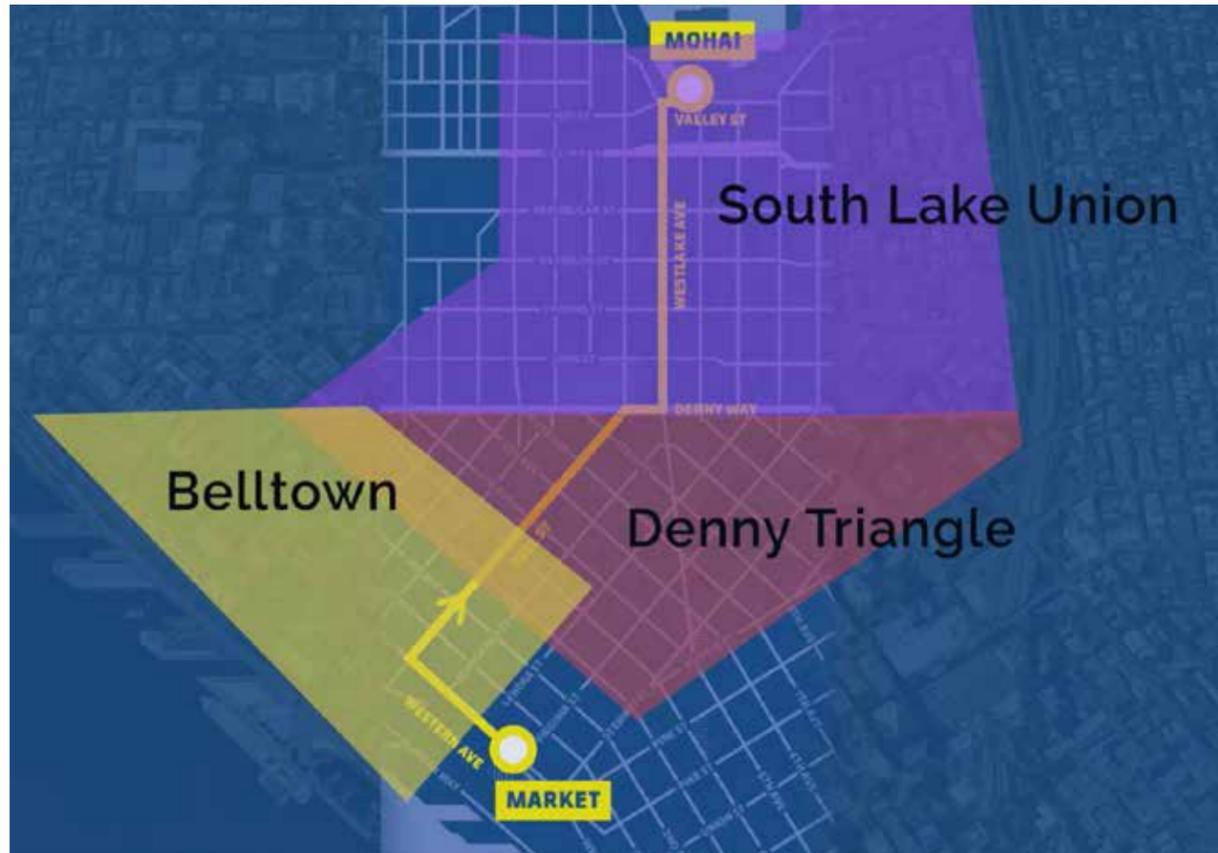
3 : CONCEPT PLANS

7th Ave to 8th Ave - One Lane Option



Market to MOHAI

planning documents and neighborhood plans



9 block analysis

site boundary diagram

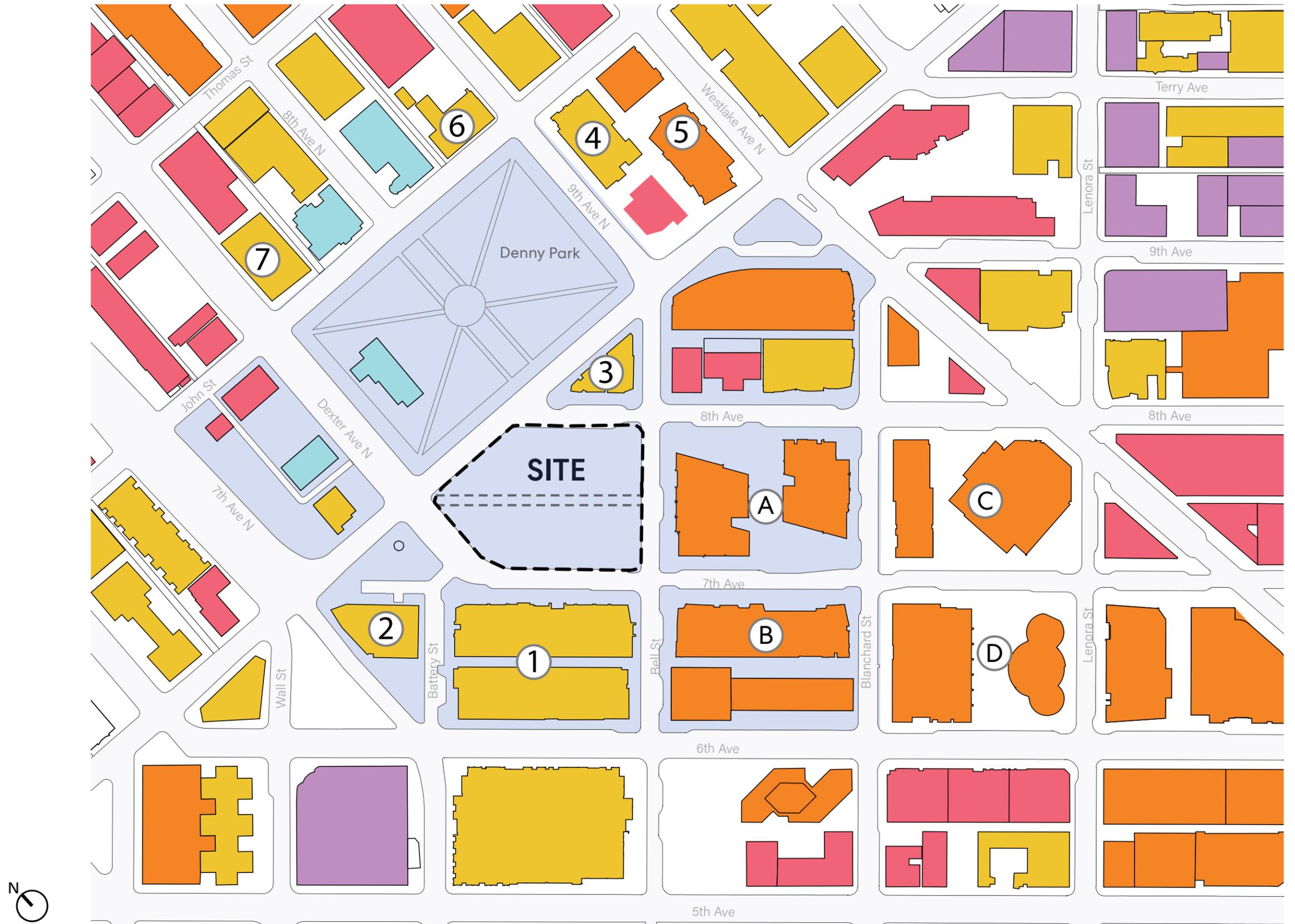


building use

9 block analysis

LEGEND

- residential
- office
- commercial
- church/ health
- education
- 9 block area



building use

9 block analysis

amazon blocks



(A) BLOCK 21
2250 7th Ave



(B) BLOCK 18
2205 7th Ave

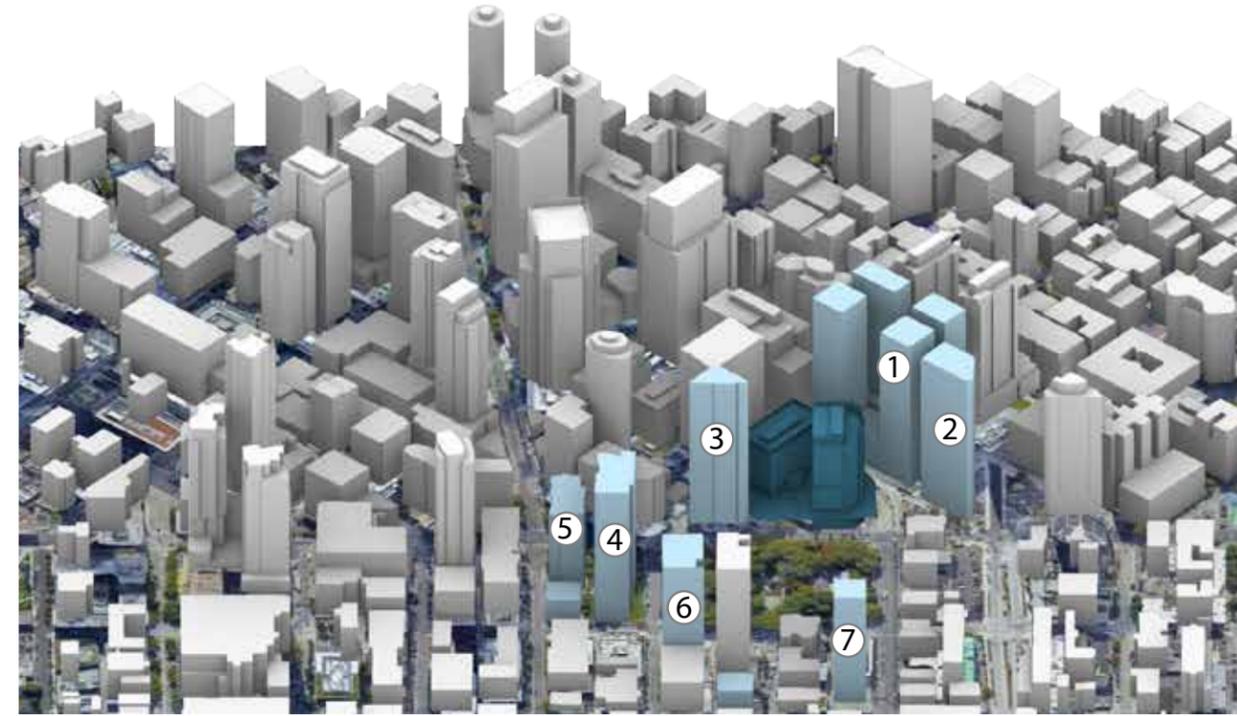


(C) BLOCK 20
2121 8th Ave



(A) BLOCK 19
2121 7th Ave

future residential towers



1 2301 7TH AVE



2 2405 7TH AVE



3 2300 8TH AVE



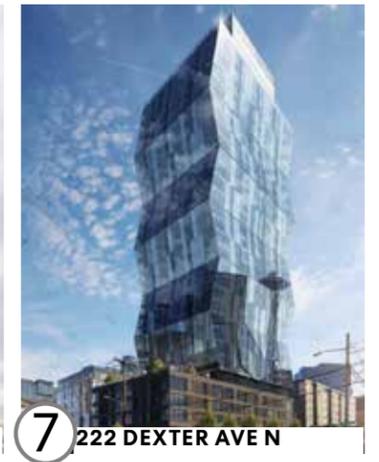
4 110 9TH AVE N



5 111 WESTLAKE AVE N



6 820 JOHN ST



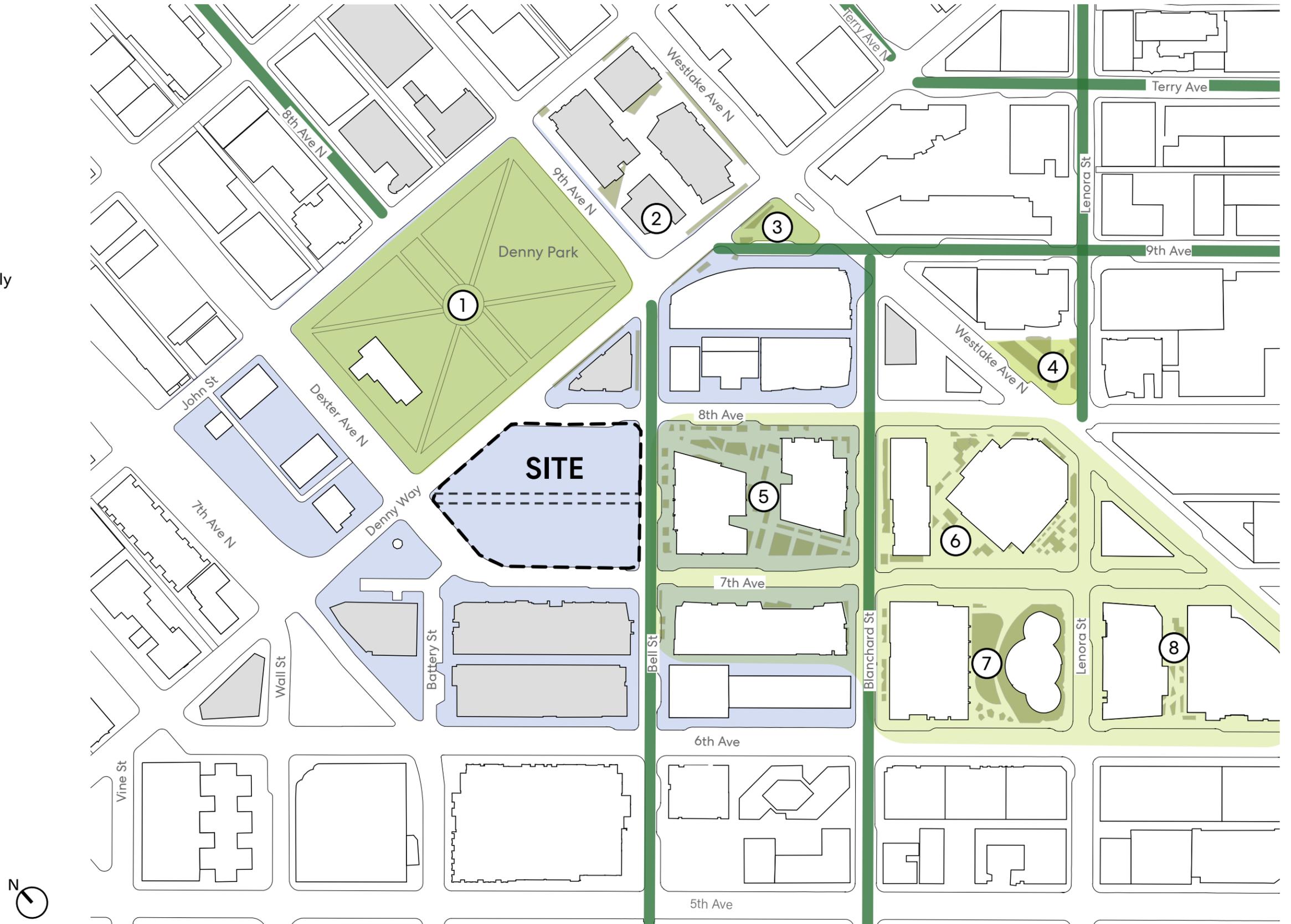
7 222 DEXTER AVE N

open space

9 block analysis

LEGEND

-  proposed buildings
-  open space
-  publicly accessible, privately owned open space
-  green street
-  9 block area



open space

9 block analysis



① Denny Park



② 111 Westlake Ave N



③ 9th and Westlake st pocket park



④ Urban Triangle park



⑤ Block 21 open space



⑥ Block 20 open space



⑦ The Spheres



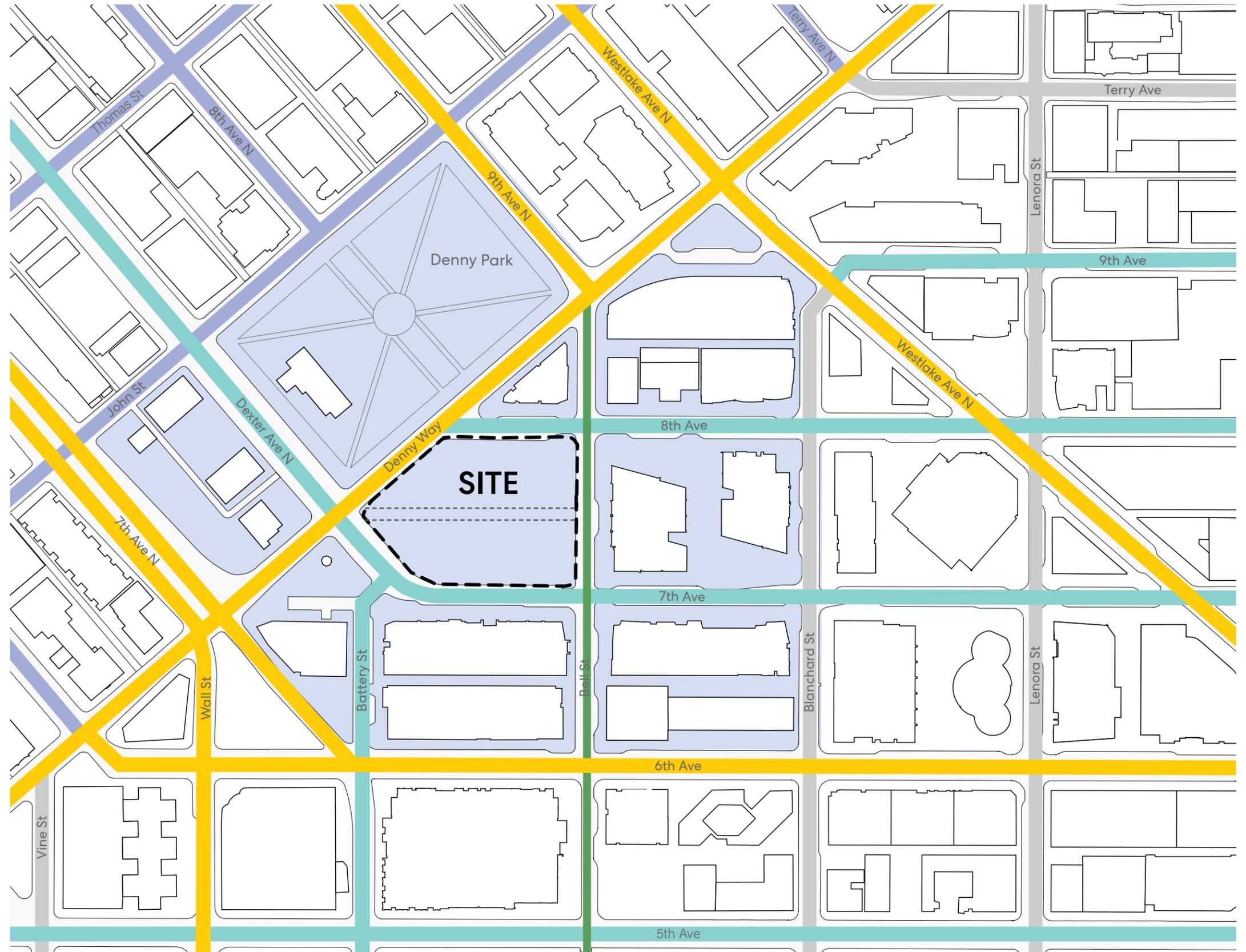
⑧ Block 14 open space

street classifications

9 block analysis

LEGEND

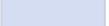
- site
- principal arterial
- minor arterial
- green street
- urban village neighborhood access
- downtown neighborhood access
- 9 block area

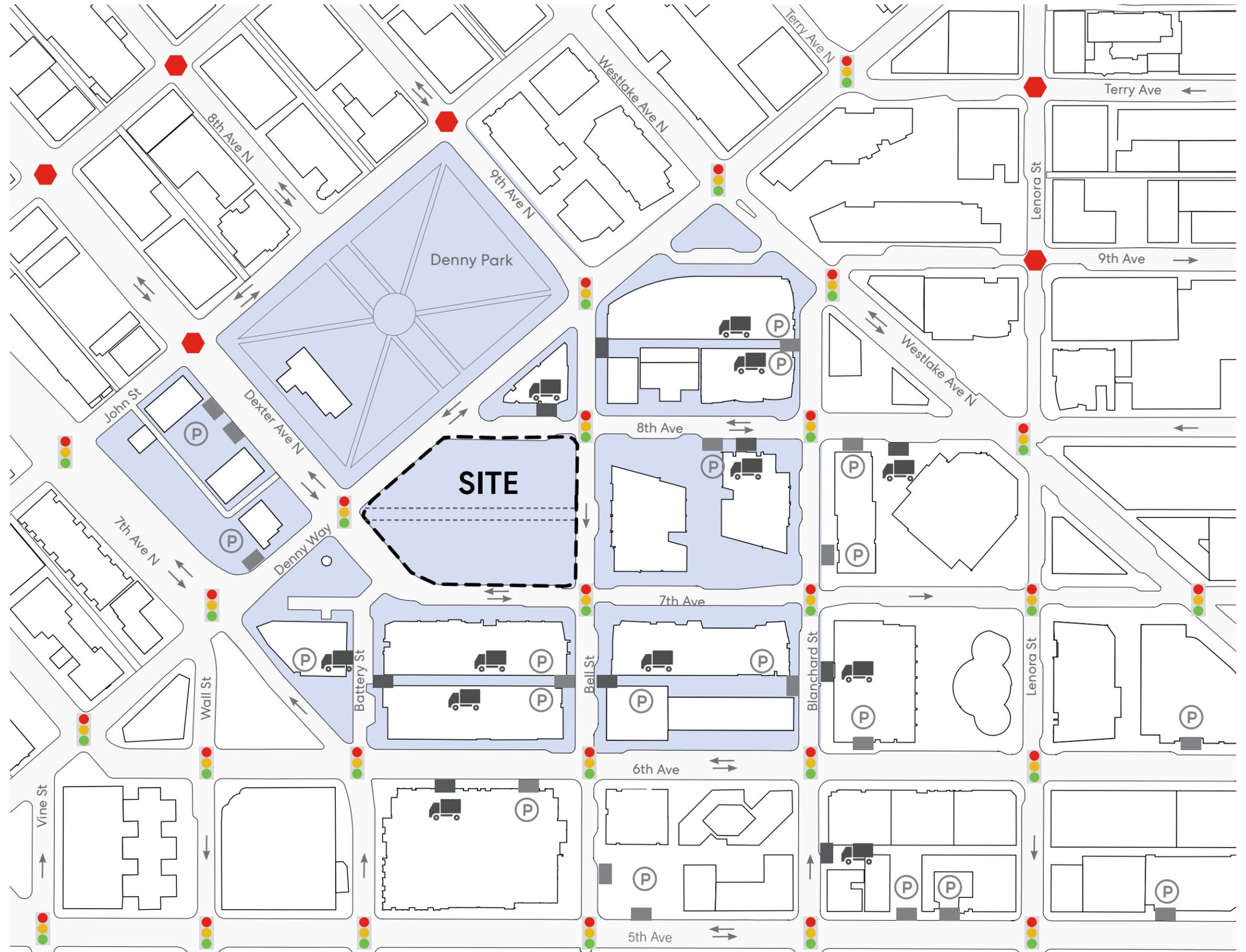


traffic patterns

9 block analysis

LEGEND

-  site
-  parking
-  loading
-  existing parking driveway
-  existing loading driveway
-  traffic direction
-  stop-controlled intersection
-  signalized intersection
-  9 block area

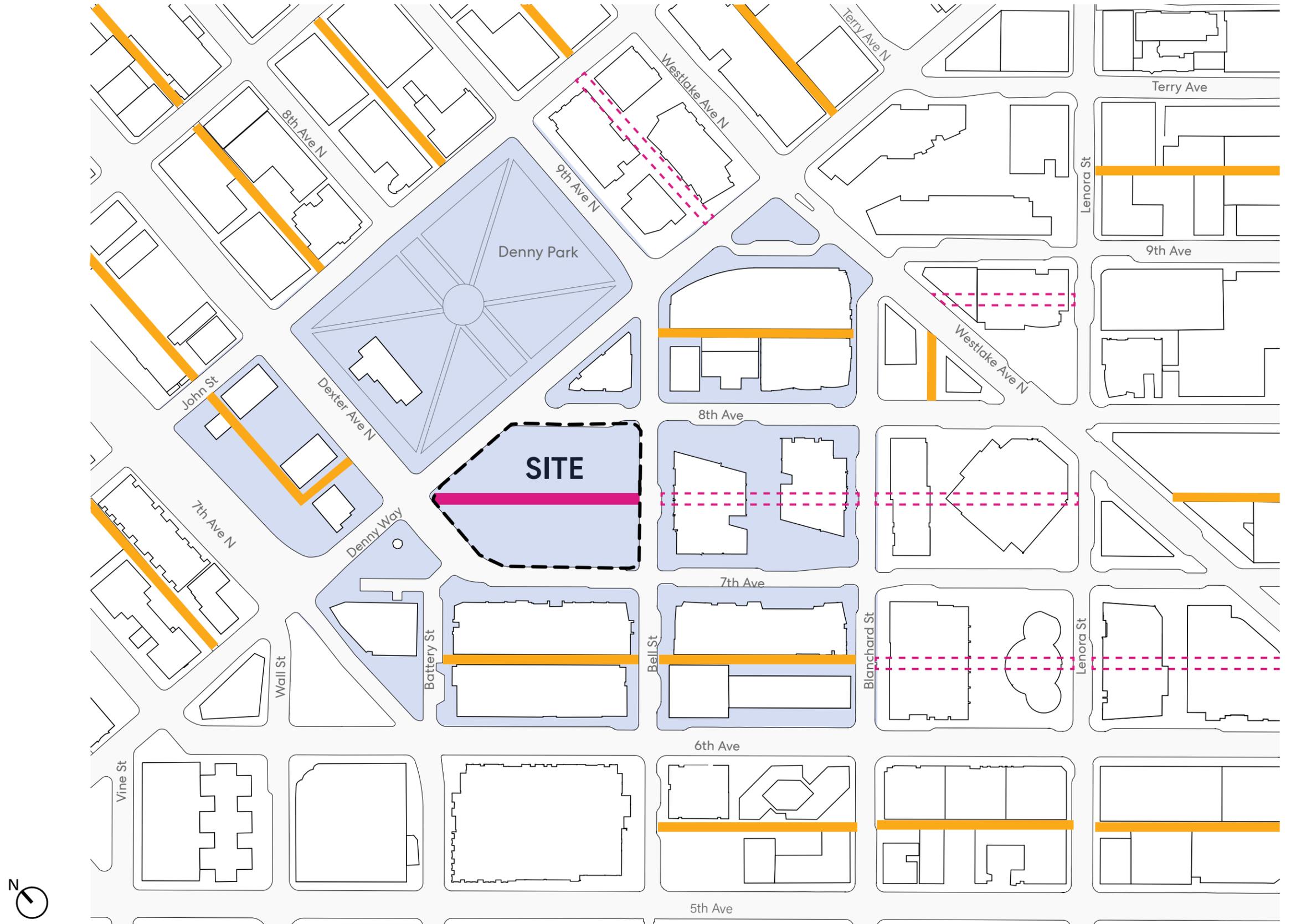


alley network

9 block analysis

LEGEND

- site
- existing alley
- - - vacated alley
- requested alley vacation
- 9 block area

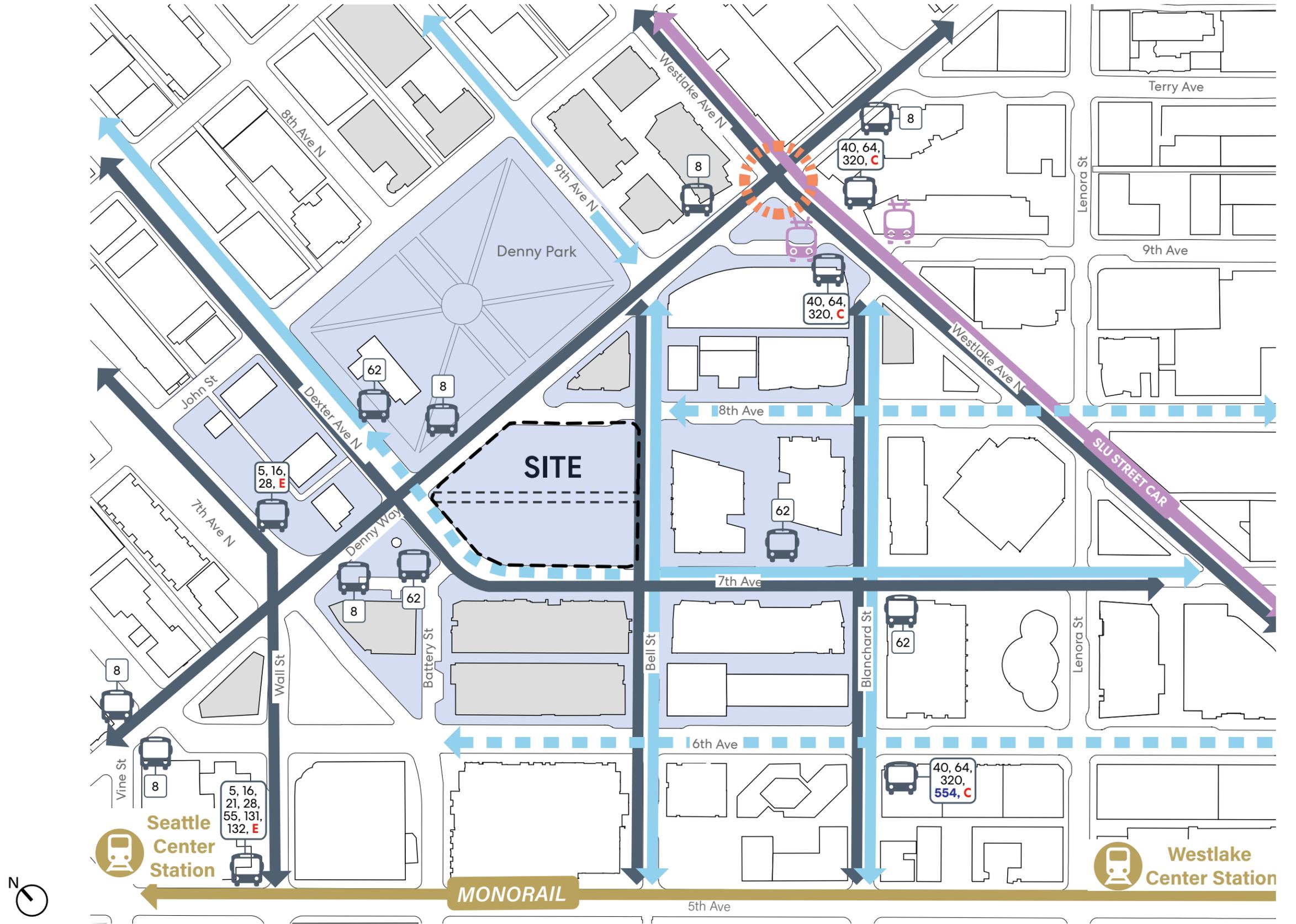


public transit

9 block analysis

LEGEND

-  site
-  bus stop
-  bus line
-  street car
-  street car line
-  monorail
-  monorail line
-  potential sound transit link extension
-  protected bike path
-  painted bike path
-  9 block area

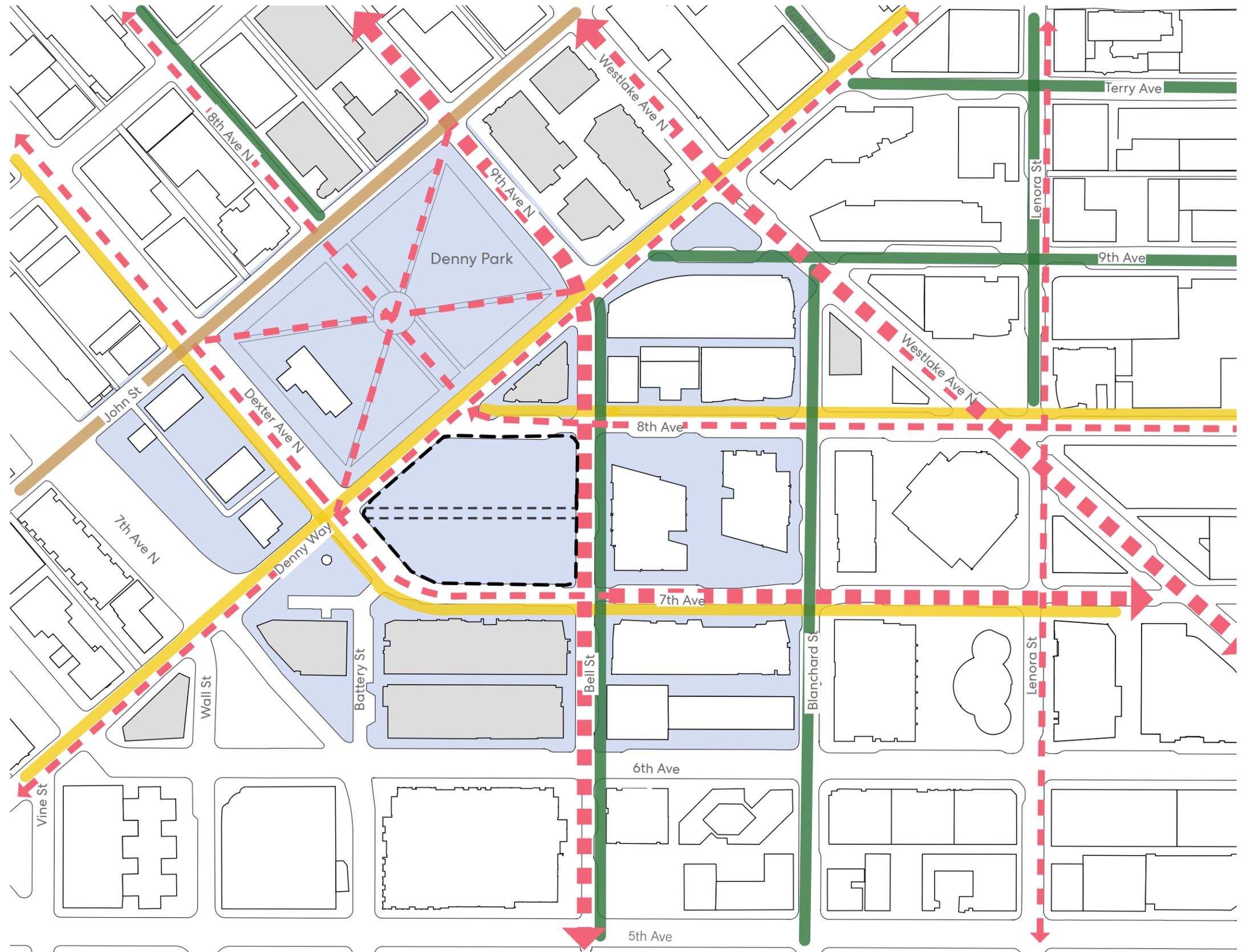


pedestrian flow

9 block analysis

LEGEND

- proposed buildings
- light pedestrian flow
- heavy pedestrian flow
- green street
- class II pedestrian street
- class III pedestrian street
- 9 block area



traffic data

existing weekday AM peak hour pedestrian and vehicular volume
counts collected between October 2022 and February 2023



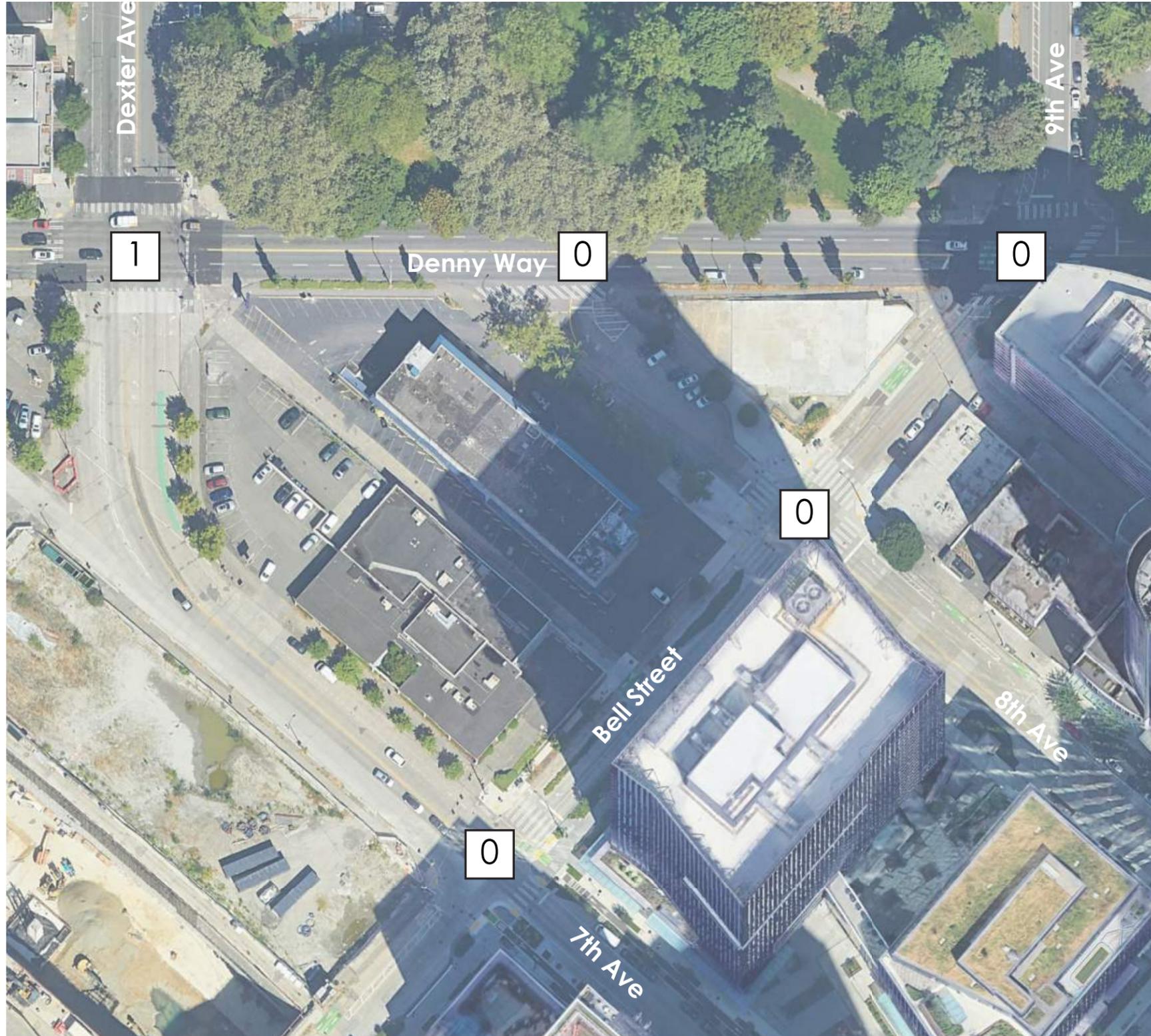
traffic data

existing weekday PM peak hour pedestrian and vehicular volume
counts collected between October 2022 and February 2023



traffic data

pedestrian related crash history (2017-2021, WSDOT)

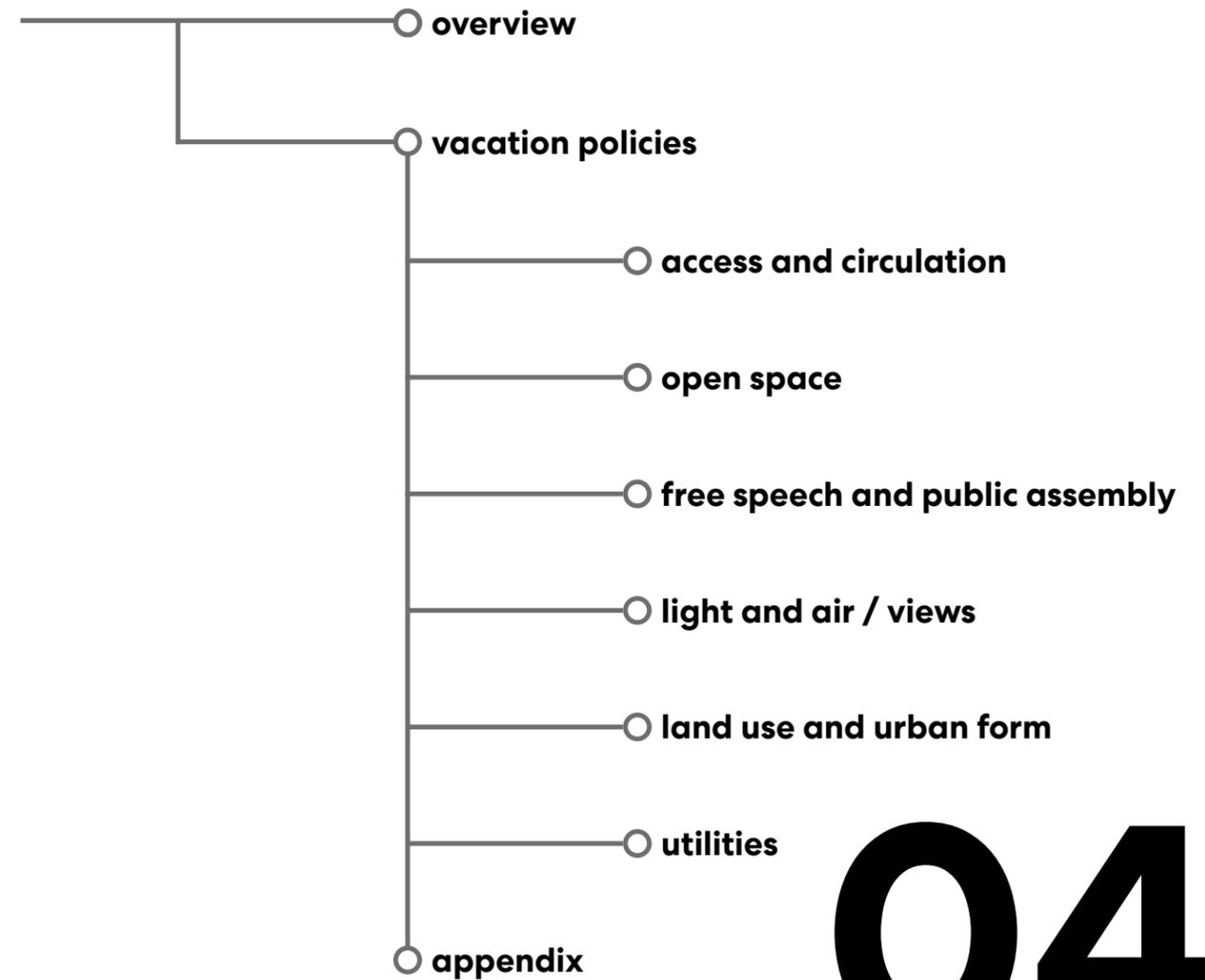


development goals

site introduction

urban design context

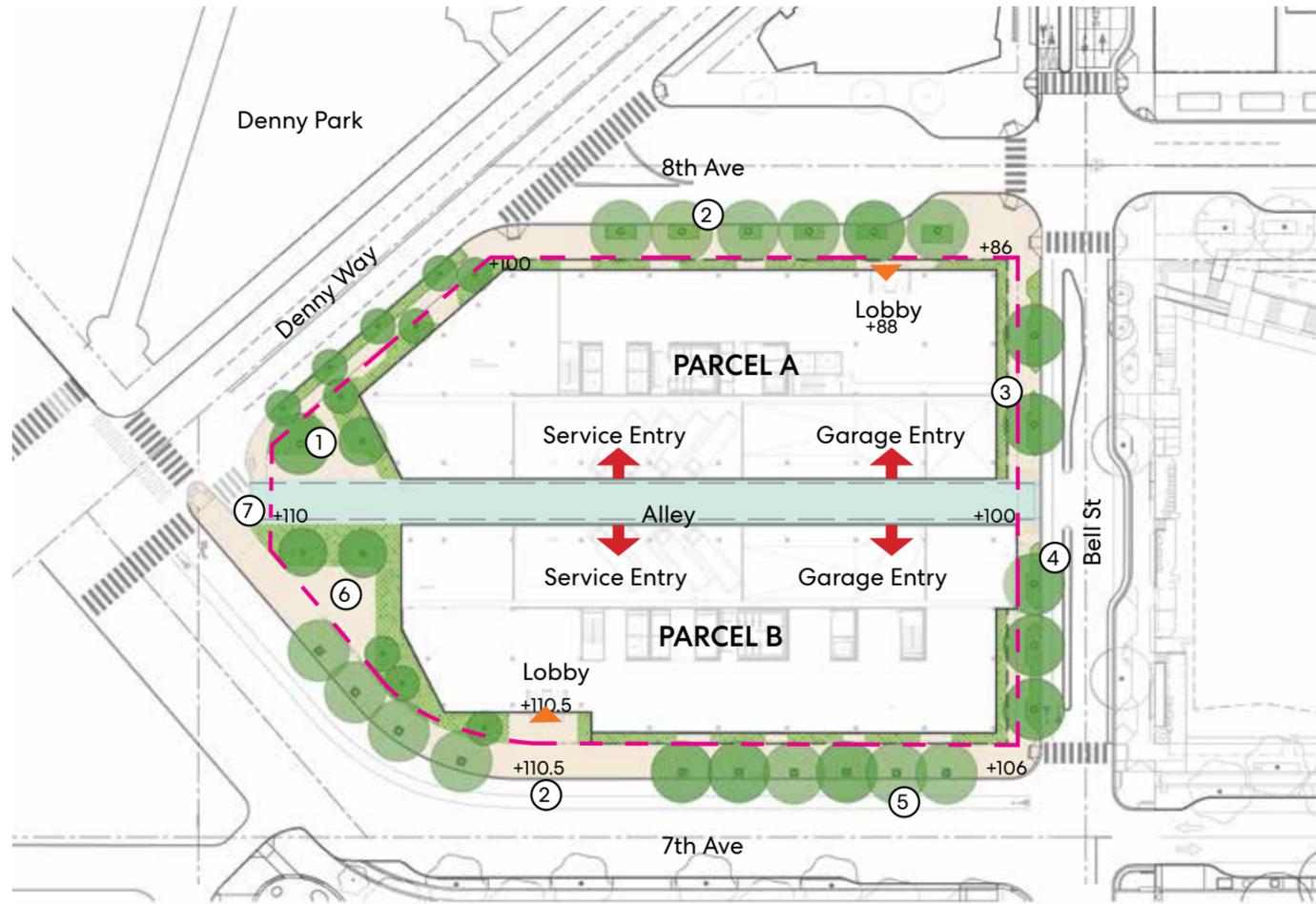
proposed project



04.

overview

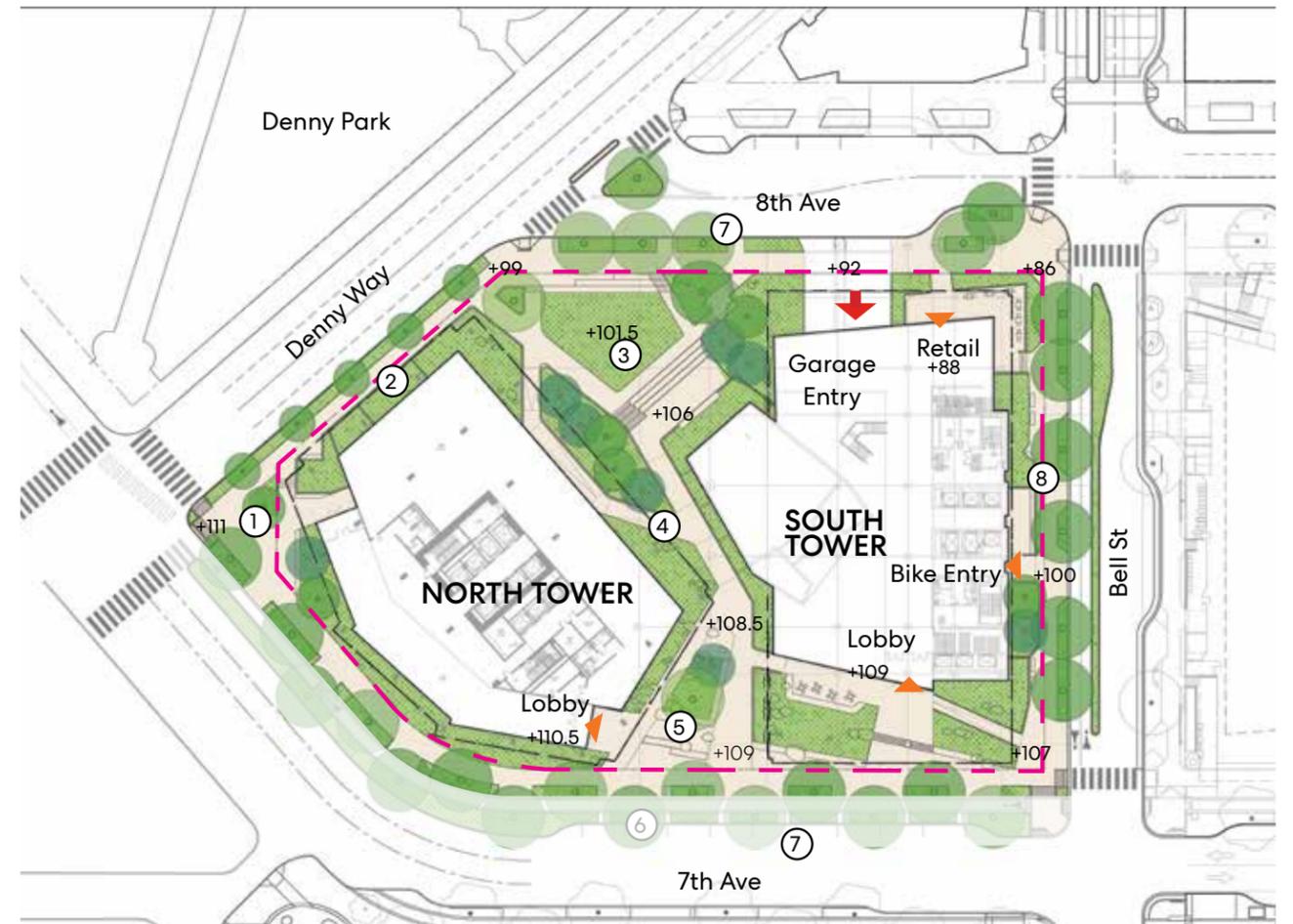
no vacation



LEGEND

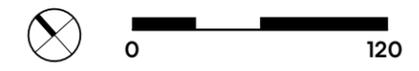
- Property Line
- Landscape
- ▲ Building Entrance
- ▲ Garage Entry
- ① Denny Way Building Setback and Pocket Park
- ② Drop-off / Ride-Share
- ③ Bell Street Building Setback
- ④ Bell St Protected Bike Lane
- ⑤ Existing Bike Lane
- ⑥ 7th Ave Building Setback & Pocket Park
- ⑦ Existing Alley Access Near Intersection

vacation



LEGEND

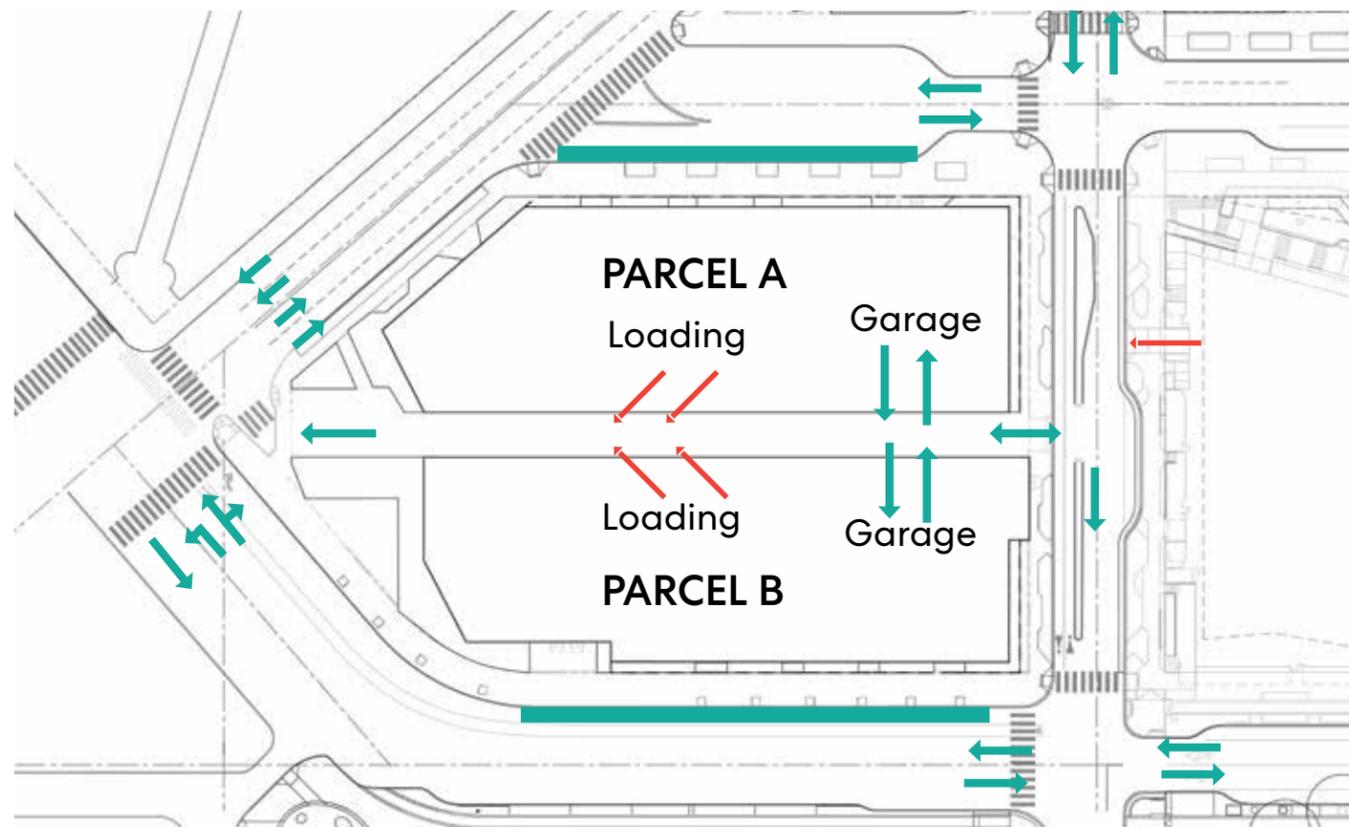
- Property Line
- Landscape
- ▲ Building Entrance
- ▲ Garage Entry
- ① 7th and Denny Pocket Park
- ② Denny Way Improvements
- ③ Flexible Event Lawn
- ④ Accessible Mid-Block Connection
- ⑤ 7th Ave Plaza
- ⑥ Cycle Track Extension (under review)
- ⑦ Ride Share / Drop-off
- ⑧ Bell Street Improvements



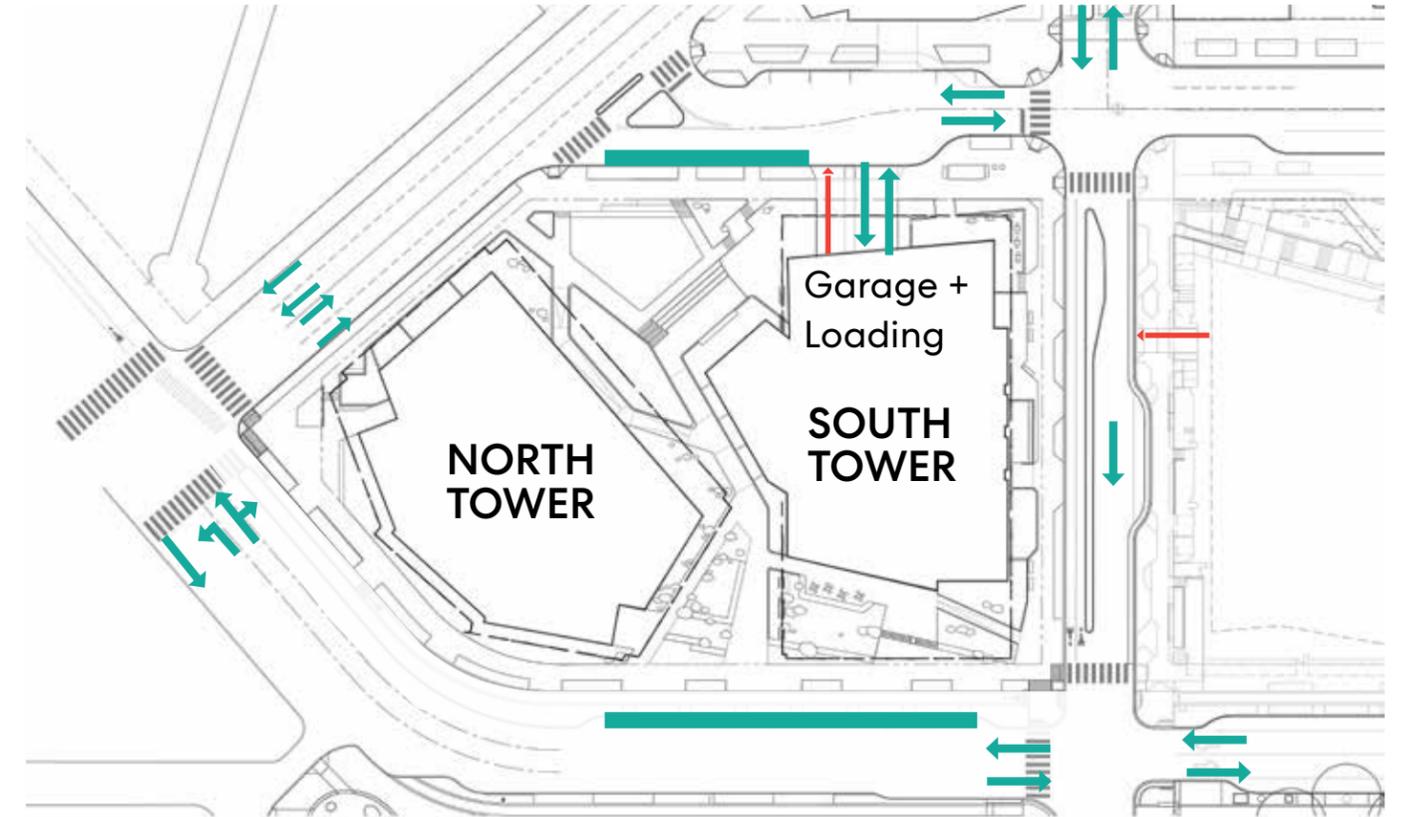
access and circulation

vehicular routes and loading

no vacation



vacation



LEGEND

-  Vehicle Circulation
-  Garage Entry / Loading Dock
-  Ride Share / Drop-off

access and circulation

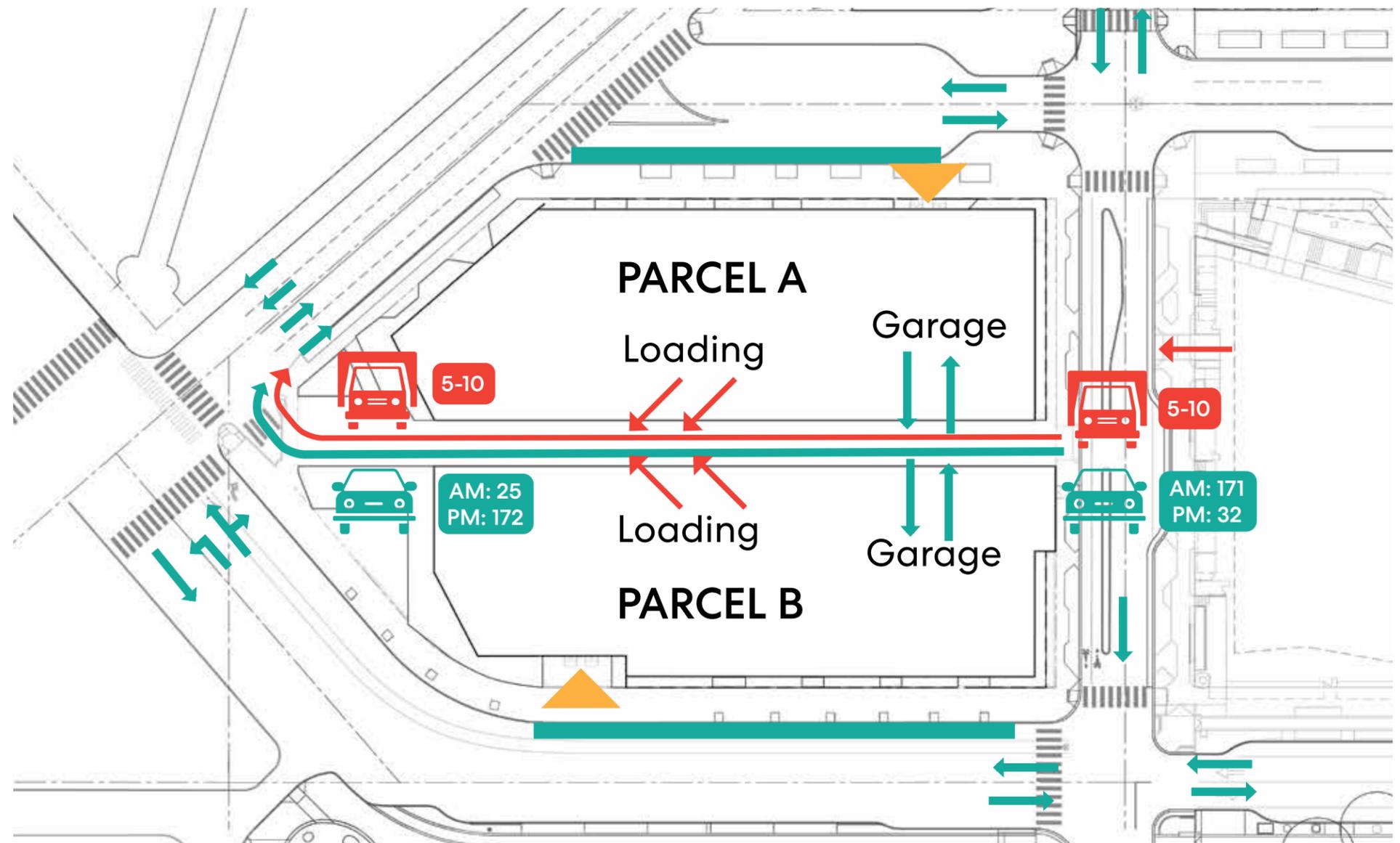
vehicular routes and loading - no vacation

estimates were based on 749,337 SF of office building area, 1,895 SF of retail, and methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

LEGEND

-  lobby entry
-  vehicle circulation
-  garage entry/ loading dock
-  ride share/ drop off
-  car volume
-  service vehicle (delivery, loading) volume

- The No Vacation concept removes multiple curb cuts along all street frontages and maintains alley access at Bell Street and limited access at Denny Way, an arterial street.
- The alley serves the two parcels only for parking garage access, service and loading, and trash/recycle.
- The alley terminates at the north end at the intersection of Denny Way and Dexter Ave with limited access for emergency vehicles and pedestrians only.
- Primary access to the alley is from Bell St, a green street, and creating a conflict with the existing protected bike lane.



access and circulation

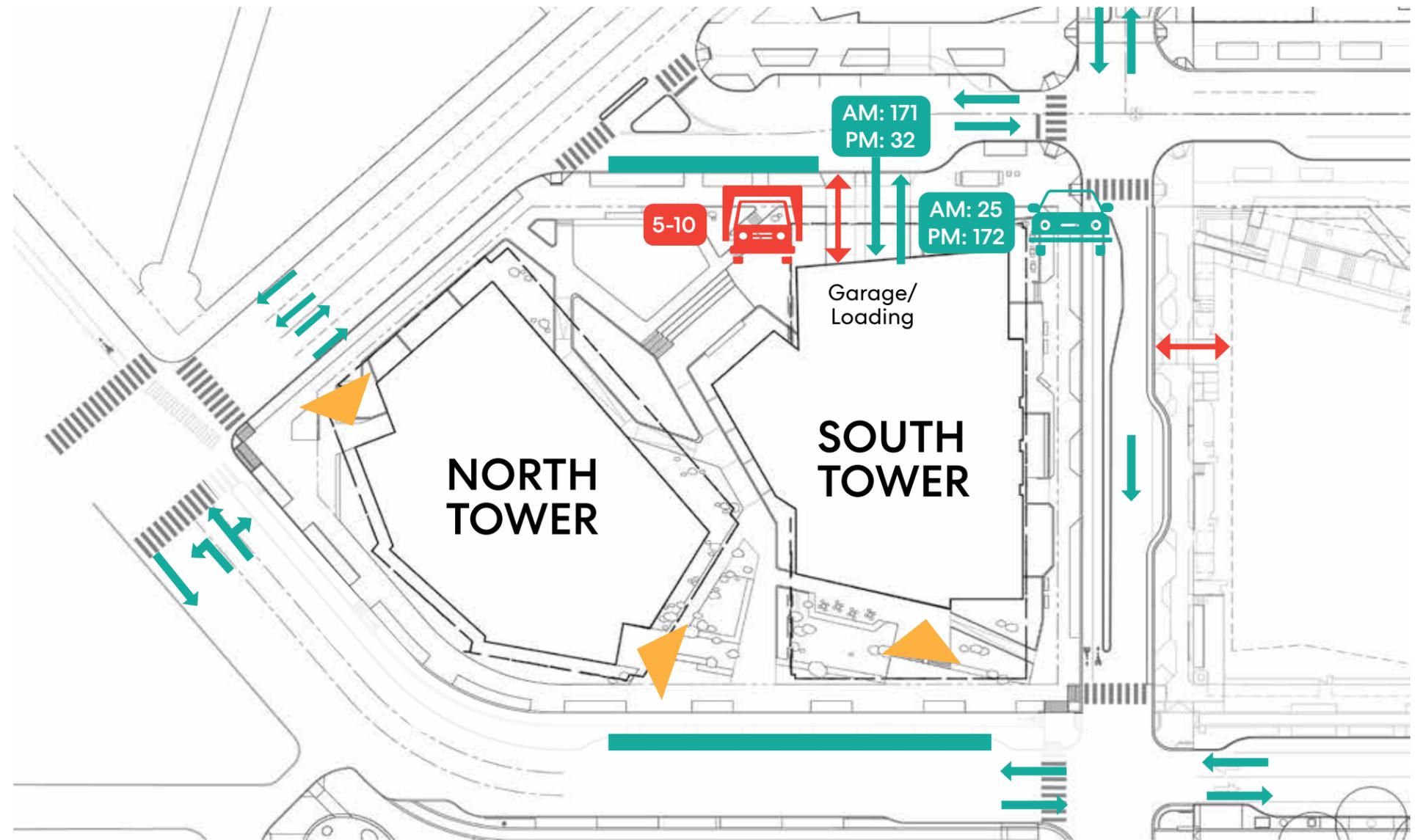
vehicular routes and loading - vacation

estimates were based on 749,337 SF of office building area, 1,895 SF of retail, and methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

LEGEND

-  lobby entry
-  vehicle circulation
-  garage entry/ loading dock
-  ride share/ drop off
-  car volume
-  service vehicle (delivery, loading) volume

- The Vacation concept removes multiple curb cuts along all street frontages and consolidates the curb cuts along 8th Ave.
- The single access services the parking garage, loading and service, and trash/recycle.
- Improves pedestrian safety by removing curb cuts along the existing Bell Street protected bike lane and proposed 7th Ave protected bike lane



access and circulation

loading dock - vacation

Review by Scott Clayton from SPU on 6/28/23.

No revision required by SPU. Under review by waste hauler. Final approval letter pending waste hauler approval.

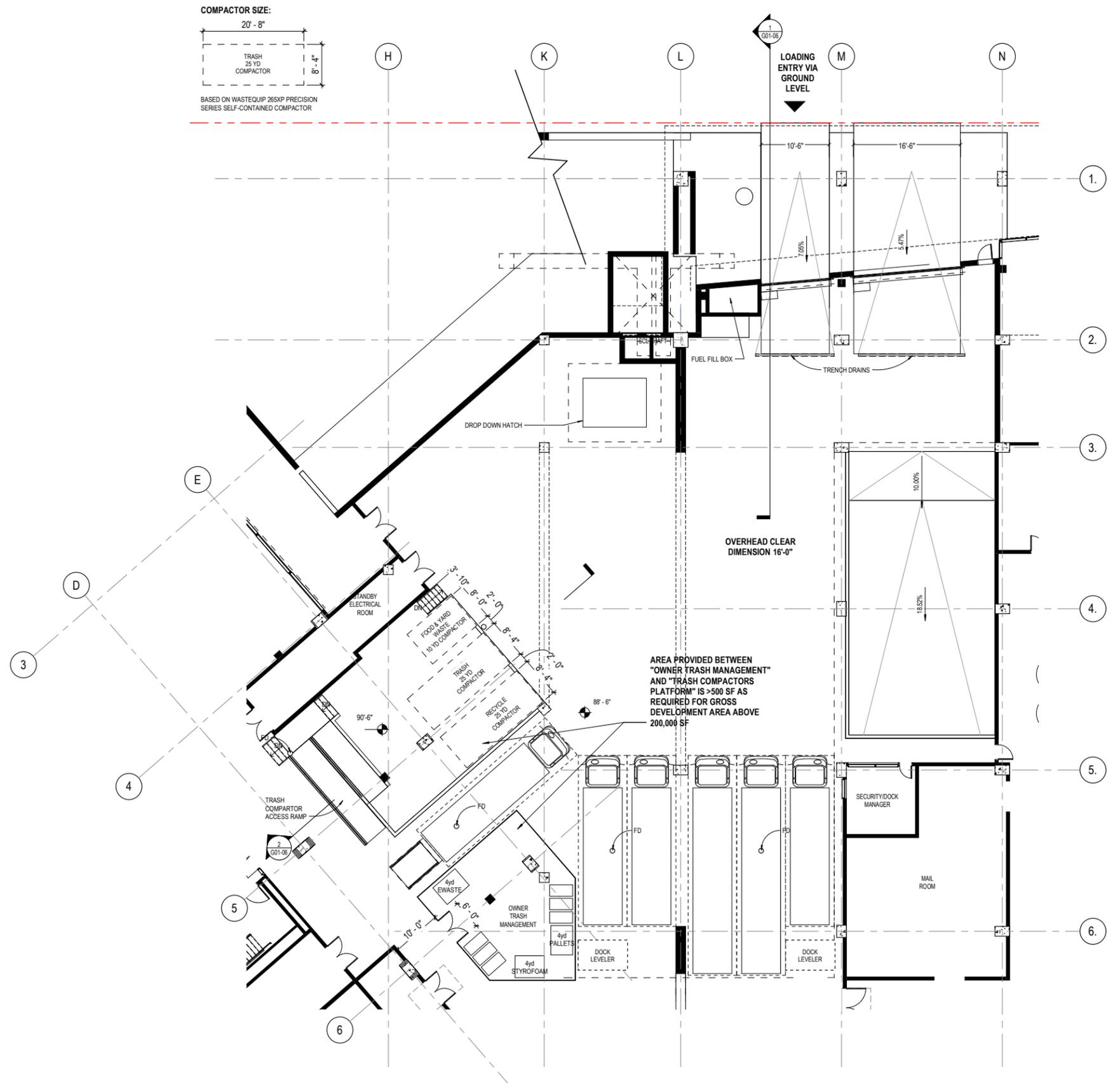
From: Scott, Clayton <Clayton.Scott@seattle.gov>
 Sent: Thursday, July 6, 2023 10:16 AM
 To: Jose Lorenzo-Torres <Jose.Lorenzo-Torres@perkinswill.com>
 Cc: Elizabeth Grace <Elizabeth.Grace@perkinswill.com>; SPU_SolidWastePlanReview <SPU_SolidWastePlanReview@seattle.gov>
 Subject: RE: SDCI Permit 6953132-PH

Hi José,

Yes, I did! Already sent them off to the hauler and area inspector for their final approval. I should be able to get back to you next week.



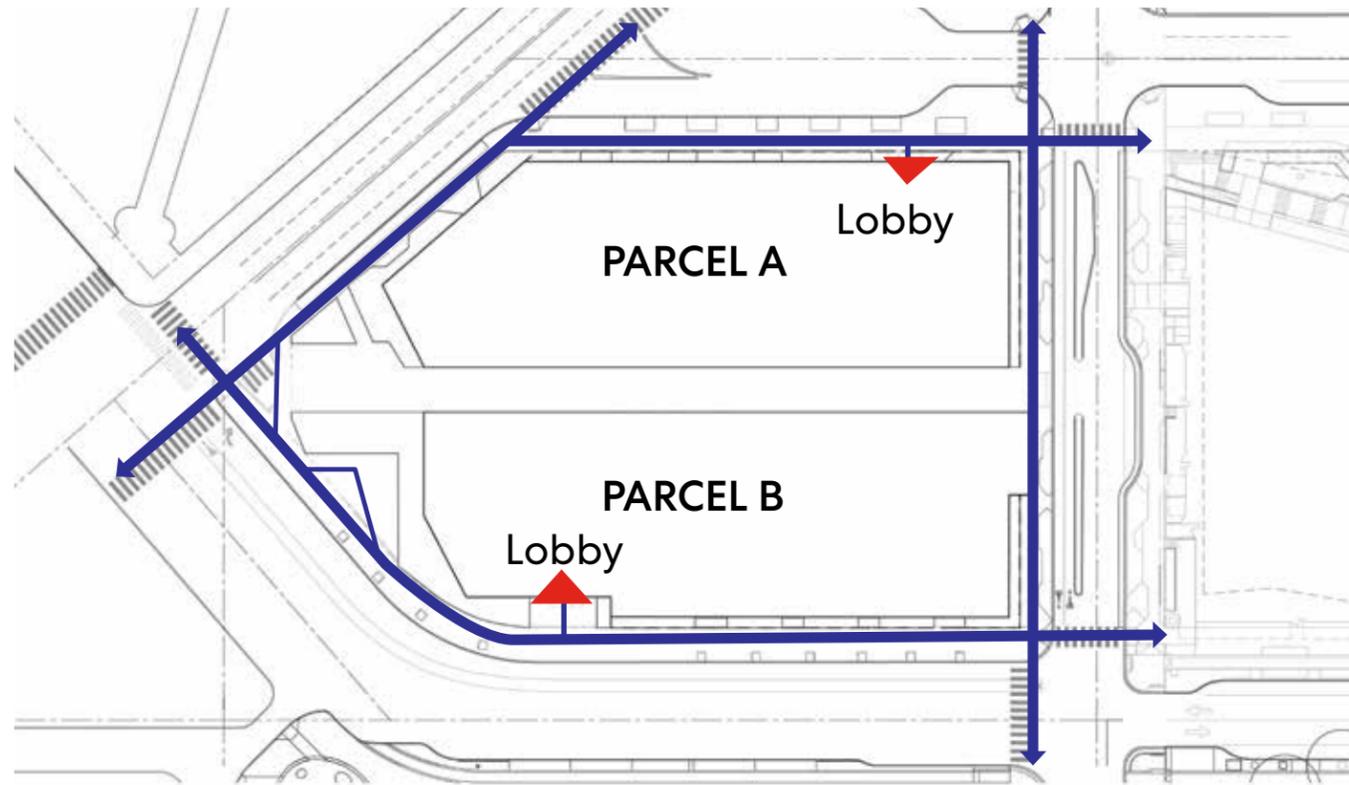
Clayton Scott (he/him)
 Solid Waste Planning & Development Specialist
 City of Seattle, Seattle Public Utilities
 Cell: 206-450-9204



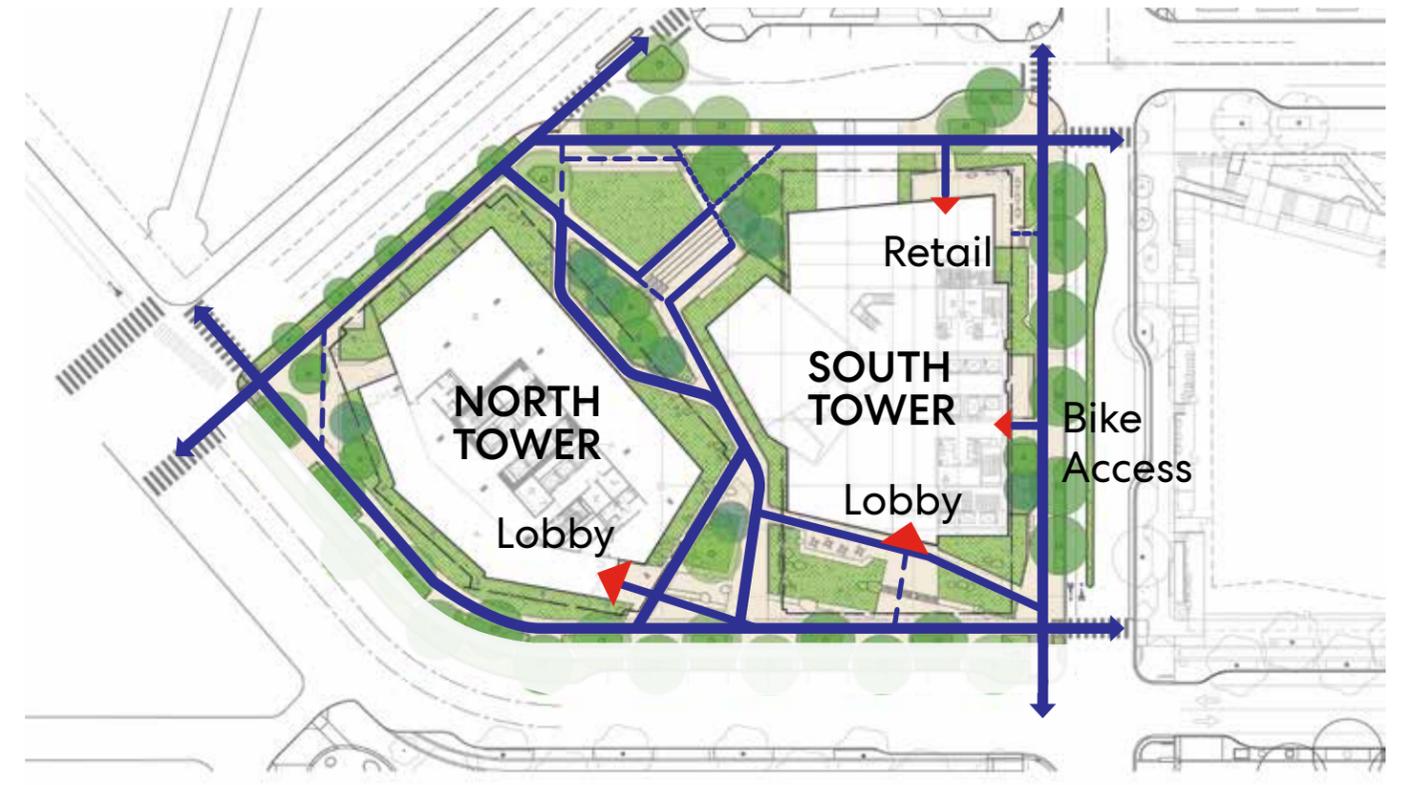
access and circulation

pedestrian route

no vacation



vacation



LEGEND

-  Pedestrian Access
-  Stair Connection
-  Building Entry

access and circulation

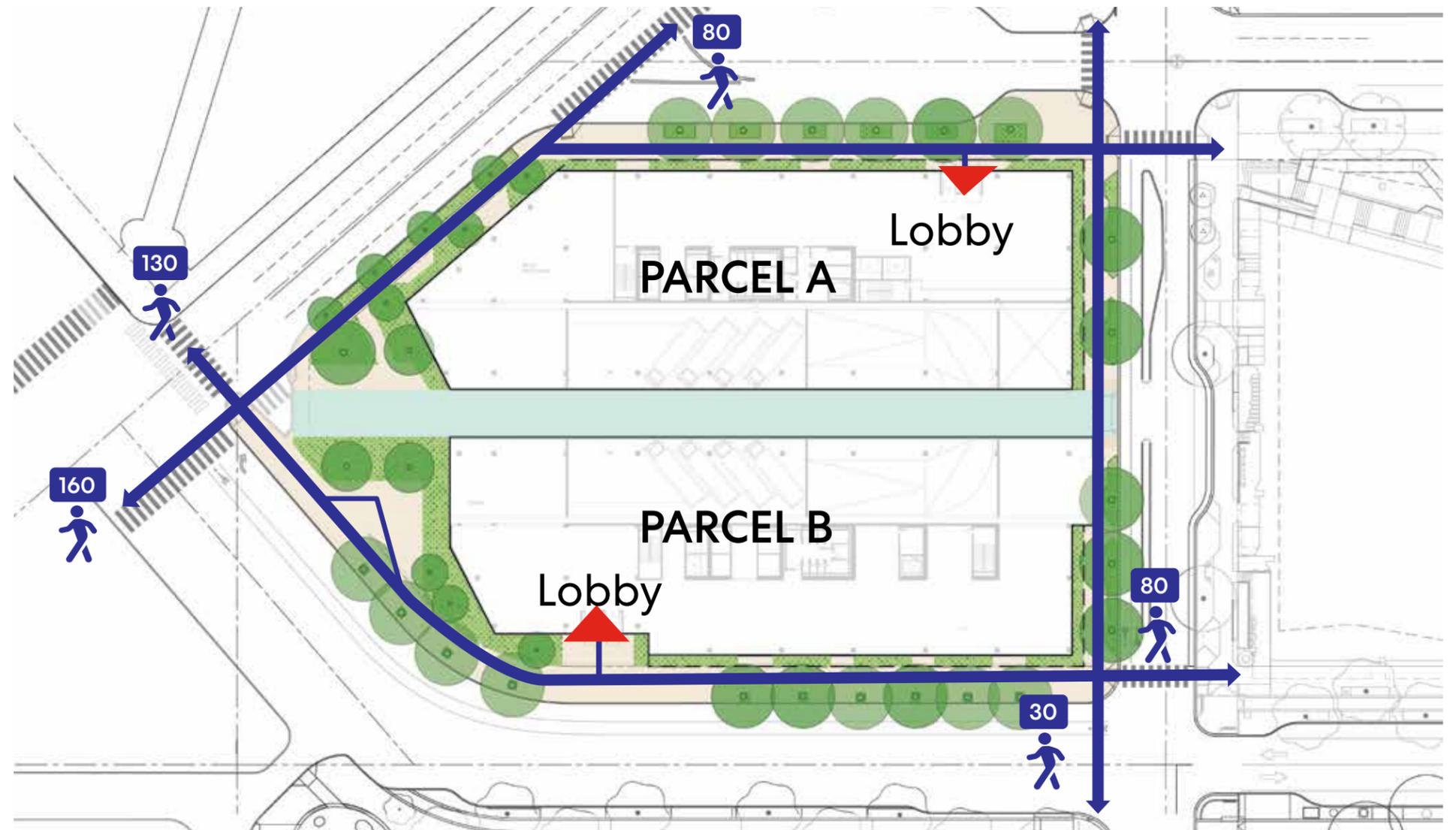
pedestrian route - no vacation

estimates were based on 749,337 SF of office building area, 1,895 SF of retail, and methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

LEGEND

-  entry
-  pedestrian route
-  pedestrian volume

- Parcel B primary building entrance located at the intersection of 7th Ave and Dexter Ave. There is a active space allocated at Bell St.
- Parcel A primary building entrance is located on 8th Ave. There is a active space allocated at the corner 8th Ave and Denny Way.
- Pedestrian access is limited to building entrances and the alley.
- Bike access from both parcels is from the alley.



access and circulation

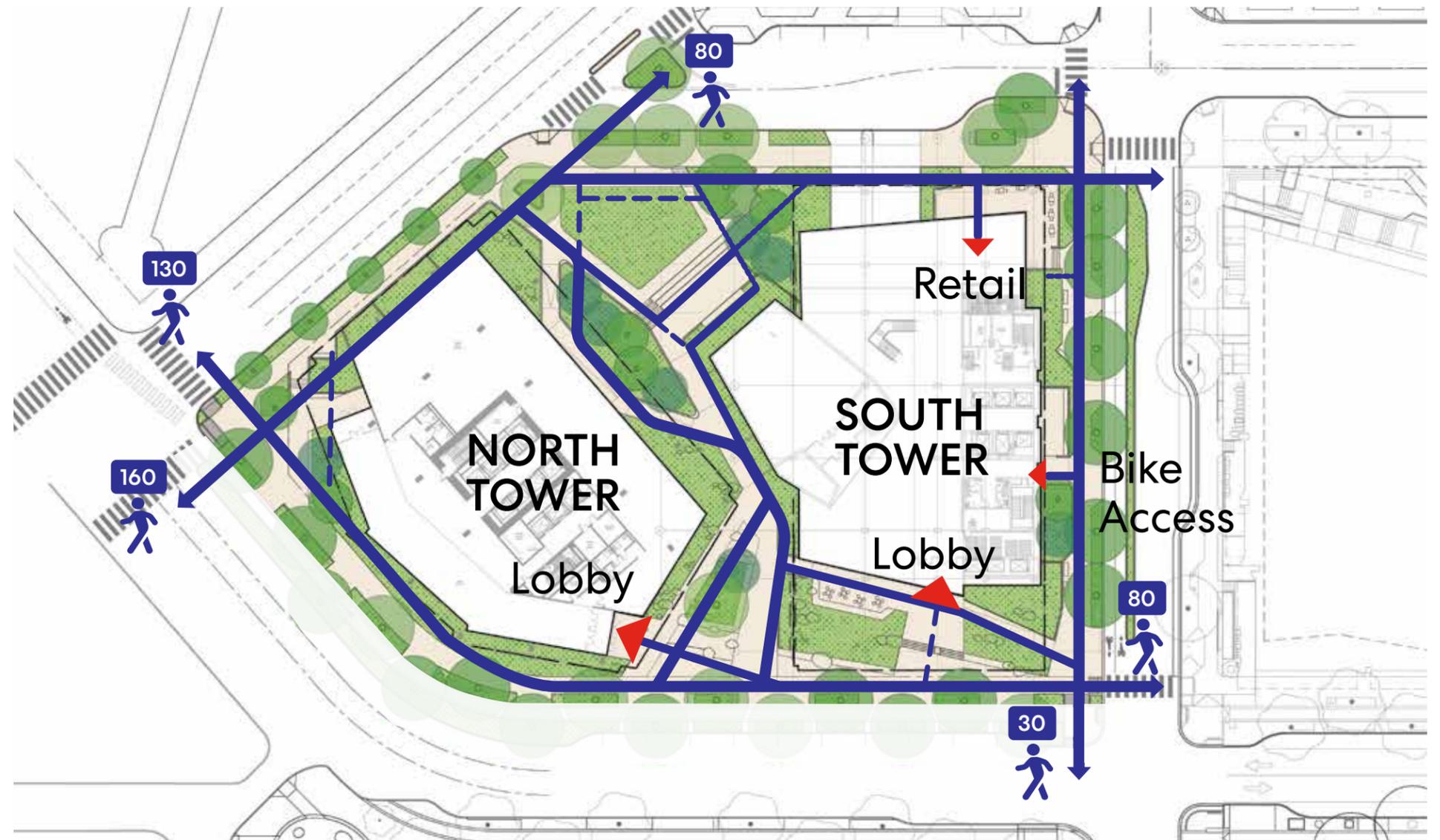
pedestrian route - vacation

estimates were based on 749,337 SF of office building area, 1,895 SF of retail, and methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

LEGEND

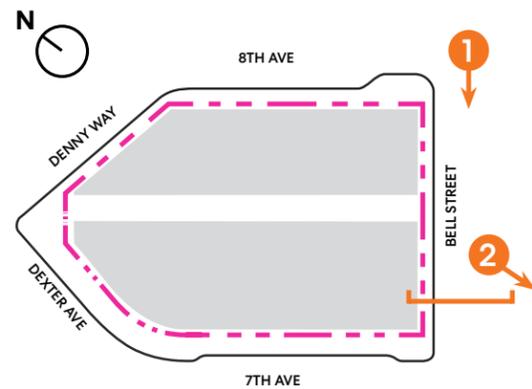
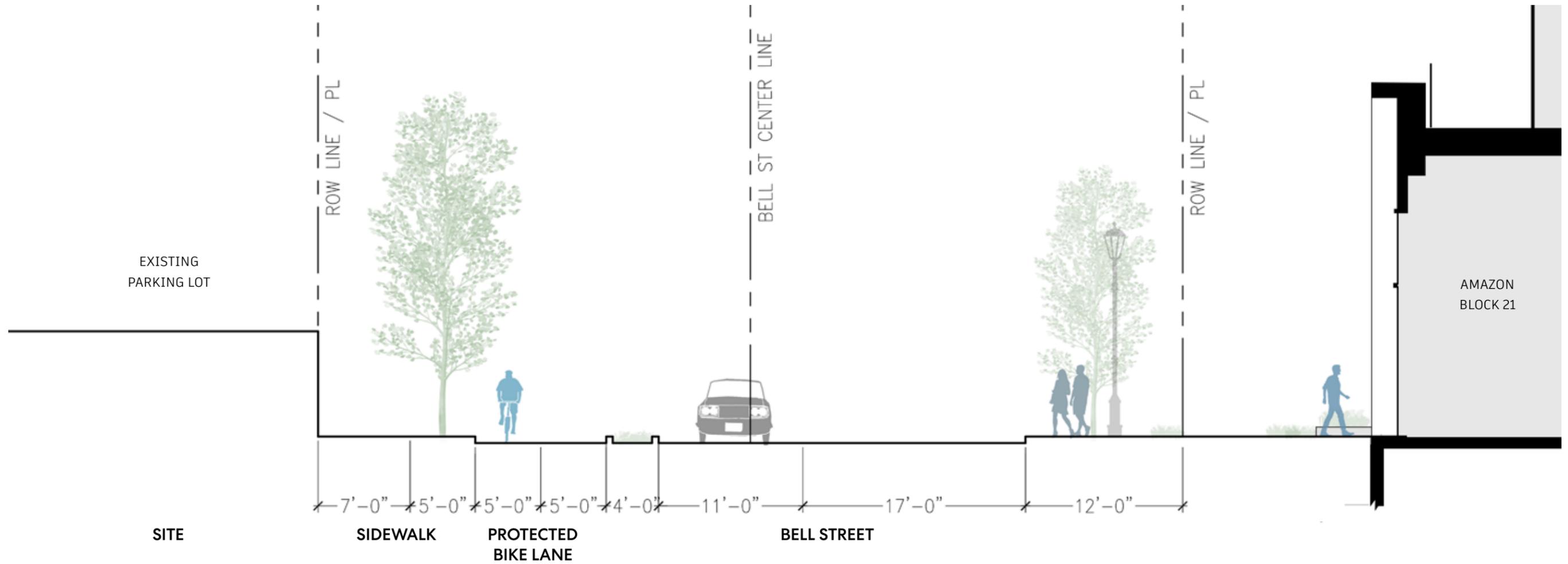
-  entry
-  pedestrian route
-  pedestrian volume

- The main entrances for both buildings is off 7th Ave. Activated space is located at the corner of 8th Ave and Bell St.
- An ADA accessible mid-block connection links the 7th Ave plaza to the lower 8th Ave plaza.
- Bike access is from the protected bike lane on Bell Street.
- Buildings are undercut at grade to allow for generous sightlines and access for pedestrians.



access and circulation

bell street right of way - existing



1 BELL ST. LOOKING WEST



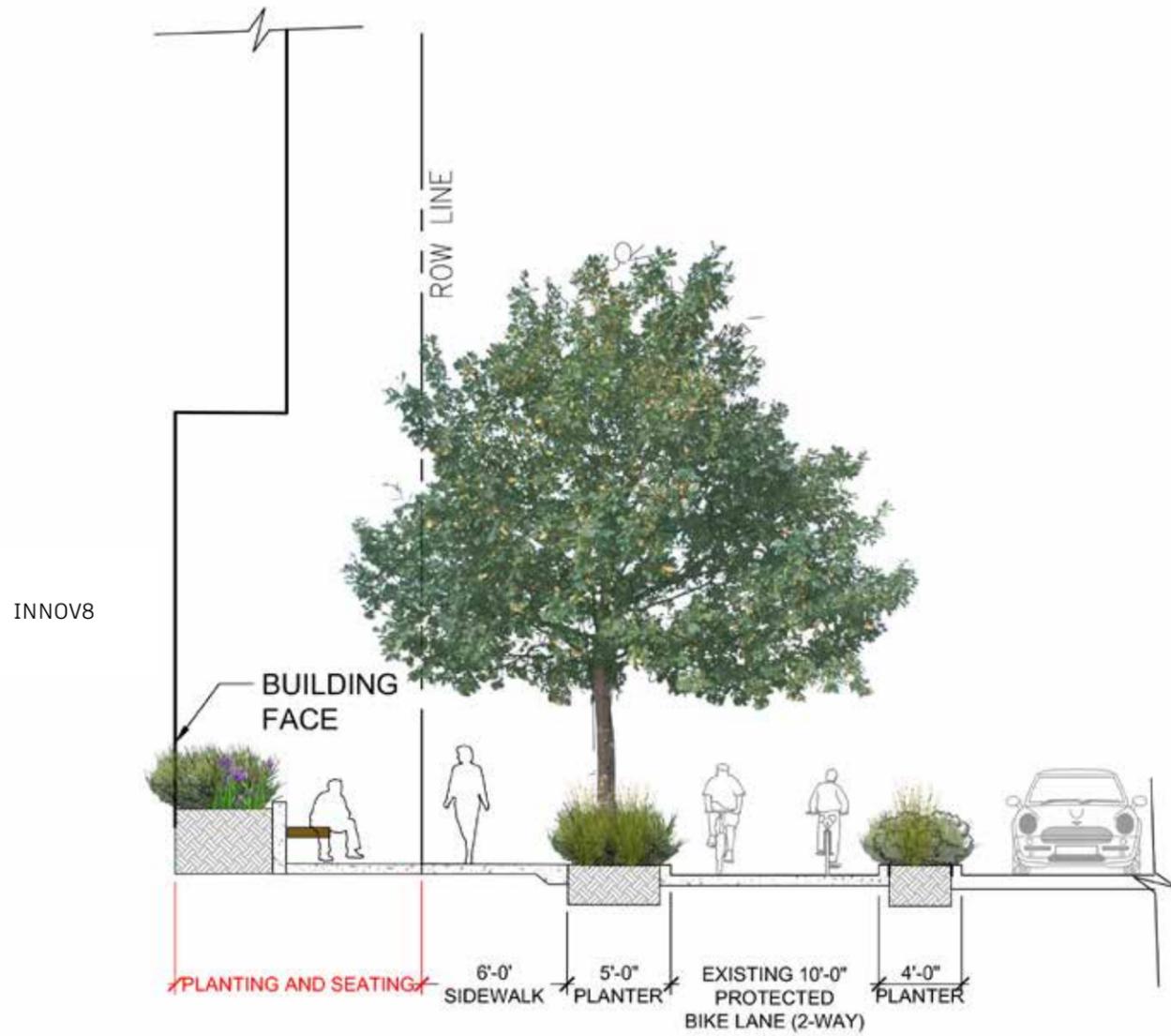
2 BLOCK 21 RETAIL FRONTING BELL



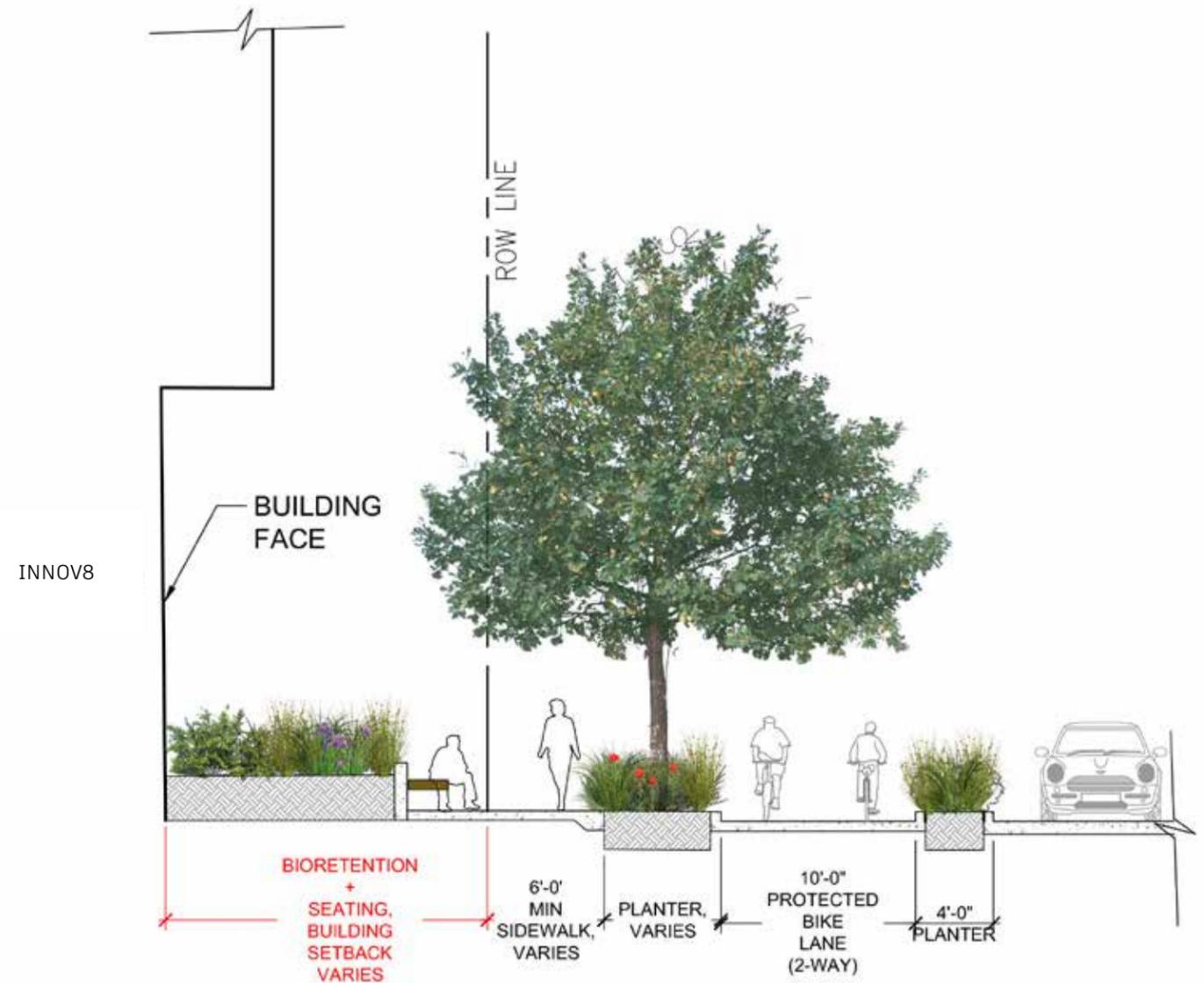
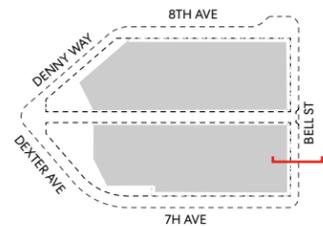
AMAZON BLOCK 21 AT BELL AND 8TH

access and circulation

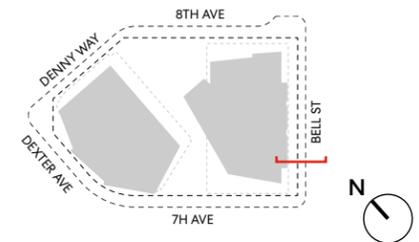
bell street right of way - no vacation vs vacation



no vacation

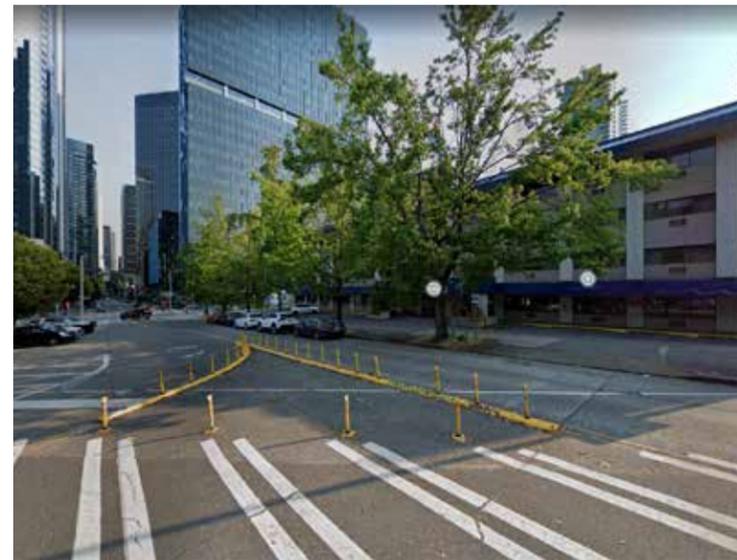
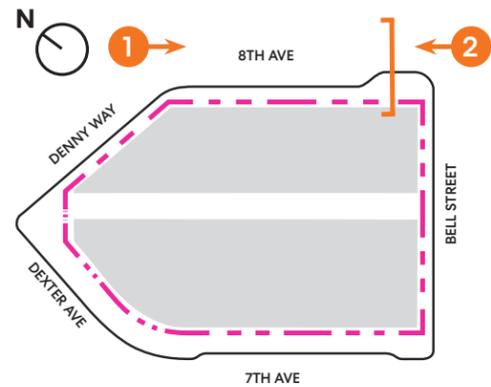
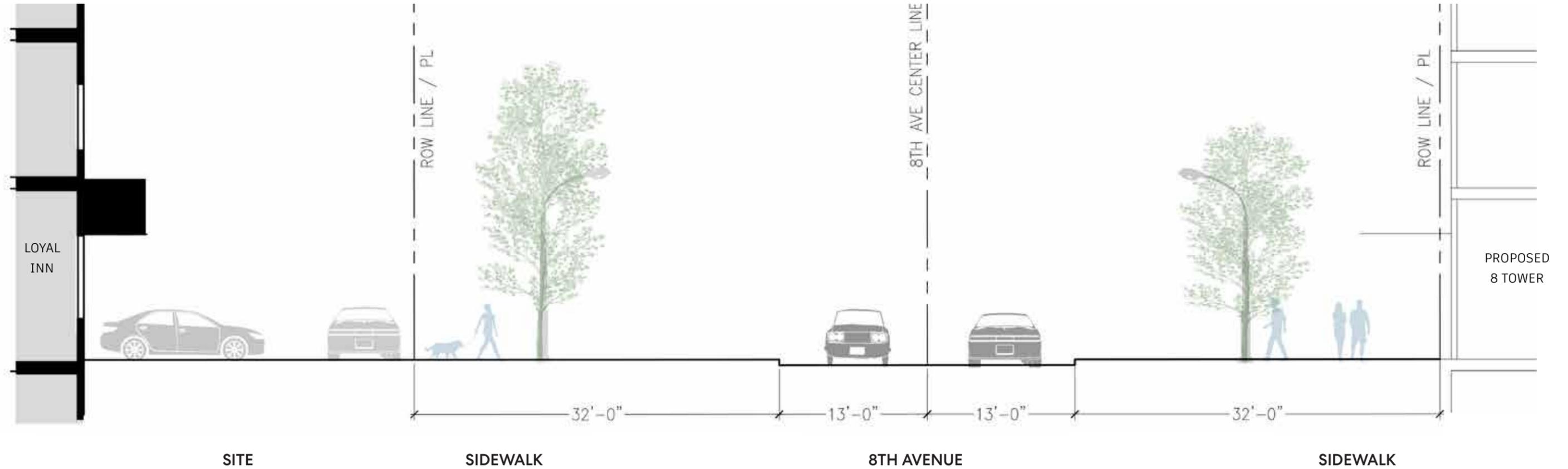


vacation



access and circulation

8th ave right of way - existing



1 8TH AVENUE LOOKING SOUTHEAST



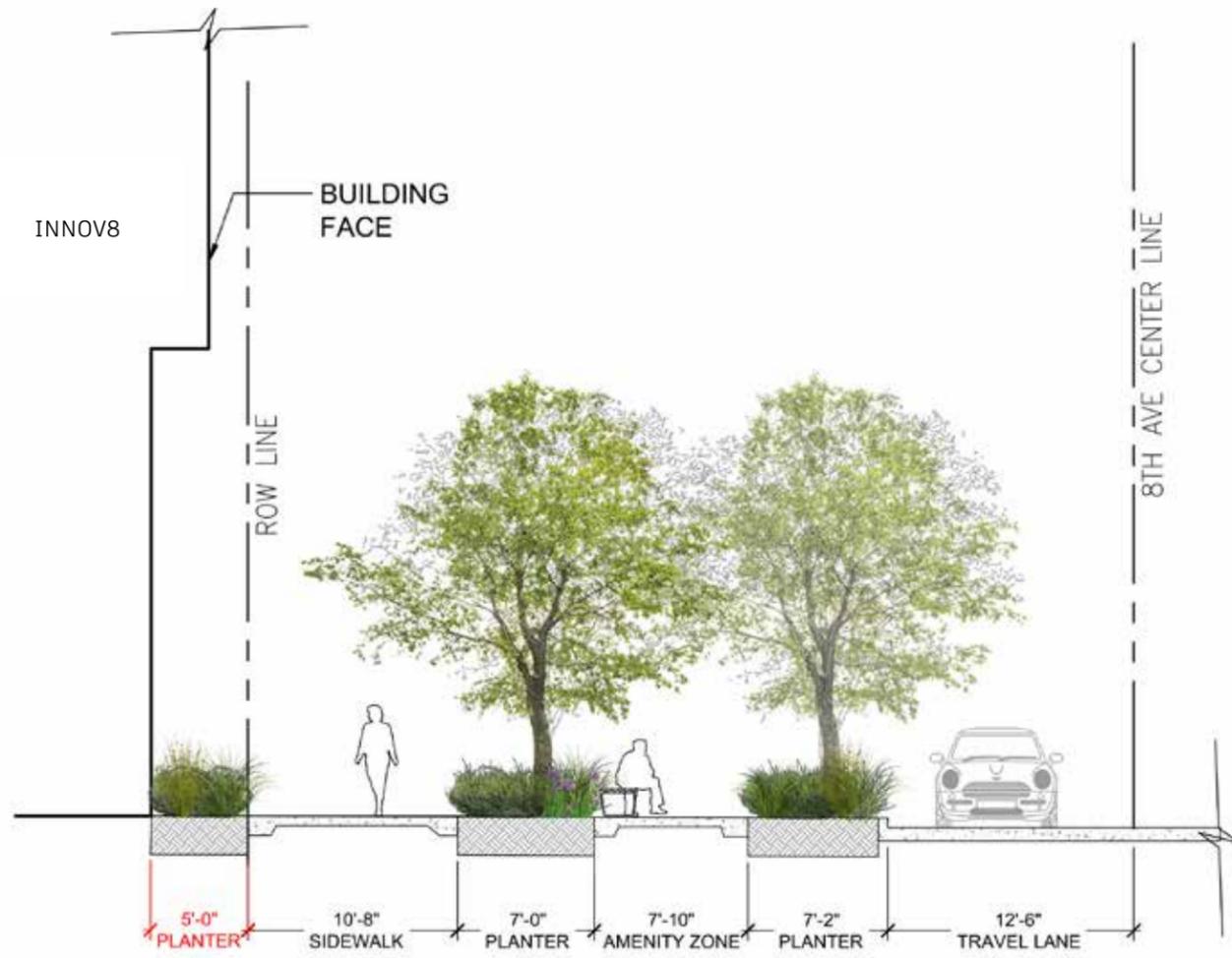
2 LOOKING NORTH ON 8TH AVENUE



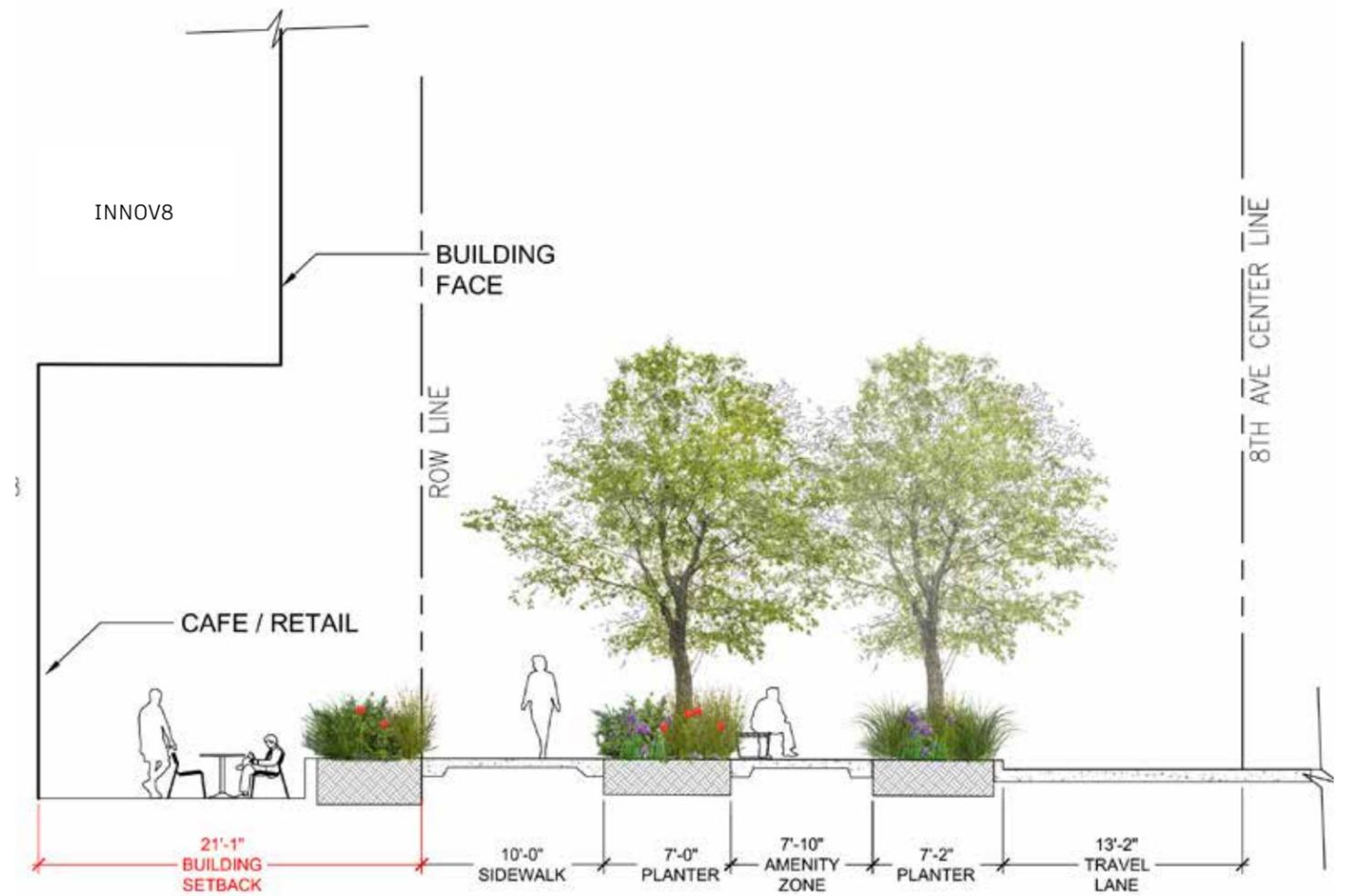
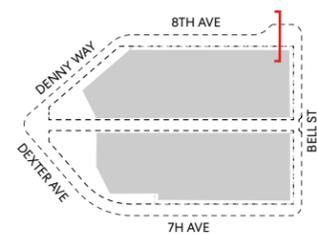
PROPOSED 8 TOWER FRONTAGE ON 8TH AVE

access and circulation

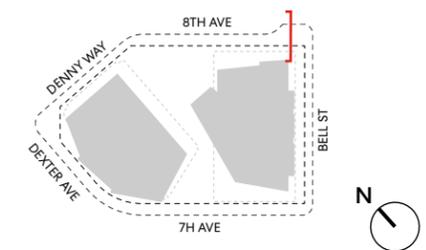
8th ave right of way - no vacation vs vacation



no vacation

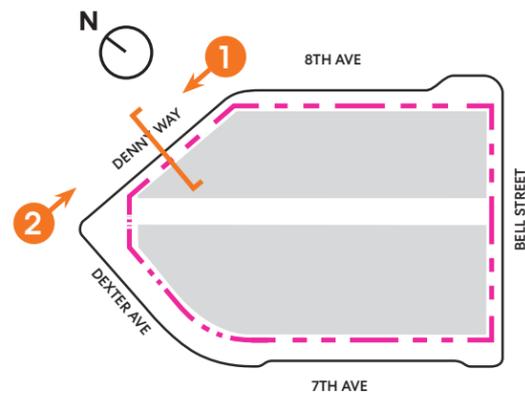
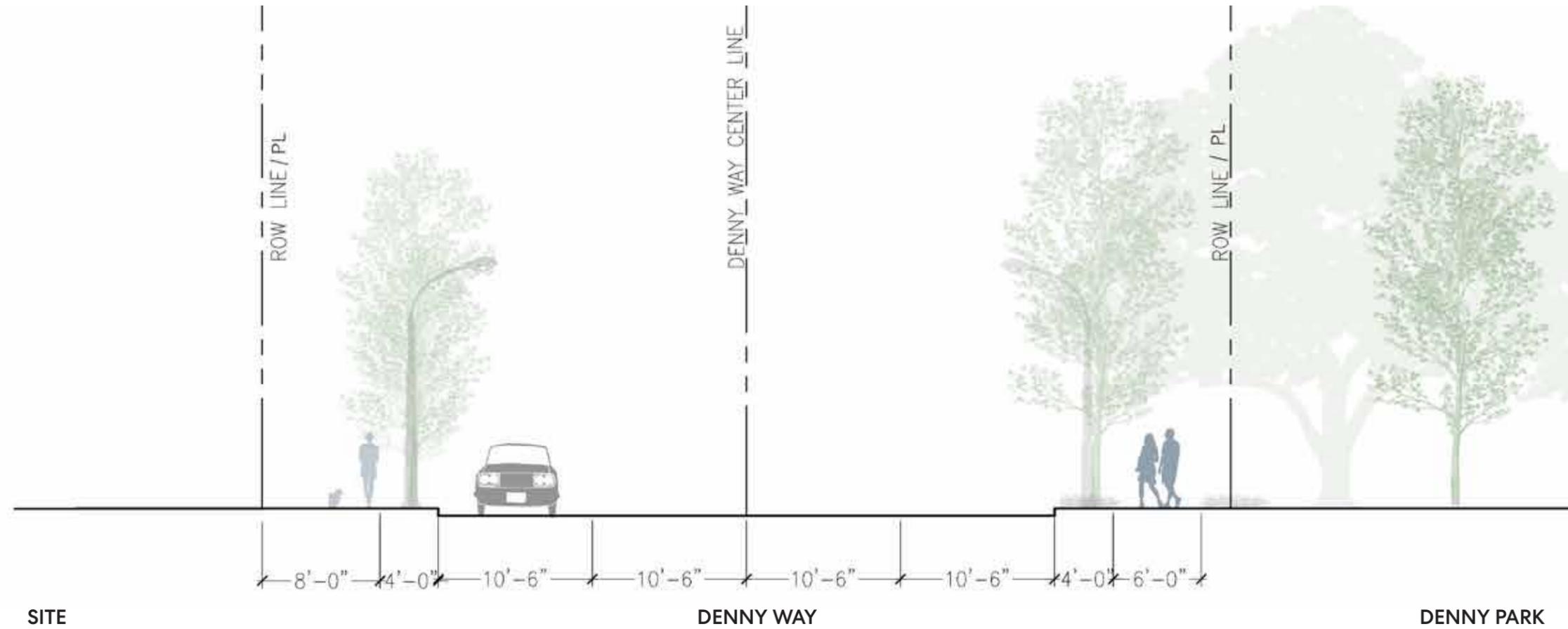


vacation



access and circulation

denny way right of way - existing



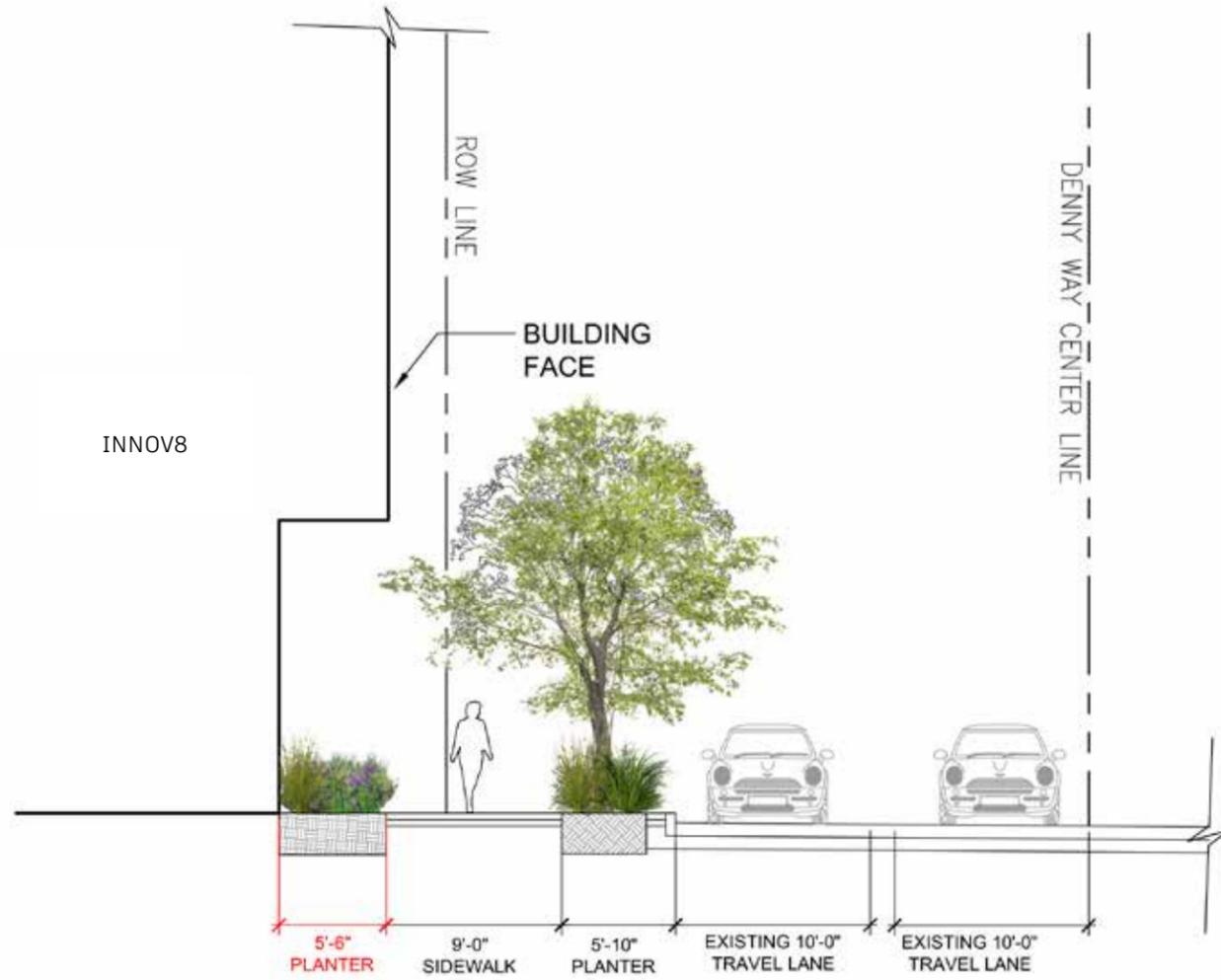
1 DENNY WAY AND 8TH AVENUE



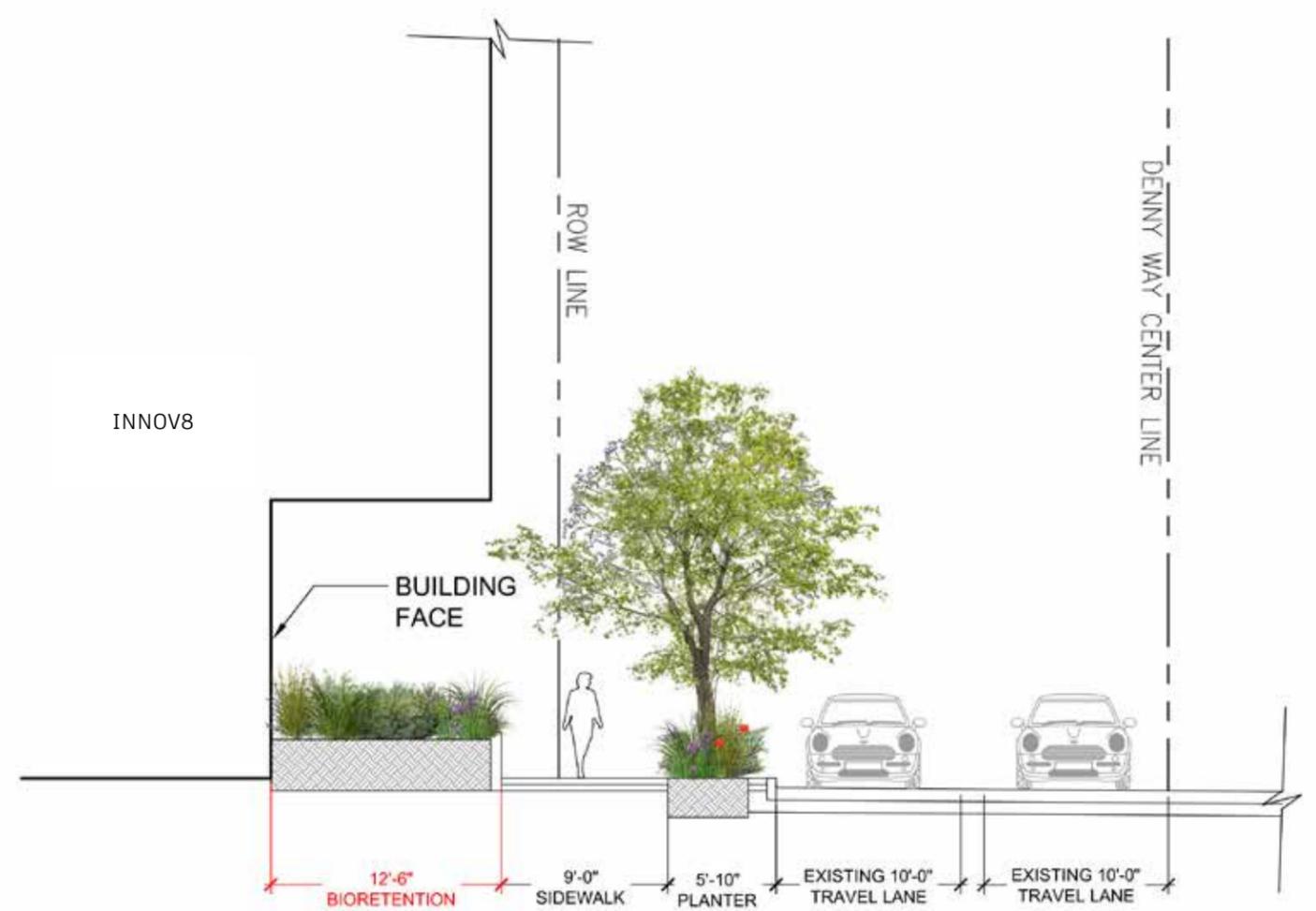
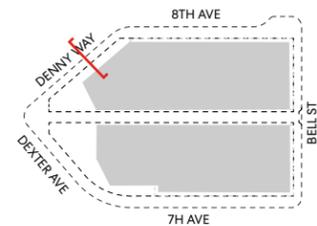
2 DENNY WAY AND 7TH AVENUE

access and circulation

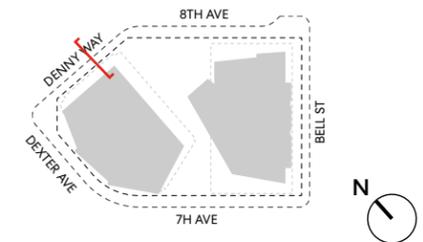
denny way right of way - no vacation vs vacation



no vacation

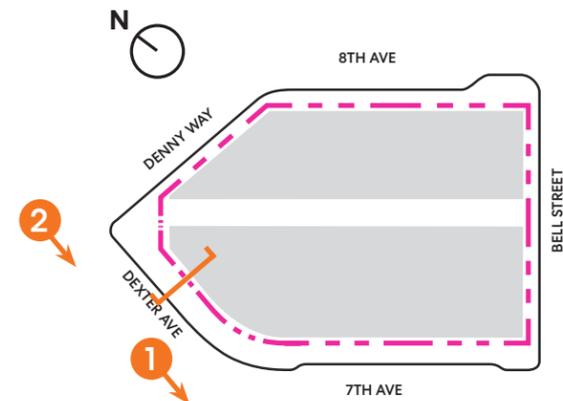
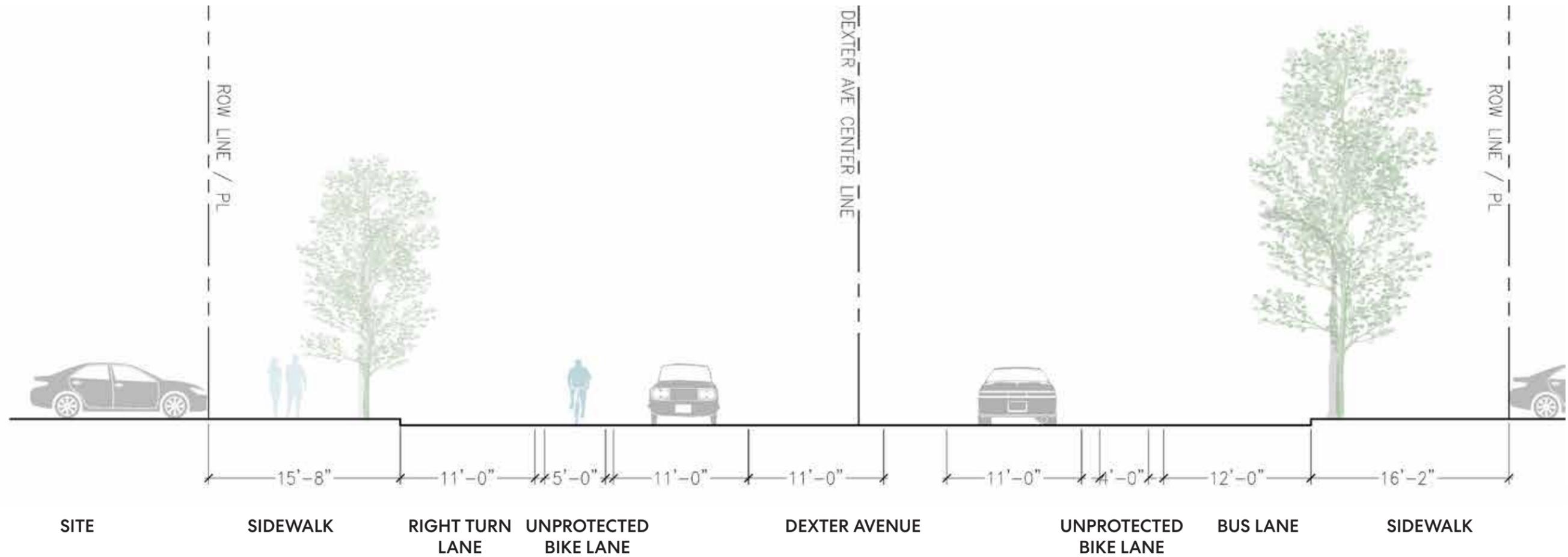


vacation



access and circulation

dexter ave right of way - existing



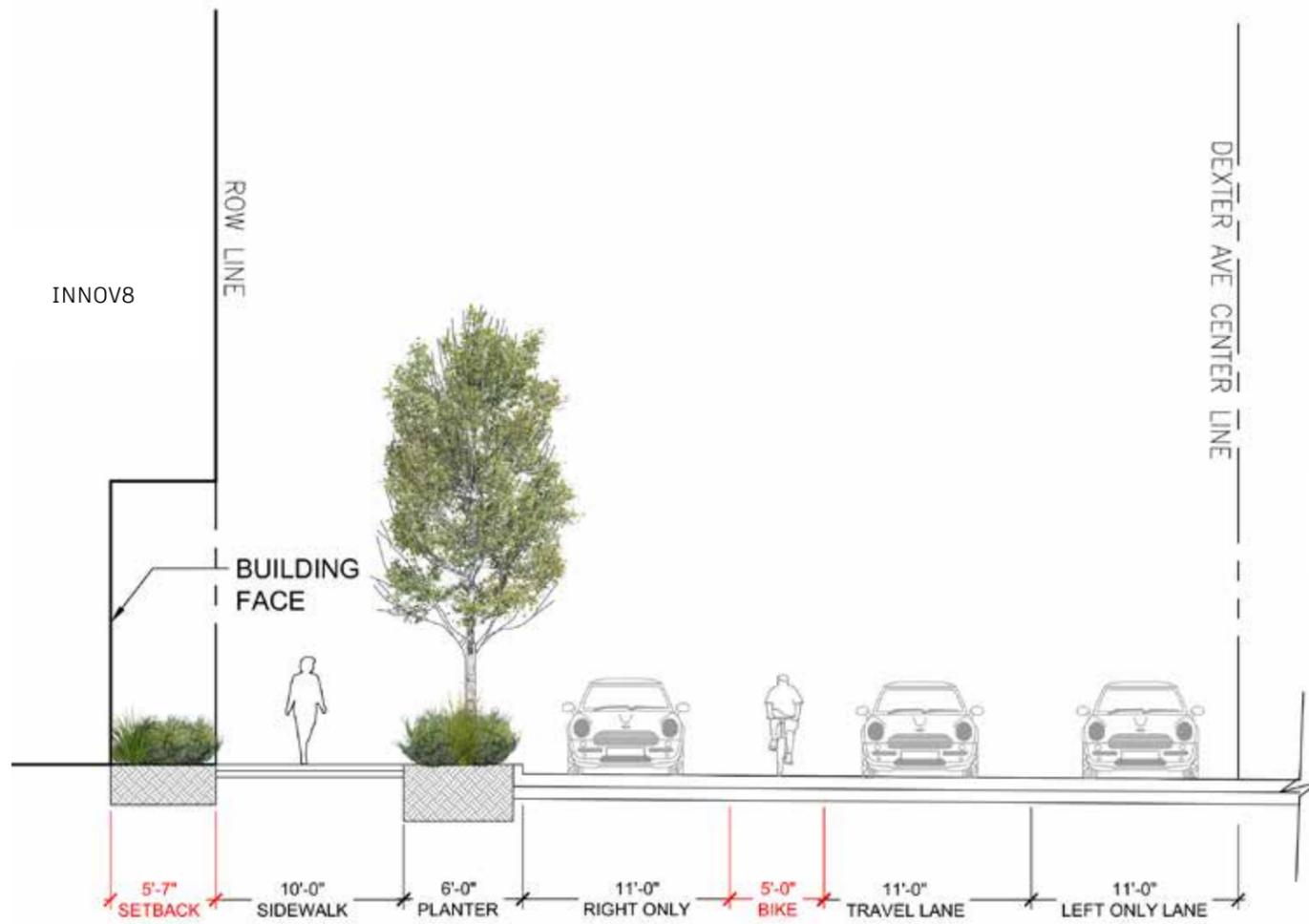
1 DEXTER AVE LOOKING SOUTH



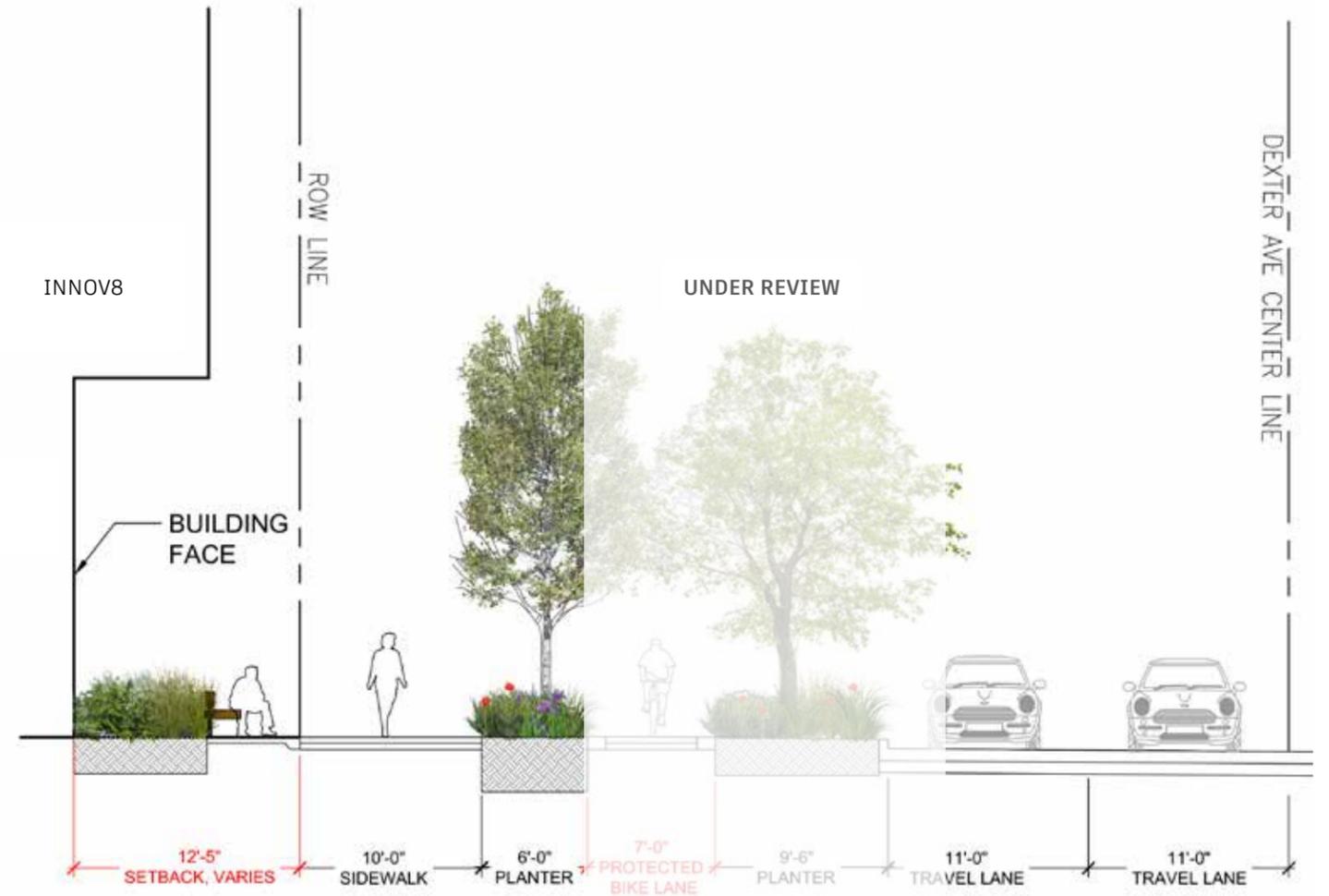
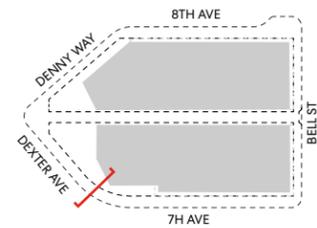
2 DEXTER AVE AND DENNY WAY

access and circulation

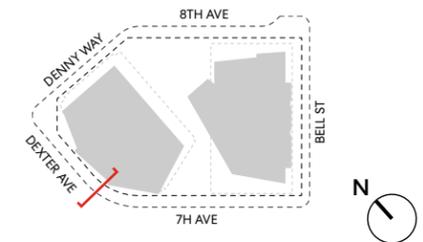
dexter ave right of way - no vacation vs vacation



no vacation

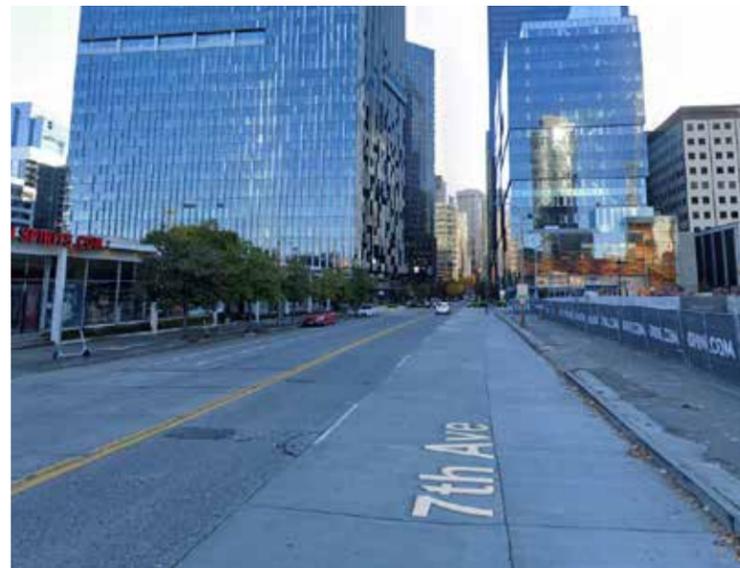
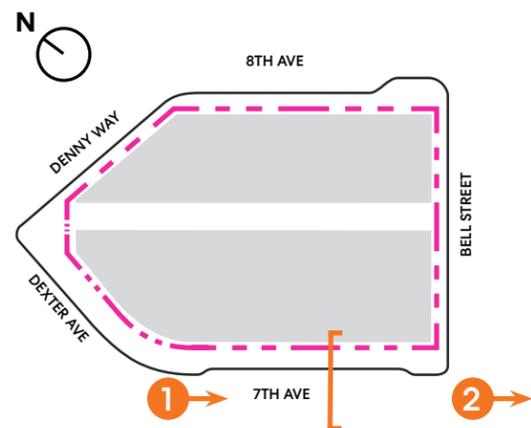
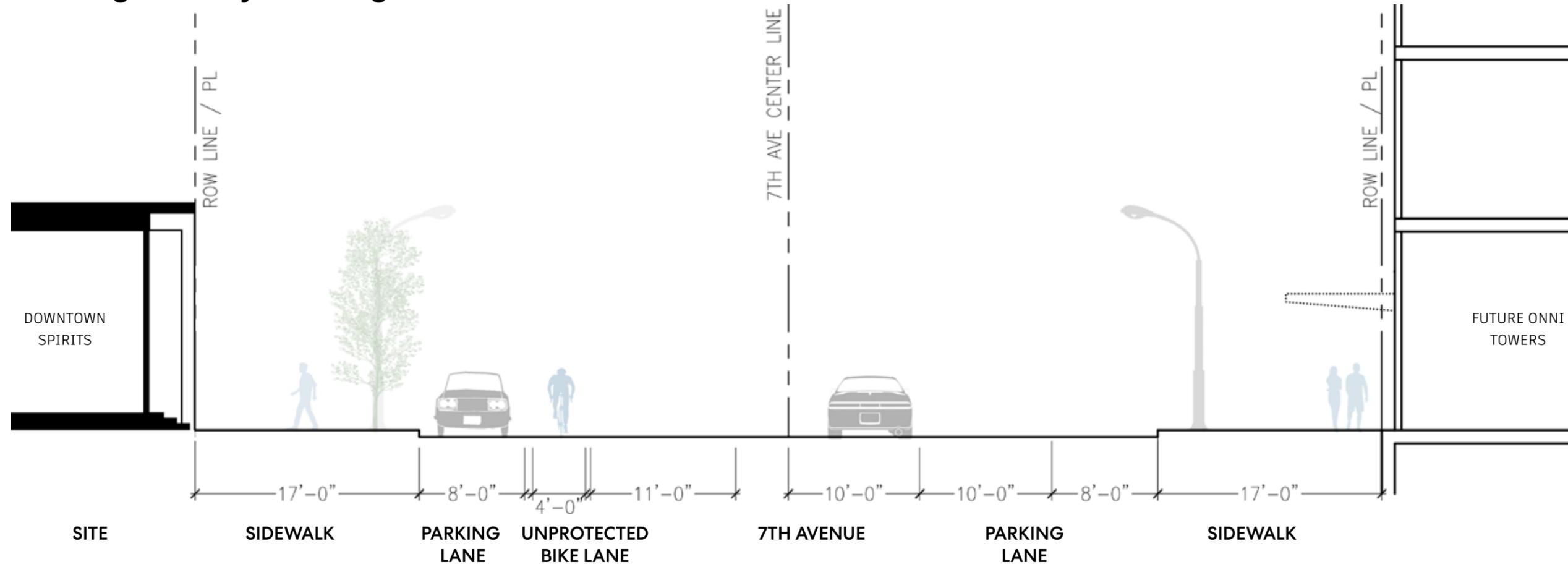


vacation



access and circulation

7th ave right of way - existing



1 7TH AVE LOOKING SOUTH



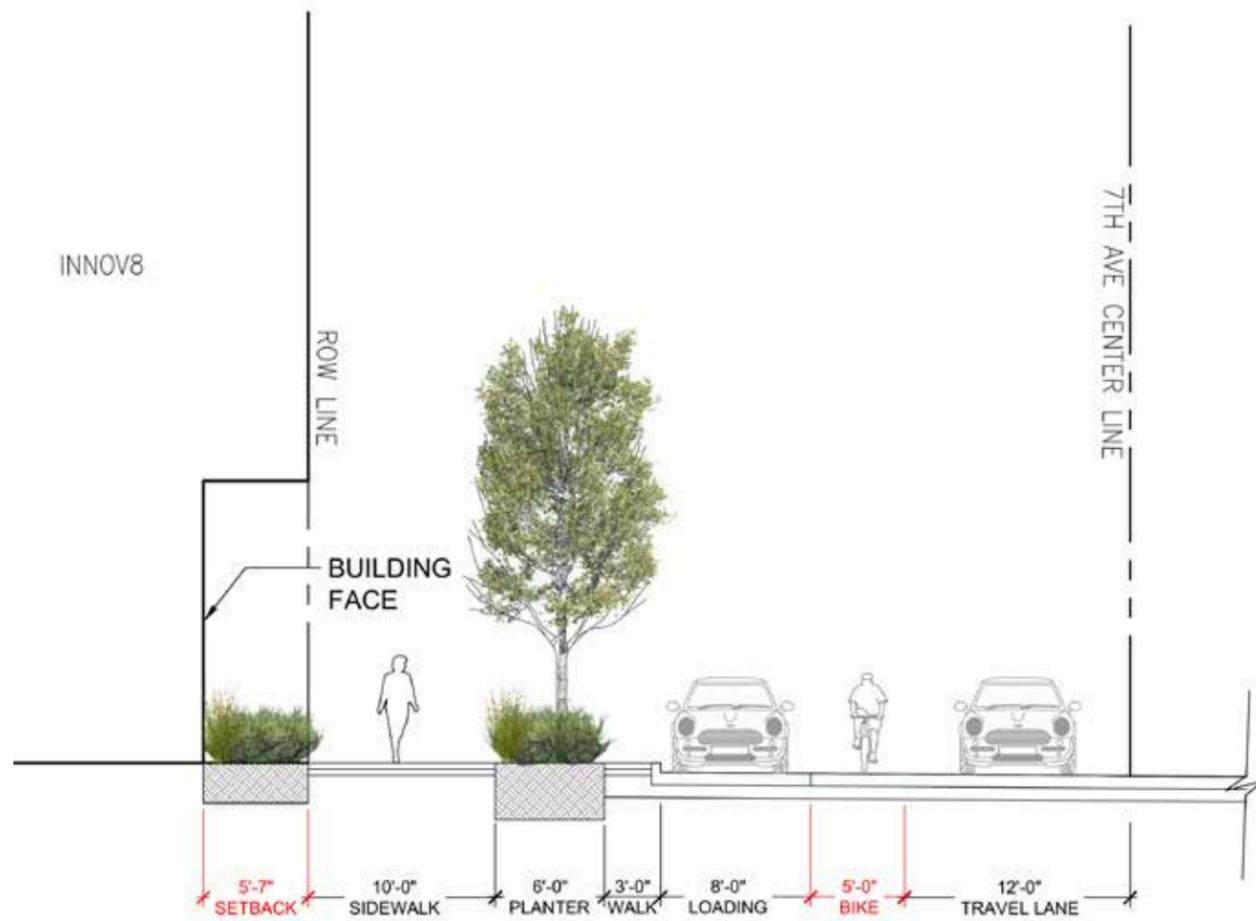
2 7TH AVE STREETSCAPE SOUTH OF SITE



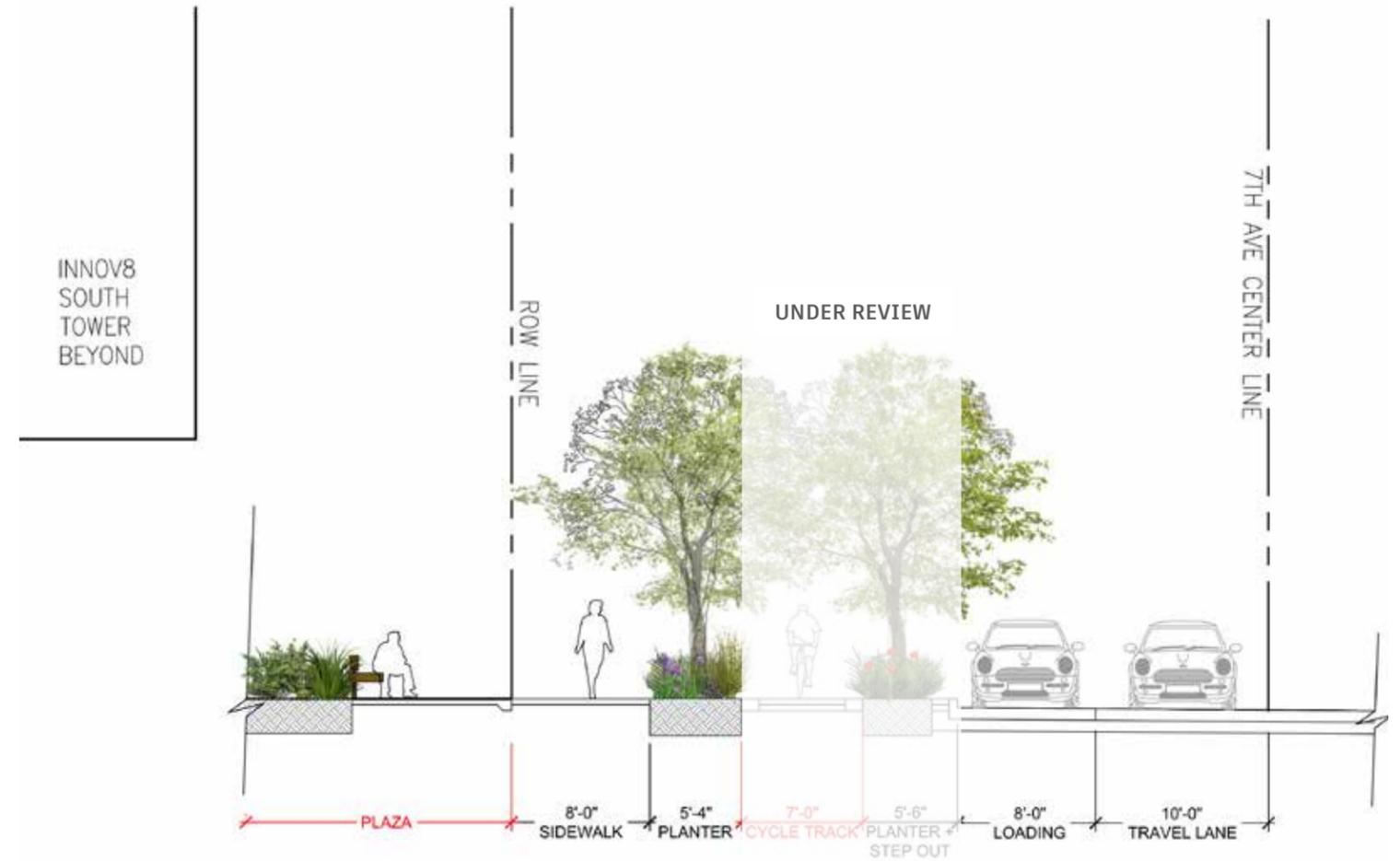
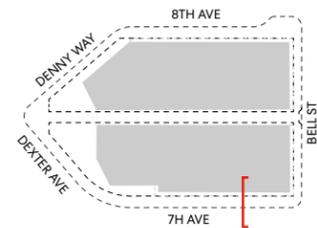
FUTURE ONNI BLOCK V STREETSCAPE

access and circulation

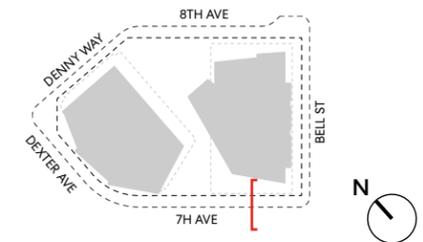
7th ave right of way - no vacation vs vacation



no vacation



vacation

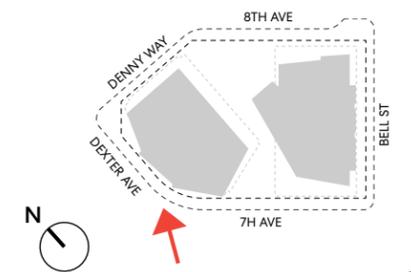


pedestrian & cyclist experience

Dexter and Denny intersection

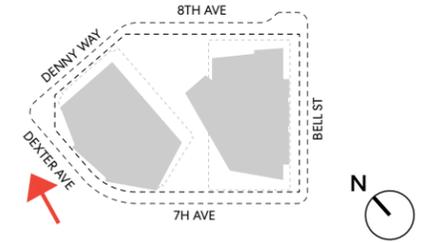
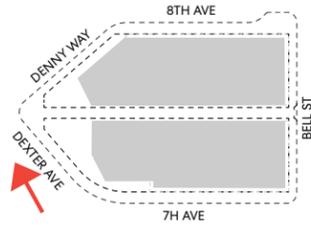


existing



pedestrian & cyclist experience

Dexter ave and Denny way intersection



no vacation



vacation

SDC Comment: Create a connection at Denny and 7th to building through massing and ground level spaces.

- The ground level facade has been stepped back at Dexter and Denny to allow for better sightlines and pedestrian comfort. In addition a second entrance to the north building has been added to that corner to create a greater presence at the intersection.

pedestrian & cyclist experience

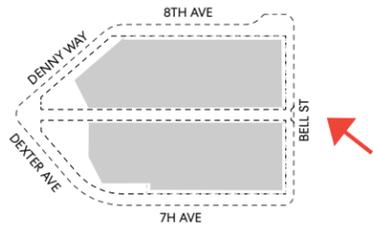
Bell Street Alley



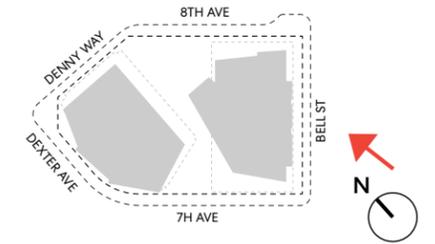
existing

pedestrian & cyclist experience

Bell Street Alley



no vacation



vacation

SDC Comment: Reconsider proposed improvements along Denny and 8th and refocus improvement along bell, at and near site.

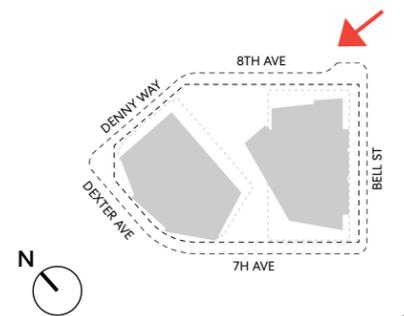
- Improvements along Bell St include and increased setback to provide extensive landscaping and a bicycle service patio adjacent to the bicycle storage and locker room entry. The increased setback also allows for strengthening of the Market to Mohai pedestrian route with color specific additional seating and wayfinding.

pedestrian & cyclist experience

Bell St and 8th ave intersection

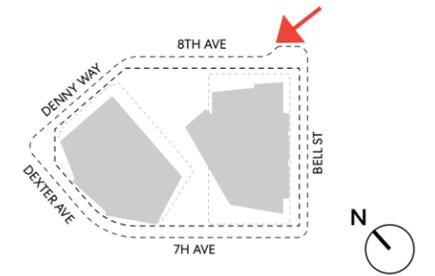
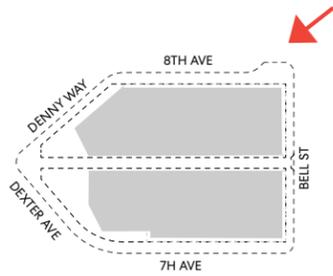


existing



pedestrian & cyclist experience

Bell st and 8th ave



no vacation



vacation

SDC Comment: location and orientation of retail space should be reconsidered to maximize its impact on the public realm and open spaces.

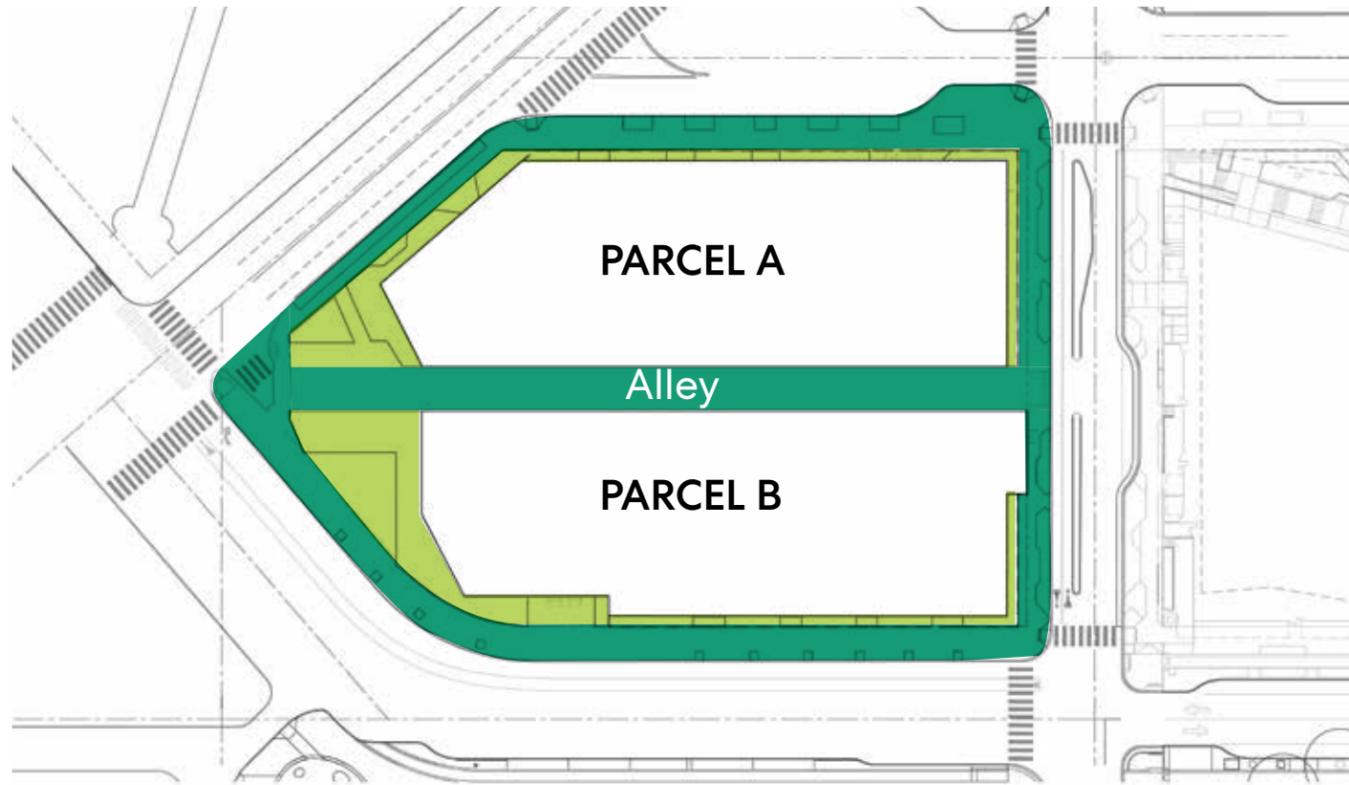
- Retail space is currently planned at the corner of 8th and Bell which creates a gateway to Bell St with the retail on the opposite side of Bell St. The inclusion of retail on this corner also knits the site to the retail pedestrian language on 8th Ave to the south of this project. Additional retail spaces are being studied as part of the ongoing design.

SDC Comment: Start engaging with SDOT to evaluate turning movements from Denny unto 8th and its impact on building access. Also look at nature of improvement 7th an Denny.

- The increased setback along 8th Ave improves sightliness and create a buffer zone at garage/ loading access.

open space

no vacation



vacation



LEGEND

-  Public Space
-  Accessible Open Space.
Privately Owned

open space

no vacation

Parcel A area : 34,236 SF

Parcel B area : 35,029 SF

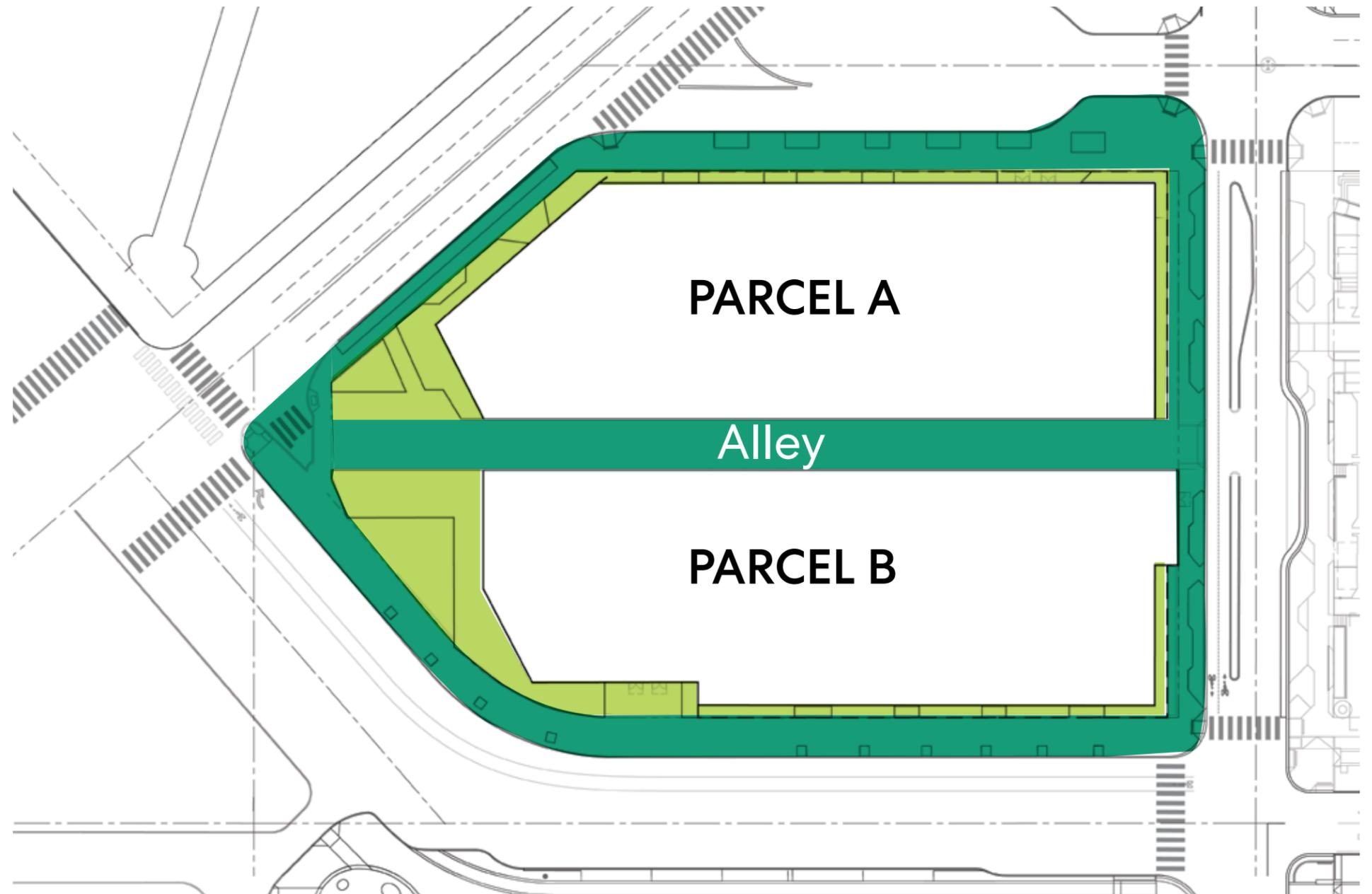
Open space requirement:

(OFFICE SPACE) / 1,000) x 20 ft

	Required	Proposed	
		On-site*	Public
Parcel A	3,980 SF	6,595 SF	12,161 SF
Parcel B	4,026 SF	9,251 SF	12,024 SF

- The No Vacation concept open space requirements is approximately 3,980SF for parcel A and 4,026SF for parcel B.
- Due to the parcels irregular shape, open space to be distributed on the north side, facing Denny Park where building is less feasible.
- Other open space improvements are limited to landscape setbacks, street edges including required sidewalk and street tree enhancements.

* Open space requirement: in the amount of twenty (20) square feet for each one thousand (1,000) square feet of gross office floor area shall be required of projects that include eighty-five thousand (85,000) or more square feet of gross office floor area in DOC1, DOC2, DMC, DMR/C and DH2 zones.)



* Privately-owned, publicly accessible

open space

vacation

Parcel A area : 34,236 SF
 Parcel B area : 35,029 SF
 Alley area : 5,766 SF
 Total Site Area : 75,031 SF

Open space requirement:
 (OFFICE SPACE) / 1,000) x 20 ft

Required	Proposed	
	On-site*	Public
8,930 SF	22,300 SF	25,990 SF

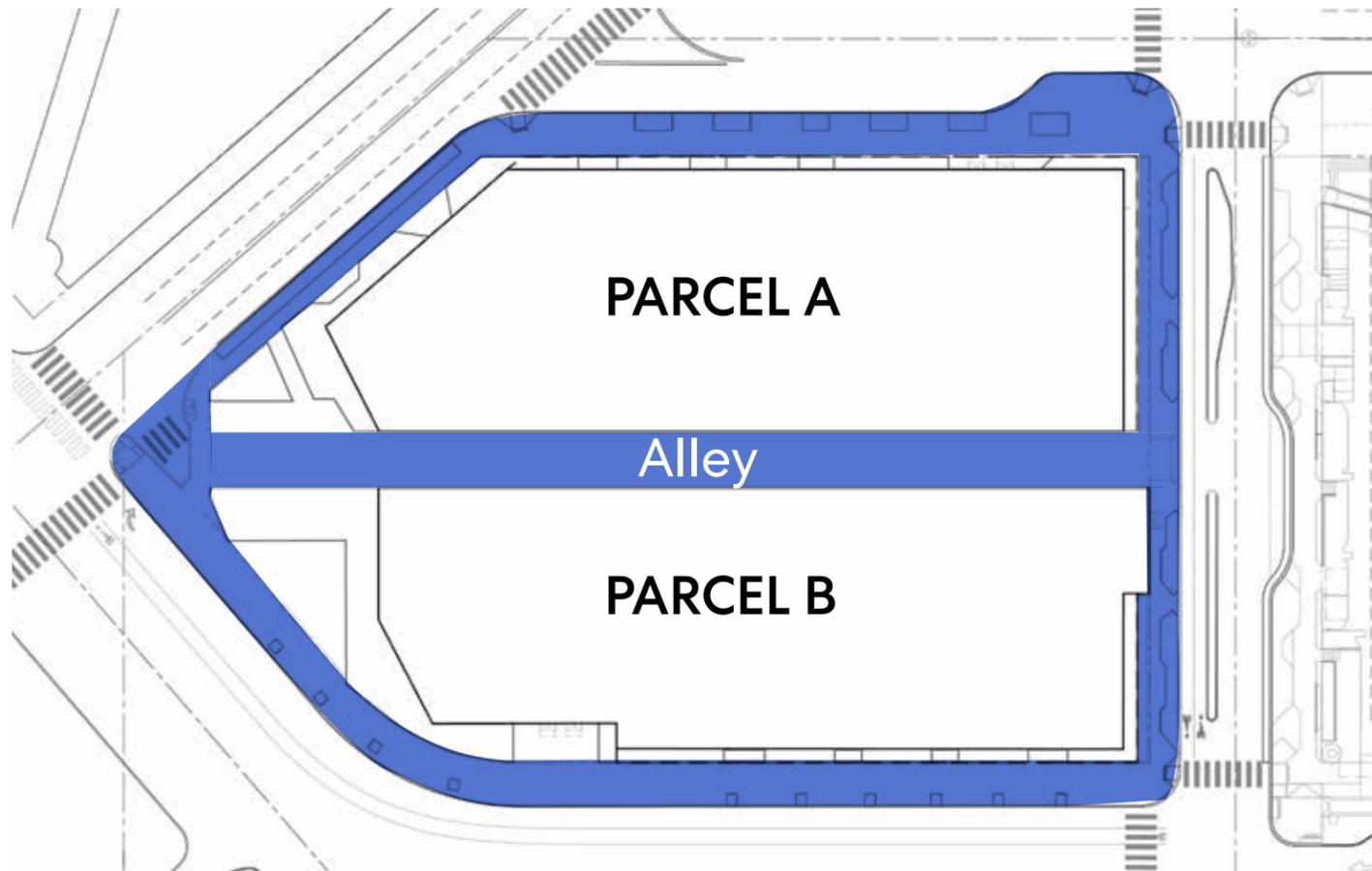
- The Vacation concept open space requirements is approximately 8,930SF.
- The open space requirement is significantly exceeded and is able to be distributed throughout the site in a pattern that follows the dynamic through-block connections evident in the blocks to the south.
- Creates two primary publicly accessible open spaces along 7th Ave and 8th Ave.
- Creates an ADA accessible mid-block connection between 7th and 8th Ave.
- Includes a deep setback along Bell Street in addition to the adopted Street Concept Plan allowing for additional landscaping and pedestrian/cyclist amenities.
- Creates a pocket park at the corner of Dexter Ave and Denny Way, providing an enhanced sidewalk, street trees and landscaping opportunities.



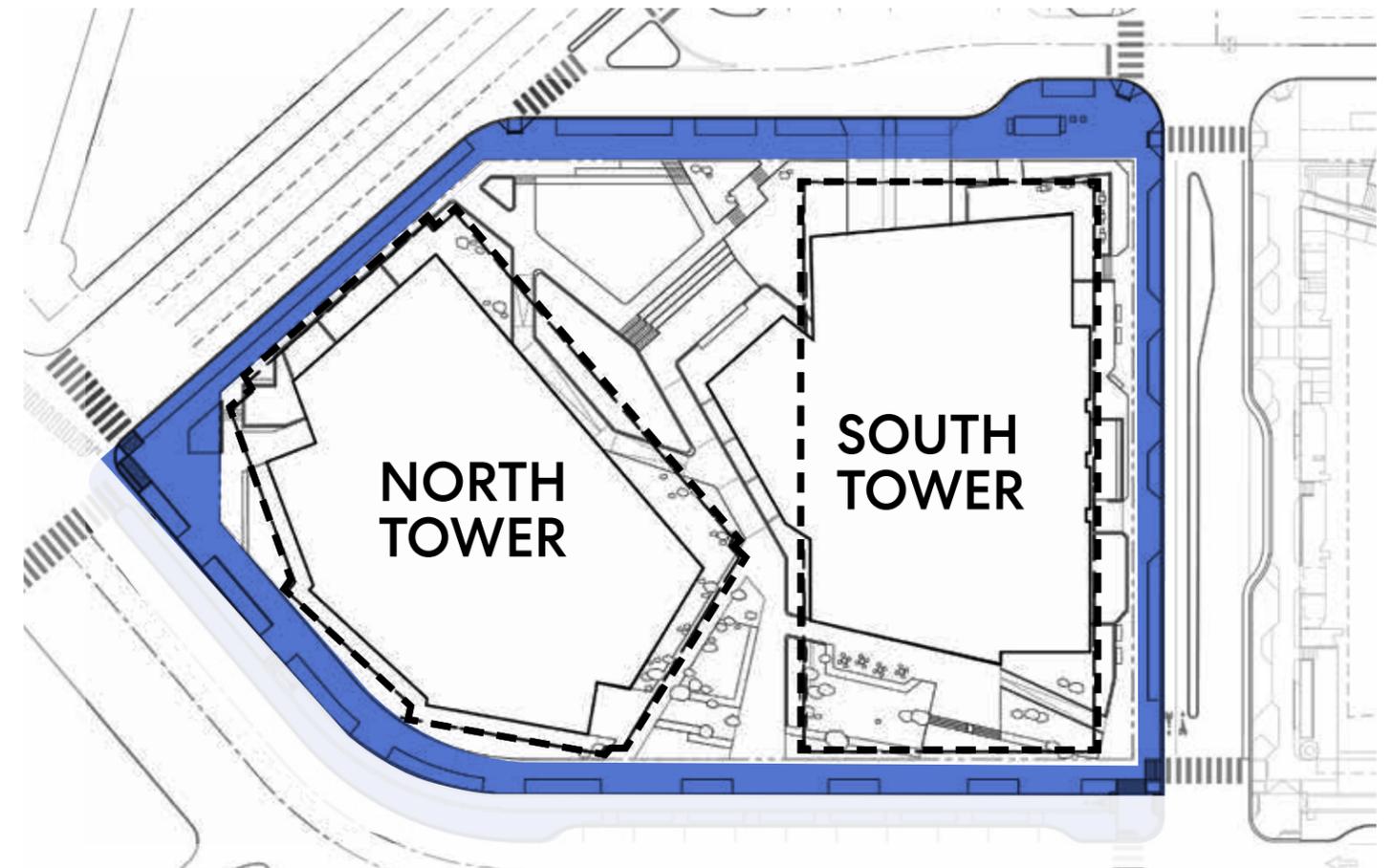
*Privately-owned, publicly accessible

free speech and public assembly

no vacation



vacation



LEGEND

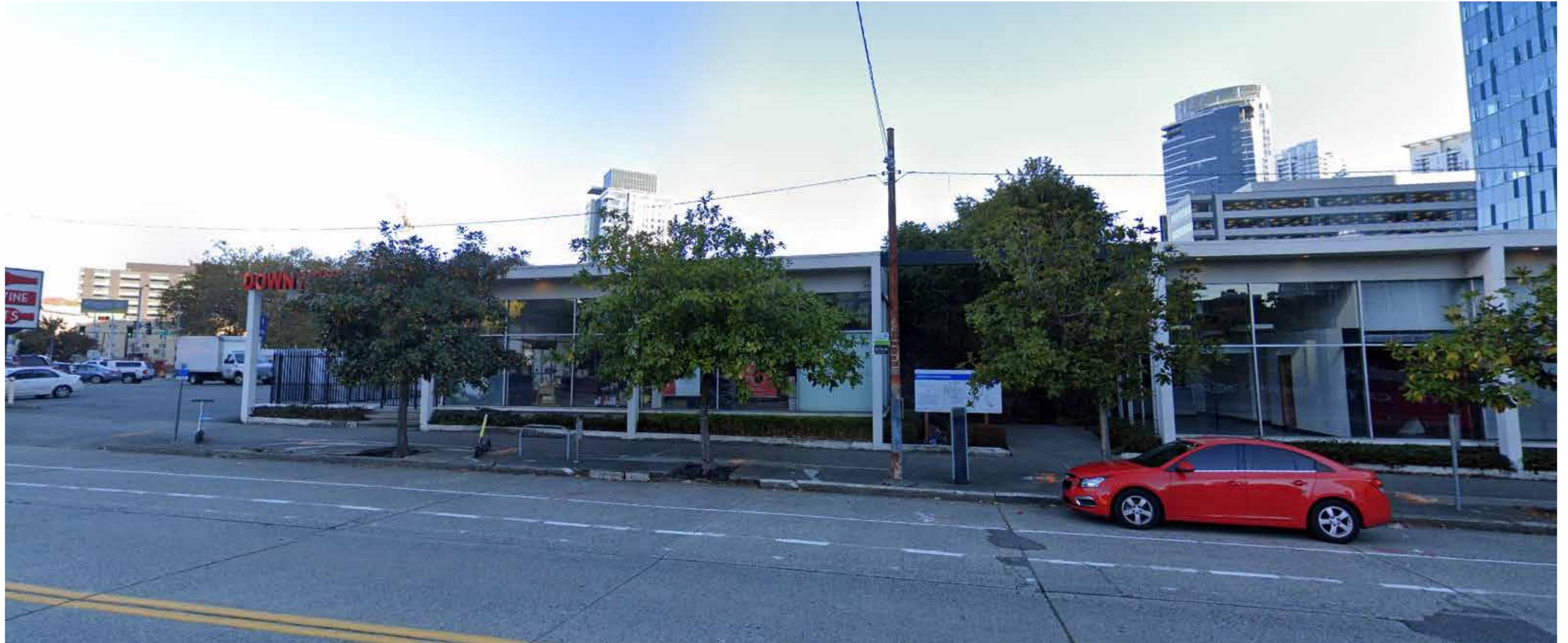
 Public open space

The existing alley is currently not an ideal place for free speech. The street improvements provide improved areas within the public realm that creates a safer space for these activities to take place by prioritizing the pedestrian experience. The Petitioner will comply with Council-imposed conditions that reflect this policy.

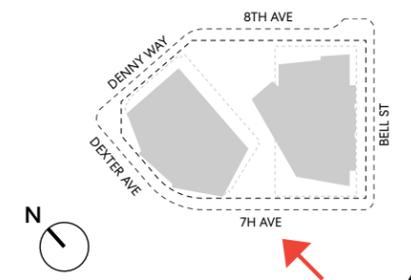
	Public Open Space
No vacation	24,185 SF
Vacation	25,990 SF

light and air / views

7th Ave pedestrian experience

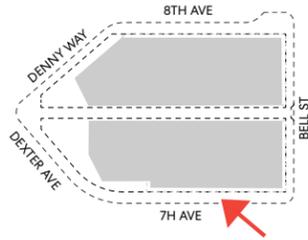


existing

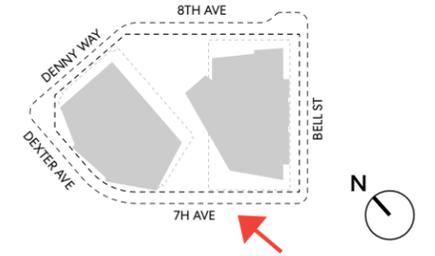


light and air / views

7th Ave pedestrian experience



no vacation



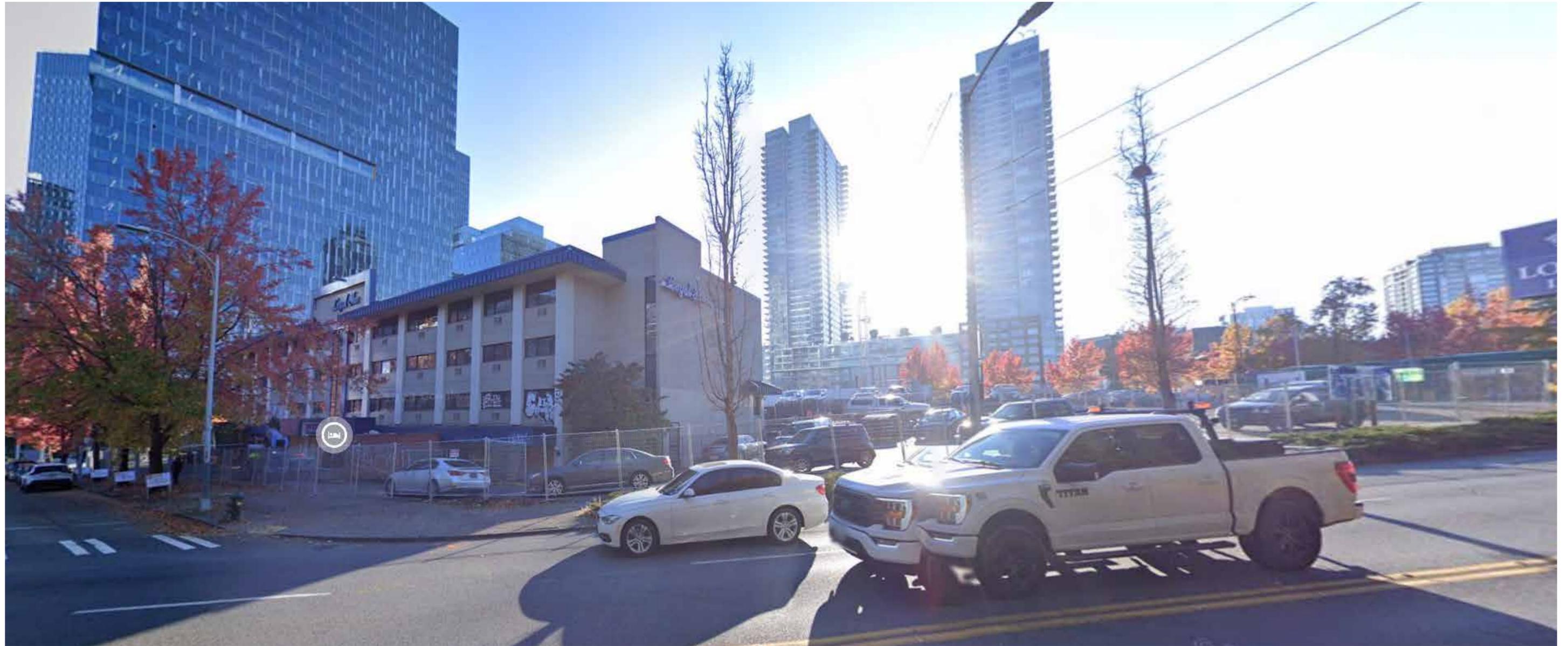
vacation

SDC Comment: Pulling back of building and reorienting tower location at 7th and Bell would create an opportunity for better quality open spaces at SW corner of the site, which maximize sun exposure.

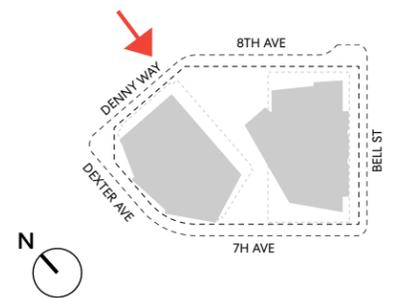
- The ground level facade at 7th and Bell has been significantly pulled back to allow for more porosity, greater sightlines, and to expand the 7th Ave plaza space.

light and air / views

pedestrian view from denny way

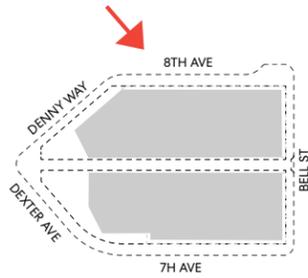


existing

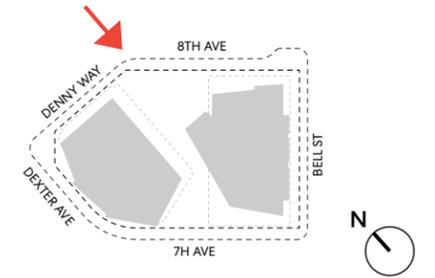


light and air / views

pedestrian view from denny way



no vacation



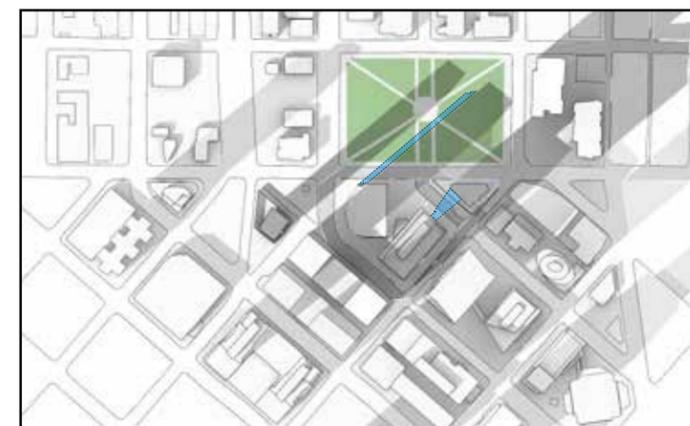
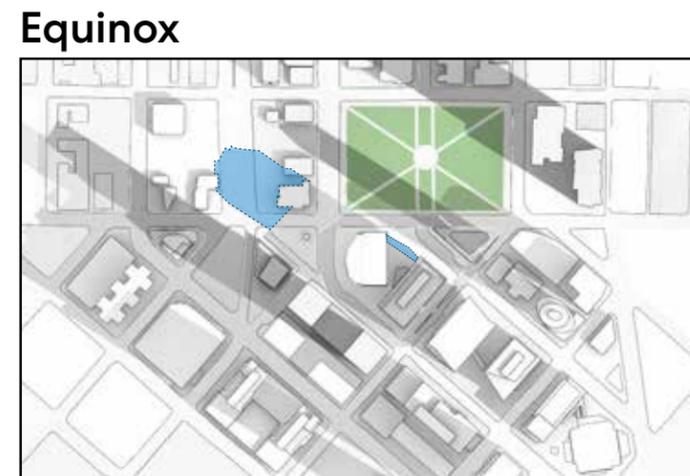
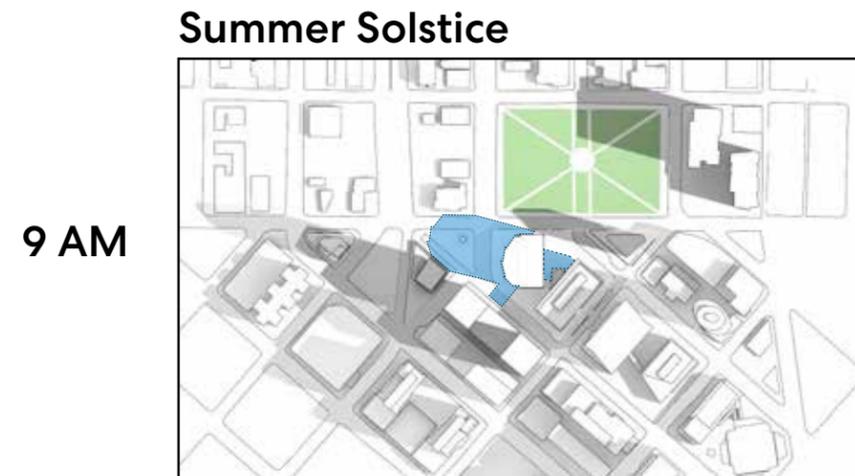
vacation

SDC Comment: Reconsider pathway through building created by massing and separation of buildings. It is unclear who would use this route. It is also unclear how the user would be able to see or understand the route due to grade changes and building orientation.

- By expanding the plaza areas and expanding sightliness the team has strengthened the accessible pedestrian through-block connection. Further refinement of materiality and lighting will reinforce the partway through the site

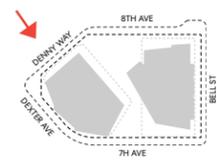
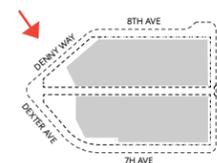
light and air / views

- Shadows from existing buildings
- Shadows from planned development
- Shadows added from proposed development



land use and urban form

The alley vacation allows for a building form that responds to the unique site and supports open space, light and air, and view policies.

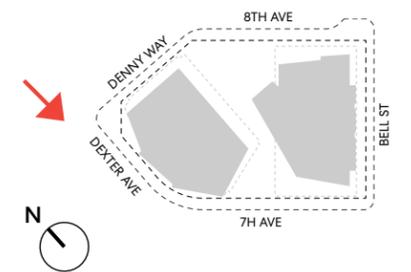


land use and urban form

approach from Dexter Ave.

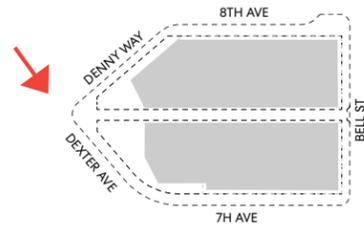


existing

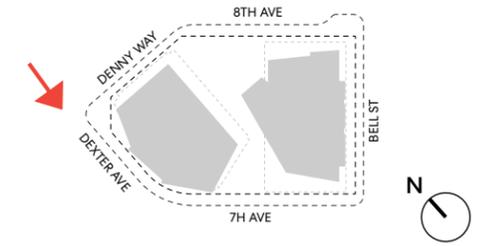


land use and urban form

approach from Dexter Ave.



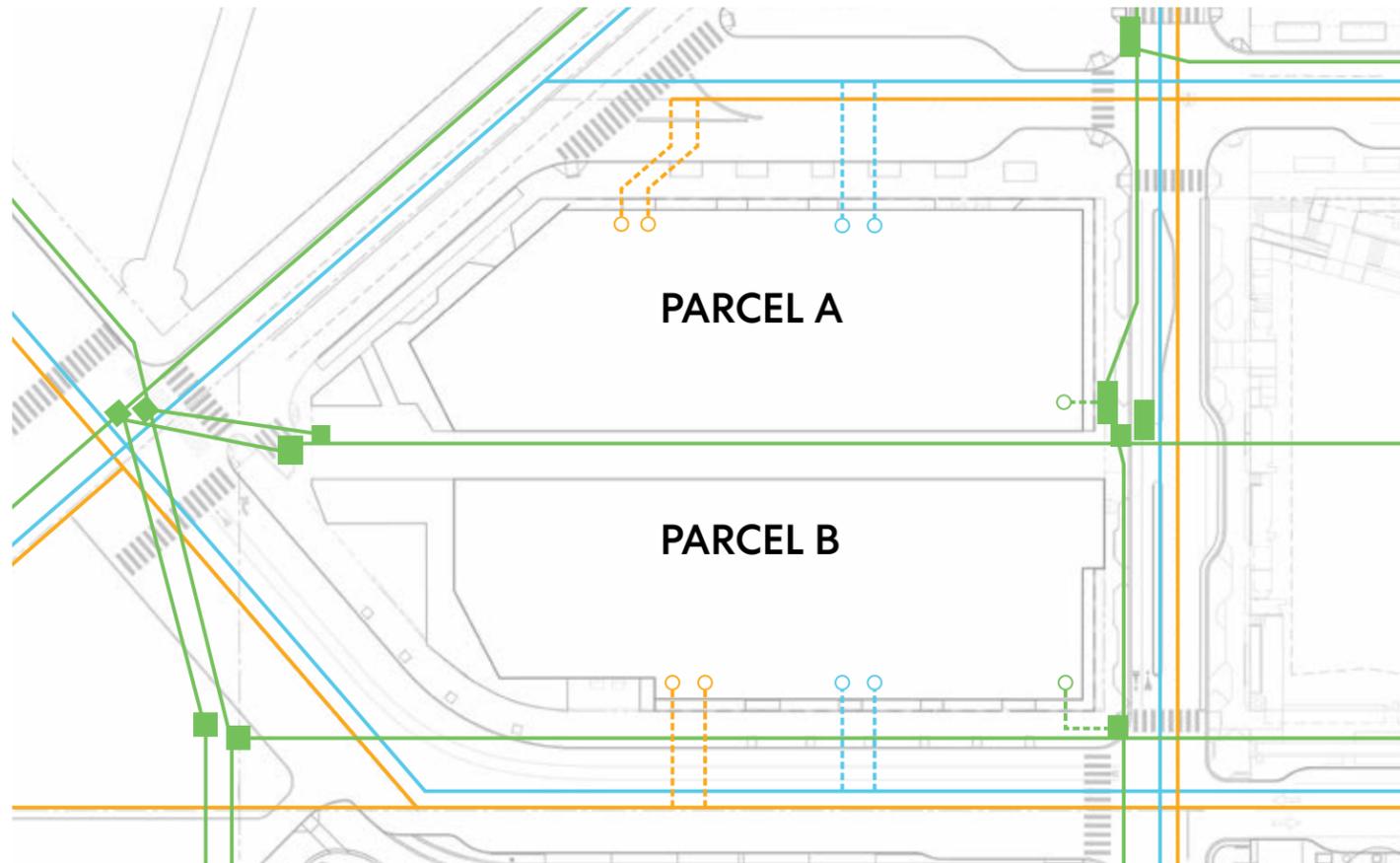
no vacation



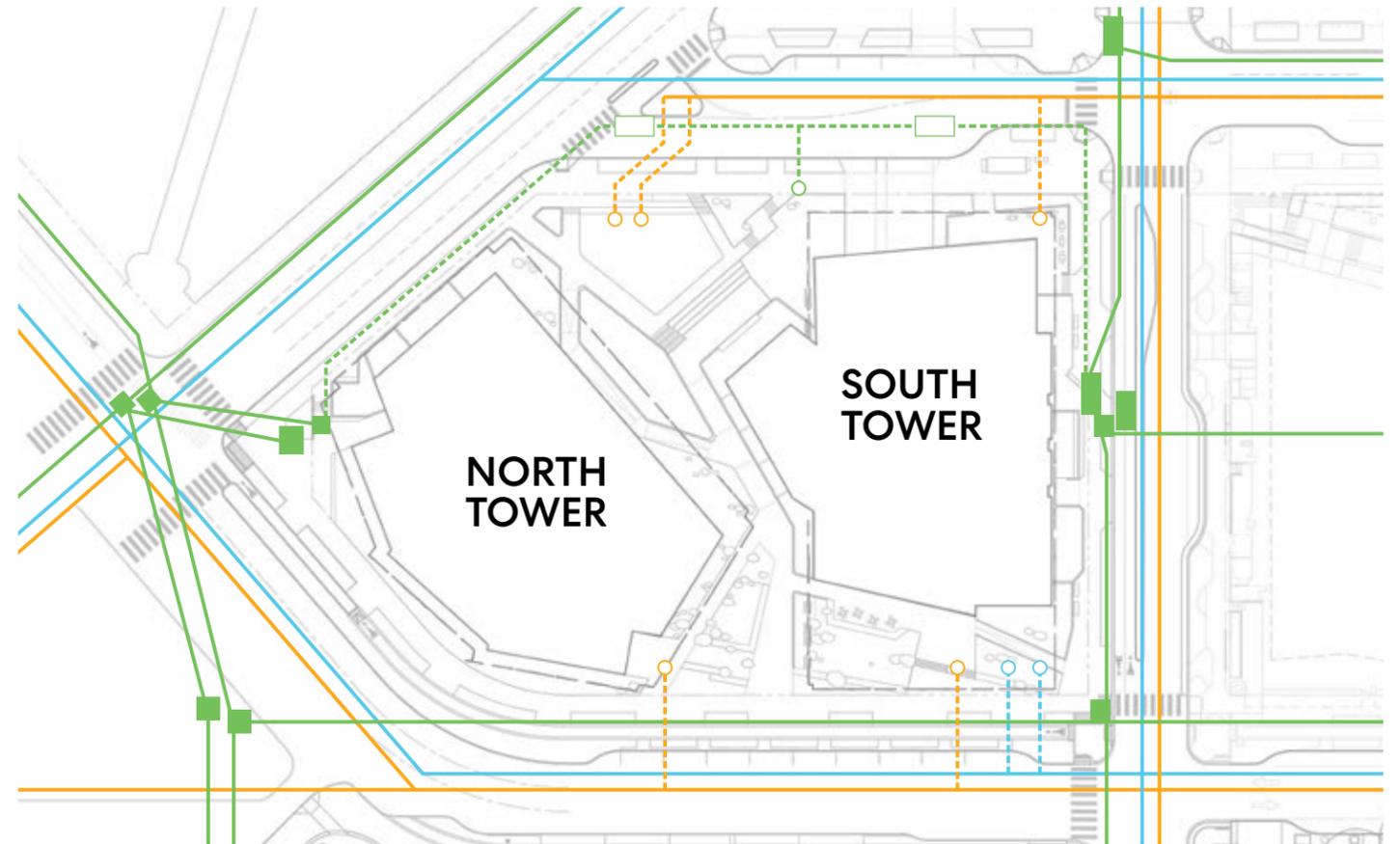
vacation

utilities

no vacation



vacation



LEGEND

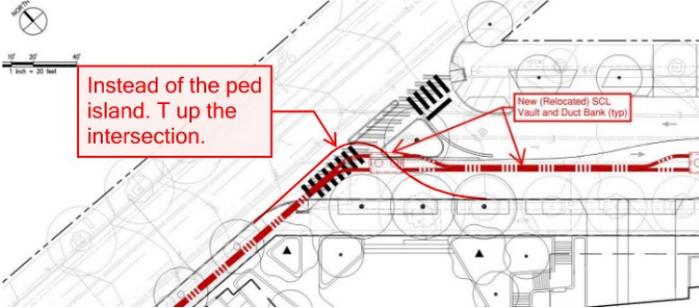
- | | | | |
|--|-----------------------------|--|---------------------------------------|
| | Electrical line (existing) | | Water line (existing) |
| | Electrical line (new) | | Water line (new) |
| | Electrical vault (existing) | | Combined sewer/ storm line (existing) |
| | Electrical vault (new) | | Combined sewer/ storm line (new) |

appendix



SDOT Street Use Street Vacation Comments Tracking

Block Z | Circulation Date: 4/11/2023 | Comments Due: 5/11/2023

Item	Subject (Dept/Division)	Comments	PW Response Meeting with SDOT held 7/6/2023
1	SDOT Roadway Structures	Roadway Structures have not identified any conflicts this street vacation will have on existing assets that Roadway Structures is responsible for regarding the vacation proposal and have no further comments regarding the proposal at this time.	
2	Comcast	Our maps currently show that we feed 2301 8th avenue from this alley way. We have a conduit from Bell St that extends close to a 100ft into the alley and turns to feed this building. We would like to be able to feed both these parcels in the future and we currently have the capabilities too. If this is to be under development, we would like to be involved in this future project.	*Noted.
3	SDOT Traffic Ops	<p>Utilities, Proposed Mitigation of Impacts Exhibit: *Instead of the ped island, T up the intersection</p>  <p>Land Use Information, Development Comparison – Vehicle Access: *Please confirm garage access serves both towers *For public benefit, we'd like to see this intersection T'd up to Denny with shorter crossing distance across 8th.</p>	<p>*Yes, garage access serves both towers. *Team will study design for T'ing up intersection of 8th Ave and Denny Way.</p>



SDOT Street Use Street Vacation Comments Tracking

Block Z | Circulation Date: 4/11/2023 | Comments Due: 5/11/2023

		<p>*Intersection operations need to be evaluated with the loss of the right lane. Protected phasing for bikes may be needed.</p> <p>Vacation Policies, Public Benefit Matrix:</p> <p>*Rather than an island, we'd like to see 8th Ave T'd up to Denny which would provide a shorter crossing distance, improve sight lines, and encourage lower vehicle speeds.</p> <p>*This work [protected bike lane extension – 7th Ave and Dexter Ave] may also trigger signal improvements.</p> <p>Overall Comment:</p> <p>*Traffic Ops generally Supports the vacation, but there would need to be a change to the improvements at 8th Ave and Denny.</p>	<p>*Design team and traffic consultant will evaluate intersection of Dexter Ave and Denny Way with proposed protected bike lane and review results and proposed design with SDOT.</p> <p>*Noted, see above.</p> <p>*Noted, see above.</p>
4	SDOT Signal Operations	<p>Land Use Information, Development Comparison – Vehicle Access:</p> <p>* The PBL may trigger protected turns for the right-turn and left-turns at Denny. Some improvements to the bike facility may be needed on the block north of Denny along Dexter to connect to the bike lane to the north.</p> <p>General Comment:</p> <p>*Signals supports the alley vacation. Signal improvements at Denny will be necessary.</p>	<p>*Noted. Design team and traffic consultant will study intersection including Dexter Ave N and Denny, bus stop north of the intersection and the protected bike lane. Team will review results and proposed design with SDOT.</p>
5	Verizon	<p>Verizon MCI/XO do not have facilities in this area.</p>	
6	Zayo	<p>Zayo does not have any facilities in that alley - Thank you</p>	
7	SDCI Design Review	<p>SDCI supports the proposed alley vacation, provided the final design of the structures and site meet the intent of the guidance provided through the Design Review process and recommends the following conditions if the vacation is granted... (refer to attached memo from Joe Hurley titled "SUVAC0000006_SDCI Memo.pdf)</p>	<p>*Noted, Joe Hurley comments reflected in 'SUVAC0000006_SDCI Memo' are consistent with EDG comments and design team is refining the design to address comments. Updates that can be seen in the updated site plan include a new entrance at the corner of Dexter and Denny, increased setbacks at the</p>



SDOT Street Use Street Vacation Comments Tracking

Block Z | Circulation Date: 4/11/2023 | Comments Due: 5/11/2023

			corner of Bell and 7 th to improve pedestrian sight lines into and through the site, and updates to the landscape and plaza design along 7 th to improve pedestrian wayfinding and strengthen legibility of entrances.
8	SDOT Parking Ops	No Comments. No Action Required	
9	SPU DWW	SPU DWW's only comment is related to the CB at the Bell St intersection with the alley proposed for vacation; this drainage structure will no longer serve a public purpose, and as is consistent with private property, ownership and maintenance will revert to the underlying property owners responsibility.	*Noted.
10	SPU Solid Waste	Referenced notes from 10/6/2022 presubmittal Meeting and no additional comments.	*Initial review by Clayton Scott. No revisions expected. Anticipate letter of approval by 7/10/23.
11	Lumen	LUMEN has facilities within your proposed construction area. The plans submitted are under review by our LUMEN Field Engineer(s). Currently, the estimated completion date of review is 05/23/2023.	
12	SDOT Urban Design	Recommend incorporating the following elements to the existing proposed improvements: <ul style="list-style-type: none">• Strongly recommend geometry at 8th Ave and Denny Way is redesigned to align with the Denny Way Streetscape Concept Plan<ul style="list-style-type: none">○ Square the intersection of 8th Ave and Denny Way to reduce expansive paved and striped area and increase green street pedestrian amenity.○ Maintain curb line from curb bulb at 8th and Bell to align with revised corner at Denny Way to provide additional planting area in place of ride share/drop off.	*Noted, see comments above. *Noted, design team will study and share revised design with SDOT for review.



SDOT Street Use Street Vacation Comments Tracking

Block Z | Circulation Date: 4/11/2023 | Comments Due: 5/11/2023

		<ul style="list-style-type: none"> Recommend a signalized crossing at 8th Ave into Denny Park to achieve the Denny Way Street Concept Plan objectives. 	*Design team will study along with the other suggested design changes.
13	SDOT Urban Forestry	<p>SDOT Urban Forestry supports the vacation, however a revision will need to be made to the relocation of the SCL duct banks to accommodate ROW street trees and associated soil volume cb. ft. minimums along Denny and Bell.</p> <p><u>Comment on Proposed Mitigation of Impacts:</u></p> <p>SCL duct bank cannot prohibit the ability to retain existing OR replant ROW street trees with required soil volume. This comment has been relaid to the project via UMP review twice. please revise.</p> <p><u>Comment on Public Benefit Matrix:</u></p> <p>Street trees on all project frontages require minimum 1200 cb ft of soil volume each. SCL replacement duct bank alignment must be revised in order to provide space necessary for these soil volume requirements.</p>	<p>*Proposal for alternate routing currently underway.</p> <p>*Proposal for alternate routing currently underway.</p> <p>*Noted, redesign underway.</p>
14	SDOT Access Seattle (HUB)	No Action.	
15	KC Metro	King County Metro staff have no objections to the proposed vacation. The garage and loading access would be located on a section of 8th Ave with no	



SDOT Street Use Street Vacation Comments Tracking

Block Z | Circulation Date: 4/11/2023 | Comments Due: 5/11/2023

		Metro service. Removing the alley would reduce the number of potential conflict locations on Denny Way.	
16	PSE		

thank you