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**DEVELOPER / PETITIONER**

VULCAN

**ARCHITECT**

ZGF ARCHITECTS LLP  
ANKROM MOISAN ARCHITECTS, INC.

**LANDSCAPE ARCHITECT**

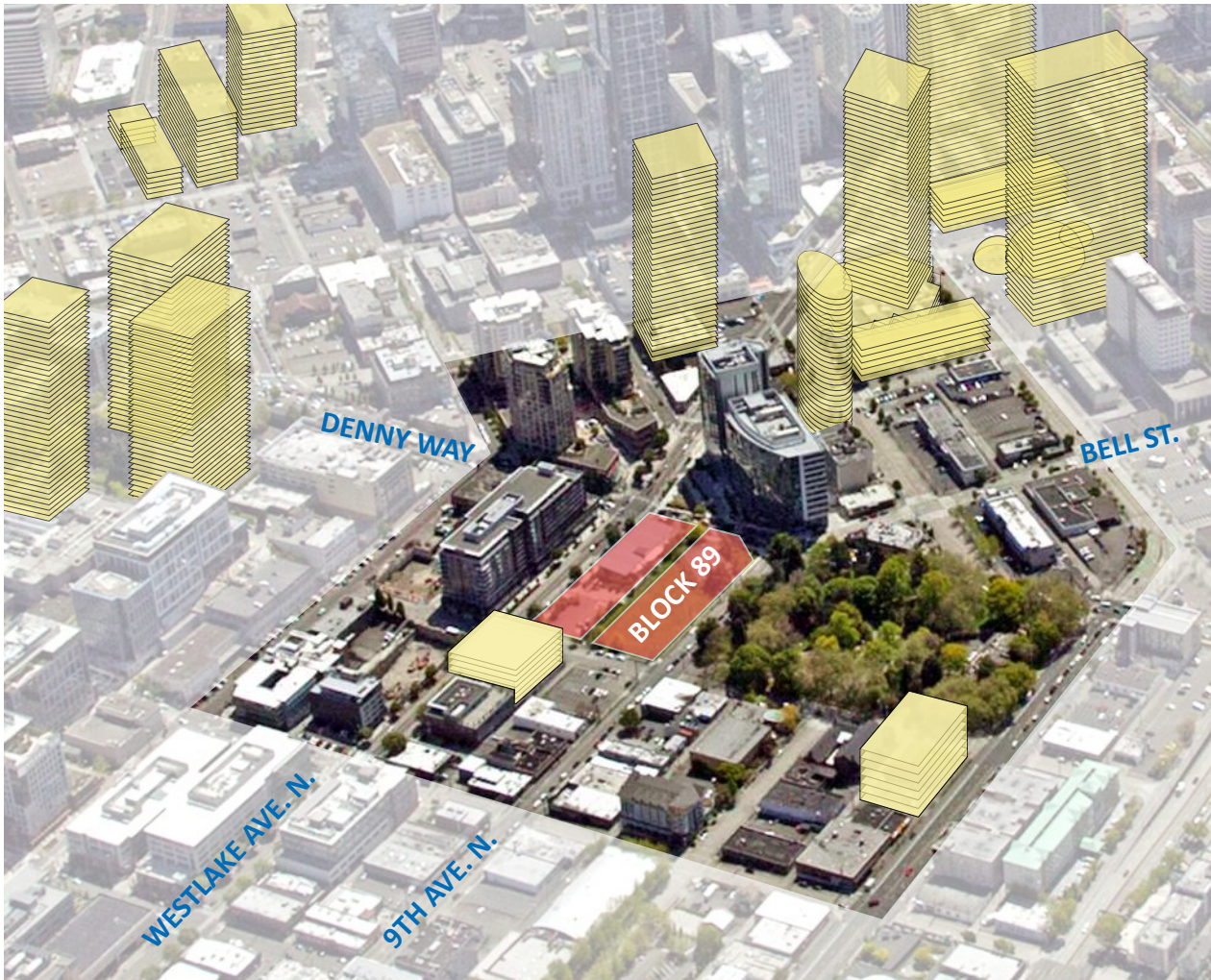
HEWITT

**STRUCTURAL / CIVIL ENGINEER**

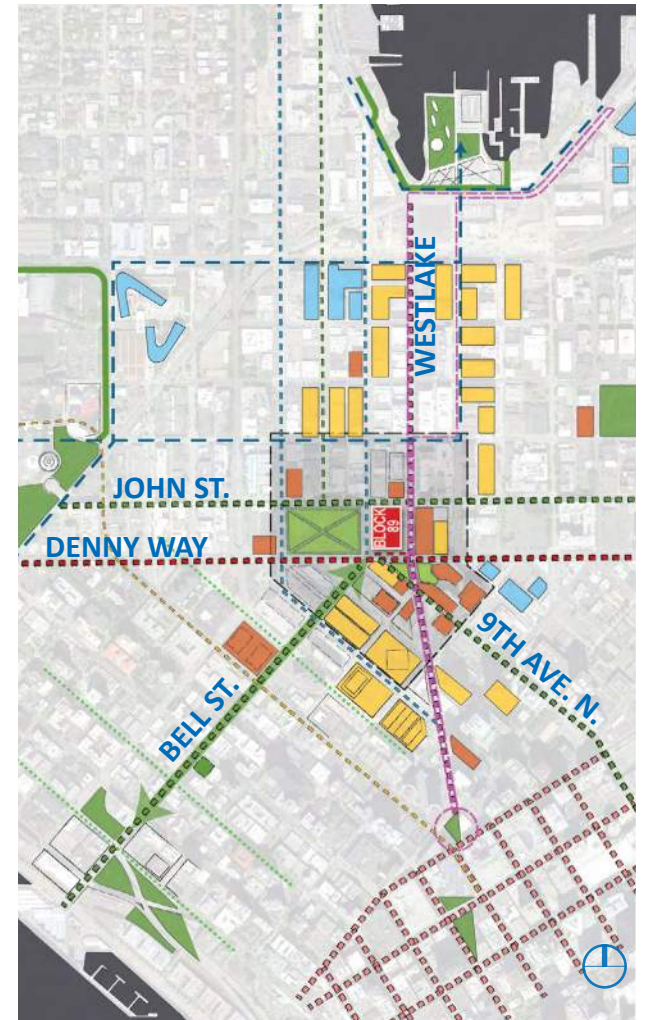
COUGHLIN PORTER LUNDEEN

# URBAN CONTEXT

## EXISTING / PROPOSED PROJECTS + VICINITY MAP



EXISTING / PROPOSED CONTEXT



VICINITY MAP (WESTLAKE / DENNY)

# SITE CONTEXT / URBAN FRAMEWORK

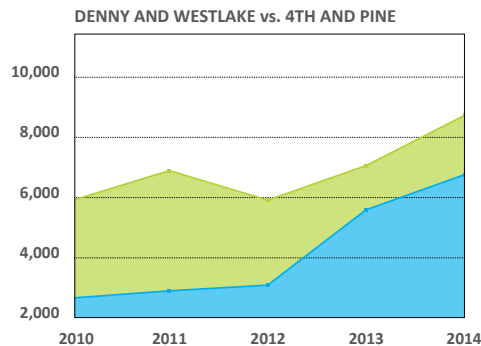
## PEDESTRIAN COUNTS / DOWNTOWN PARK PLAN



**6,758** PEOPLE, 2014

**5,596** PEOPLE, 2013

**3,095** PEOPLE, 2012

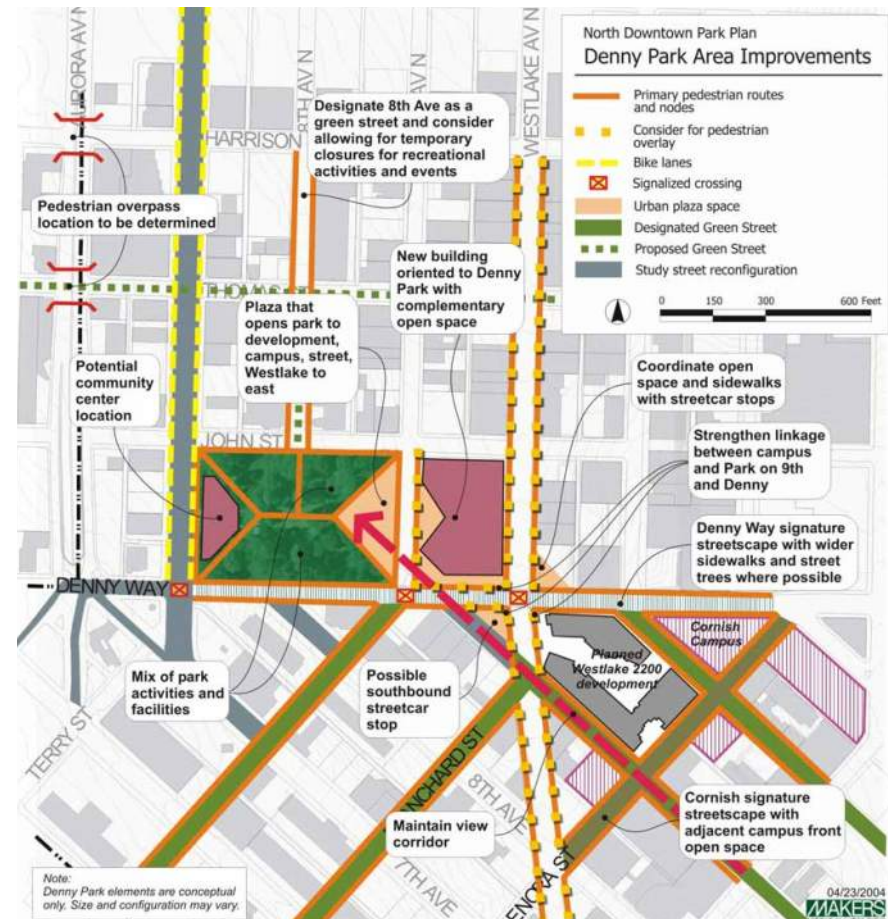


■ DENNY WAY AND WESTLAKE AVE. N.  
■ 4TH AND PINE

### PEDESTRIAN COUNTS (DSA) WESTLAKE AVE. N. / DENNY WAY

### COUNCIL TRANSPORTATION COMMITTEE BRIEFING

09.22.2015 | BLOCK 89

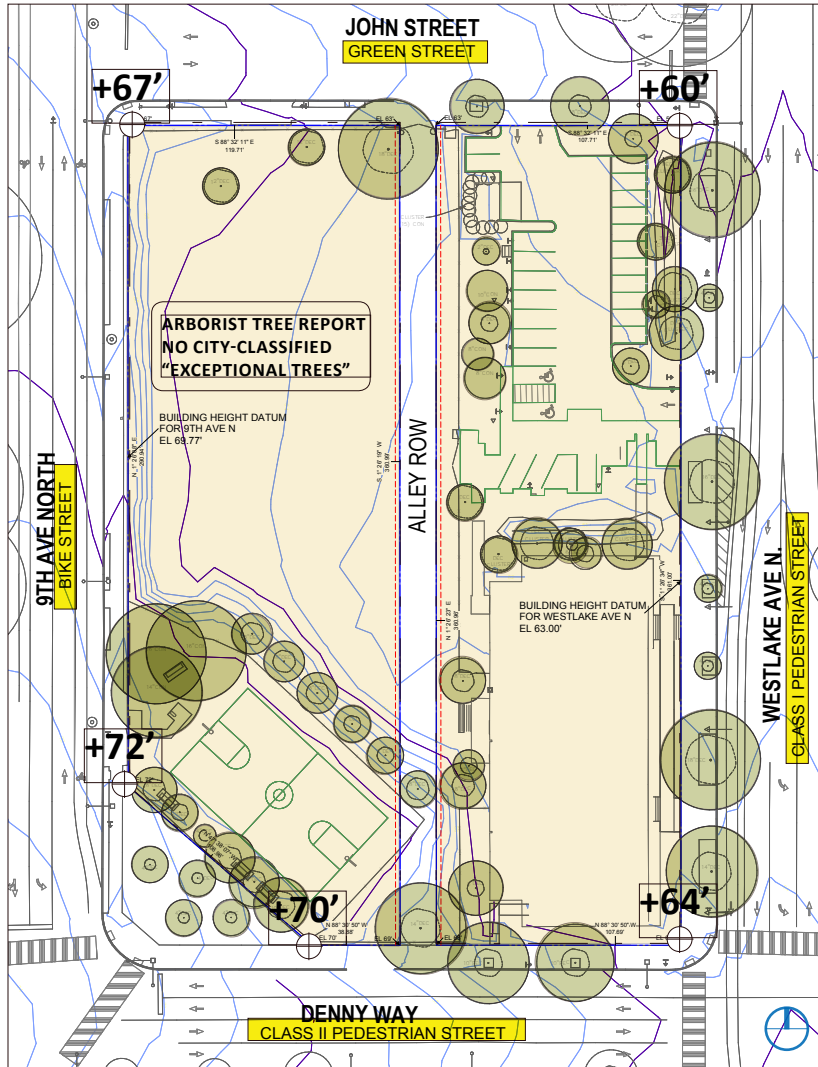


### NORTH DOWNTOWN PARK PLAN DENNY PARK IMPROVEMENT PLAN

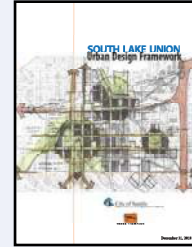
- FACILITATE PEDESTRIAN CIRCULATION IN S.L.U.
- INTEGRATE NEW DEVELOPMENT WITH STREETS, PARKS, PRIVATE OPEN SPACE.
- IMPROVE DENNY WAY AS SIGNATURE PEDESTRIAN STREETScape.

# SITE

## EXISTING CONDITIONS / NEIGHBORHOOD PLANS

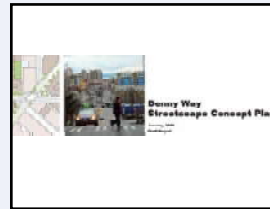


EXISTING SITE CONDITIONS / TOPOGRAPHY



### SLU URBAN DESIGN FRAMEWORK

- CONNECTIVITY
- GATEWAYS
- HEART LOCATIONS



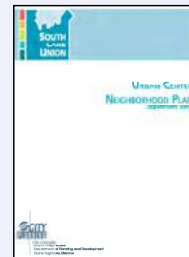
### DENNY WAY STREETScape PLAN

- IMPROVE PEDESTRIAN SAFETY
- CONNECTIVITY ALONG DENNY WAY



### DOWNTOWN PARKS PLAN

- CONNECT NETWORK OF OPEN SPACE
- IMPROVE ACTIVATION OF DENNY PARK



### SLU NEIGHBORHOOD PLAN

- PERVASIVE HUMAN SCALE
- VARIETY OF OPEN SPACES FOR WIDE RANGE OF USES
- COORDINATE WITH PLANS OF ADJACENT NEIGHBORHOODS

# SITE

## PRECEDENT EXAMPLES



WESTLAKE PARK



SIMON AND HELEN DIRECTOR PARK



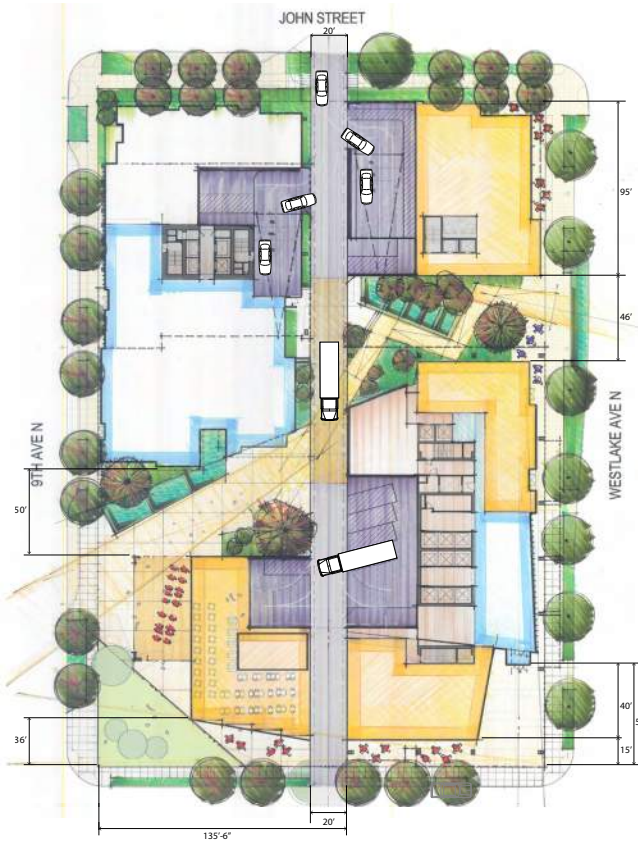
WESTLAKE PARK



- INTEGRATE DEVELOPMENTS WITH STREETS, PARKS, PRIVATE OPEN SPACE.
- VISUALLY, PHYSICALLY EXPAND PEDESTRIAN SPACE THROUGH COMMON / RELATED TREATMENT.

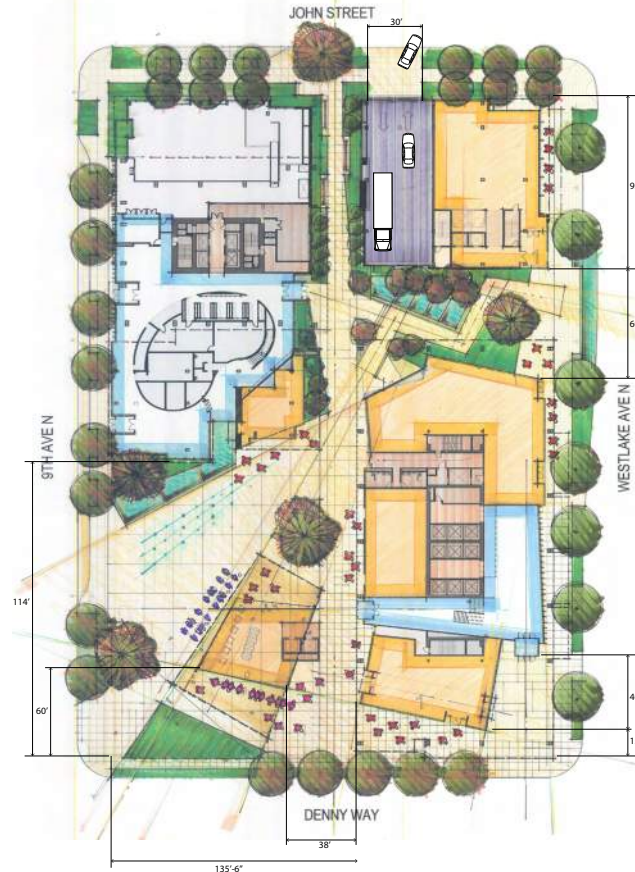
# DEVELOPMENT ALTERNATIVES

## WITH / WITHOUT SUBTERRANEAN ALLEY VACATION



### WITHOUT SUBTERRANEAN VACATION

- SAME DEVELOPMENT BOTH ALTERNATIVES
- SAME PARKING
- MULTIPLE PARKING / LOADING ACCESS AT SURFACE ALLEY
- PEDESTRIAN VEHICLE CONFLICTS
- FRONT / BACK BUILDING RELATIONSHIP



### WITH SUBTERRANEAN VACATION

- SAME DEVELOPMENT BOTH ALTERNATIVES
- SAME PARKING
- ALL BELOW GRADE PARKING / LOADING, NO CARS / TRUCKS AT SURFACE
- NO PEDESTRIAN / VEHICLE CONFLICTS
- EXPANDED PEDESTRIAN OPEN SPACE CONNECTIVITY

### PROJECT METRICS

- 387,888 SF OFFICE
- 452,954 SF RESIDENTIAL
- 39,227 SF RETAIL
- PAVING FOR 848 VEHICLES

# DEVELOPMENT PROPOSAL



SITE PLAN



- SW PUBLIC PLAZA;  
WATER FEATURE;  
OPEN AIR PAVILION
- THROUGH-BLOCK CONNECTION
- ALLEY ROW IMPROVEMENTS
- DENNY WAY STREETScape
- JOHN ST. IMPROVEMENTS
- WESTLAKE / 9TH AVE. IMPROVEMENTS
- SINGLE POINT OF VEHICLE ACCESS

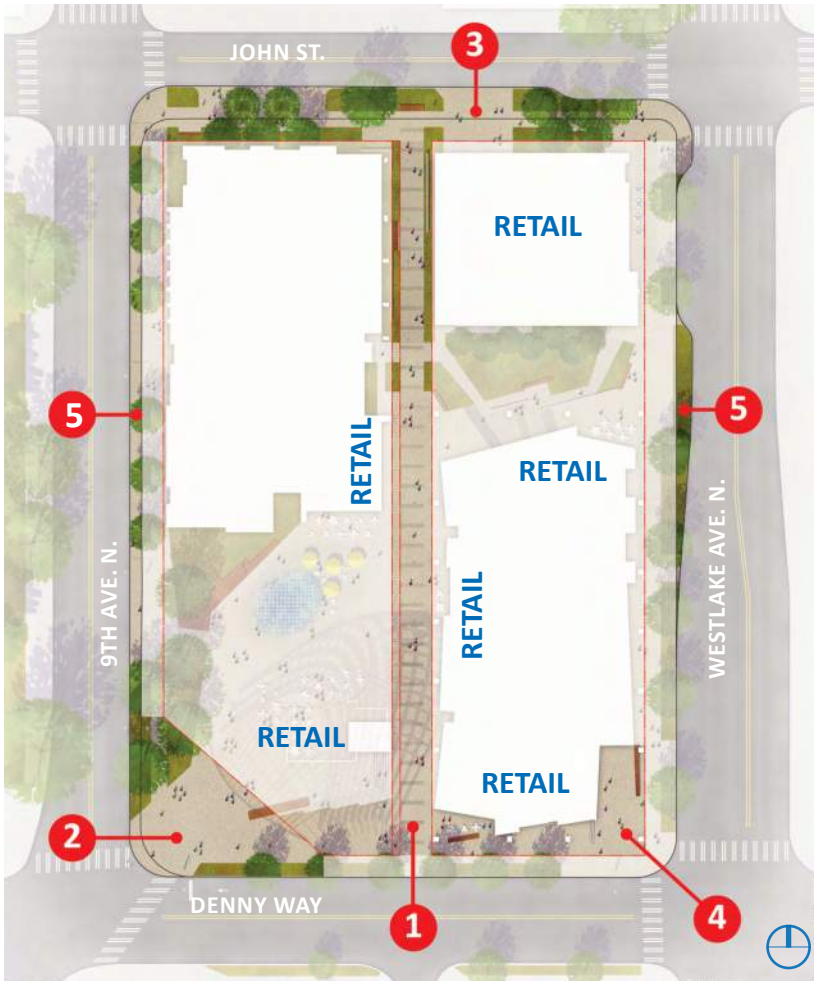




# PUBLIC BENEFITS

## SUMMARY

Public benefit elements stitch block 89 back into the surrounding city fabric. Street edges and alley are activated public zones.



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

# PUBLIC BENEFIT NO. 1

## ALLEY ROW IMPROVEMENTS

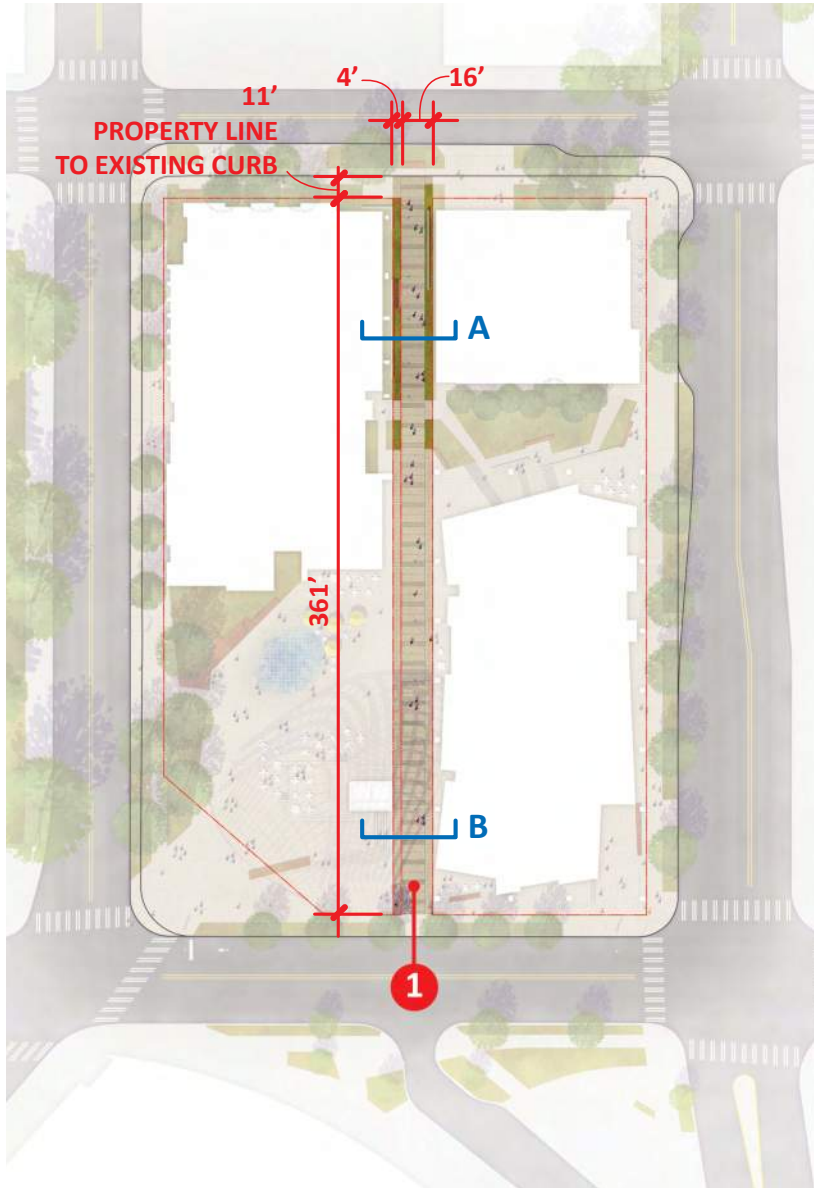


VIEW LOOKING SOUTH AT JOHN ST.



PRECEDENT IMAGES (POST ALLEY)

- SPECIAL PAVING, LANDSCAPING, LIGHTING, SEATING AND WAYFINDING IN ALLEY ROW
- ROW CAN REVERT BACK TO VEHICULAR ACCESS IF CITY DETERMINES NECESSARY
- UTILITY ROW PROVIDED BELOW GRADE FULL LENGTH OF ALLEY BETWEEN JOHN ST. AND DENNY WAY



# PUBLIC BENEFIT No. 1

## PRECEDENT IMAGES



## PUBLIC BENEFIT NO. 2

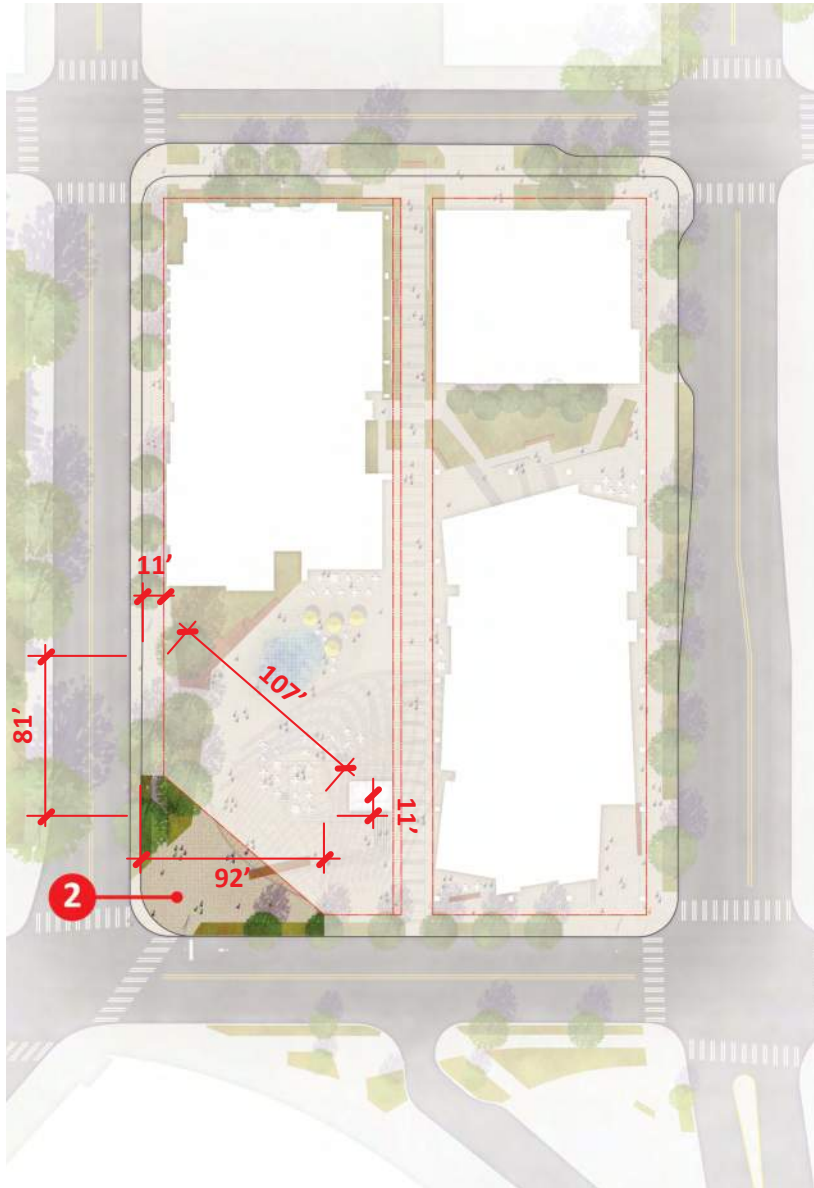
### DENNY WAY/9TH AVE. TRIANGLE ROW + SIDEWALK IMPROVEMENTS



VIEW LOOKING NE FROM DENNY WAY / BELL ST.

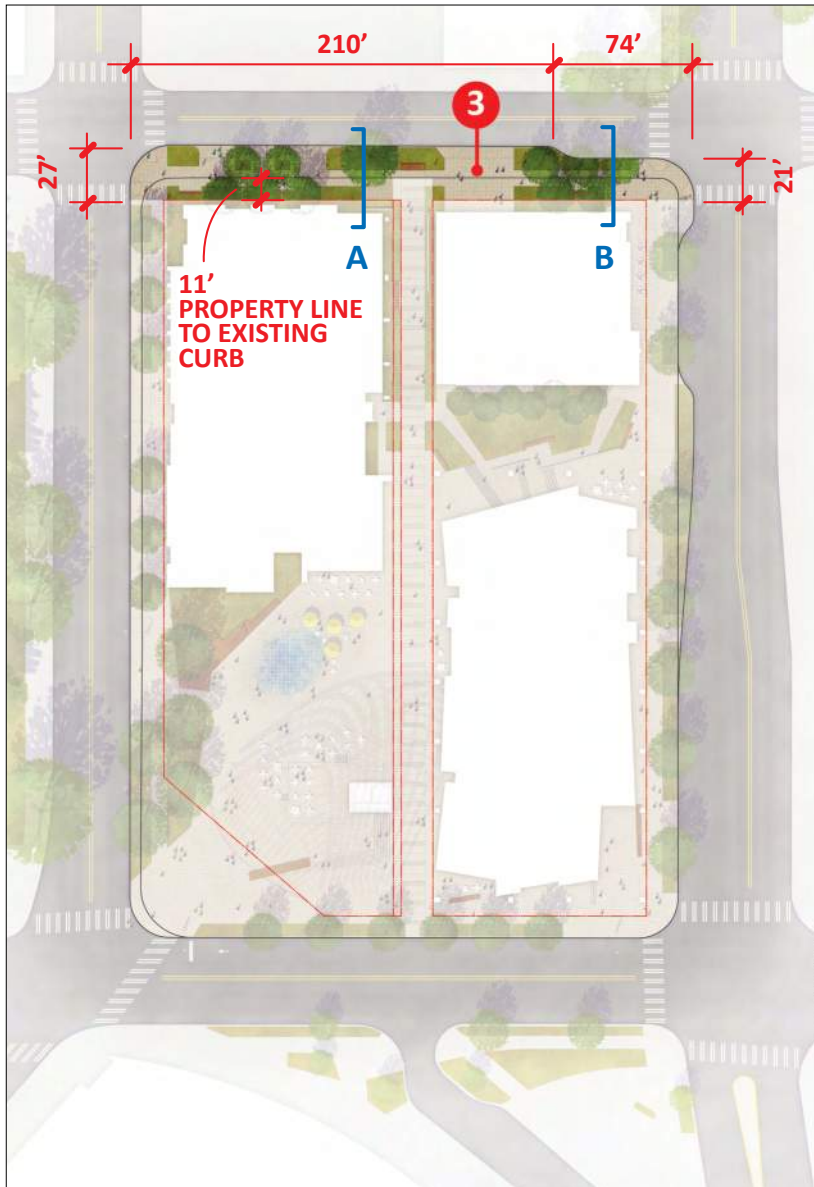


- STREET PAVING, LANDSCAPING, SEATING AND LANDSCAPING IN SIDEWALK AND TRIANGLE ROW.
- INTEGRATED ARTWORK TO HIGHLIGHT LOCATION WITHIN DISTRICT / NEIGHBORHOOD, PUBLIC DESTINATIONS AND SPECIFIC HISTORY OF 9TH AVE. N. / DENNY WAY INTERSECTION.



# PUBLIC BENEFIT NO. 3

## GREEN STREET IMPROVEMENTS ON JOHN STREET



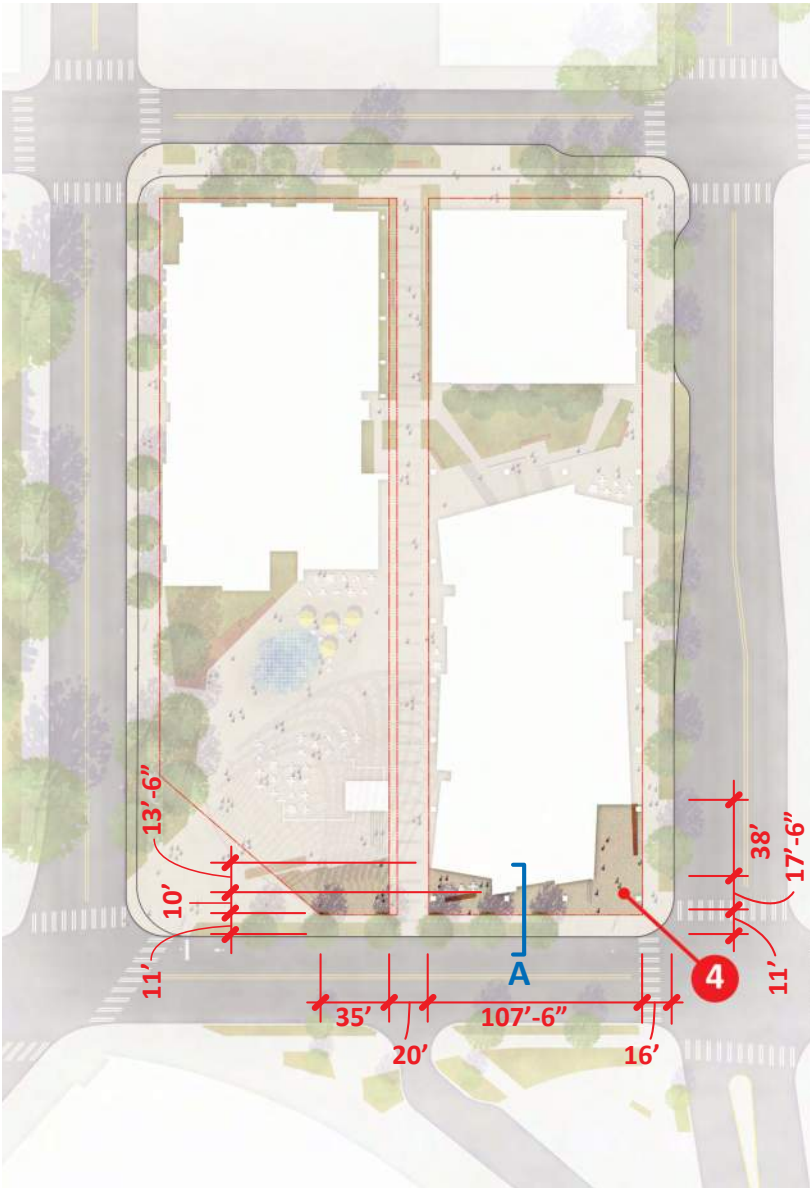
VIEW LOOKING SOUTH AT JOHN ST.



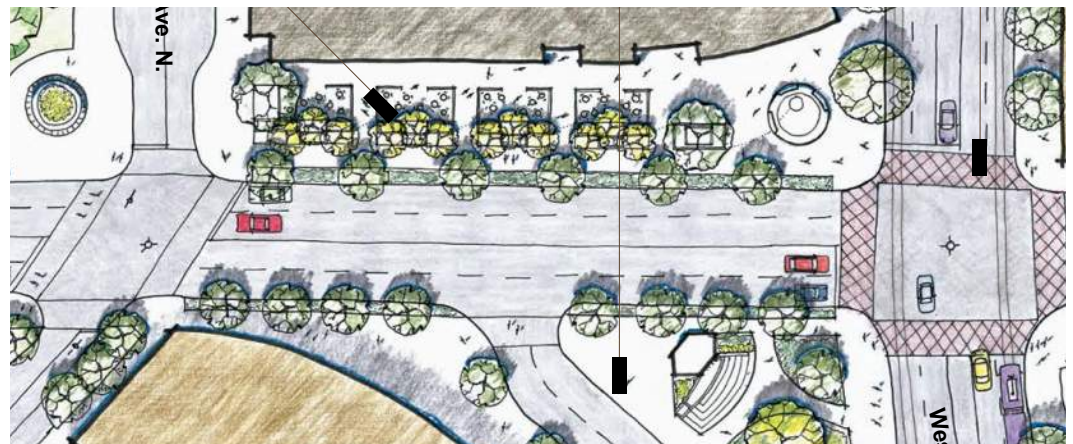
- PAVING, LANDSCAPE, LIGHTING, STREET FURNISHING IMPROVEMENTS AT JOHN ST.
- EXPANSION OF PEDESTRIAN ZONE (REDUCTION OF VEHICLE ZONE) BETWEEN 9 AND 16 FEET ENHANCING PEDESTRIAN CONNECTIVITY BETWEEN WESTLAKE AVE. N. AND DENNY PARK.

PUBLIC BENEFIT NO. 4

VOLUNTARY SETBACK+STREETScape IMPROVEMENT AT DENNY WAY



VIEW LOOKING WEST ALONG DENNY WAY

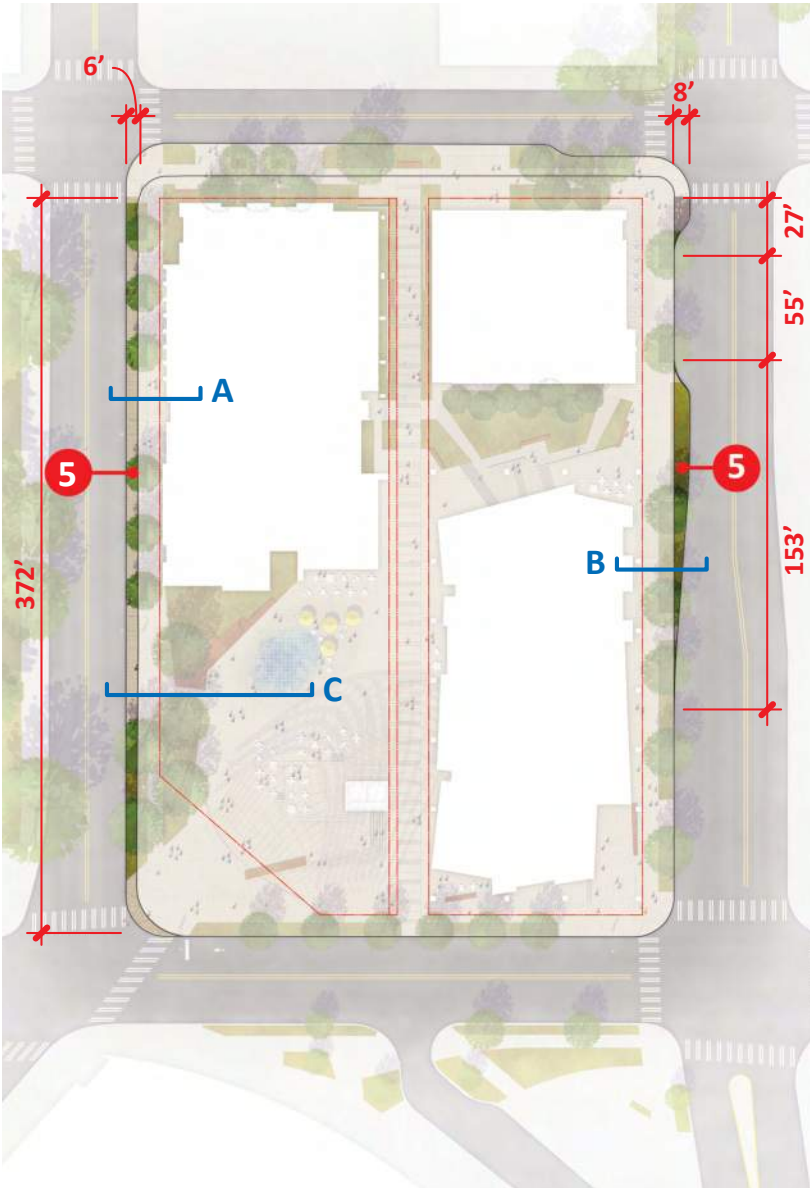


DENNY WAY STREETScape RECOMMENDATIONS

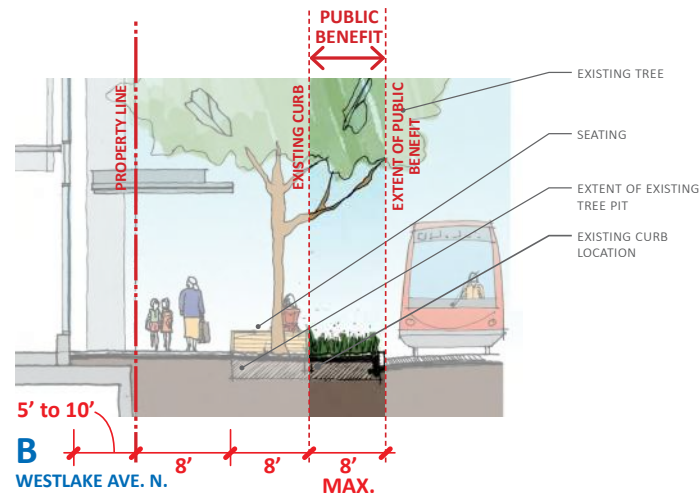
- EXPANDED STREET-LEVEL SETBACKS, LANDSCAPING AND PEDESTRIAN ZONE TO IMPLEMENT DENNY WAY STREETScape RECOMMENDATIONS, ENHANCING PEDESTRIAN CONNECTIVITY BETWEEN WESTLAKE AVE. N. AND DENNY PARK.
- INCORPORATE TRANSIT STOP AND RETAIL ZONES PER RECOMMENDATIONS.

# PUBLIC BENEFIT NO. 5

## STREETSCAPE IMPROVEMENTS ON 9TH AVE. N. + WESTLAKE AVE. N.

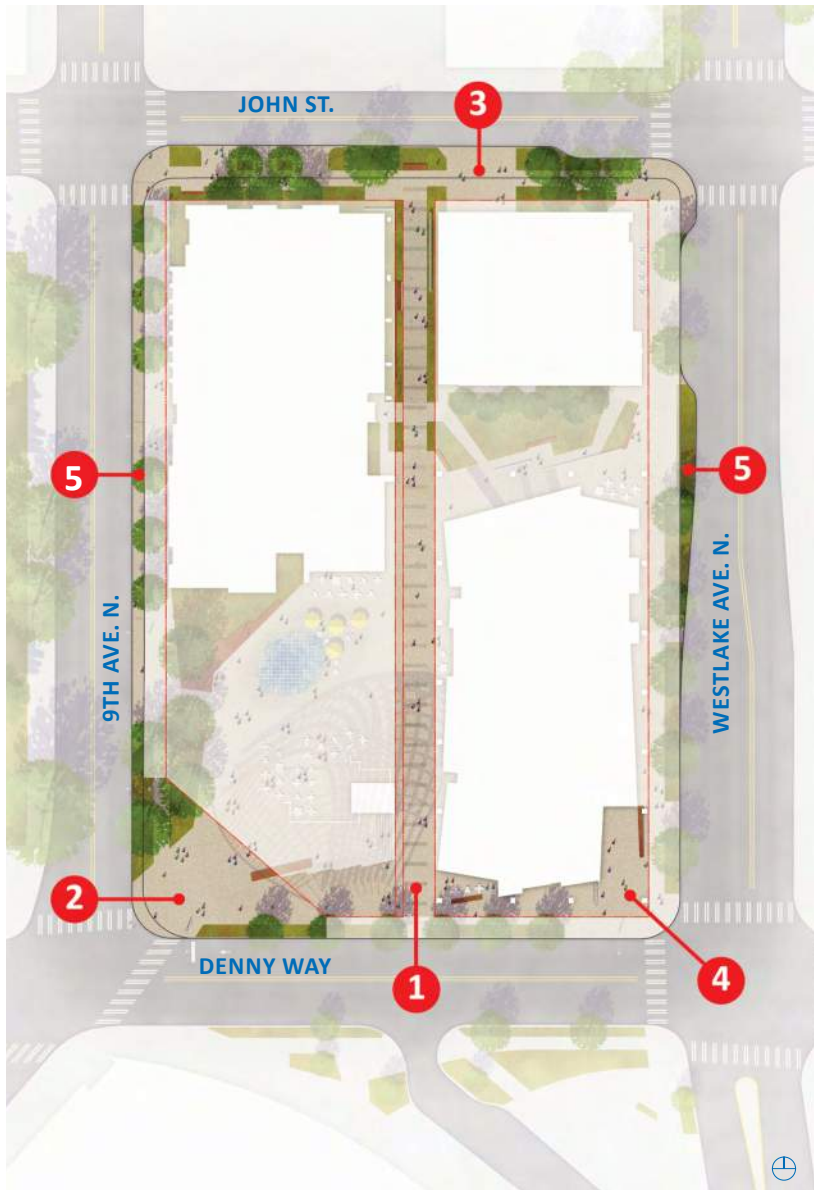


VIEW LOOKING WEST FROM WESTLAKE AVE. N.



- RELOCATE EXISTING CURB AT WESTLAKE AVE. N. AND 9TH AVE. N. TO INCREASE PEDESTRIAN ZONE.
- ADD NEW PAVING, LANDSCAPING, SEATING AND BICYCLE IMPROVEMENTS.

# PUBLIC BENEFITS SUMMARY



- 1. ALLEY ROW IMPROVEMENTS = Approx. 7,444 SF
- 2. DENNY WAY/ 9TH AVE. N. TRIANGLE ROW AND SIDEWALK IMPROVEMENTS = Approx. 4,506 SF
- 3. GREEN STREET IMPROVEMENTS AT JOHN ST. = Approx. 6,968 SF
- 4. DENNY WAY STREETScape IMPROVEMENTS = Approx. 3,933 SF
- 5. STREETScape IMPROVEMENTS ON 9TH AVE. N. AND WESTLAKE AVE. N. = Approx. 3,143 SF

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

**AREA OF SUBTERRANEAN ALLEY VACATION:** = 5,775 SF



# ALLEY VACATION BENEFITS SUMMARY

## DESCRIPTION OF SUBTERRANEAN ALLEY VACATION PROPOSAL PER CITY OF SEATTLE STREET VACATION POLICIES:

Public benefit proposal is to recognize loss of benefits to public of Right of Way (ROW) and gains to project from the vacation. What does the public lose, and what does the public and the project gain, by vacation? Public benefit is to be proportional to project gain and scale/impacts of the project. Public benefits must be in excess of code requirements and SEPA mitigation.



SITE PLAN

ROW Benefits (listed in Street Vacation Policies) Are Retained by Vacation	Project Gains from Vacation	Proportional Public Benefit
<p><b>ALL ROW BENEFITS ARE RETAINED BY THE PUBLIC</b></p> <ul style="list-style-type: none"> <li>Existing street grid preserved</li> <li>No change to building orientation or neighborhood scale</li> <li>Alley surface continues to provide “breathing space” between buildings, providing open space, views and pedestrian connectivity</li> <li>Public functions of pedestrian and bicycle use are significantly enhanced by the vacation, while preserving option of future vehicle use by City, if needed (landscaping and alley elements to be removed at Petitioner’s cost)</li> <li>Alley does not serve any current utility function</li> <li>Utilities have identified no future need for area under alley</li> </ul>	<p><b>PROJECT GAINS SOME EFFICIENCIES, BUT NO EXTRA FLOOR AREA</b></p> <ul style="list-style-type: none"> <li>Consolidated underground parking and loading reduces redundancy in parking ramps and increases efficiency for parking, loading and services</li> <li>Although there is reduced shoring and excavation costs with a single garage as opposed to one garage on each side of the alley, that cost savings is essentially neutralized by the additional costs of constructing all loading and parking below grade.</li> </ul>	<p><b>PUBLIC DOES NOT LOSE ANY ROW BENEFITS</b></p> <p><b>PUBLIC GAINS CONSIDERABLE BENEFITS OF AN IMPROVED VEHICLE-FREE ALLEY FOR PEDESTRIAN AND BICYCLE USE, and OPEN SPACE CONNECTIVITY</b></p> <p><b>PROJECT GAINS MODEST EFFICIENCIES and COST SAVINGS</b></p> <p>The public access to and experience of the alley is significantly enhanced, while the public gives up nothing due to the vacation.</p> <p>No change in project scale or impacts due to the vacation.</p> <p>Public Benefits exceed the proportional benefits called for in the Street Vacation Policies.</p>



