

## **VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE**

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

The public alley lying within BLOCK Z, BELL'S 6TH ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 193437 FOR STREET PURPOSES AS PROVIDED UNDER ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

herein sought to be vacated, petition the City to vacate:

That portion of the alley adjacent to LOTS 1 THROUGH 12 INCLUSIVE, BLOCK Z, BELL'S 6TH ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 193437 FOR STREET PURPOSES AS PROVIDED UNDER ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

Said portion to be vacated contains 5,766 square feet or 0.1324 acres of land, more or less.

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

**SIGNATURE OF PETITIONERS:**


I hereby declare that I am an owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way and understand the discretionary nature of the City Council decision and the vacation review process and all fees and costs and time frame involved. I understand that the Project Proponent is responsible for completing the vacation review process and all fees and costs associated with the vacation. **For corporately held property, provide documentation of signatory authority.**

---

**OWNER**

**(Printed Name and Signature)**

**BRE-BMR 8th LLC,  
a Delaware limited liability company**

By:   
Name: Emily K. Yu  
Its: Vice President, Legal

DATE: March 3, 2023

**PROPERTY:**

069700-0400 and  
069700-0435; Lots 1 – 12,  
Block Z, Bell's 6th Addition  
to City of Seattle,  
Vol. 2, Pg. 20



# VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

## ACKNOWLEDGEMENT:

I/we BRE-BMR 8th LLC acknowledge that:

X any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

X the City Council decision is at the end of the review process;

X the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies adopted by Resolution 310078 and other adopted policies; and

X a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

X I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

X I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.

Petitioner:

**BRE-BMR 8th, LLC**, a Delaware limited liability company

By: 

Name: Emily K. Yu

Its: Vice President, Legal

DATE: March 3, 2023

## CONTACT INFORMATION:

Petitioner:

Christina Stevenson

OAC Services, Inc

2200 1<sup>st</sup> Ave S, Ste 200

Seattle, WA 98134

(206)214-6566

cstevenson@oacsvcs.com

Contact:

Katie Kendall and Jack McCullough

McCullough Hill PLLC

701 5<sup>th</sup> Avenue, Suite 6600

Seattle, WA 98104


206-812-3388

[kkendall@mhseattle.com](mailto:kkendall@mhseattle.com) / [jack@mhseattle.com](mailto:jack@mhseattle.com)


**BRE-BMR 8<sup>TH</sup> LLC**

**OFFICER'S CERTIFICATE**

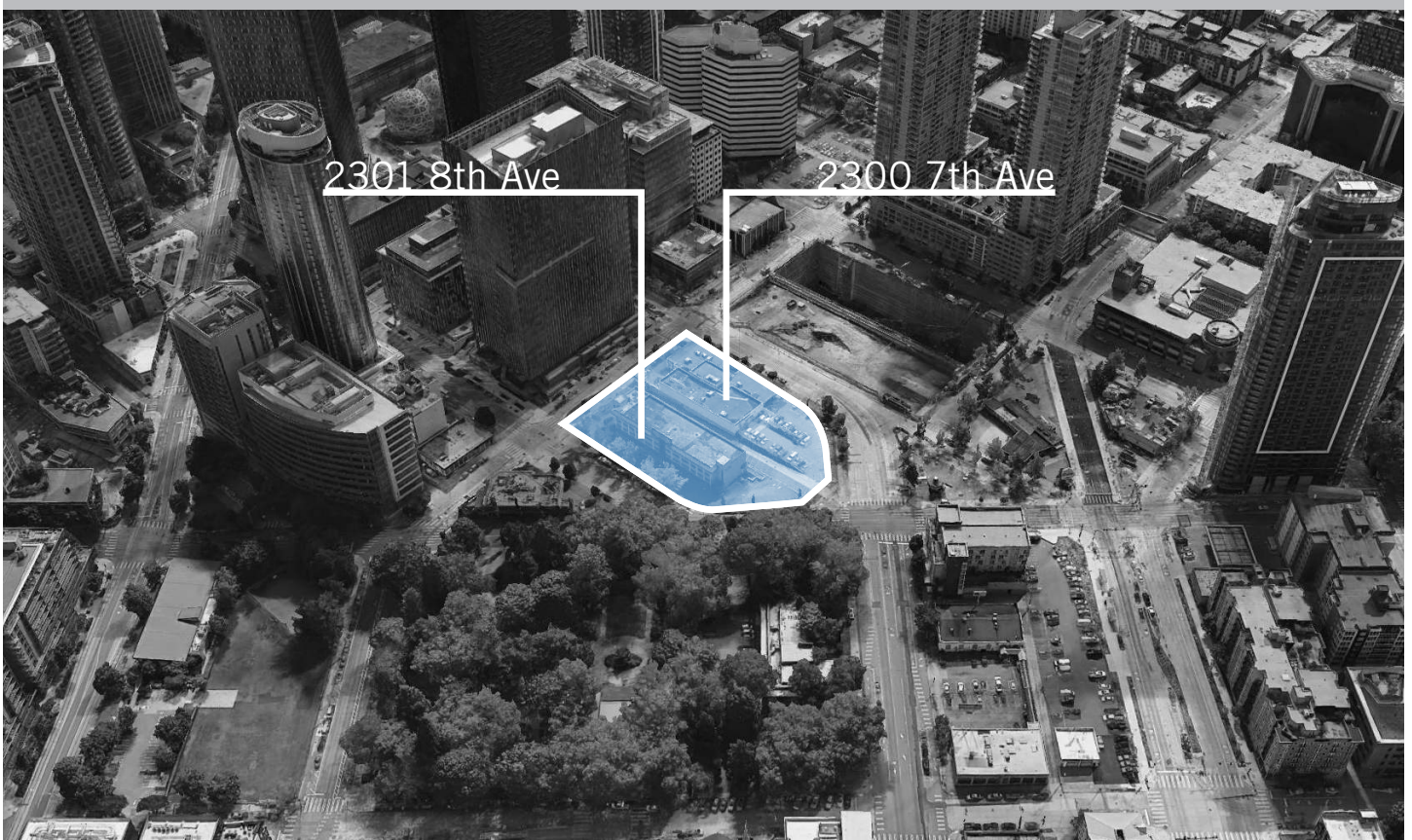
The undersigned, Kevin M. Simonsen, hereby certifies that he is the duly elected and acting Executive Vice President, General Counsel & Secretary of BRE-BMR 8<sup>th</sup> LLC, a Delaware limited liability company (the “Company”), and further certifies that the following person presently holds the office in the Company set forth next to such person’s name and is authorized to sign on behalf of the Company.

<u>Name</u>	<u>Office</u>	<u>Signature</u>
Emily K. Yu	Vice President, Legal	

IN WITNESS WHEREOF, the undersigned has executed this Certificate as of the 3<sup>rd</sup> day of March, 2023.

  
Kevin Simonsen (Mar 3, 2023 15:43 PST)

Kevin M. Simonsen  
Executive Vice President, General Counsel & Secretary



# DENNY TRIANGLE

Alley Vacation Petition  
BRE-BMR 8TH LLC

2300 7th Ave, Seattle, WA 98121  
2301 8th Ave, Seattle, WA 98121  
Land Use Project SDCI 3040157-EG

March 07, 2023

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Acknowledgment

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Acknowledgment

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Site Information

Legal Description, Zoning, Boards and Districts

01

- ✓

Legal description of street proposed to be vacated  
*Survey and title work may be required*
- ✓

Site, zoning, overlay and topographical maps; identify site constraints
- ✓

City Council District

**Site Legal Description**  
LOTS 1 THROUGH 12, INCLUSIVE, BLOCK Z, BELL'S 6TH ADDITION TO CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WASHINGTON.  
EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 193437 FOR STREET PURPOSES AS PROVIDED UNDER ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

**Vacation Legal Description**  
THE ALLEY LYING WITHIN BLOCK Z, BELL'S 6TH ADDITION TO THE CITY OF SEATTLE, RECORDED IN VOLUME 2 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WASHINGTON. BEING THE BLOCK BOUNDED BY BELL STREET, 7TH AVENUE, BATTERY STREET, DENNY WAY AND 8TH AVENUE; CONTAINING AN AREA OF 5,766 SQUARE FEET OR 0.1324 ACRES, MORE OR LESS; SITUATED IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON

<b>Zoning</b> DMC 240/290-440	<b>Neighborhood Planning Area</b> Denny Triangle Neighborhood Plan Area
<b>Overlay</b> Downtown Urban Center	<b>Local Infrastructural Project Area</b> Yes, per map A 23.58A044
<b>City Council District</b> Council District 7	



# Site Information

## Map of Site Location

01

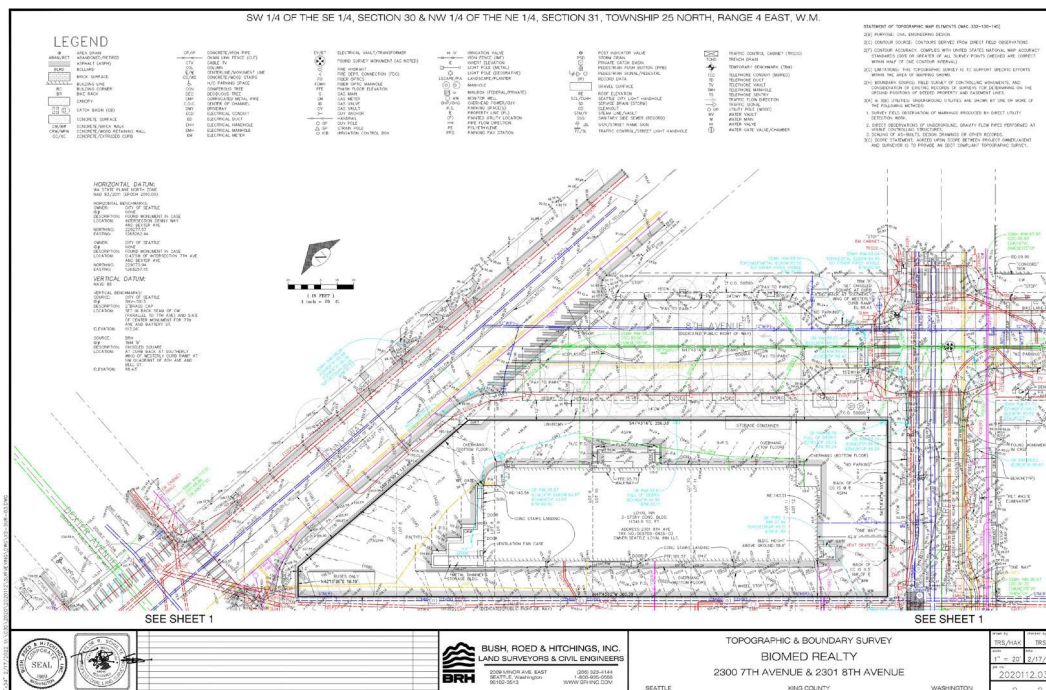
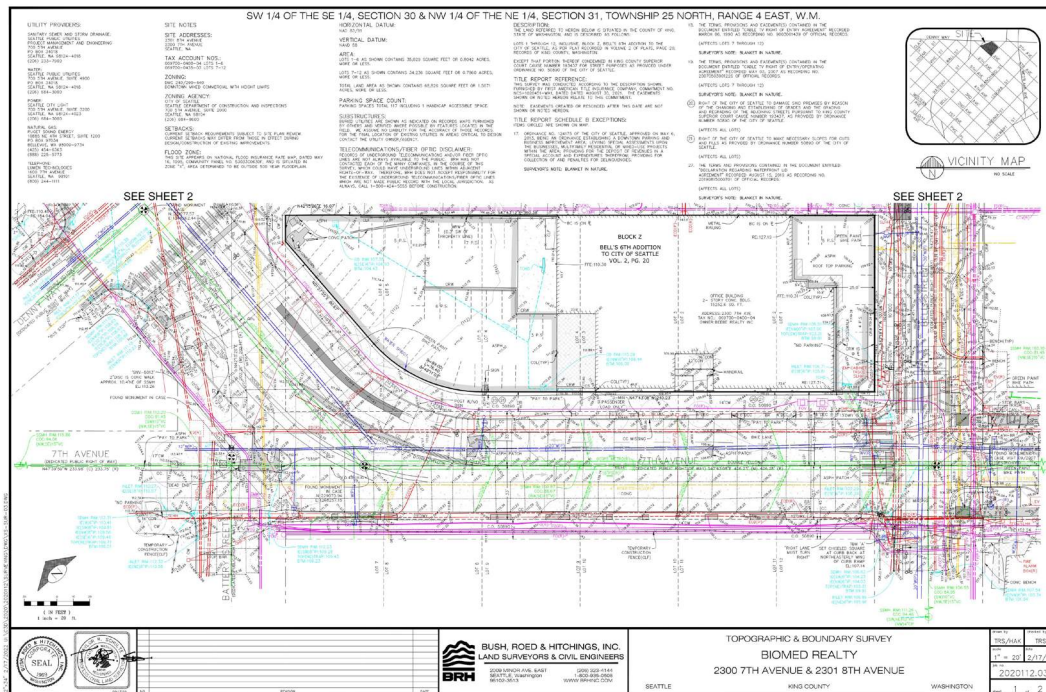
- ✓ **Legal description of street proposed to be vacated**  
*Survey and title work may be required*
- ✓ **Site, zoning, overlay and topographical maps; identify site constraints**
- ✓ **City Council District**



# Site Information Survey

01

- ✓ Legal description of street proposed to be vacated  
Survey and title work may be required
- ✓ Site, zoning, overlay and topographical maps; identify site constraints
- ✓ City Council District



Full-size survey provided in appendix.

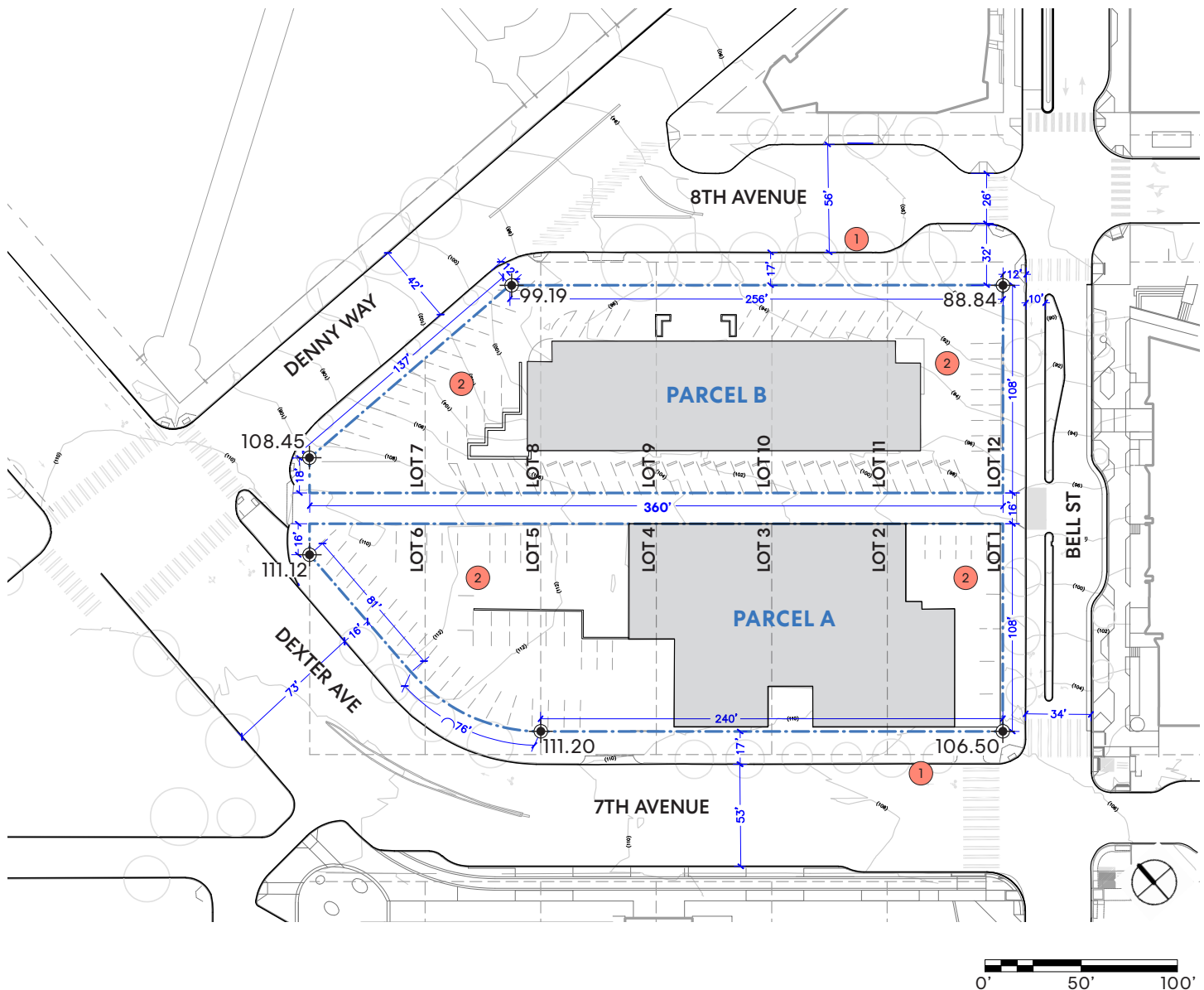


# Site Information

## Existing Site Plan

01

- ✓ **Legal description of street proposed to be vacated**  
Survey and title work may be required
- ✓ **Site, zoning, overlay and topographical maps; identify site constraints**
- ✓ **City Council District**



Parcel A: 2-story building - 2300 7th Ave - Parcel #0697000400 - WA State Liquor Store  
Parcel B: 3-story building - 2301 8th Ave - Parcel #0697000435 - Best Western Loyal Inn

1. Parallel street parking
2. Paved private parking lot

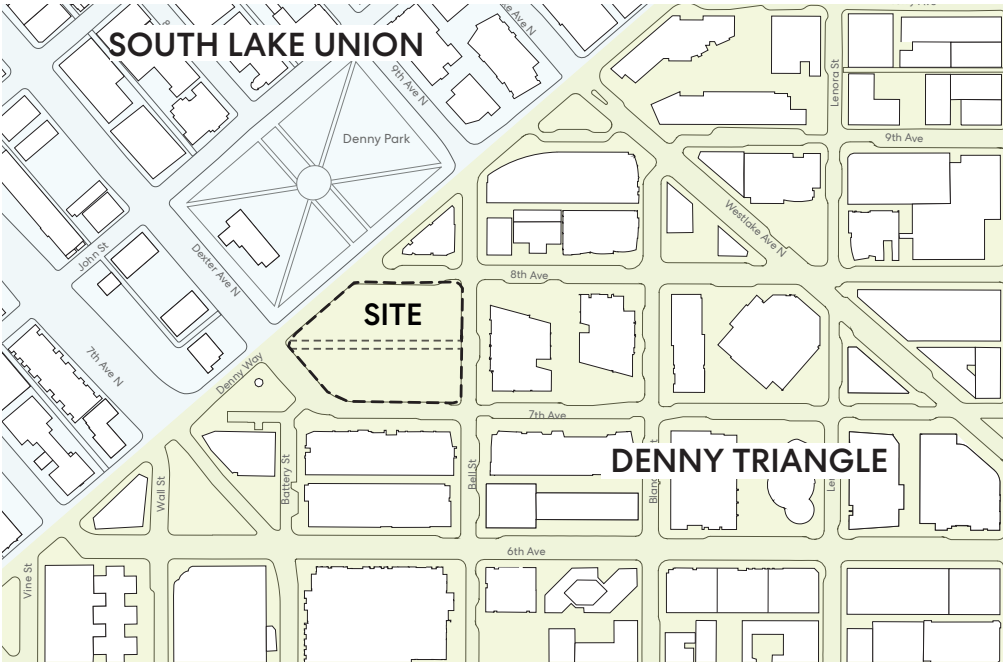
For demolition information and permits, see page 13.

Site Information

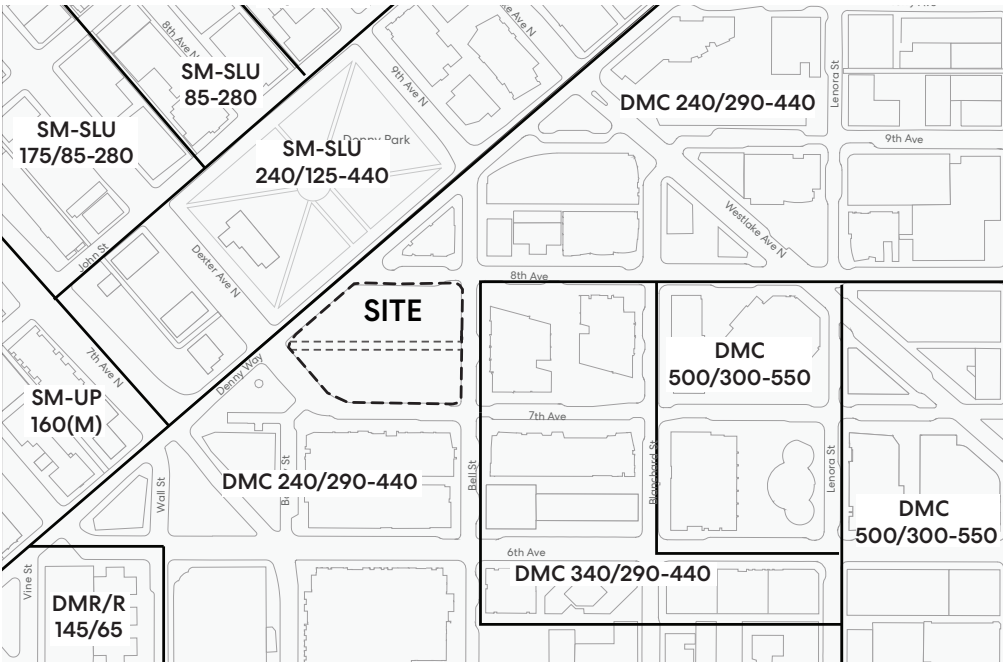
Site and Zoning

01

✓ Site, zoning, overlay and topographical maps; identify site constraints



Urban Villages



Zoning Designation map

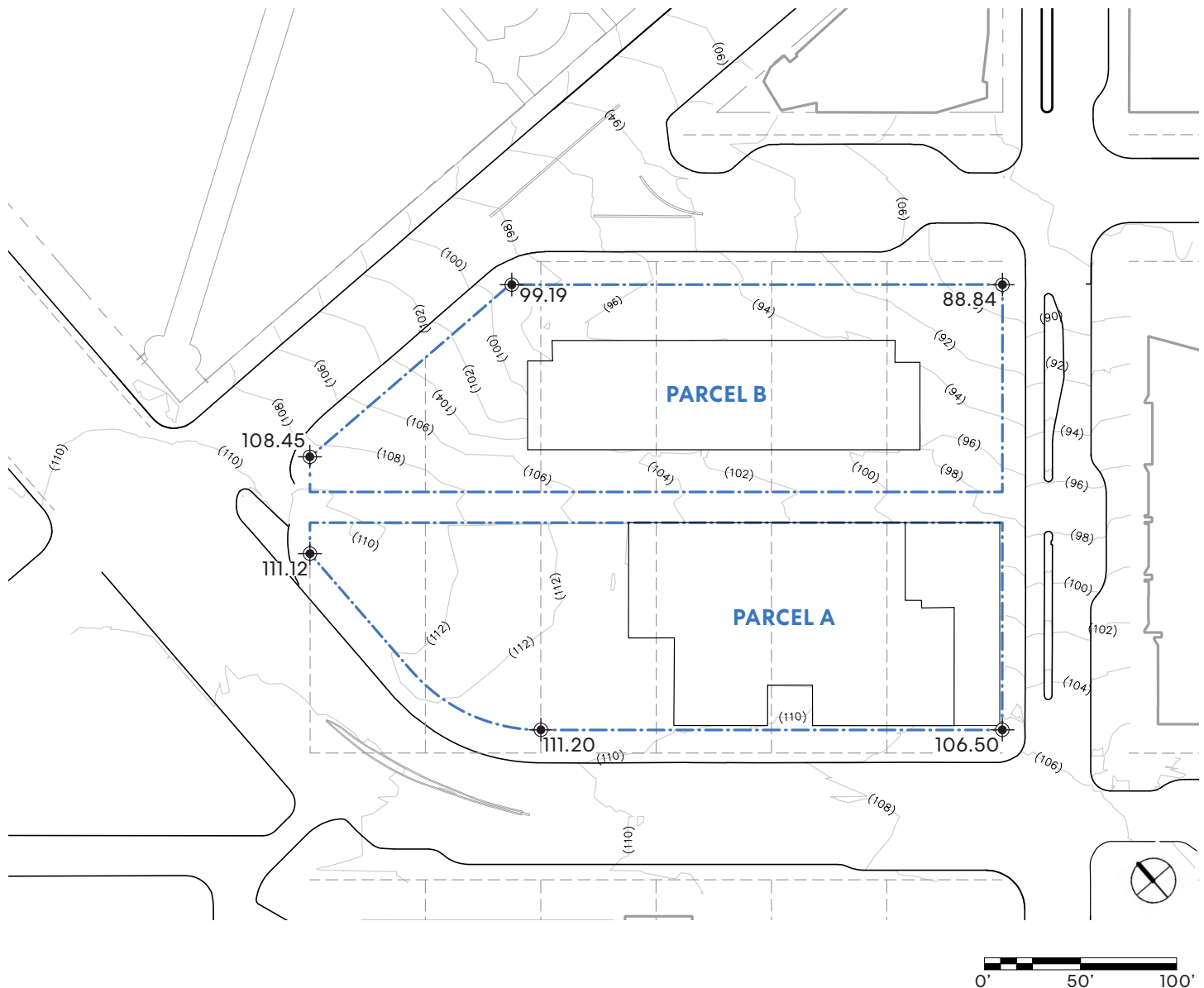


# Site Information

## Topographical Map

# 01

- ☐ Legal description of street proposed to be vacated  
Survey and title work may be required
- ☒ Site, zoning, overlay and **topographical maps**; identify site constraints
- ☐ City Council District



# Site Information

## Site Constraints

01

✓ Site, zoning, overlay and topographical maps; identify **site constraints**

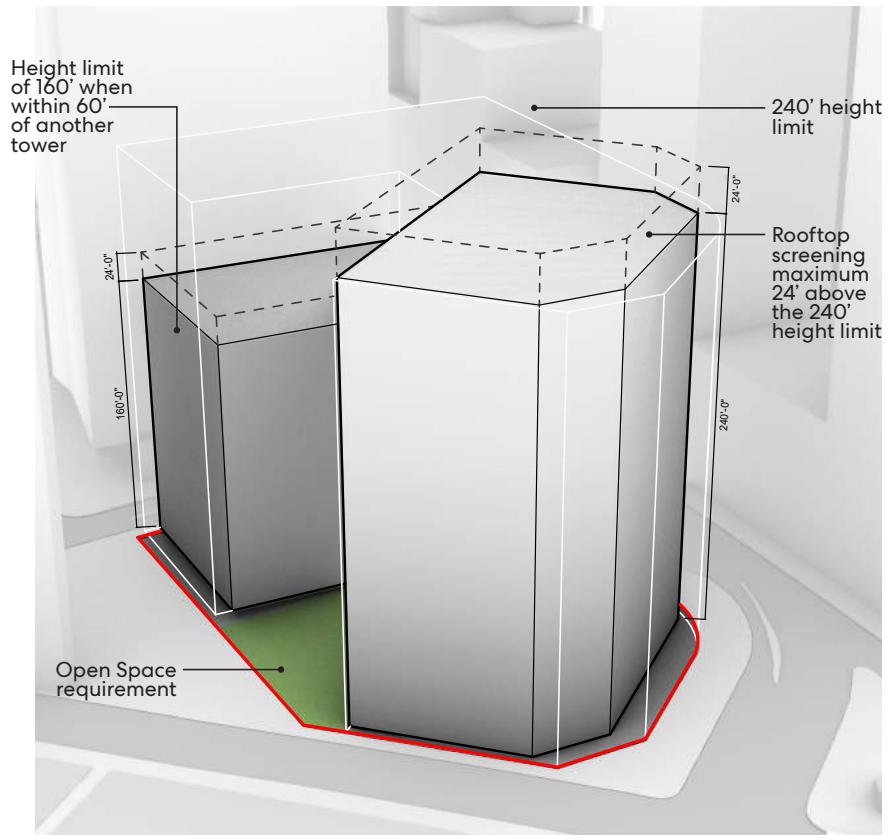
### Zoning Constraints

#### SMC 23.49.008 Structure Height

- In the DMC 240/290-440, zone structures that do not exceed 240 feet in height are permitted an FAR of 8 for non-residential uses.
- Mechanical equipment can extend up to 15' above the applicable height limit as long as all rooftop features do not exceed 35% of the roof area
- Rooftop screening above the 240' height limit is allowed up to 10% of the applicable height limit (24'). Approved screening may allow roof top coverage to exceed 35%.

#### SMC 23.49.056 Street Facade Requirements

- Minimum facade height on Denny Way, Dexter Ave, 7th Ave and 8th Ave = 15'. Minimum facade height on Bell St = 25'
- Maximum area of setback shall not exceed a factor of 10 multiplied by the width of the street frontage.
- If setback is greater than 15' then shall not exceed 80' of length or 30% of the lot frontage whichever is less.
- Maximum setback at intersections is 10'.
- 50% minimum facade transparency required at Bell St. 30% minimum at all other facades.
- Blank facades on Bell St. shall be no more than 15' wide except segments with garage doors may exceed a width of 15' and may be as wide as the driveway plus 5'. Blank facade segments to be separated by a minimum of 2' of transparent facade.
- Blank facades on all other streets shall be no more than 30' wide except segments with garage doors may exceed a width of 30' and may be as wide as the driveway plus 5'. Blank facade segments to be separated by a minimum of 2' of transparent facade.



# Site Information

## Site Constraints

01

✓ Site, zoning, overlay and topographical maps; identify **site constraints**

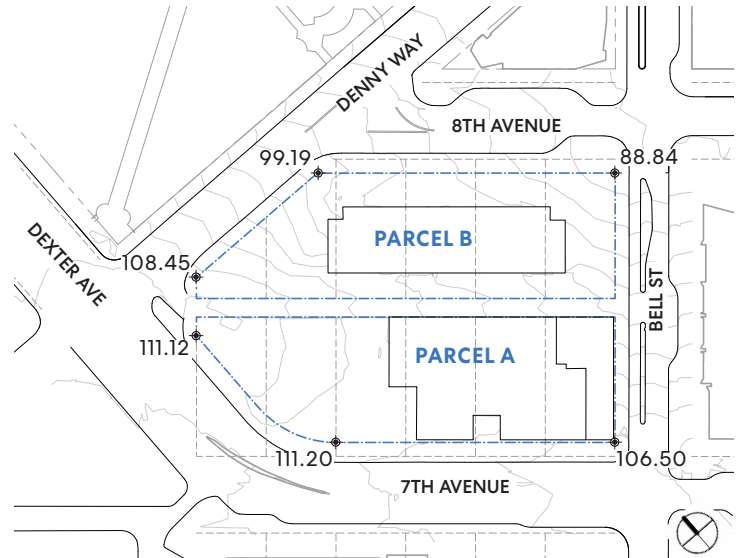
### Site Constraints

#### Site Elevation Changes

The project site has noticeable topographic changes:

- 17 ft difference along Bell Street, a designated green street
- 11 ft difference along 8th Avenue
- 9ft difference along Denny Way
- 5 ft difference along 7th Avenue/Dexter Avenue

As a combined development, the Denny Triangle project will support pedestrian circulation with the creation of a through block crossing with an accessible slope while also responding to the massing pattern of surrounding developments.



#### 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.



# Project Information

## Development Team and Point of Contact

02

✓ Development team information and point of contact for questions

**Owner**

BRE-BMR 8th LLC.  
Attn: Brad Rock  
4570 Executive Dr,  
San Diego, CA 92121  
p. 206-437-6059  
e. brad.rock@biomedrealty.com

**Transportation Consultant**

TENW  
Attn: Jeff Schramm  
11400 SE 8th Street, Suite 200  
Bellevue, WA 98004  
p. 206-396-8286  
e. schramm@tenw.com

**Applicant Name (Point of Contact)**

BRE-BMR 8th LLC.  
Attn: Brad Rock  
4570 Executive Dr  
San Diego, CA 92121  
p. 206-437-6059  
e. brad.rock@biomedrealty.com

**Land Use Attorney**

McCollough Hill Leary  
Attn: Jack McCullough  
701 5th Ave Suite 6600  
Seattle, WA 98104  
p. 206-812-3377  
e. jack@mhseattle.com

**Architect**

Perkins and Will  
Attn: Elizabeth Grace  
1301 Fifth Ave., Suite 2300  
Seattle, WA 98101  
p. 206-939-4949  
e. elizabeth.grace@perkinswill.com

**Civil Engineer**

KPFF  
Attn: Chris Park  
1601 Fifth Avenue, Suite 1600  
Seattle, WA 98101  
p. 206-926-0463  
e. chris.park@kpff.com

**Landscape Architect**

Site Workshop  
Attn: Jim Keller  
3800 Woodland Park Ave N  
Seattle, WA 98103  
p. 206-909-28999  
e. jimk@siteworkshop.net



# Project Information

## Background on Company or Agent

# 02

✓ Background information on company/agency proposing the vacation

### 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



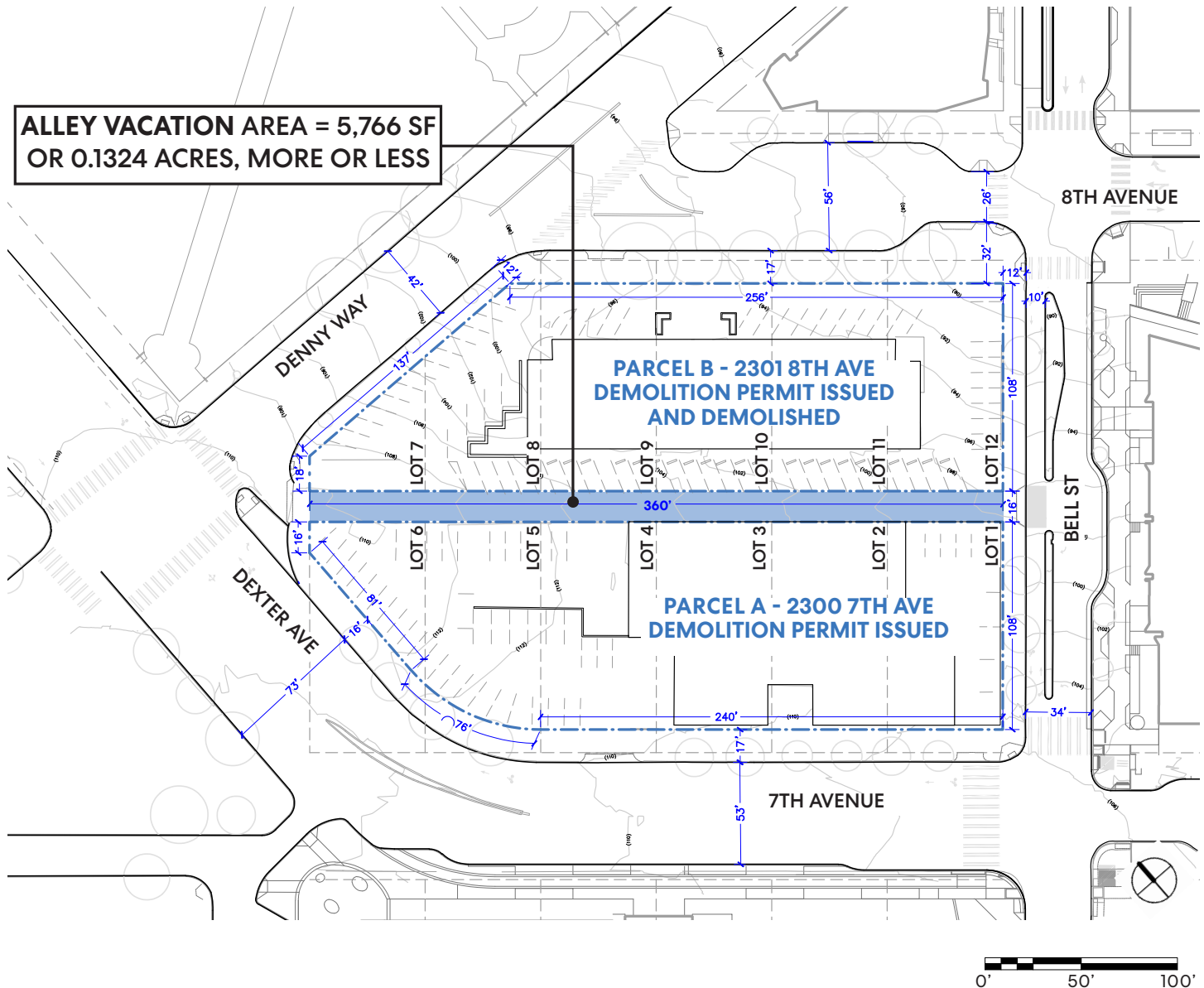
VUE Research Center

# Project Information

## Map of Vacation Right-of-Way

02

✓ Map of right of way proposed for vacation. Highlight proposed vacation area; include dimensions and total square footage of proposed vacation area; address and boundaries of block where project is located



### PROJECT ADDRESS

2301 8th Ave  
2300 7th Ave  
Seattle, WA 98121

NOTE: SEE APPENDIX FOR ALLEY  
VACATION EXHIBIT SURVEY  
PREPARED BY BRH



# Project Information

## Current Uses and Conditions

# 02

✓ Description of current conditions and uses

### Existing Conditions

The project site previously consisted of one liquor store building, hotel and associated surface parking. A demolition permit for the existing hotel (Loyal Inn) was issued under record number 6878528-DM and the building has been demolished. A demolition permit for the existing Downtown Spirits building was issued under record number 6883128-DM. The status of the existing buildings will be noted in the Master Use Permit ("MUP") application for the Project. The existing alley previously provided access to surface parking lots and the back-side of buildings with no focus or benefit to the public and pedestrians.

#### A 2300 7th Ave 98121

Parcel #: 0697000400

Current Use: Office Building

Property Name: WA State Liquor Store

Demo Permit: #6883128-DM

#### B 2301 8th Ave 98121

Parcel #: 0697000435

Current Use: Hotel/Motel

Property Name: Best Western Loyal Inn

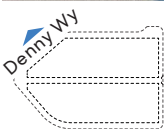
Demo Permit: #6878528-DM

□ Description of current conditions and uses

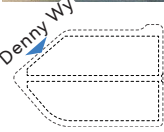
Project Information  
Current Use and Conditions

02

☒ Description of current conditions and uses



Denny Way - North Ave Elevation



Denny Way - South Ave Elevation



8th Ave - North East Ave Elevation



8th Ave - South East Ave Elevation



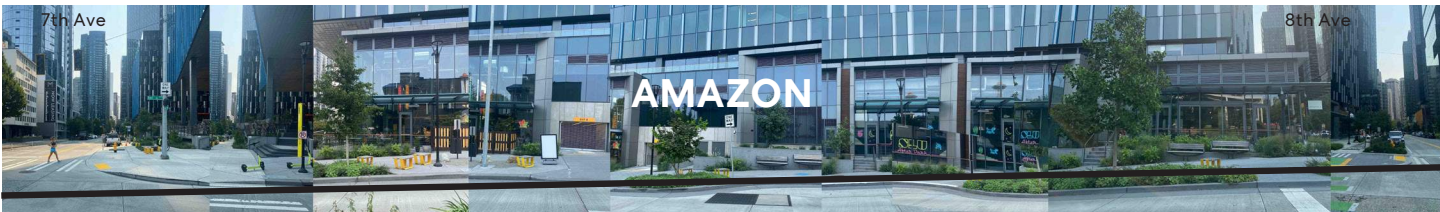
Project Information  
Current Use and Conditions

02

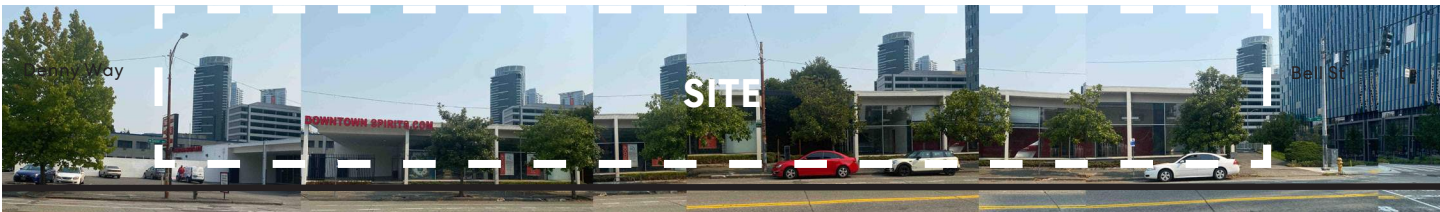
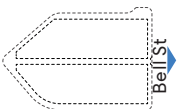
✓ Description of current conditions and uses



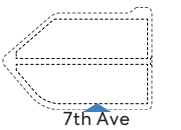
Bell Street - North Street Elevation



Bell Street - South Street Elevation



7th Ave - North West Ave Elevation



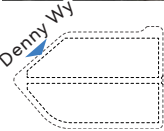
7th Ave - South West Ave Elevation



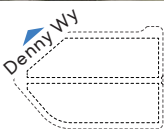
Project Information  
Current Use and Conditions

02

✓	Description of current conditions and uses
---	--



Dexter Ave - West Ave Elevation



Dexter Ave - East Ave Elevation

Project Information

Project Description

02

✓

Project description

- **Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians**
- Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative
- Describe sustainable features
- Provide a project cost estimate
- Provide square foot value for the property

The proposed BMR Denny Triangle project is comprised of two Life Science buildings separated by connecting plazas, an event space and below grade parking and loading. The project site is located on a full city block in Seattle's Denny Triangle Neighborhood and sits at the juxtaposition of the downtown urban grid and the north south grid of South Lake Union. The approximately 69,265sf site (not including the alley) is bounded by Denny Way to the north, Dexter Ave to the west, 7th Ave to the southwest, Bell St to the southeast and 8th Ave to the northeast. The site is bisected by an existing service alley, 5,766sf, that runs from Bell St to the corner of Dexter Ave and Denny Way

- Development Program:
- Two office/lab buildings, 'North Building' and 'South Building', totaling an approximate 690,000SF above grade including 2,000 SF retail and 4,110 SF event space at grade.
  - North Building: 17 occupied levels, 237ft tall from the avg. Grade plane at 109.45' and an exposed mech level up to 24ft tall.
  - South Building: 10 occupied levels, 125ft tall from the avg. grade plane at 109.45' and an exposed mechanical level up to 18ft tall.
  - Four levels of below grade structured parking for 579 vehicles and building-services will be provided below grade.
  - Garage and loading entry to be located on 8th Ave.
  - Two publicly accessible private plazas, one along 7th and the other along 8th Ave, are connected with an accessible through-block pedestrian connection.

- Construction of the project will be phased.
- Phase 1: North Building with 18 stories above grade and below grade parking, loading podium.
  - Phase 2: South building with 11 stories above grade.

The project pulls inspiration from the rich history of the Denny Regrade while providing an anchor point at the intersection between Denny Park and South Lake Union to the north and the downtown urban grid to the south. A distinct feature of the concept is an ADA accessible mid-block connection following the established pattern of the recently developed blocks to the south. Publicly accessible plazas, programmable open spaces and pedestrian amenities anchor the 7th Ave and 8th Ave sides of the block. The existing Bell Street protected bike lane is improved by removing the alley access that is conflict with cyclists and extends the 7th Ave protected bike lane to the north meeting the Dexter Ave bike facilities.

The project seeks LEED Gold, and Fitwell certification.

For a more detailed description of the Equitable Development implementation plan, see section 03



# Project Information

## Project Description

# 02


- ✓ *Project description*
  - **Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians**
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - *Describe sustainable features*
  - *Provide a project cost estimate*
  - *Provide square foot value for the property*



# Project Information

## Sustainable Features

02

-  **Project description**
- *Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians*
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - *Describe **sustainable features***
  - *Provide a project cost estimate*
  - *Provide square foot value for the property*

### LEED Certification

This project is targeting LEED Core & Shell v4.1 Gold and Fitwel certification. With a life cycle assessment to help track and benchmark embodied carbon reduction, this project will be a leader in sustainable development. Aiming to push boundaries with optimum indoor air quality and carbon reduction, this project also intends to celebrate the native habitat with ecological design practice and foster space for urban refuge. By creating continuity of the 'urban arboretum' developed to south and connecting to Denny Park, locals will find the landscape a place to rest and rejuvenate. Seeking to educate and inspire, Denny will hold space for native pollinators, mitigate storm water runoff, and lean in to sustainable site practices.

# Project Information

## Cost Estimate and Adjacent Property Values

02

- *Project description*
  - *Include: dimensions, height, stories, parking spaces (vehicle & bike), uses, and site access for vehicles, bikes, and pedestrians*
  - *Describe how the project is consistent with the City's equity goals and the Race and Social Justice Initiative*
  - *Describe sustainable features*
  - *Provide a project cost estimate*
  - *Provide square foot value for the property*

### Project Cost Estimate

Current project cost estimate is based on an estimate of **400/gsf** for cost of construction.

Total Gross Area (above and below grade) in Project	970,000 GSF
Cost / SF	x 400
Total Estimated Cost	\$ 388,000,000

### Adjacent Property Values

No additional properties adjacent to proposed right-of-way for vacation.

Parcel#: 0697000400  
 Property Name: WA State Liquor Store  
 Address: 2300 7th Ave, Seattle 98121  
 Lot Area: 35,440sf  
 Appraised Value: \$37,213,000

Parcel#: 0697000435  
 Property Name: Best Western Loyal Inn  
 Address: 2301 8TH Ave, Seattle 98121  
 Lot Area: 34,960sf  
 Appraised Value: \$36,709,000

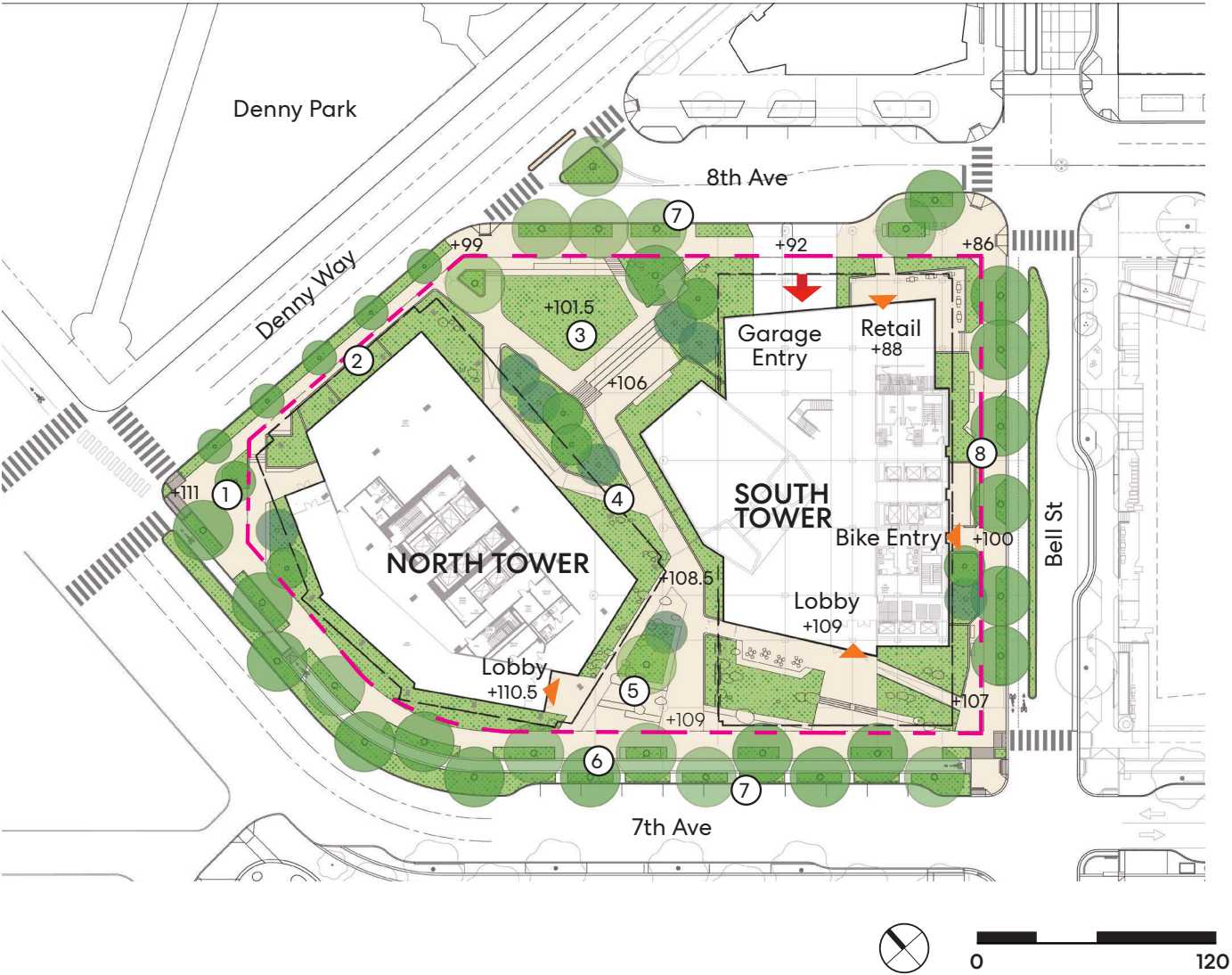


# Project Information

## Site Plan

02

✓ **Site plans**, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project



### LEGEND

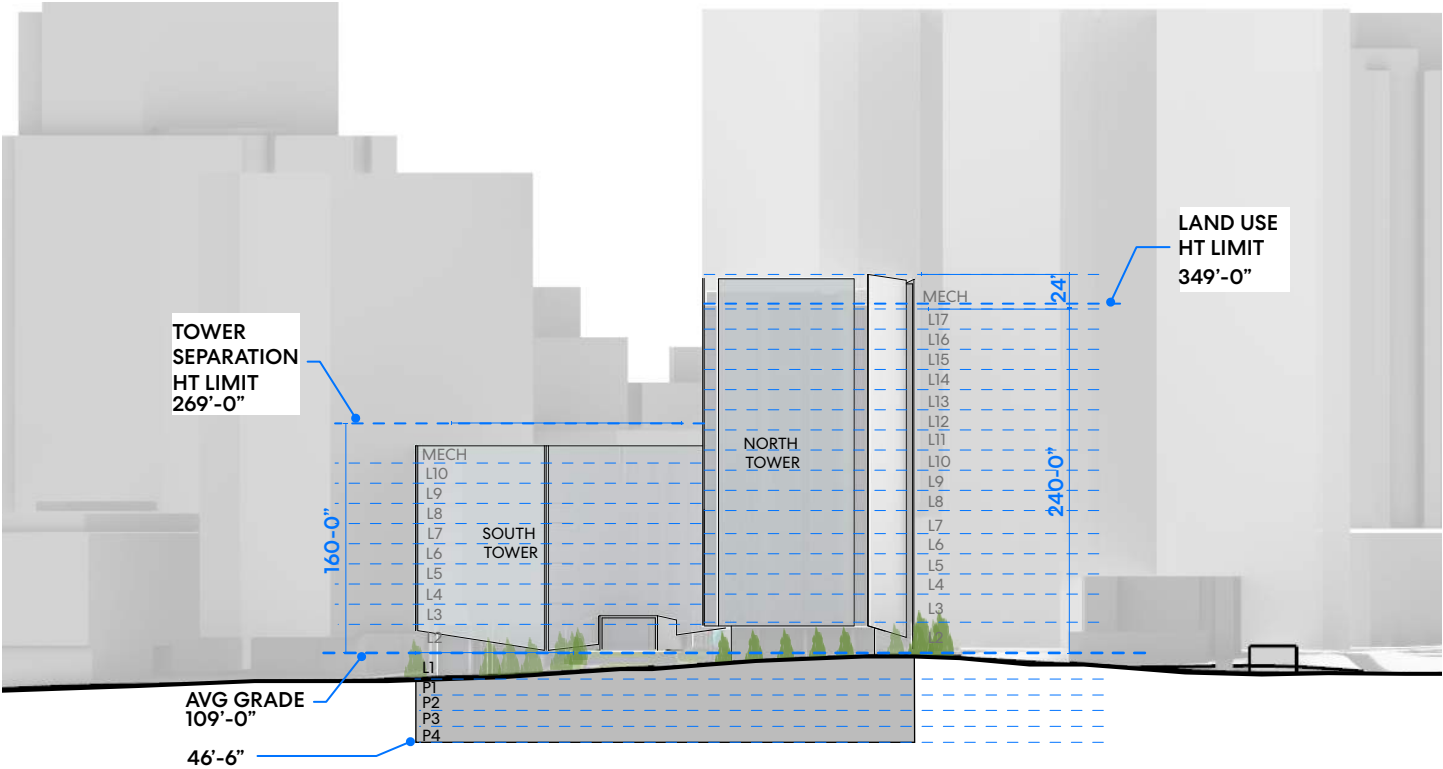
- Property Line
- Landscape
- Building Entrance
- Garage Entry

- 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
- ⑦ Ride Share / Drop-off
- ⑧ Bell Street Improvements

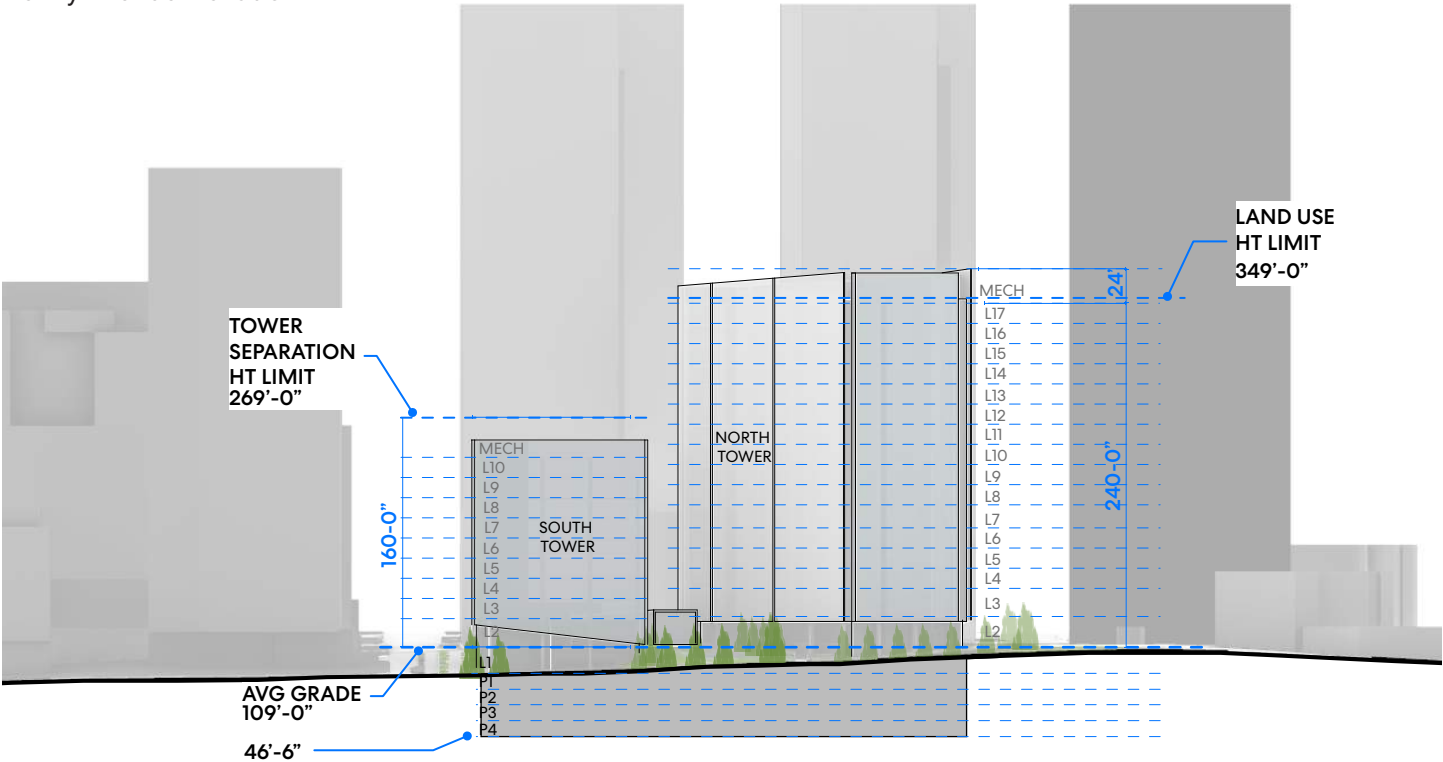
Project Information  
Elevations

02

✓ Site plans, **elevations**, sketches, conceptual drawings, and any other renderings or visual representation of project



Denny Avenue Elevation



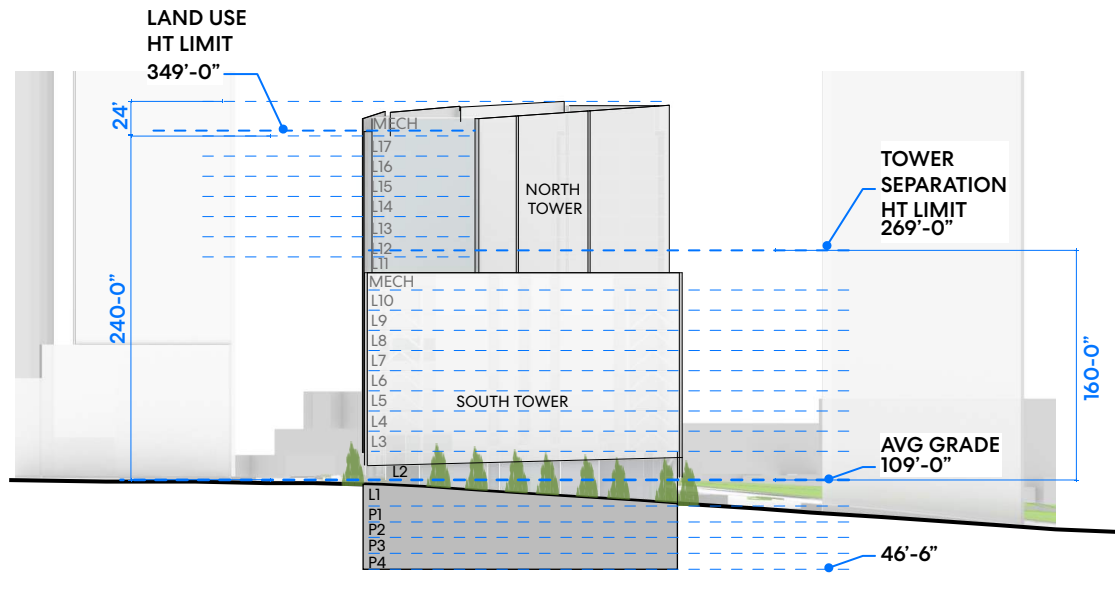
8th Avenue Elevation

# Project Information

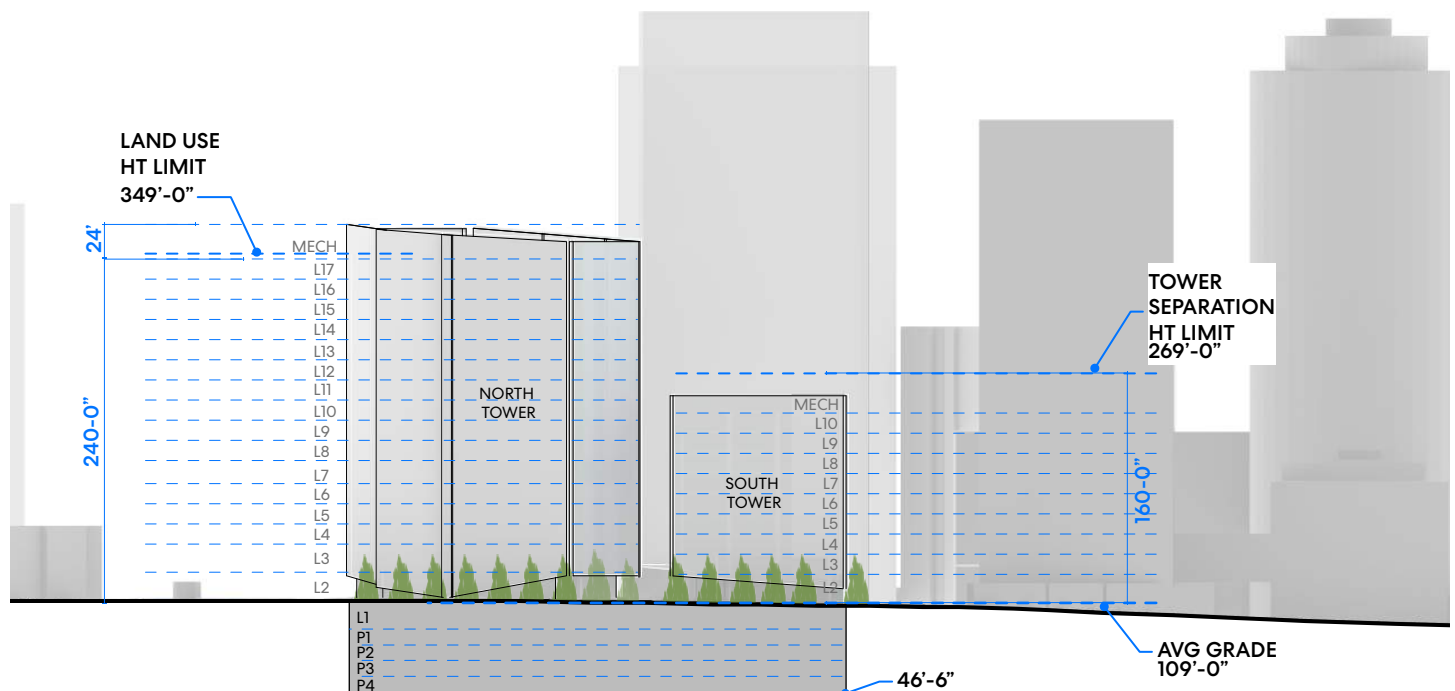
## Elevations

02

✓ Site plans, **elevations**, sketches, conceptual drawings, and any other renderings or visual representation of project



Bell Street Elevation

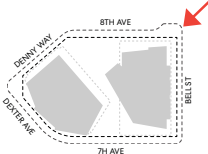
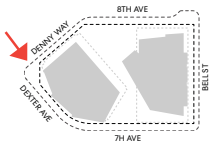


7th Avenue Elevation

# Project Information Renderings

02

✓ Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project

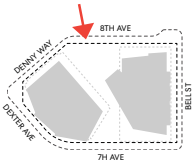
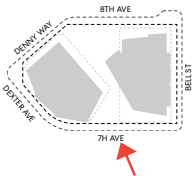




# Project Information Renderings

02

✓ Site plans, elevations, sketches, conceptual drawings, and any other renderings or visual representation of project



Project Information

Reason for Vacation and Development Potential

02

✓ Description of the reason for the vacation, including what the vacation contributes to the project and any increase in development potential attributable to the vacation

Improved Urban Form

The alley vacation allows for the combined floor area, spread across the entire block, creating a a more dynamic and engaging building composition. It extends the successful urban developemnt to the south highlighted by urban rooms that focus on publicly accessible open space.

Safer Pedestrian and Bicycle Flow

The existing alley condition includes a curb cut at the protected bicycle lane on Bell Street, a Green Street, which creates a potential bicycle and pedestrian conflict with vehicles. On Denny Way, the existing alley terminates on the corner of Dexter Ave and Denny Way creating vehicle and pedestrian safety issues at the busy intersection. The vacation of the alley would eliminate the pedestrian, bicycle and vehicular conflicts on Denny Way and the Bell Street Green Street. Furthermore, it would allow the development of substantial public benefits, including completion of the 7th Ave protected bike lane (per the adopted 7th Ave Streetscape Plan).

Create Meaningful Publicly Accessible Open Space and Improved Accessibility

Vacation of this alley allows the development to provide meaningful publicly accessible open space that is open to views of Denny Park, optimizes solar access for plaza areas. Vacation of the alley allows for a mid-block accessible pedestrian connection between 7th and 8th Ave. Current circulation patterns on Bell St and Denny Way have a significant grade change. Vacation of the alley follows the pattern of adjacent new developments that have created meaningful open spaces with enhanced tree canopy, seating areas, storm-water features and other pedestrian amenities.

Enhanced Right of Way Improvements

Vacation of this alley allows the development to provide meaningful public benefits including a new extension of the 7th Ave protected bicycle lane up to Denny Way as well as improvements to the bicycle lane on Bell St. Right of Way improvements will provide additional tree canopy and soil volume creating new pollinator habitat and improving the pedestrian experience in the neighborhood.

Increased Development Potential and Enhanced Site Functionality

The vacation of the (5,766sf) alley creates a larger site (75,031sf), which allows for an increase to the allowable floor area for the Project. The vacation also allows for a more efficient below grade parking, loading and waste recycling to occur within the development and not in the right of way. Access to the below grade from 8th Ave follows the parking/loading access patterns to the south. This 8th Ave location is an improvement over providing access to two development sites from a shared alley.

# Project Information

## No Alley Vacation

# 02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

A no alley vacation scheme would maintain the current parcel division with Parcel A (2300 7th Ave) on the south-west side and Parcel B (2301 8th Ave) on the north-east side of the block. In this scenario the alley (5,766sf) that bisects the block in a north-south direction would remain.

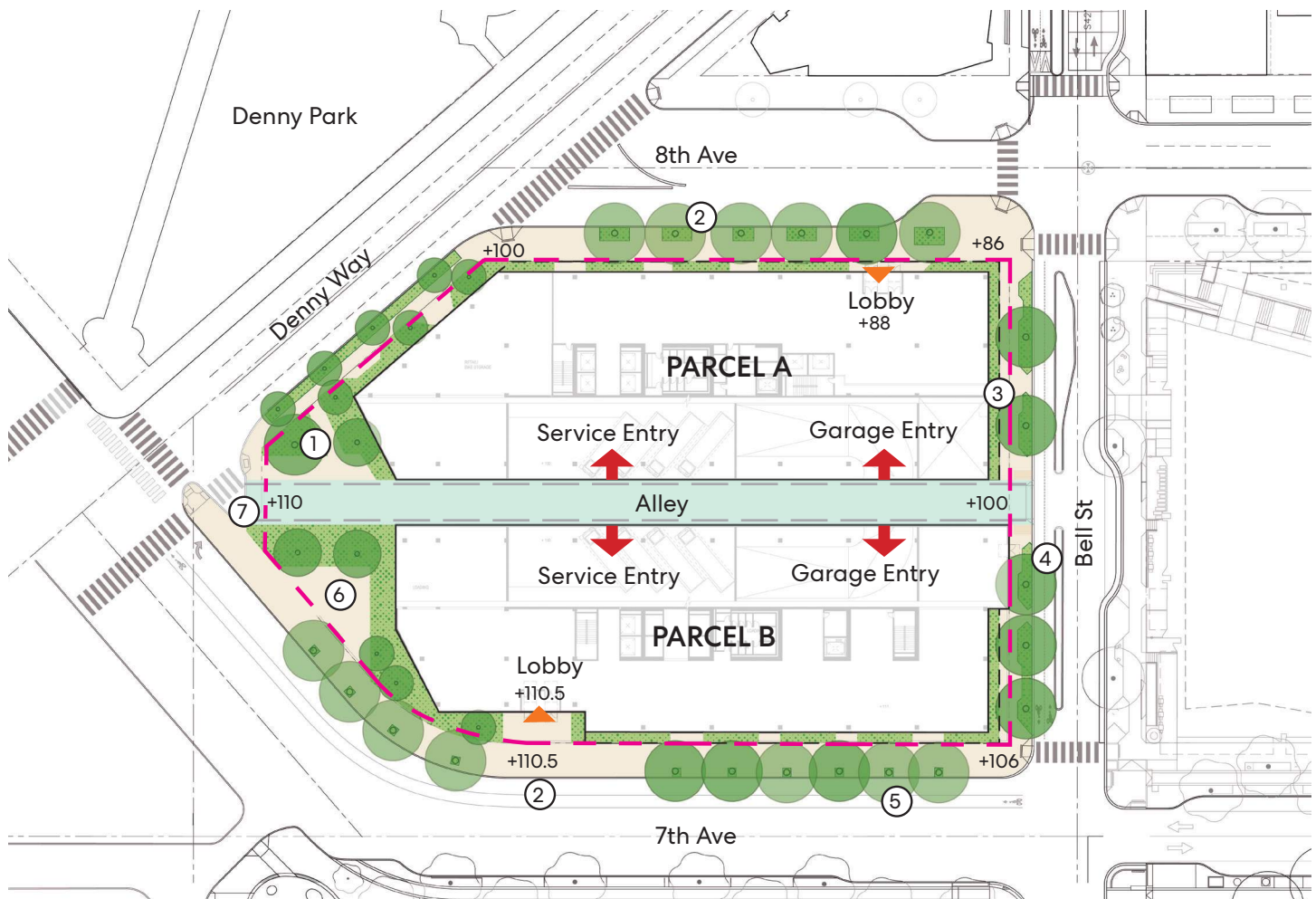
- FAR will be maximized on each parcel resulting in two buildings with a similar floor-plan shape.
- North East Building: 11 occupied levels, 149ft tall from the avg grade plane at 90’-0”, and an exposed mechanical level up to 14ft tall.
- South West Building: 11 occupied levels, 143ft tall from the avg grade plane at 110’-0”, and an exposed mechanical level up to 14ft tall.
- In a no-alley vacation option, the two buildings create a long facade along 7th Ave and Dexter and 8th Ave with a considerably smaller and less dynamic open space when compared to the alley vacation option.
- The alley would continue to provide a service function.
- This no-vacation scheme maintains the loading and parking access at the alley. Due to grade constraints, it will be required to maintain independent entries to the below-grade parking and loading dock.
- Four to five levels of structured parking and building services for each building would be provided below grade.
- Due to the irregular shape of the parcels, open space will be allocated on the north edge facing Denny Park.
- The existing alley condition includes a curb cut along the Bell Street, Green Street protected bike lane and sidewalk creating a potential bike and pedestrian conflict with vehicles.
- On Denny Way, the existing alley terminates on the corner of Dexter Ave creating vehicle and pedestrian safety issues at the busy intersection.

# Project Information

## No Alley Vacation - Site plan

02

✓ Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



0 120

### LEGEND

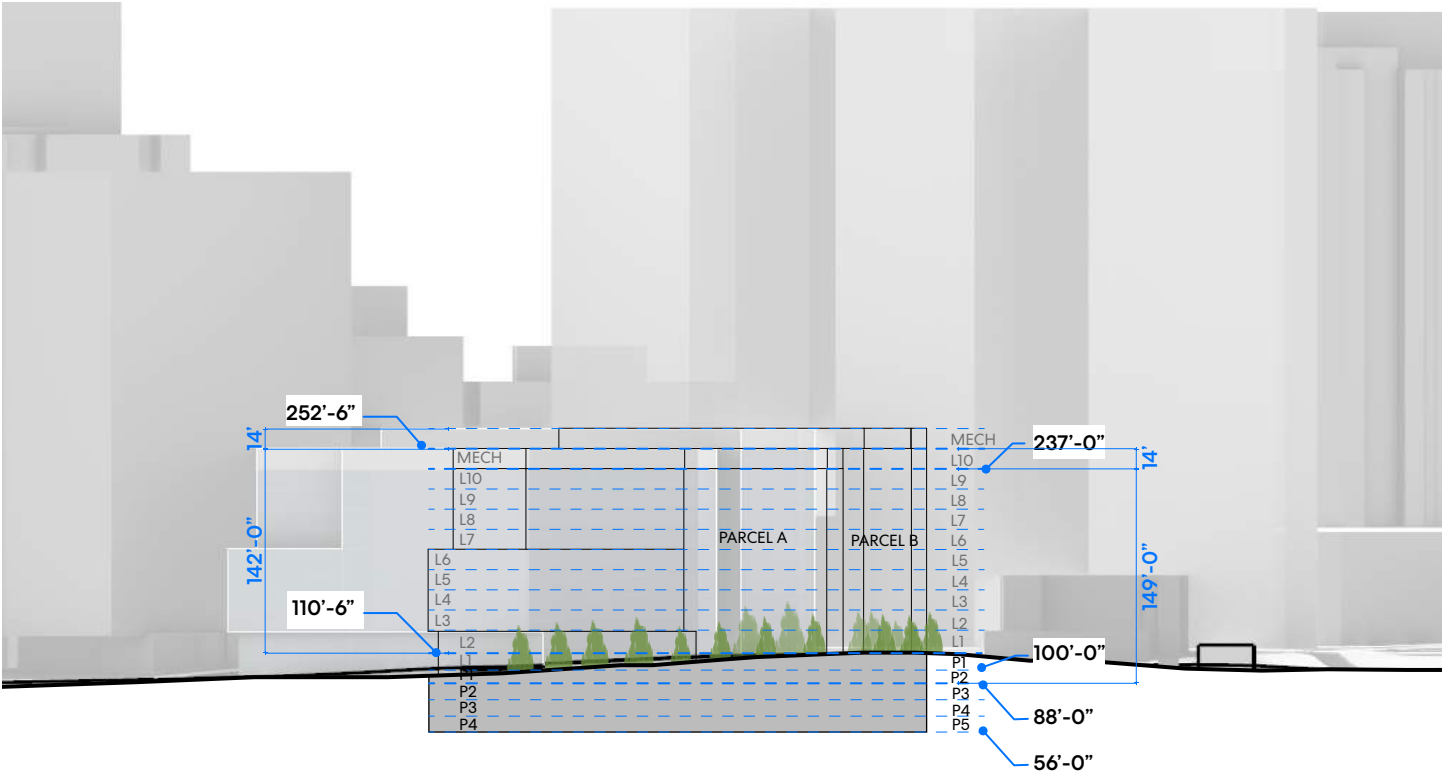
- |                   |  |  |   |
|-------------------|--|--|---|
| Property Line     | ① Denny Way Building Setback and Pocket Park | ④ Bell St Protected Bike Lane            | ⑦ Existing Alley Access Near Intersection |
| Landscape         | ② Drop-off / Ride-Share                      | ⑤ Existing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



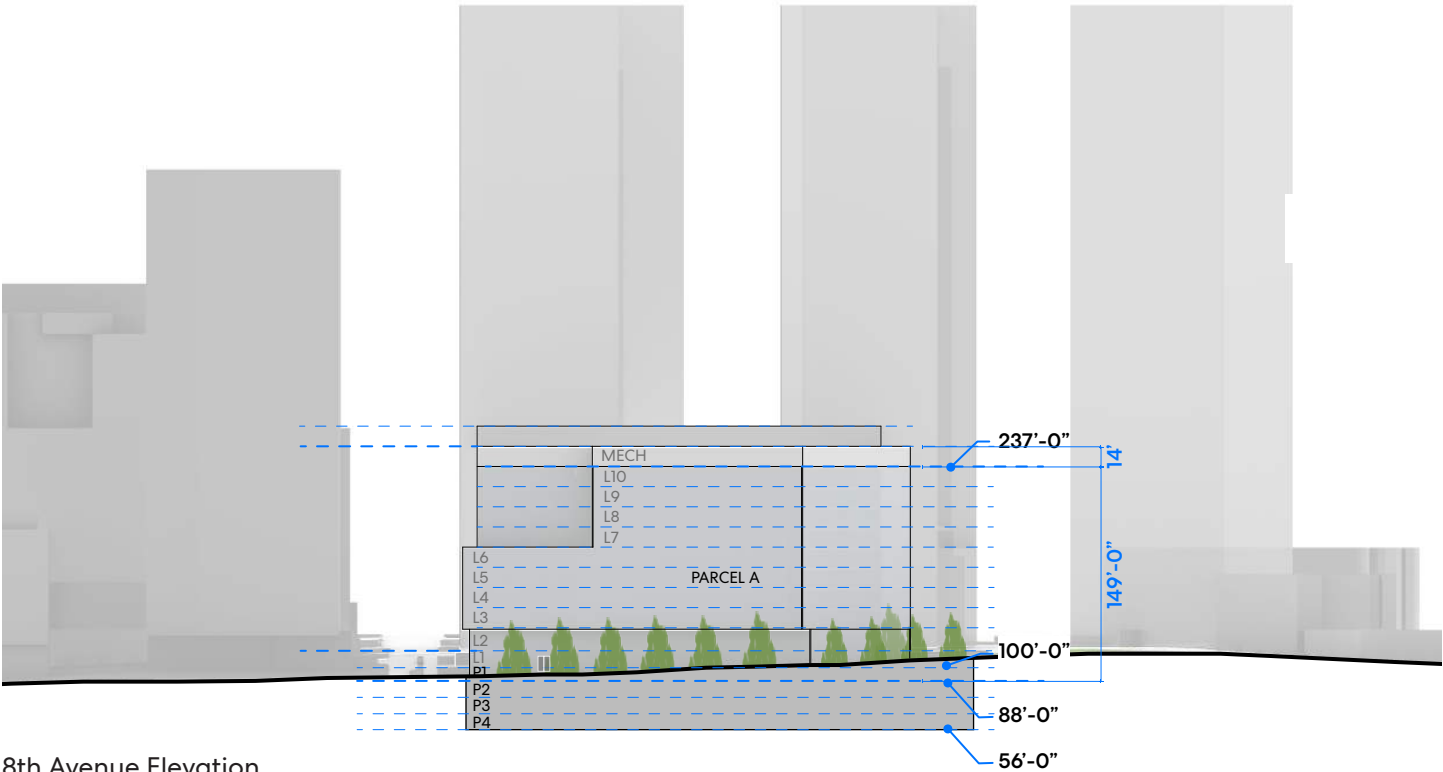
Project Information  
Elevations

02

✓ Site plans, **elevations**, sketches, conceptual drawings, and any other renderings or visual representation of project



Denny Avenue Elevation



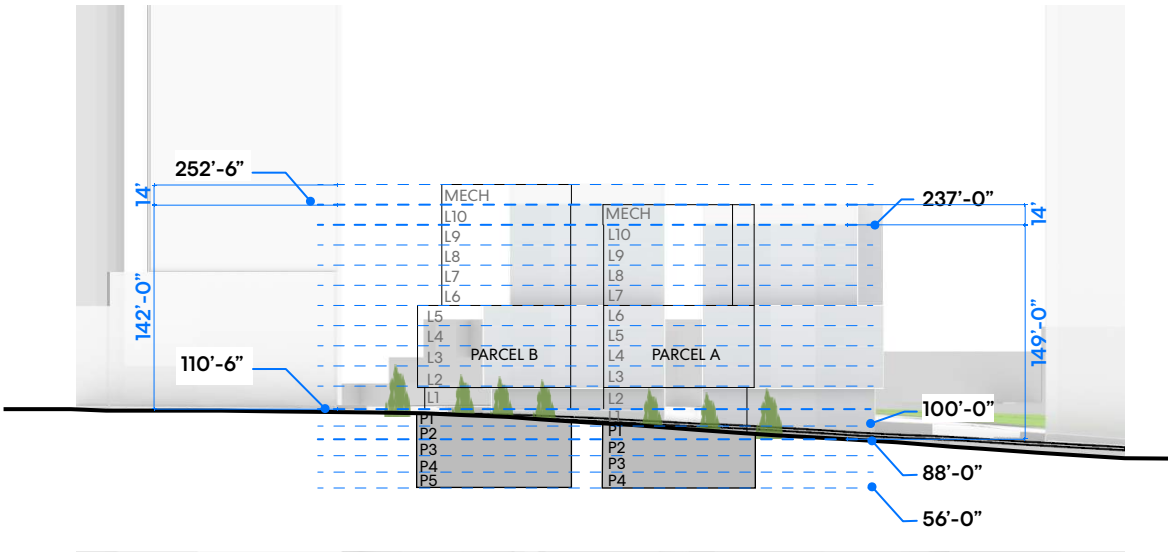
8th Avenue Elevation

Project Information

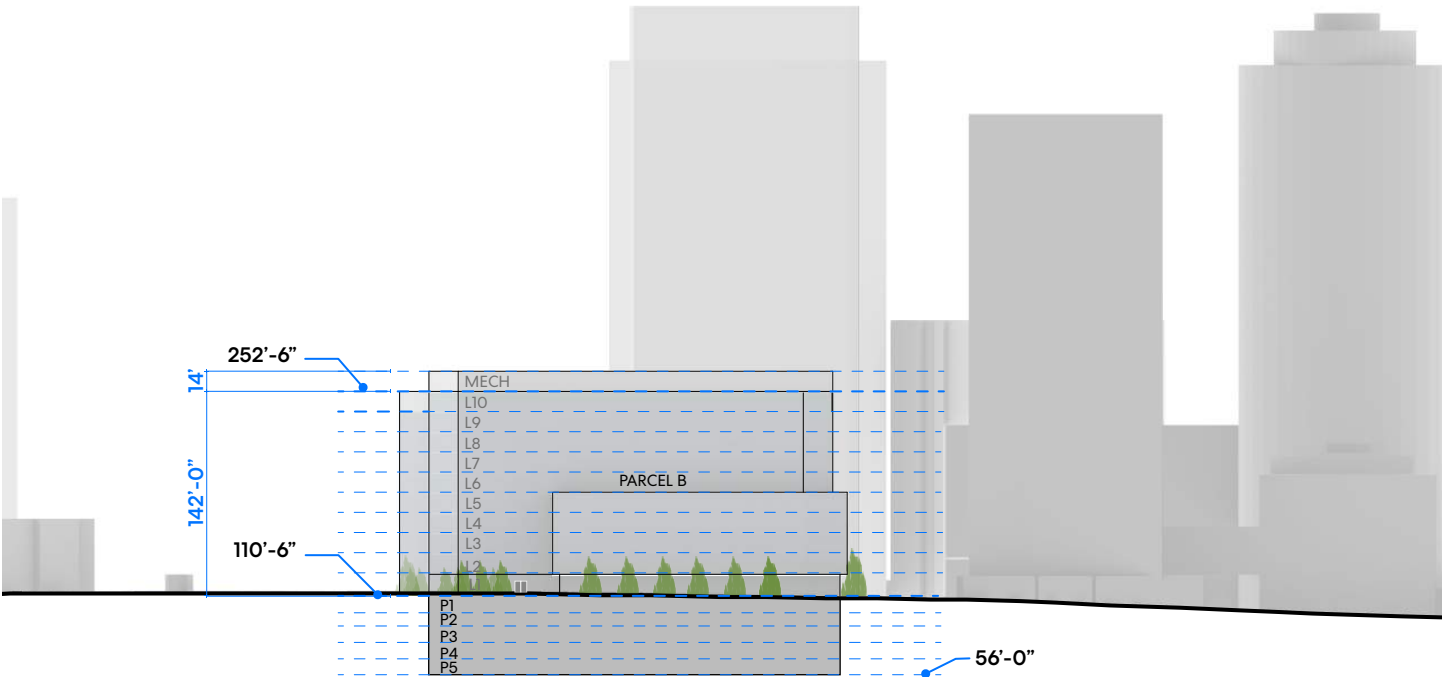
No Alley Vacation - Elevations

02

✓ Site plans, **elevations**, sketches, conceptual drawings, and any other renderings or visual representation of project



Bell Street Elevation



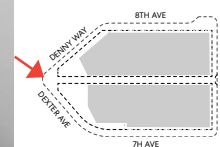
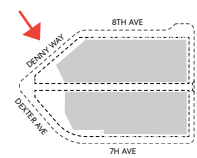
7th Avenue Elevation

# Project Information

## No Alley Vacation - Renderings

02

- ✓ Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

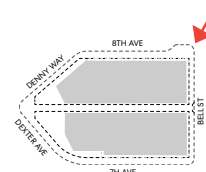
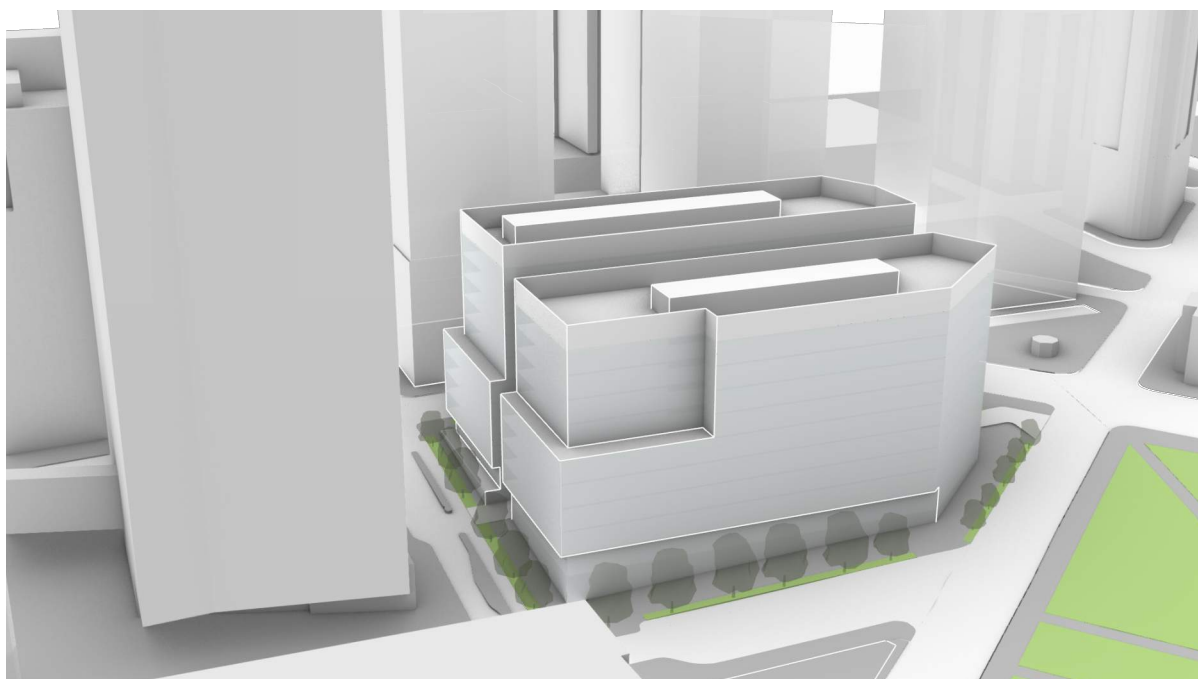
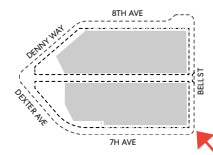


# Project Information

## No Alley Vacation - Renderings

02

- ✓ Provision of a "no vacation" alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative



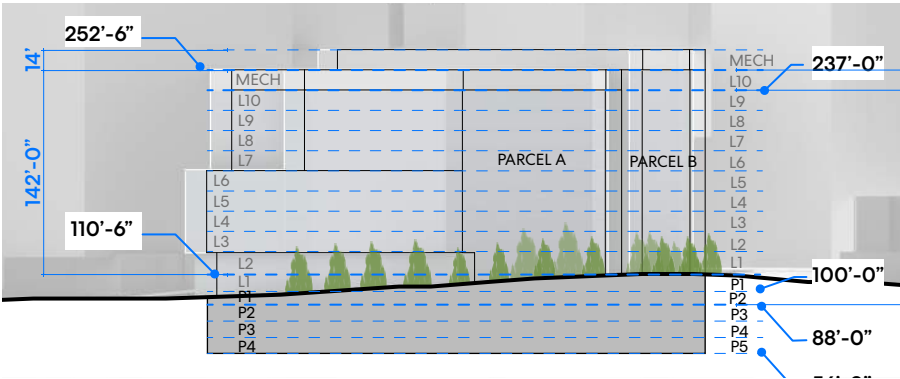
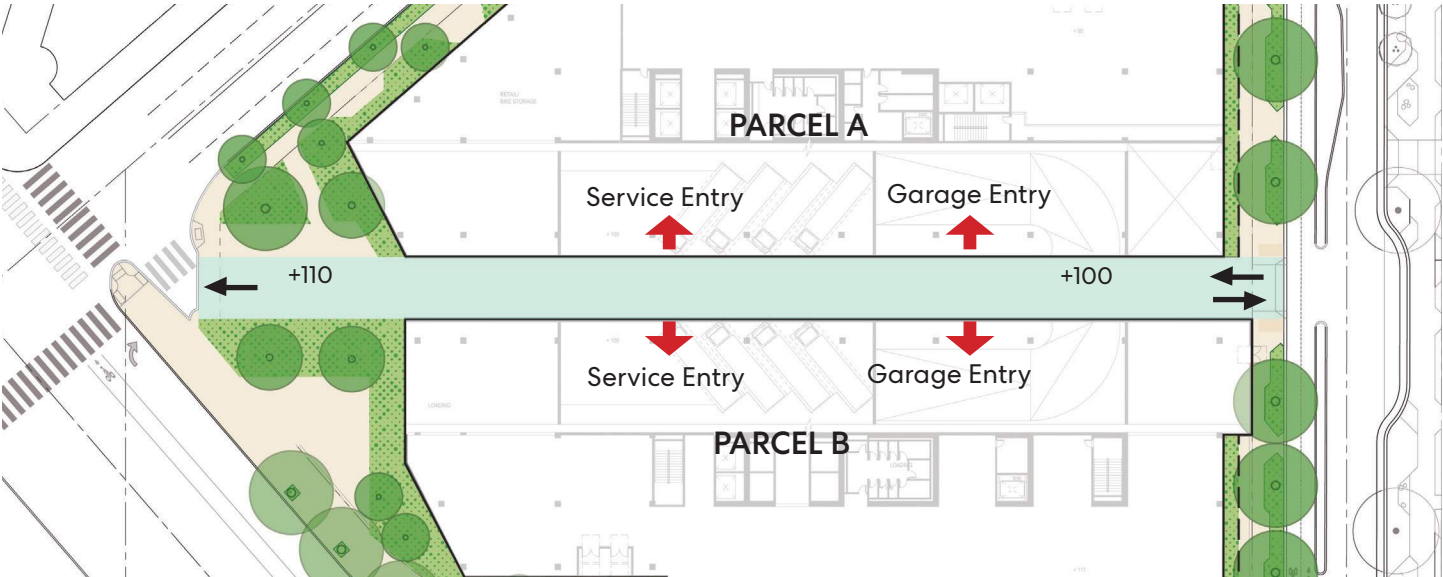


Project Information  
No Vacation Alternative

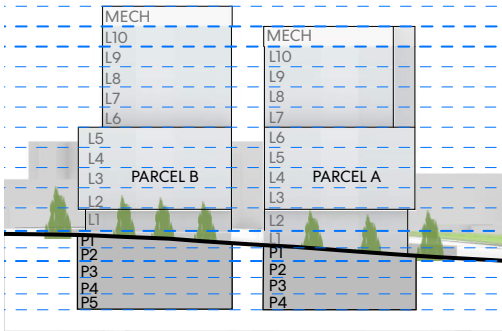
02

✓ Provision of a “no vacation” alternative; describe what could be built on site without a vacation. Address issues such as scale, building orientation, and access to site; provide graphics that illustrate the difference between the vacation and no-vacation alternative

Service Alley



View at Dexter and Denny Intersection



View from Bell st

Project Information

Proposed Development Timeline

02

☒ Proposed development timeline

Current Development Schedule

Design & Entitlements: Q1 2022 to Q1 2025

Construction UMP: Q3 2023 to Q2 2024

Construction: Phase 1 : Q4 2024-Q3 2027

Phase 2 : Q3 2027-Q3 2028

Alley Vacation Timeline

Alley Vacation Petition submission: 03/07/2023

Public Trust Meeting: 06/01/2023

Public Benefits Meeting: 08/23/2023

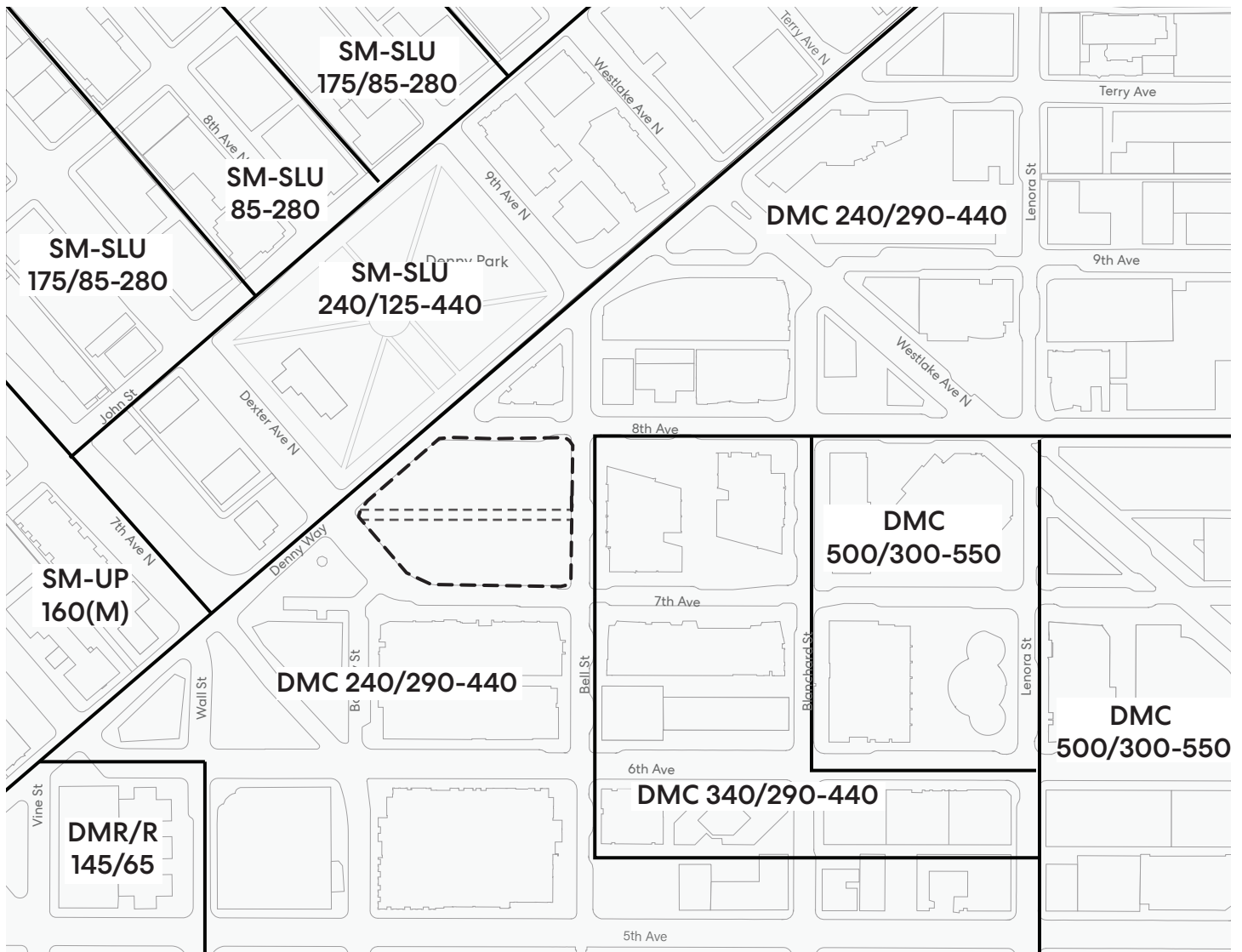
# Land Use Information

## Current Zoning

03



Current zoning and Comprehensive Plan Future Land Use Map land use designation



**Current Zoning**  
DMC 240/290-440



**Comprehensive Plan Future Land Use Map land use designation**  
Downtown Urban Center - Denny Triangle

# Land Use Information

## Consistency with Zoning

# 03



*Current zoning and Comprehensive Plan Future Land Use Map land use designation*

The project site is within the DMC 240/290-440 zone in the Denny Triangle Urban Village. The Property is designated Downtown Urban Center- Denny Triangle in Seattle's Comprehensive Plan.

The alley vacation option is consistent with all applicable City and Downtown Urban Center planning goals and policies for this downtown site, as described below.



# Land Use Information

## Consistency with Comprehensive Plan

03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

The vacation petition is consistent with the following Citywide Land Use Policies and Goals:

LU G1 Achieve a development pattern consistent with the urban village strategy, concentrating most new housing and employment in urban centers and villages, while also allowing some infill development compatible with the established context in areas outside centers and villages.

LU-1.2 Promote this plan's overall desired land use pattern through appropriate zoning that regulates the mix of uses as well as the size and density of development to focus new residential and commercial development in urban centers and urban villages, and integrate new projects outside of centers and villages into the established development context.

LU-5.3 Control the massing of structures to make them compatible with the area's planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.

LU-5.4 Use maximum height limits to maintain the desired scale relationship between new structures, existing development, and the street environment; address varied topographic conditions; and limit public view blockage. In certain Downtown zones and in industrial zones, heights for certain types of development uniquely suited to those zones may be unlimited.

LU-G9 Create and maintain successful commercial/mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments.

LU-9.19 Locate and provide access to accessory parking facilities in pedestrian-oriented commercial zones in ways that avoid conflicts with pedestrian routes and interruptions to the continuity of the street facade, such as by locating unenclosed parking to the side of or behind the building, or by enclosing parking below the building or within the building and screening it from the street, preferably by other uses.

### Downtown Areas

LU-G11 Promote Downtown Seattle as an urban center with the densest mix of residential and commercial development in the region, with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.

LU-G11.1 Recognize the distinct areas of Downtown that are defined by their histories and by their primary land use function, such as office, retail, or mixed-use with either a commercial or a residential emphasis.

### Transportation

TG2 Allocate space on Seattle's streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way

# Land Use Information

## Neighborhood Character Policies

# 03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

### Urban Design

GS G3 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.

GS 3.10 Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walk-ability of neighborhoods.

### Built Environment

GS 3.9 Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.

GS 3.13 Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city.

GS 3.14 Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with active tenant amenity and active uses that flank the sidewalk.

GS 3.18 Use varied building forms and heights to enhance attractive and walkable neighborhoods.

### Public Spaces

GS 3.24 Encourage innovative street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.

GS 3.25 Promote well-defined outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and spaces.

GS 3.26 Design public spaces that consider the nearby physical context and the needs of the community.

GS 3.27 Use the principles of crime prevention through environmental design for public spaces, where appropriate

# Land Use Information

## Neighborhood Character Policies

03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

### Downtown Urban Center

#### Urban Form Goal

DT-G4 Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the Downtown physical environment by:

1. Enhancing the relationship of Downtown to its spectacular setting of water, hills, and mountains;
2. Preserving important public views;
3. Ensuring light and air at street-level and in public parks;
4. Establishing a high-quality pedestrian-oriented street environment;
5. Reinforcing the vitality and special character of Downtown's many parts;
6. Creating new Downtown parks and open spaces at strategic locations;
8. Adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

#### Open Space Policy

DT OSP1 Expand Downtown open space as a comprehensive network to:

1. Promote an orderly, visually pleasing, and active environment for workers, residents, and visitors;
2. Reinforce desired land use patterns;
3. Provide links among areas within and surrounding Downtown; and
4. Improve pedestrian circulation.

Expand the open space system through:

1. Development of new parks and/or other open space
2. Adaptation of streets not critical to vehicular circulation to increase right-of-way use for pedestrian circulation;
3. Incorporation of open space, as appropriate, in major public projects;
4. A system of incentives to promote development of public open space as part of new Downtown projects through bonuses for private development of public open space and/or transfer of development rights from sites providing public open space; and
5. Encouragement of amenities to enliven open spaces.

# Land Use Information

## Neighborhood Character Policies

# 03

✓ *Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans*

### Denny Triangle

DEN-P4 Consider a variety of land use tools, including increased height limits and floor area ratios, design review processes, bonuses for public benefit features, and exempting housing and retail space from floor area ratio, to stimulate both residential and commercial development.

DEN-G3 A diverse, mixed-use character that provides a transit- and pedestrian-friendly atmosphere

DEN-P7 Encourage the development of gateway markers at major entryways to the neighborhood along Denny Way.

DEN-P10 Encourage the creation of open space as part of new public projects.

DEN-P12 Designate and support the development of green streets in the neighborhood

DEN-G4 Reduce external transportation impacts while improving internal access and circulation

DEN-P16 Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.

DEN-P17 Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.



# Land Use Information

## Equity, Race, and Social Justice

03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

The Seattle Department of Transportation (SDOT) Street Vacation Application Checklist requires a street vacation petition to address the City of Seattle Equitable Development Implementation Plan (the “EDIP”) as part of the land use information. The EDIP states that City decisions should be analyzed through a race and social equity lens. The EDIP identifies six Equity Drivers. We address each below as it relates to the alley vacation:

- **D1 Advance economic mobility and opportunity.** Promote economic opportunities for marginalized populations and enhance community cultural anchors. Provide access to quality education, training, and living-wage career path jobs.

The Property is currently underutilized and is not developed with vibrant uses that provide with many employment opportunities for economic investment into the surrounding area. The Project provides dense commercial development that will attract significant employment opportunities of a variety of skill sets and salary ranges. The alley vacation enhances the viability of smaller-scale businesses who may occupy the ground-level commercial space in the Project and for surrounding businesses in the area who will benefit from increased foot traffic, vibrancy and investment in the area. Denny Triangle and Downtown are experiencing safety, homelessness, and drug abuse problems which have been difficult to address. Added vibrancy will continue to help counteract these issues. On the Property, the alley vacation will allow for maintenance light, and security in the space, increasing the pedestrian and economic vibrancy of the area.

- **D2 Prevent residential, commercial, and cultural displacement.** Enact policies and programs that allow marginalized populations, businesses, and community organizations to stay in their neighborhoods.

The Project location is in a Downtown Mixed Commercial zone, within the Downtown Urban Center in Seattle’s Comprehensive Plan. It is intended to accommodate the City’s greatest amount of density with a mix of uses. The buildings on the Property have been demolished. The Project and alley vacation will not contribute to any displacement of residential tenants, and will contribute approximately [xxx] in fees to the City’s Mandatory Housing Affordability Program. The Project will also provide new retail space on the ground floor. The Project design and alley vacation benefits reflect local culture as described below.

- **D3 Build on local cultural assets. Respect local community character, cultural diversity, and values.** Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination.

The Project design reflects the surrounding community character by providing a gateway that reconnects Downtown to Denny Park. The alley vacation allows for a better site design and configuration that encourages pedestrian flow through the site and invites engagement with the community. Added porosity, density and vibrancy create new pedestrian connections for coming and going between Denny Park and Downtown. The cycle track provided by the Project along 7th Avenue, and improvements to the bike lane on Bell Street will strengthen pedestrian and bicycle safety in the area, adding to other recent street improvements in the area. A pedestrian safety island will also be provided on 8th Avenue.

Without the alley vacation, the existing a 5-way intersection on Denny Way with increased potential for pedestrians in front of the park would remain. This would be a missed opportunity to remove a potentially unsafe condition and replace it with a significantly more pedestrian-friendly connection to the park.

# Land Use Information

## Equity, Race, and Social Justice

# 03

✓ Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans

- **D4 Promote transportation mobility and connectivity.** Prioritize investment in effective and affordable transportation that supports transit-dependent communities.

As previously described, the Project will include significant investments in street infrastructure including the addition of the cycle track on 7th Avenue, improvements to the bike lane on Bell Street, including removal of a curb cut onto Bell Street, and a pedestrian safety island on 8th Avenue.

- **D5 Develop healthy and safe neighborhoods.** Create neighborhoods that enhance community health through access to public amenities, healthy, affordable and culturally relevant food, and safe environments for everyone.

The Project represents will be one of several redevelopments along 7th Avenue and 8th Avenue that are revitalizing this area of Downtown. While Denny Park is significant to Downtown's history, it has not recently remained safe and welcoming to the community with shifting trends to remote work. The Project will provide for life science and other commercial spaces that are expected to be leased upon delivery, adding a much needed vibrancy to this location in Downtown. The street and alley vacation will allow for an overall safer neighborhood bringing maintenance, activation and eyes on the street.

- **D6 Enable equitable access to all neighborhoods.** Leverage private developments to fill gaps in amenities, expand the supply and variety of housing and employment choices, and create equitable access to neighborhoods with high access to opportunity.

The Project and street vacation are an opportunity to provide for a variety of employment opportunities and an active pedestrian space with cultural programming, which is open to the public, where none currently exists and would be less successful without the vacation.

# Land Use Information

## Transportation and Modal Plans

03

✓ *Summary of City plans and policies, including Comprehensive Plan policies, the Equitable Development Implementation Plan and Transportation Modal Plans*

- All streets in the immediate vicinity of the project may be characterized as being part of Seattle's Priority Investment Network (PIN) streets.
- PIN streets are streets identified to be most in need of pedestrian improvements and serve as key routes to K-12 public schools and frequent transit stops.
- The Pedestrian Master Plan designates all streets (Denny Way, 8th Ave, Bell St, 7th Ave and Dexter Ave) within a ¼ mile of the site as part of the PIN.
- The Bicycle Master Plan designates 7th Ave, Dexter Ave and Bell St as streets with future protected bike lanes.
- The Transit Master Plan designates Denny Way, Dexter Ave and 7th Ave as part of the Frequent Transit Network (minimum 15-minute headways).
- The Freight Master Plan designates Denny Way as a Mayor Freight Street.

# Land Use Information

## Land Use Actions Required

# 03

✓ Identification of land use actions required to develop the project, such as design review, rezone, Major Institution Master Plan, Landmarks, Preservation Board approval, environmental review; include a report on the status of those reviews

### Early Design Guidance

The EDG Project Number is SDCI 3040157-EG. EDG meeting was held on 01/03/2023.

(EDG material to be added in appendix, package, minutes, correspondence)

### Master Use Permit Application

The MUP Project Number is 2300 7th Ave: #3039734-LU, 2301 8th Ave #3039757 - LU. The anticipated application submission is in March 2023

### Design Review Board Recommendation

The Recommendation meeting will occur after submission of the MUP application. Associated documentation will be added to the Appendix once the Recommendation has been successfully completed.

### Zoning Review

Zoning review will commence once the MUP application is submitted to SDCI.

### Environmental Review

Environmental Review must be completed prior to Council review

A SEPA checklist is being submitted to SDCI as part of the MUP application. There is no indication that an EIS will be required.

### Landmarks Review

A demolition permit for the existing hotel (Loyal Inn) was issued under record number 6878528-DM and the building has been demolished. A demolition permit for the existing Downtown Spirits building was issued under record number 6883128-DM and the building was demolished. The status of the existing buildings will be noted in the Master Use Permit ("MUP") application for the Project.

### Street Improvement Permit

2300 7th Ave - SUSIP0000575



Land Use Information  
Development Comparison - FAR

03

✓ Comparison of development with and without a vacation

No Vacation



Parcel A 2300 7TH Ave	35,029 SF
FAR Chargeable Area (8.0)	280,232SF
Parcel B 2301 8TH Ave	34,236SF
FAR Chargeable Area (8.0)	273,888SF
Total	554,120SF

Vacation



Parcel A + Parcel B	69,265SF
Alley Area	5,766SF
Total Site Area	75,031SF
FAR Chargeable Area (8.0)	600,248SF

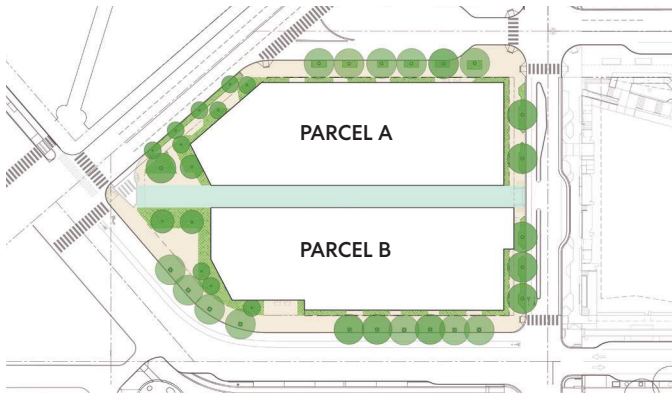
# Land Use Information

## Development Comparison - Site Plan

03

✓ Comparison of development with and without a vacation

### No Vacation



- The No Vacation concept includes two parcels: Parcel A (2300 7th Ave) and Parcel B (2301 8th Ave) divided by the existing alley.
- Both parcels use the existing alley for loading, parking, recycle and trash.
- The primary entry to Parcel A is from 8th Ave. Active edges are proposed along 8th Ave wrapping Denny Way and Bell Street where grades allow.
- The primary entry to parcel B is from 7th Ave. Active edges are proposed along 7th Ave wrapping Denny Way and Bell Street where grades allow.
- Due to the parcels' irregular shape, open space is located on the north side along Denny Way facing Denny Park where it is less feasible for building area.
- Modest setbacks are located along Bell Street, 7th and 8th Avenues.
- Topographic changes are addressed in an independent manner for each parcel.

### Vacation



- The Vacation concept locates north and south buildings in response to the grid shift at the boundary between South Lake Union and Downtown.
- The rotation of the north building opens the development up to Denny Park for improved light, air and views.
- The main entries for each building occur at the 7th Ave plaza and are visible from the street. Active edges are proposed along the 7th Ave frontage of both buildings and at the corner of 8th and Bell.
- Open space requirements are exceeded with publicly accessible plazas linked with a ADA accessible mid-block connection similar to recent Denny Regrade developments to the south.
- Large landscape setback are created along all street frontages and grounds the podium / tower bases in a landscape setting like recent developments to the south (Amazon Block 21).
- A protected bike lane is located along 7th Ave extending the existing network to the south.

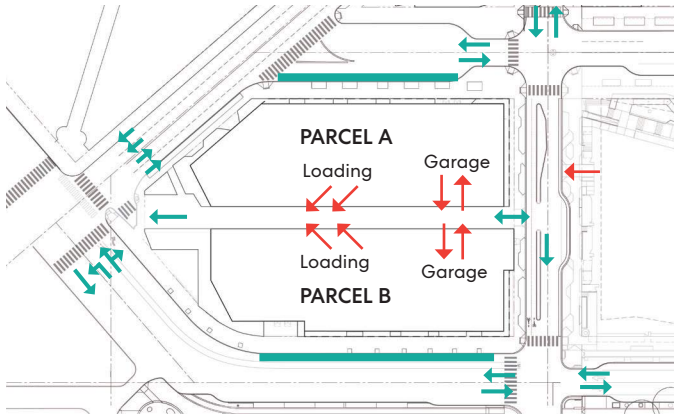
# Land Use Information

## Development Comparison - Vehicle Access

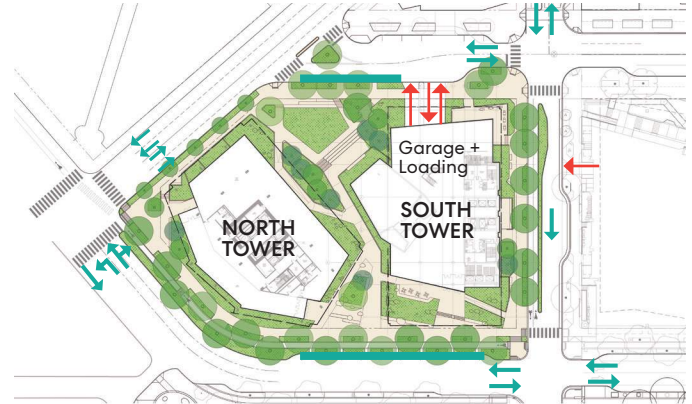
03

✓ Comparison of development with and without a vacation

### No Alley Vacation



### Alley Vacation



#### LEGEND

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

- 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.
- 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

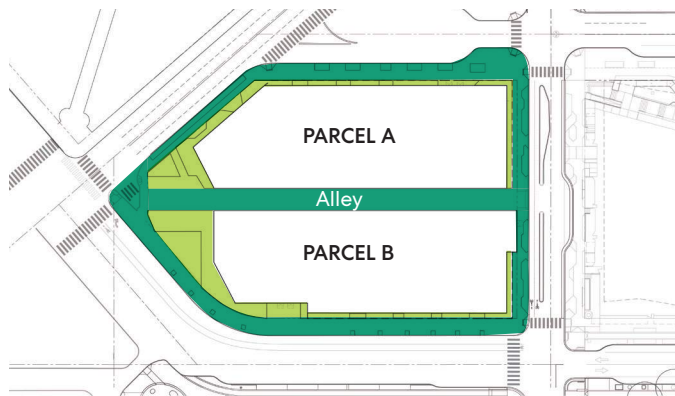
# Land Use Information

## Development Comparison - Open Space and Amenities

03

✓ Comparison of development with and without a vacation

### No Alley Vacation



#### LEGEND

- Open Space
- Publicly Accessible  
Privately Owned

- 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 feasibility.
- 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.)

### Alley Vacation



- 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 deep setback along Bell Street following the adopted Street Concept Plan allowing for additional.
- Creates a pocket park at the corner of 7th Ave and Denny Way. Sidewalk, street trees and landscaping opportunities.

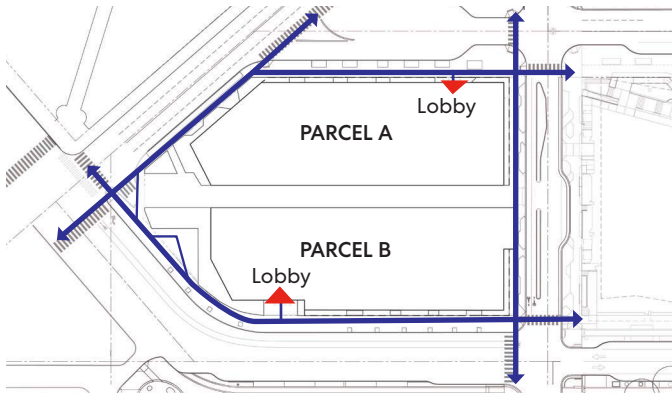
# Land Use Information

## Development Comparison - Pedestrian Access

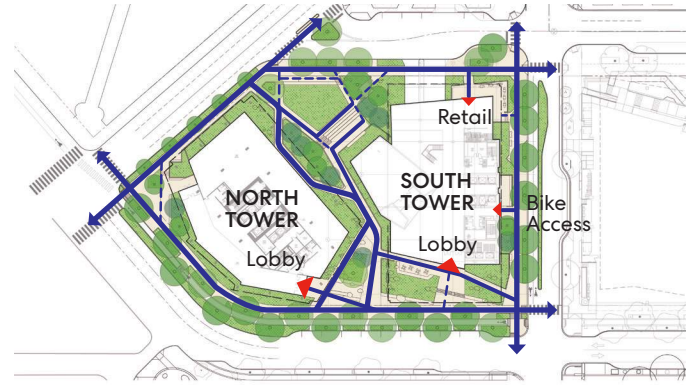
03

✓ Comparison of development with and without a vacation

### No Alley Vacation



### Alley Vacation



#### LEGEND

- ↔ Pedestrian Access
- Stair Connection
- ▲ Building Entry

- Parcel A primary building entrance located at the intersection of 7th Ave and Dexter Ave. There is a active space allocated at Bell st.
- Parcel B 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.

- The main entrances for both buildings is off 7th Ave. Active 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.

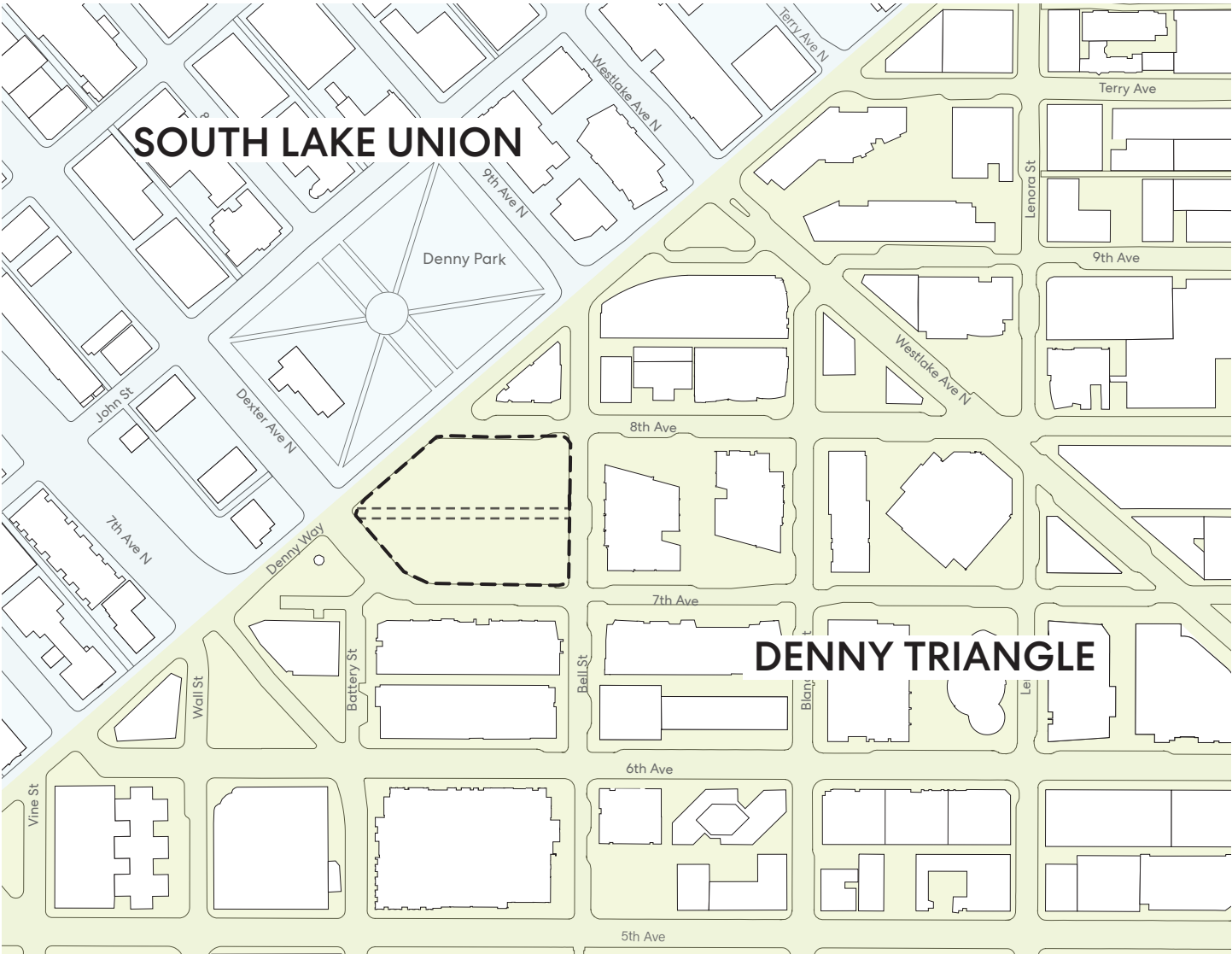


Land Use Information

9-Block Analysis - Urban Villages

03

☒ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks

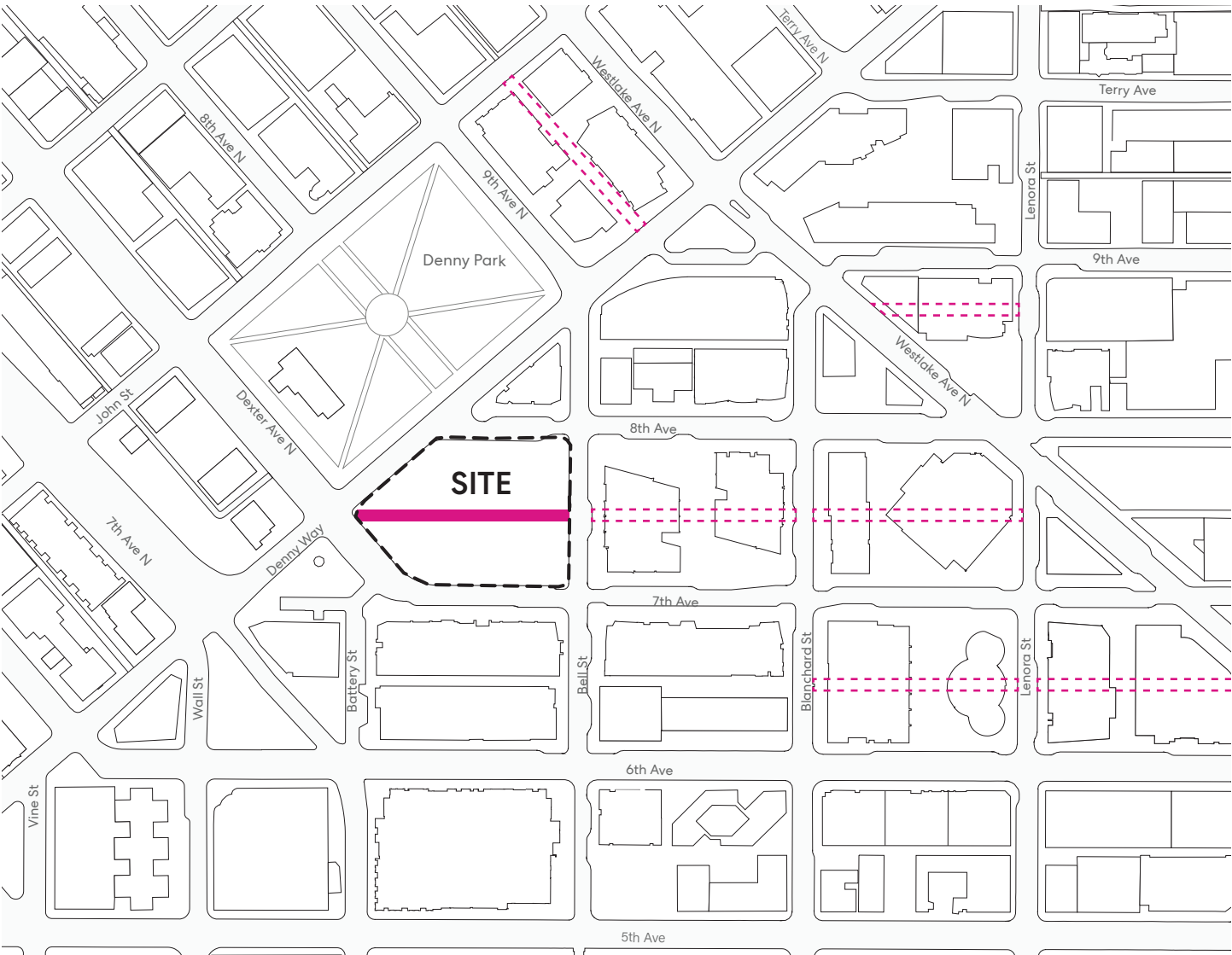


# Land Use Information



## 9-Block Analysis - Previous Alley Vacations

03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



LEGEND

-  Existing Alley
-  Vacated Alley

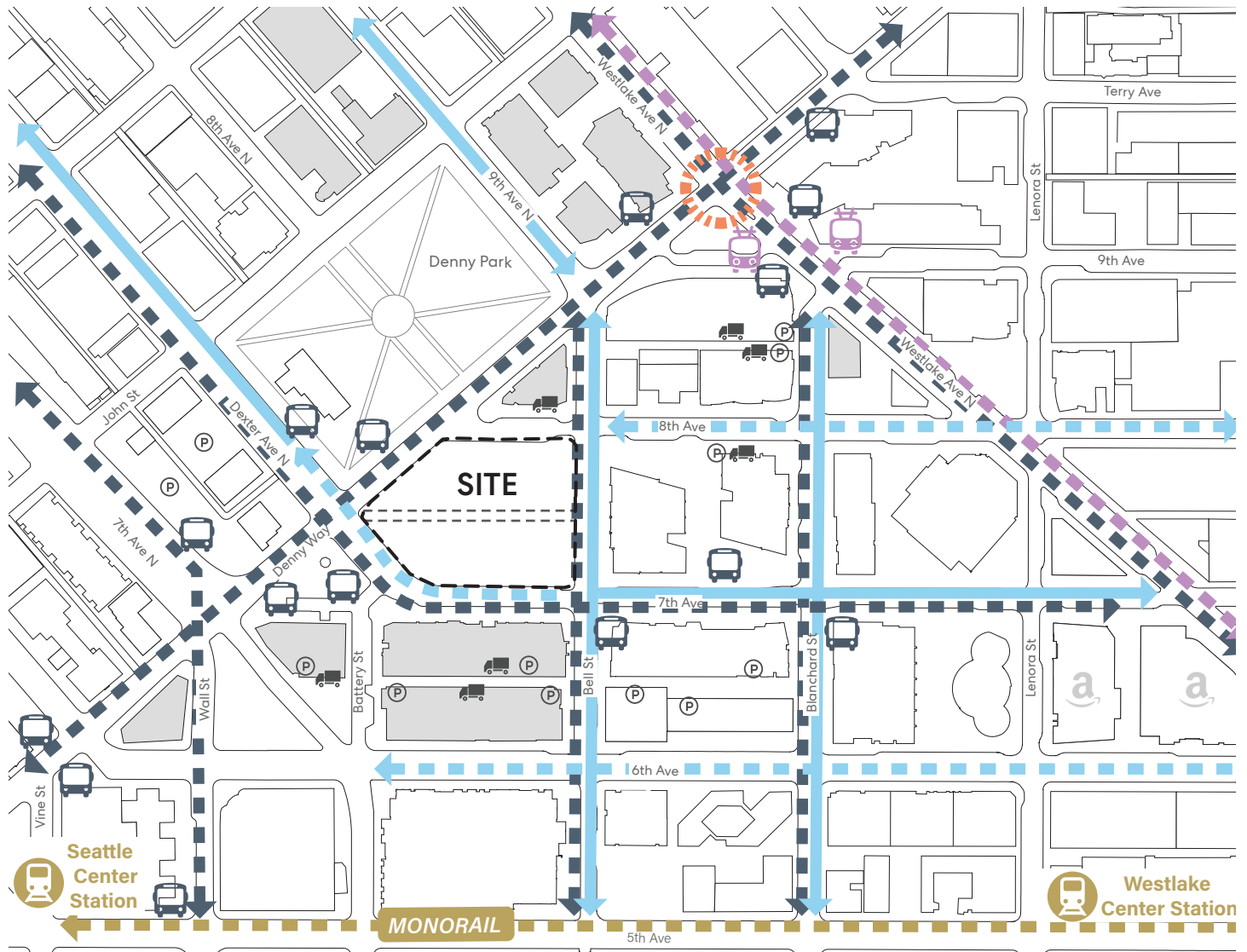


# Land Use Information

## 9-Block Urban Analysis - Transportation

03

✓ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

Proposed Buildings

Bus

Street Car

Monorail

Potential Sound Transit Link Extension

Existing Protected Bike Lanes

Existing Painted Bike Lanes



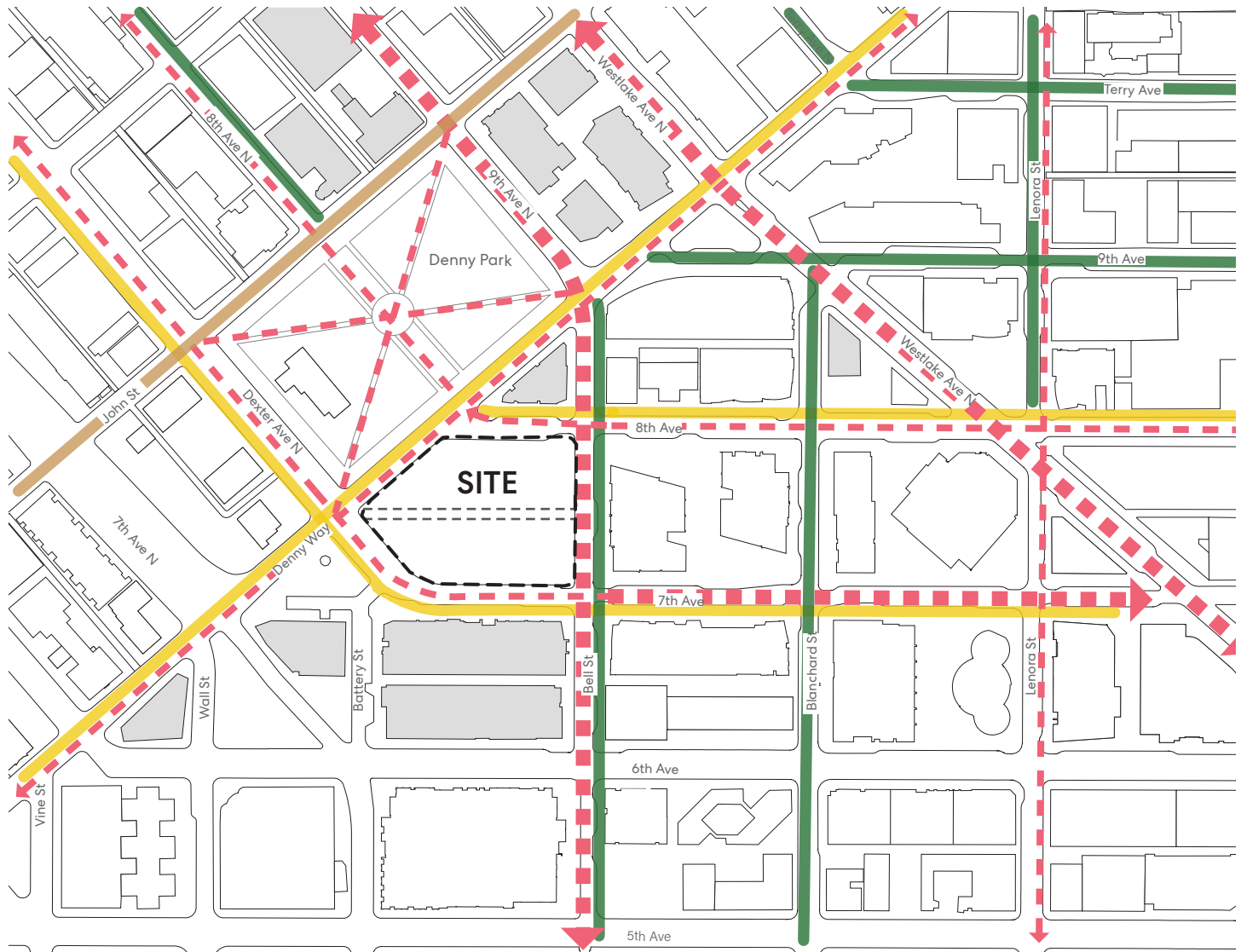
# Land Use Information

## 9-Block Analysis - Pedestrian

03



Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

- |  |                       |  |                             |
|--|-----------------------|--|-----------------------------|
|  | Proposed Buildings    |  | Green Street                |
|  | Light Pedestrian Flow |  | Class II Pedestrian Street  |
|  | Heavy Pedestrian Flow |  | Class III Pedestrian Street |



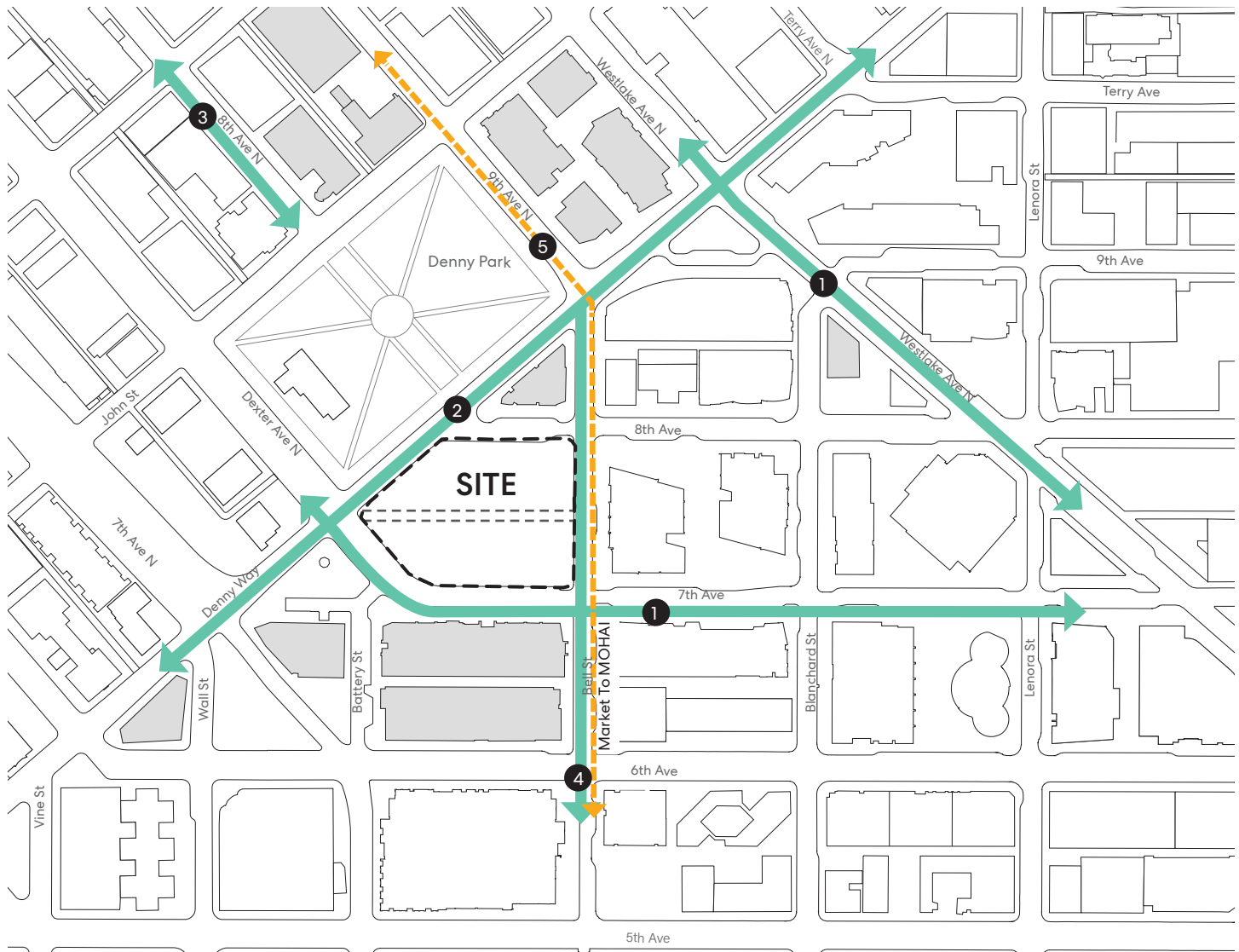
# Land Use Information

## 9-Block Analysis - Prior Neighborhood Initiatives

03



Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

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



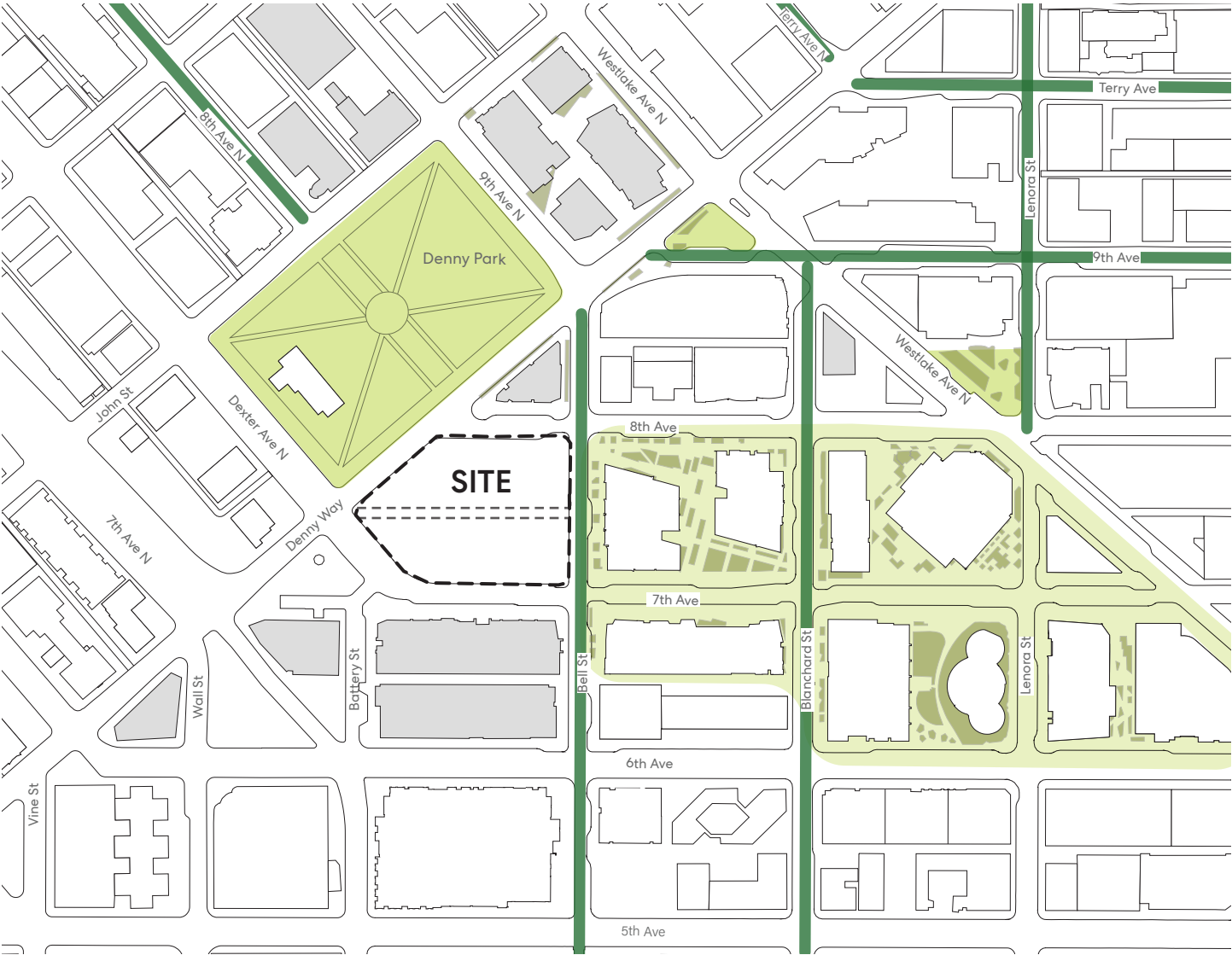


Land Use Information

9-Block Analysis - Open Space

03

☒ Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



LEGEND

-  Proposed Buildings
-  Open Space
-  Publicly Accessible, Privately Owned Open Space
-  Green Street



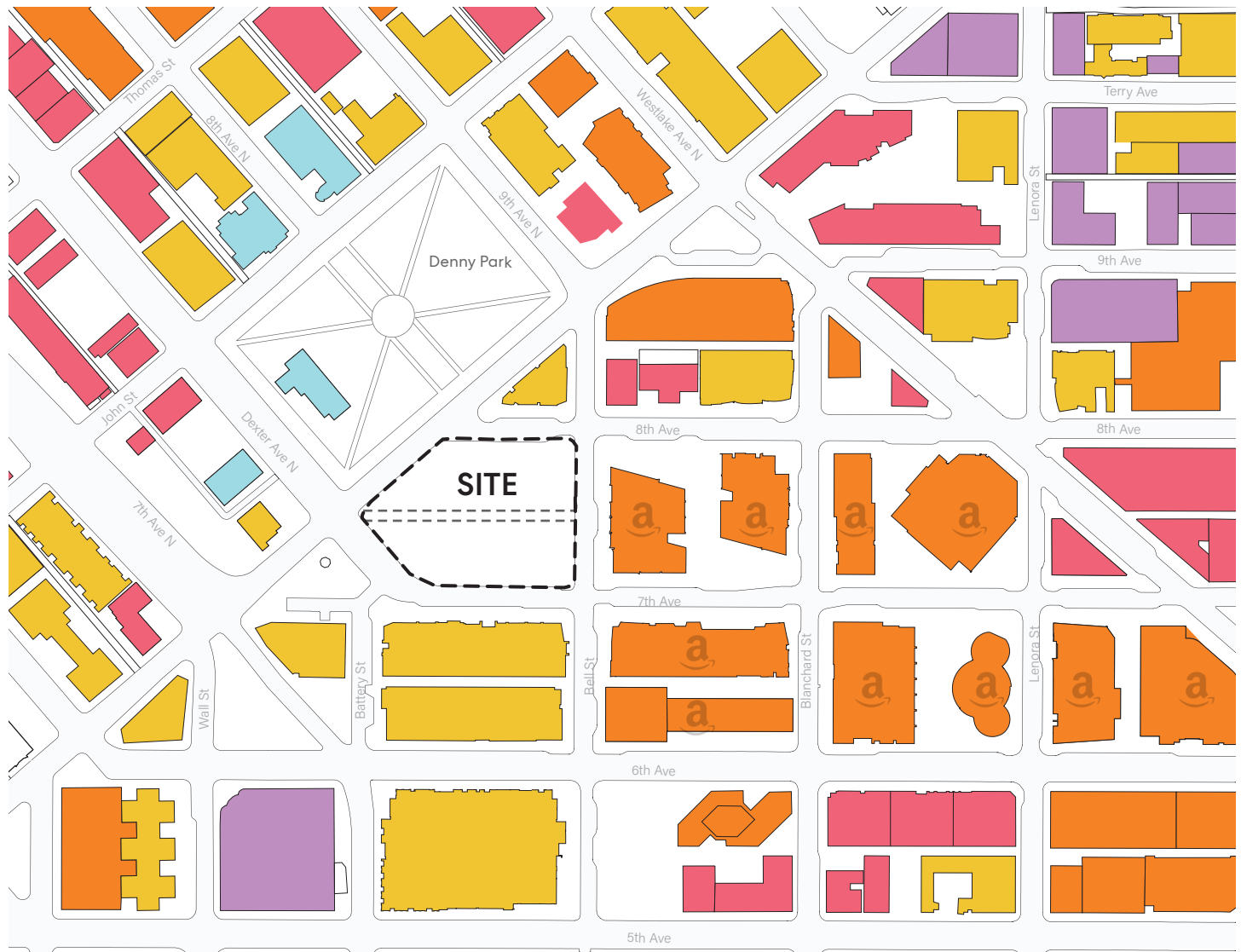
# Land Use Information

## 9-Block Urban Analysis - Uses

03



Urban design analysis of area surrounding the project site that includes a minimum of 9 blocks



### LEGEND

- Residential
- Office
- Commercial
- Church / Health
- Education



# Land Use Information

## Early Design Guidance

# 03

✓ *If design review is required, any Early Design Guidance (EDG) proposals, Design Review Board minutes, including statement that the project has completed EDG, and Seattle Design Commission's report to the Design Review Board or SDCI Director*

### Early Design Guidance

EDG was held on 01/03/2023 and was approved to move forward.

The presentation package is located in the appendix of this document along with related minutes, comments, and correspondence.

# Transportation

# 04

- ✓ *Current use and design of the street*
- ✓ *Roadway designation of the street, including street type, if any*
- ✓ *Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation and access.*



Transportation Engineering NorthWest

## MEMORANDUM

**DATE:** January 24, 2023

**TO:** Chris Stevenson – OAC

**FROM:** Jeff Schramm / Spenser Haynie  
TENW

**SUBJECT:** Updated Transportation Assessment with Alley Vacation  
Denny Triangle (Seattle)  
TENW Project No. 2021-217

This memo documents the updated transportation assessment of the proposed vacation of the existing alley serving the proposed redevelopment of the Denny Triangle site. The memo includes a project description, trip generation estimate, documentation of the existing uses, and potential transportation impacts associated with an alley vacation.

### Project Description

The proposed Denny Triangle site is located on the south side of Denny Way between 7<sup>th</sup> Avenue and 8<sup>th</sup> Avenue. A preliminary development scenario includes two (2) new buildings totaling 600,248 square feet (SF) of office and 2,500 SF of retail space. The existing site includes a 91-room hotel (The Loyal Inn), 8,171 SF of retail space (Downtown Spirits), and 15,491 SF of office space (per King County parcel records); all of which will be removed with the proposed project.

The project is proposing to vacate the existing alley that generally runs north and south between Denny Way and Bell Street. Vehicular access is proposed at two (2) new curb cut driveways on 8<sup>th</sup> Avenue between Denny Way and Bell Street (1 for vehicles and 1 for loading).

### Trip Generation

The trip generation estimates for the proposed development, and existing uses to be removed, were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, for Land Use Code (LUC) 710 (Office) and LUC 822 (Strip Retail Plaza). Adjustments to the trip generation estimates were made to account for local mode-split data; this approach is consistent with recent practices for estimating trip generation for Seattle development projects.

Local mode-split adjustments for the proposed office use were made based on the most recent available mode-split data included in the 2019 *Commute Seattle Center City Commute Mode Split Survey* for the Denny Triangle Neighborhood of Seattle.

The resulting net weekday daily, AM peak hour, and PM peak hour trip generation estimates associated with the proposed Denny Triangle site Project are summarized in **Table 1**. These trip generation estimates do not include credit for the existing uses on the site to be removed. The detailed trip generation calculations are included in **Attachment A**.

Transportation

04

- ✓

Current use and design of the street
- ✓

Roadway designation of the street, including street type, if any
- ✓

Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation and access.

Updated Transportation Assessment of Alley Vacation  
Denny Triangle Site (Seattle)

Table 1  
Trip Generation Summary

Time Period	Net New Trips Generated		
	In	Out	Total
Weekday Daily	568	567	1,135
Weekday AM Peak Hour	115	1	116
Weekday PM Peak Hour	-17	83	66

Alley Vacation Analysis

This analysis considers the existing and future uses on the existing alley that generally runs north and south between Denny Way and Bell Street. This section addresses street grid continuity, local vehicle access needs, transit impacts, freight considerations, and non-motorized transportation with and without the alley vacation.

Street Grid Continuity

The existing alley runs north and south between Denny Way and Bell Street which currently provides two-way traffic and provides access to parking, garbage pickup, and loading activity. The existing alley does not continue north of Denny Way or south of Bell Street. The Denny Triangle project proposes to vacate the alley for the entire block that is bound by Denny Way, 8<sup>th</sup> Avenue, Bell Street, 7<sup>th</sup> Avenue, and Dexter Avenue. Access would be provided at two (2) new curb cut driveways on 8<sup>th</sup> Avenue between Denny Way and Bell Street (1 for vehicles and 1 for loading).

With the proposed project and alley vacation, the existing uses on-site would be removed, and no street grid continuity issues are anticipated given the alley does not extend north of Denny Way or south of Bell Street. Bell Street would continue to function as a designated green street and would benefit from the removal of the existing alley curb cut.

Surrounding Street Type Classification

In the vicinity of the proposed project, 7<sup>th</sup> Avenue and 8<sup>th</sup> Avenue are classified as Class II Pedestrian Street/Minor Arterials, while Bell Street is classified as a Designated Green Street.

Bell Street is designated as a *Green Street* with an existing protected two-way bike lane on the north side of the street. As a *Green Street*, and with the proposed redevelopment of the site with the alley vacation, Bell Street is anticipated to be enhanced to include a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses.

7<sup>th</sup> Avenue is anticipated to function better than current conditions since the one existing curb cut would be removed.

With the removal of the existing alley curb cuts on 7<sup>th</sup> Avenue, Denny Way, and Bell Street, more vehicle and loading traffic would occur on 8<sup>th</sup> Avenue, which is the lowest classified street along the property frontages, and its current designation would remain.

Local Vehicle Access

The current use of the alley is limited to the existing businesses located on the east and west sides of the alley. Those are the Loyal Inn, Downtown Spirits, and a small office, all of which would be removed as part of the



# Transportation

# 04

- ✓ *Current use and design of the street*
- ✓ *Roadway designation of the street, including street type, if any*
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Updated Transportation Assessment of Alley Vacation  
Denny Triangle Site (Seattle)

redevelopment of the site. As such, the impact of the proposed alley vacation on surrounding local vehicle access would be minimal.

With the proposed alley vacation and redevelopment of the block, vehicular access would be provided at two (2) new curb cut driveways on 8<sup>th</sup> Avenue between Denny Way and Bell Street. The two (2) new curb cut driveways to 8<sup>th</sup> Avenue would accommodate vehicle and loading activities for all future site uses within the redevelopment, and alley access would no longer be necessary.

## Transit

No impacts to transit would occur with the proposed alley vacation.

## Freight

In the vicinity of the proposed project, Denny Way is designated as a major freight route. No impacts to freight are anticipated to occur with the proposed alley vacation.

## Non-Motorized Transportation

With the Denny Triangle redevelopment, improvements to the pedestrian network would include amenities to attract and serve pedestrians on each of the block frontages serving the site, thereby enhancing the pedestrian environment compared to existing conditions. These amenities would include design elements to prioritize pedestrians, fixed and flexible seating, curb bulbs, and planting.

It is anticipated that the new two-way protected bike lane along the east side of 7<sup>th</sup> Avenue on the Amazon blocks to the south would continue along the 7<sup>th</sup> Avenue property frontage between Bell Street and Denny Way. The protected bike lane, landscaping, and pedestrian sidewalk improvements are expected to be identical to the recent improvements along the Amazon blocks to the south.

Additionally, Bell Street is designated as a *green street* with an existing protected two-way bike lane on the north side of the street. A *green street* includes a variety of design and operational treatments to give priority to pedestrian circulation and open space over other transportation uses. With the proposed block redevelopment and alley vacation, Bell Street would continue to function as a designated *green street* and would benefit from the removal of the existing alley curb cut by reducing potential vehicle/pedestrian conflicts that exist at the alley today.

## Traffic Operations

The existing north/south alley through the site currently provides access to both Denny Way and Bell Street. Vehicles are able to enter and exit the alley on Bell Street, 7<sup>th</sup> Avenue, and 8<sup>th</sup> Avenue. At the Denny Way/alley intersection, vehicles are limited to exiting the alley onto Denny Way as a right-turn in the eastbound direction. The alley serves a low volume of traffic, limited pedestrian activity, and service to existing on-site uses for vehicle parking, loading, as well as trash and recycling pick-up.

With the proposed alley vacation and redevelopment of the block, vehicular access is proposed to occur via two (2) new curb cut driveways onto 8<sup>th</sup> Avenue. The proposed driveways to 8<sup>th</sup> Avenue will accommodate all vehicle and loading activities for the entire block redevelopment. The alley vacation is not anticipated to have an adverse impact on traffic operations of the adjacent streets and would eliminate an existing vehicle/pedestrian conflict point on Bell Street (a designated *green street*) with the alley curb cut removal.

# Transportation

# 04

- ✓ *Current use and design of the street*
- ✓ *Roadway designation of the street, including street type, if any*
- ✓ *Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation and access.*

Updated Transportation Assessment of Alley Vacation  
Denny Triangle Site (Seattle)

## Conclusion

The existing alley that runs north and south between Denny Way and Bell Street currently supports two-way traffic and provides access to parking, garbage pickup, and loading activity for the existing uses on the site. Use of the alley currently serves existing on-site uses, all of which would be removed with the block redevelopment, and would be replaced with two (2) curb cut driveways onto 8<sup>th</sup> Avenue providing access for vehicles and loading activities. With the proposed alley vacation and redevelopment of the block, vehicular access would be limited to 8<sup>th</sup> Avenue, and would enhance operations on Bell Street – a city designated *green street* by removal of the existing curb cut.

The proposed alley vacation is not anticipated to have an adverse impact on street grid continuity, local vehicle access, transit, freight, non-motorized transportation, or traffic operations of the adjacent streets.

Please contact Jeff at [schramm@tenw.com](mailto:schramm@tenw.com) or 206-396-8286 if you have any questions with the information included in this memorandum.

cc: Brad Rock – BMR  
Katie Kendall – MHL

### Attachments:

- A. Trip Generation Calculations

# Transportation

# 04

- ☒

*Current use and design of the street*
- ☒

*Roadway designation of the street, including street type, if any*
- ☒

*Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation and access.*

Updated Transportation Assessment of Alley Vacation  
Denny Triangle Site (Seattle)

## ATTACHMENT A

### Trip Generation Calculations

## Transportation

04

- ✓ Current use and design of the street
- ✓ Roadway designation of the street, including street type, if any
- ✓ Analysis of transportation impacts from vacation of the right of way and impacts of the new development, including impacts to transit, freight, pedestrian, and bicycle circulation and access.

### Denny Triangle Weekday Trip Generation Estimate

Weekly Trip Generation Summary														
Land Use	Size / Units	ITE LUC <sup>1</sup>	Trip Rate <sup>1</sup>	Baseline Data <sup>2</sup>			Infill Data <sup>3</sup>		Directional Split <sup>1</sup>		Vehicle Trip Generation			
				ITE Auto Trips	Vehicle Mode-Split	AVO	ITE Person Trips	Vehicle Mode-Split	AVO	Enter	Exit	Enter	Exit	Total
<b>DAILY</b>														
<b>Proposed Uses:</b>														
Office	600,248 SF	710	14.87	-	-	-	8,926	28.0%	1.37	50%	50%	912	912	1,824
Strip Retail Plaza (<40k)	2,500 SF	822	T = 42.20(X) + 229.68	335	100.0%	1.19	399	25.0%	1.20	50%	50%	42	41	83
Pass-By <sup>4</sup>	40%											-16	-17	-33
												26	24	50
<b>Less Existing Use:</b>														
Loyal Inn <sup>5</sup>	91 Rooms	310	2.84	-258	-	-	-	-	-	50%	50%	-129	-129	-258
Downtown Spirits <sup>6</sup>	8,171 SF	899	107.21	-876	100.0%	1.19	-1,042	50.0%	1.20	50%	50%	-217	-217	-434
Office	15,491 SF	710	14.87	-	-	-	-230	28.0%	1.37	50%	50%	-24	-23	-47
<b>Gross Daily Trips Generated =</b>												954	953	1,907
<b>Less Pass-By Trips =</b>												-16	-17	-33
<b>Less Existing Trips =</b>												-370	-369	-739
<b>Total Proposed Net Daily Trips =</b>												568	567	1,135
<b>AM PEAK HOUR</b>														
<b>Proposed Uses:</b>														
Office	600,248 SF	710	T = 1.22(X) + 40.93	-	-	-	773	28.0%	1.37	87%	13%	137	21	158
Strip Retail Plaza (<40k)	2,500 SF	822	2.36	6	100.0%	1.17	7	25.0%	1.20	60%	40%	1	0	1
Pass-By <sup>4</sup>	40%											0	0	0
												1	0	1
<b>Less Existing Use:</b>														
Loyal Inn	91 Rooms	310	0.31	-28	-	-	-	-	-	39%	61%	-11	-17	-28
Downtown Spirits <sup>6</sup>	8,171 SF	899	0.59	-5	100.0%	1.17	-6	50.0%	1.20	79%	21%	-2	-1	-3
Office	15,491 SF	710	T = 1.22(X) + 40.93	-	-	-	-60	28.0%	1.37	87%	13%	-10	-2	-12
<b>Gross AM Peak Hour Trips Generated =</b>												138	21	159
<b>Less Pass-By Trips =</b>												0	0	0
<b>Less Existing Trips =</b>												-23	-20	-43
<b>Total Proposed Net AM Peak Hour Trips =</b>												115	1	116
<b>PM PEAK HOUR</b>														
<b>Proposed Uses:</b>														
Office	600,248 SF	710	T = 1.25(X) + 45.35	-	-	-	794	28.0%	1.37	15%	85%	24	138	162
Strip Retail Plaza (<40k)	2,500 SF	822	Ln(T) = 0.71Ln(X) + 2.72	29	99.9%	1.20	35	25.0%	1.20	50%	50%	4	3	7
Pass-By <sup>4</sup>	40%											-1	-2	-3
												3	1	4
<b>Less Existing Use:</b>														
Loyal Inn	91 Rooms	310	0.21	-19	-	-	-	-	-	44%	56%	-8	-11	-19
Downtown Spirits <sup>6</sup>	8,171 SF	899	16.62	-136	99.9%	1.20	-163	50.0%	1.20	50%	50%	-34	-34	-68
Office	15,491 SF	710	T = 1.25(X) + 45.35	-	-	-	-65	28.0%	1.37	15%	85%	-2	-11	-13
<b>Gross PM Peak Hour Trips Generated =</b>												28	141	169
<b>Less Pass-By Trips =</b>												-1	-2	-3
<b>Less Existing Trips =</b>												-44	-56	-100
<b>Total Proposed Net PM Peak Hour Trips =</b>												-17	83	66

**Notes:**

- Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.
- Baseline vehicle mode-split and AVO (average vehicle occupancy) per Appendix B of ITE Trip Generation Handbook, 3rd Edition, 2017.
- Office mode-split and AVO based on 2019 Commute Seattle Center City Mode Split Survey for Denny Triangle.
- Pass-By trips determined based on methodology included in the Appendices of the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.
- Daily trip rate for hotel based on the ratio of daily/PM peak hour for general urban/suburban applied to the PM peak hour for dense multi-use urban (7.99/0.59\*0.21).
- Vehicle mode-split and AVO adjustments for existing Downtown Spirits assumed to be consistent with retail.

Utilities

05

- ☒

Identification of current utility use in the street
- ☒

Potential future utility impacts in the area
- ☒

Proposed mitigation for impacts of vacation on those uses

Current utility use of ROW

Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run northwest-southeast within the alley providing feeder pathways for electrical distribution into the Denny Triangle neighborhood. The communication facilities are limited to service connections to the properties located on either side of the alley, however there does not appear to be any distribution of communications through the alley.

Potential future utility impacts

The project construction will involve the shoring and excavation of the entire block, including the alley that bisects the two existing properties. This work will impact the existing utilities, and will require their relocation and/or abandonment in advance of the shoring and mass excavation work.

Proposed mitigation of impacts

New SCL infrastructure will be installed around the perimeter of the site along Denny Way, 8th Avenue, and Bell Street, and will provide an alternative connection between the SCL vaults at the two ends of the alley in which the alley duct banks are routed to/from. This new infrastructure will facilitate the relocation of the SCL feeders from the existing alley duct banks to the newly installed duct banks, allowing for the abandonment of the alley electrical facilities. The alley communication facilities only feed the existing buildings located adjacent to the alley. Once those buildings are demolished, which will occur in advance of shoring and mass excavation, the alley communication facilities will not be needed, and no longer need to be mitigated.



# Utilities

## Potential Future Utility Impacts

# 05

- ✓ Identification of current utility use in the street
- ✓ Potential future utility impacts in the area
- ✓ Proposed mitigation for impacts of vacation on those uses

**From:** Kenny, Mariah <Mariah.Kenny@seattle.gov>  
**Sent:** Tuesday, May 17, 2022 5:11 PM  
**To:** Murray McKinney; Christina Stevenson; brock@oacsvcs.com; Kevin Smith; Bryce Hesselgrave; Chris Park; Ed Palushock  
**Cc:** Doecker, Blake - (SEA); Erik Stearns; Johnson, Mat - (SEA); Kenny, Mariah  
**Subject:** RE: 2301 8th Ave - Alley Vacation Discussion  
**Attachments:** [Preliminary\\_Review-Comment-2301 8th Ave\\_CC\\_CC Plan\\_1000304766.pdf](#); [2031 8th Ave Alley Vacation-Prelim-Duct-Routing.pdf](#)

Hi All,

Thanks for taking the time to meet this morning. Please see attached the preliminary proposed duct bank routing review comments from SCL Network Systems Engineering. I also included a separate PDF of the duct bank configuration and existing NW Vault/Manhole available wall knock out zones. The hashed areas are the available space per the recent vault survey.

We look forward to reviewing your revised plans when you have incorporated the feedback provided in today's meeting. Please let me know if you have any questions.

Thanks,  
**MARIAH KENNY**  
**ELECTRIC SERVICE ENGINEER | ASSET MANAGEMENT & LARGE PROJECTS**



O: 206-684-8903 | M: 206-702-6903 | [mariah.kenny@seattle.gov](mailto:mariah.kenny@seattle.gov)  
We Power Seattle [seattle.gov/city-light](http://seattle.gov/city-light)

-----Original Appointment-----

**From:** Kenny, Mariah  
**Sent:** Wednesday, April 27, 2022 3:01 PM  
**To:** Kenny, Mariah; Zadehgoi, Hamed; Taffesse, Takele; Murray McKinney; Christina Stevenson; [brock@oacsvcs.com](mailto:brock@oacsvcs.com); Kevin Smith; Drew Graham; Bryce Hesselgrave; Chris Park; Ed Palushock  
**Cc:** Drew Graham; Doecker, Blake - (SEA); Erik Stearns; Johnson, Mat - (SEA)  
**Subject:** 2301 8th Ave - Alley Vacation Discussion  
**When:** Tuesday, May 17, 2022 9:00 AM-10:00 AM (UTC-08:00) Pacific Time (US & Canada).  
**Where:** Microsoft Teams Meeting

Hi All,

Setting up this meeting to discuss the proposed alley vacation at 2301 8<sup>th</sup> Ave. Please forward this meeting on as needed.

SR# 2205629

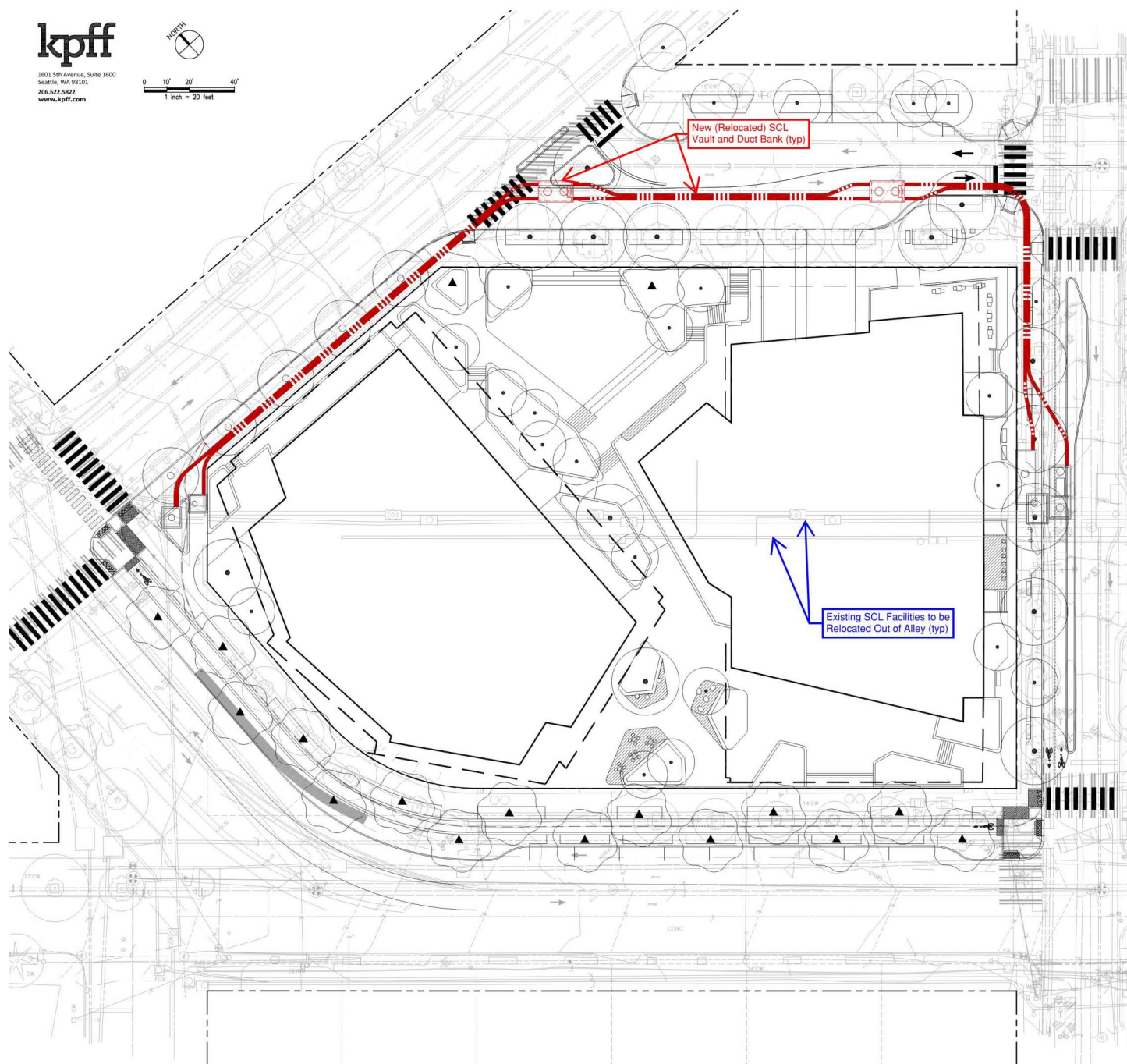
Thanks,  
**MARIAH KENNY**  
**ELECTRIC SERVICE ENGINEER | ASSET MANAGEMENT & LARGE PROJECTS**

# Utilities

## Proposed Mitigation of Impacts

# 05

- ✓ Identification of current utility use in the street
- ✓ Potential future utility impacts in the area
- ✓ Proposed mitigation for impacts of vacation on those uses

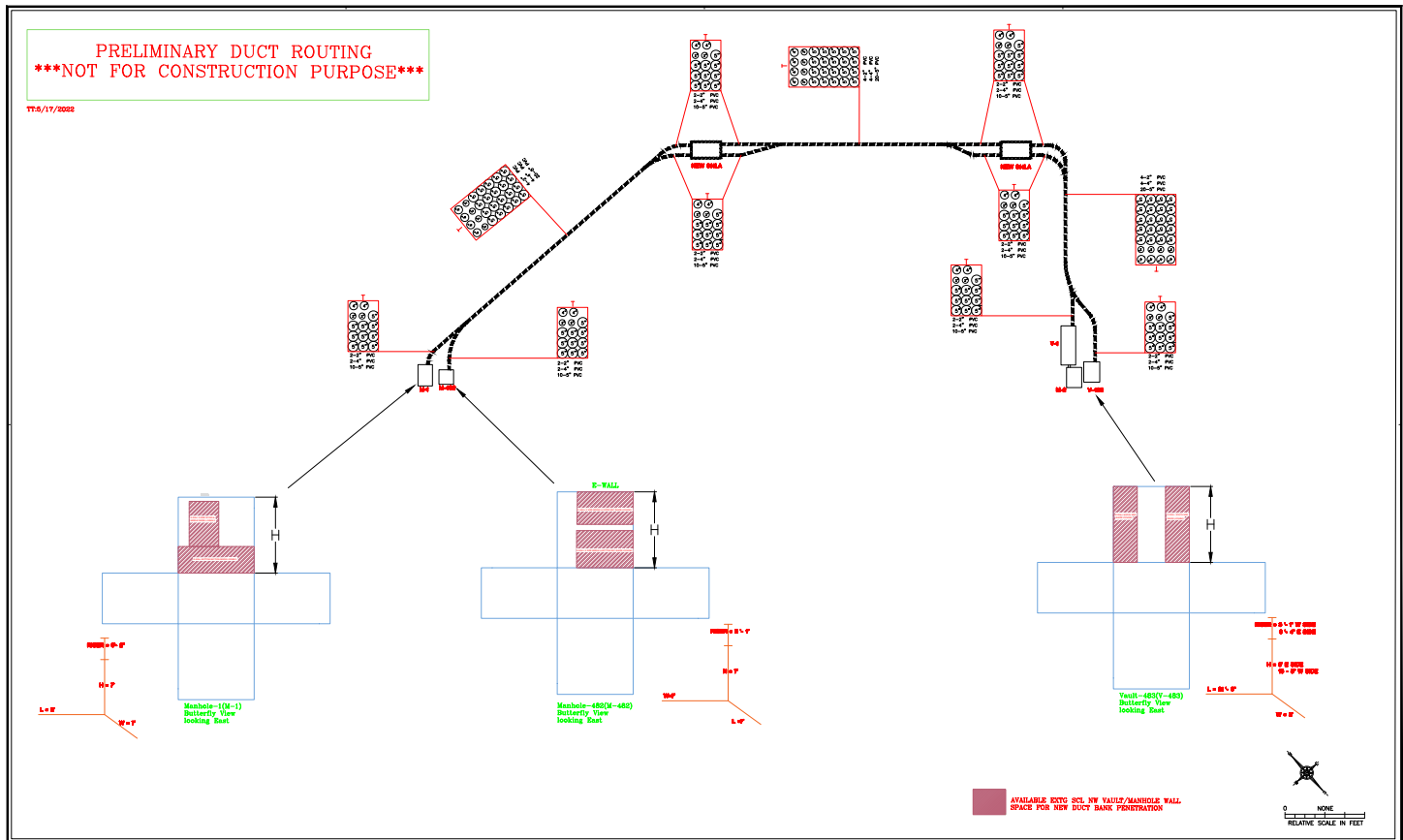


# Utilities

## Potential Mitigation of Impacts

05

- ✓ Identification of current utility use in the street
- ✓ Potential future utility impacts in the area
- ✓ Proposed mitigation for impacts of vacation on those uses



# Historic Sites or Buildings Acknowledgment

# 06

- ☒ For vacation proposals within a historic or special review district, near or connected to a historic landmark or site, identification of historic resources, and provision a determination of completeness for an application for a certificate of approval from the relevant board.

*If the street vacation is in a historic district or a special review district, or if the street vacation would include or would be adjacent to a historic landmark or site, identify any historic resources and provide a determination of completeness for an application for a certificate of approval from the relevant board*

The Project is not located in a historic district or a special review district and the vacation is not adjacent to a historic landmark or site. The existing Downtown Spirits and now-demolished Loyal Inn buildings on the site are not designated landmarks. A demolition permit for the existing hotel (Loyal Inn) was issued under record number 6878528-DM and the building has been demolished. A demolition permit for the existing Downtown Spirits building was issued under record number 6883128-DM. The status of the existing buildings will be noted in the Master Use Permit ("MUP") application for the Project.

# Community Engagement Plan

## Provisions and Documentation

07

- ✓ *Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposals responds to them.*
- ✓ *If the project is in an urban center, urban village, or other area covered by a neighborhood plan, the goals & policies from the neighborhood plan*

Provision of community engagement plan and documentation of all community engagement completed to date, including a report on public comments and how the proposal responds to them

### Community Outreach

Our outreach team liaised with the project team to develop a Community Open House Event and Community Outreach Plan including objectives, target audiences, event details, proposed agenda, collateral materials, announcement methods, communication elements and presentation approach. We are tracking communications with the project team with the intent of keeping the City of Seattle's Department of Neighborhoods (DON) staff up to date.

### Community Outreach

Our Community Outreach Plan, which was approved by the City's of Seattle's DON on June 6, 2021 included the following elements:

### Website

We created a website (<https://www.biomedoutreachseattle.com/>) that describes the proposed alley vacation and provides links to the virtual open house events. The project website also includes details about the project team, details surrounding zoning, context and site map, and relevant prior projects completed by the project team. We also included a link to the project e-mail address and details about the overall timeline. A link to provide comments was included on the site, along with a link to a project survey. As of February 3, 2023, we have not received any inquiries from the public. The website received 75 unique visitors.

### Online Survey

We created an online survey to provide the community with the opportunity to provide specific feedback about the proposal. The survey will be live for the life of the alley vacation process, up to the final vote by City Council. As of January 18, 2023, we received two responses to the survey. See the appendix for the survey questions and responses.

### Letter

We developed a community outreach letter and flyer that was mailed to 921 residents and businesses within a 500-foot radius of the project to inform them of the proposed alley vacation and invite them to the Virtual Open House events to provide feedback. The letter included contact information, as well as basic information that directed interested parties to the website and online survey. The letter was also emailed to all community groups listed on City of Seattle's South Lake Union Snapshot including the Cascade Neighborhood Council, Friends of Denny Park, Discover South Lake Union, Denny Triangle Neighborhood Association, the South Lake Union Community Council, the South Lake Union Chamber of Commerce, and Emergency Block Watches. We have also emailed and called Youth care/ Orion Center to offer a briefing.

We conducted a briefing with the South Lake Union Community Council on November 15, 2022 and with the Belltown United Community Council on December 8, 2022. We are working with the Denny Triangle Neighborhood Association to set up a briefing in February 2023.

# Community Engagement Plan

## Provisions and Documentation

07

- ✓ *Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposals responds to them.*
- ✓ *If the project is in an urban center, urban village, or other area covered by a neighborhood plan, the goals & policies from the neighborhood plan*

### Virtual Open House Events

We hosted two virtual open house events on Wednesday, October 26, 2022 and Thursday, October 27, 2022 to present the proposal and solicit feedback.

Two members of the public attended the first Open House and one person attended the second Open House.

### Community Conversations

In addition to the virtual open house events, we are in the process of implementing informal community group discussions with primary South Lake Union community groups, including developing an informal presentation to guide conversations. We followed up with recipients by phone/e-mail to gauge interest in conversations.

- South Lake Union Community Council
- Belltown United
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- Youthcare/Orion Center
- Discover South Lake Union
- Denny Triangle Neighborhood Association

### Provisions and Documentation

- All of our outreach contained the following information:
- Project overview / overview of proposed public benefits
- Project address
- Contact person and e-mail address
- SDCI numbers
- Where to find more information, such as the Seattle Services Portal
- Links/QR codes to website/online survey
- Request for feedback
- Privacy statement



# Community Engagement Plan

## Provisions and Documentation

07

- ✓ *Provision of community engagement plan and documentation of all community engagement completed to date, include a report on public comments and how proposals responds to them.*
- ✓ *If the project is in an urban center, urban village, or other area covered by a neighborhood plan, the goals & policies from the neighborhood plan*

### Upcoming Additional Outreach

In addition to the outreach plan approved by DON, the project team is in the process of also conducting the following additional outreach:

- Outreach to downtown-focused transportation and other community organizations such as Feet First, Transportation Choices Coalition, Cascade Bicycle Club, Greenways and Seattle Center.
- Outreach to these additional target organizations and follow-up to secure interest in walking tours of the project site.
- Outreach to local businesses and nearby residential buildings within close proximity of the project site.
- Send updated neighborhood letter with alley vacation information to the above-mentioned groups.
- Update project website with project tour request information, as well as email / phone contact info.
- Update the community project website used in alley vacation outreach to include new project details and walking tour request information.

# Vacation Policies

# 08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:  
*Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form*

The City of Seattle Street Vacation Policies (the “Policies”) state that a proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council, including zoning requirements and Comprehensive Plan Policies. The Policies also require a comparison of development capacity with and without the street vacation. We address each of these requirements below.

# Vacation Policies

## Circulation - Vehicles

08

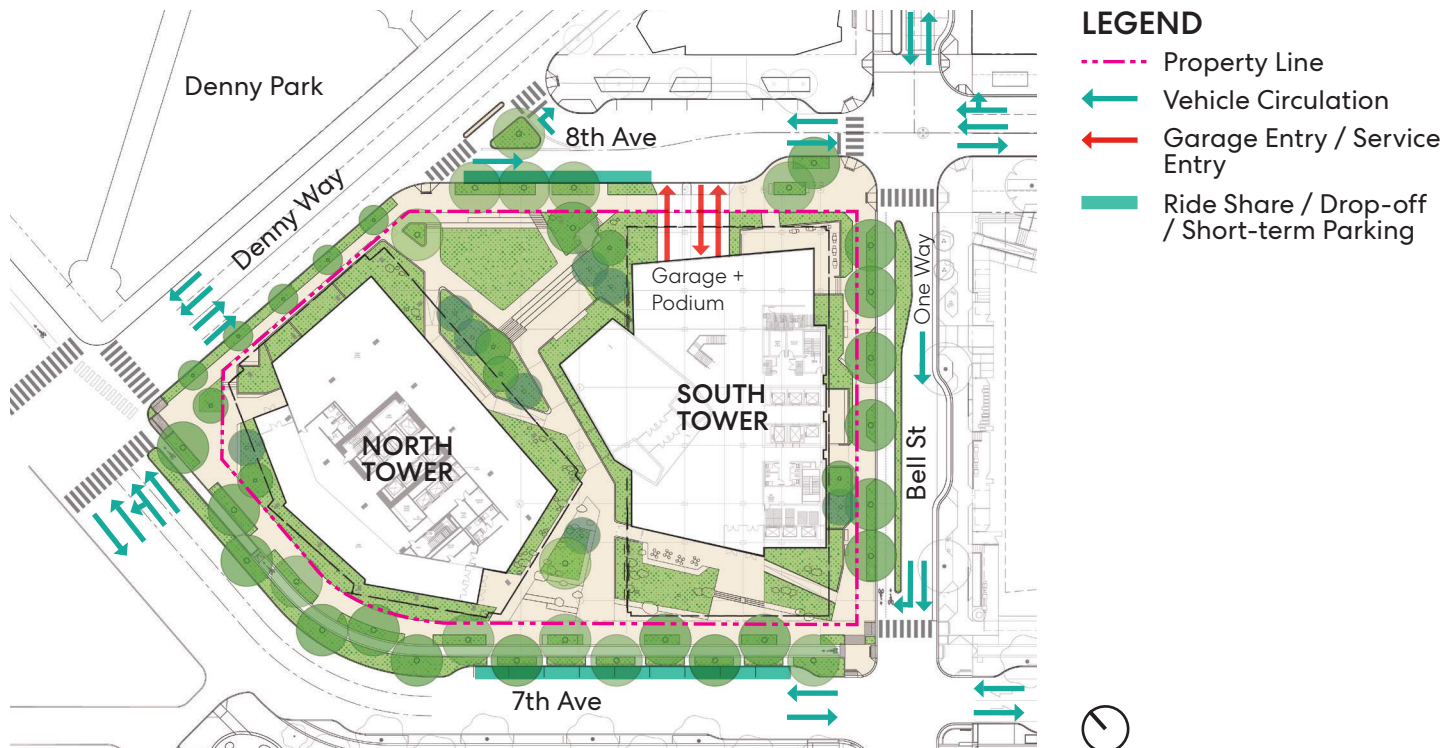
- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Streets provide necessary space for the movement of people and vehicles. Vacations may be approved only if they do not result in negative effects on the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems unless the negative effects can be mitigated.

### Response

The existing site has multiple curb cuts on all street frontages providing access to the alley and parking lots. The project consolidates the curb cuts at 8th Ave for parking, loading access and trash/recycle. Passenger loading is included along 7th Ave and 8th Ave only. All other frontages do not include parking or loading zones.



# Vacation Policies

## Circulation - Pedestrians and Bikes

08

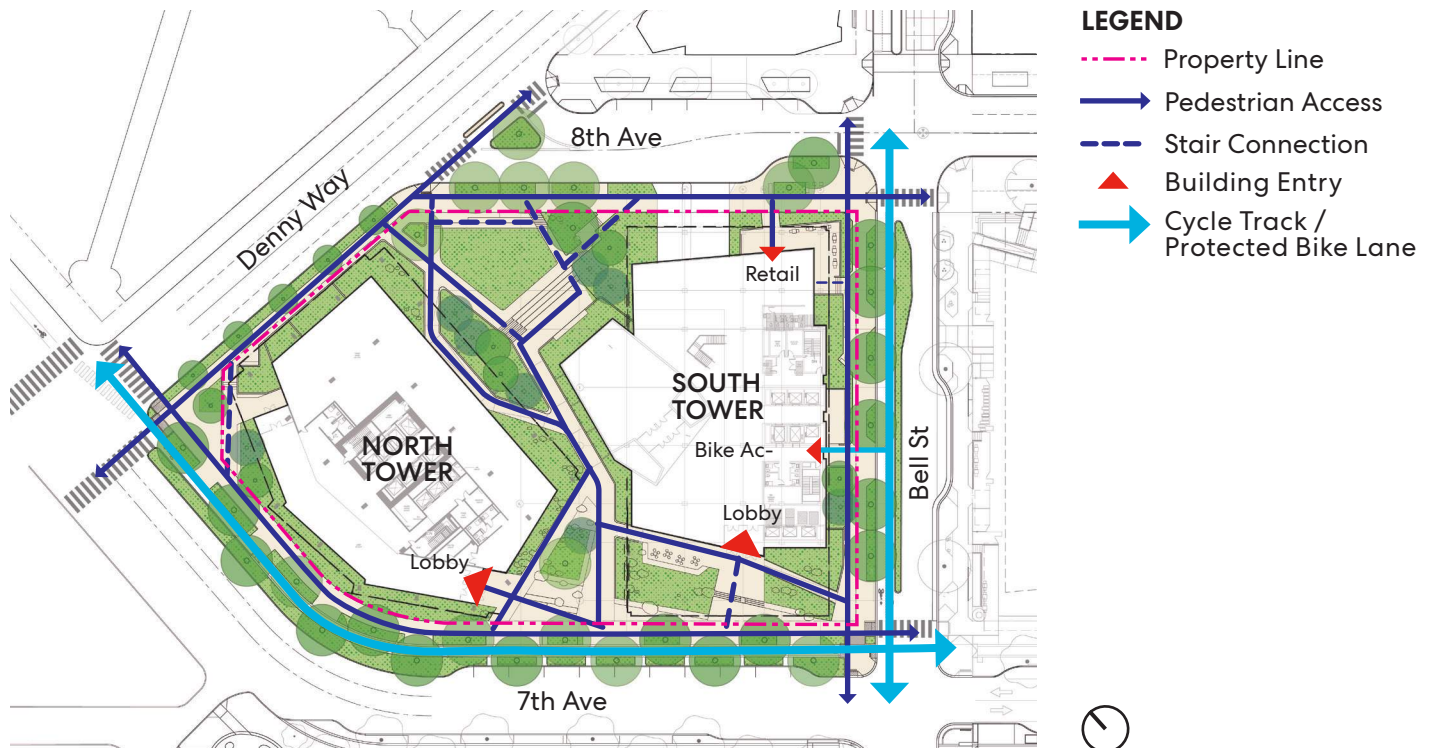
- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Streets provide necessary space for the movement of people and vehicles. Vacations may be approved only if they do not result in negative effects on the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems unless the negative effects can be mitigated.

### Response

Bicycle facilities and transitions at intersections are planned at 7th Ave, extending the existing network to the south connecting with the Dexter bike facilities to the north. The Bell Street protected bike lane is improved by removing the alley drive eliminating conflict with vehicles. Pedestrian safety is enhanced by eliminating the north alley drivecut and creating safe crossing at the 7th and Denny intersection.



# Vacation Policies

## Utilities

08

- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

Public streets provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective to ensure that a vacation will not impair current service reliability and capacity levels, nor limit the ability to expand services in the future.

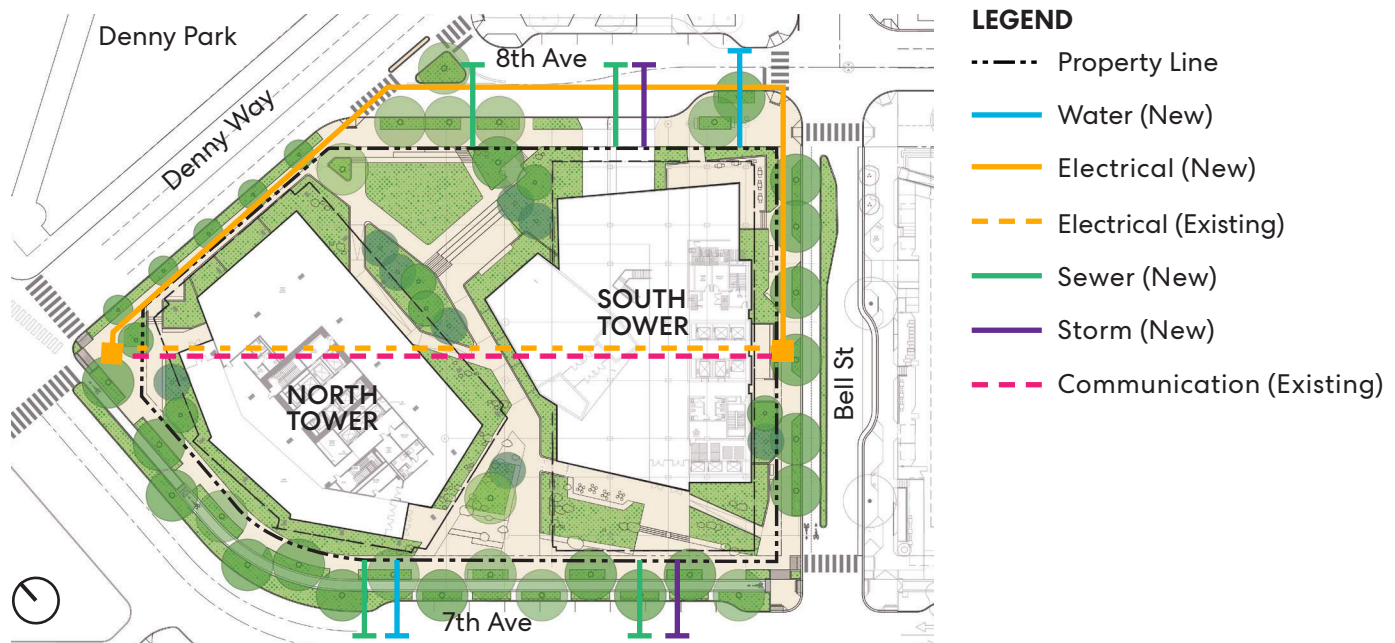
### Response

Existing utilities within the alley consist of electrical and communication facilities. The electrical facilities include multiple vaults and duct banks that run northwest-southeast within the alley providing feeder getaways for electrical distribution into the Denny Triangle neighborhood. The communication facilities are limited to service connections to the properties located on either side of the alley, however there does not appear to be any distribution of communications through the alley.

The project construction will involve the shoring and excavation of the entire block, including the alley that bisects the two existing properties. This work will impact the existing utilities, and will require their relocation and/or abandonment in advance of the shoring and excavation work.

New SCL infrastructure will be installed around the perimeter of the site and will provide an alternative connection to the SCL vaults. This new infrastructure will facilitate the relocation of the SCL feeders from the existing alley duct banks to the newly installed duct banks, allowing for the abandonment of the alley electrical facilities, while maintaining current service reliability and capacity levels.

The alley communication facilities only feed the existing buildings located adjacent to the alley. Demolition of those buildings is underway and the alley communication facilities are no longer needed.





# Vacation Policies

## Open Space

08

- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

The open space opportunities provided by streets are important resources that contribute to quality of life and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life will be an important consideration when reviewing each proposed vacation. The open space functions provided by the right-of-way will be identified and the effects of their loss will be analyzed.

### Response

The proposed design continues the well established pattern with recent developments that include publicly accessible open spaces and mid-block connections. The design includes large publicly accessible plazas along 7th Ave and 8th Ave Connected by an ADA accessible mid-block connection. The design provides a deep setback at Bell Street following the Bell Street Concept Plan guidelines including additional landscape, sidewalks, pedestrian amenities and lighting. A pocket park at the corner of 7th Ave and Denny Way if proposed creating a moment of respite for pedestrians crossing the Denny and 7th intersection.





# Vacation Policies

## Free Speech and Public Assembly

08

- ☒ Preliminary statement on how proposal addresses the vacation policies' values, including:
  - Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policies

*Courts have recognized the role of streets as spaces for public speech and dialogue. The Council will consider the potential loss of free speech activities when reviewing street vacations and will not vacate a public place if the loss of the public speech function cannot be adequately mitigated. Streets have always served as a place of public assembly. The Council will consider the importance of each street, alley, or public place as a place for community activity in considering the street vacation.*

### Response

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.

# Vacation Policies

## Light and Air

08

- ☒ Preliminary statement on how proposal addresses the vacation policies' values, including:
  - Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

*The light and air opportunities provided by streets are important resources that contribute to quality of life and public health and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life will be an important consideration in each proposed vacation.*

*The analysis of the light and air functions of streets and alleys will consider the impact of the proposed vacation upon the access to sun, light, and air circulation provided to pedestrians, bicyclists, vehicle occupants, and abutting properties.*

*The analysis will include the potential shadow impacts of the increase in development potential directly attributable to the vacation on nearby public parks and public open spaces. Any potential impacts of the vacation on light and air will be compared with similar impacts that would result from development without the vacation. Vacations generally shall not be approved if the development proposed as part of the vacation request would result in additional shadowing of parks and other public open spaces.*

### Response

The proposed alley vacation allows for flexibility in how the buildings are placed on the site. The buildings have been carefully arranged to allow for meaningful open space that is open to views of Denny Park and optimizes solar access for the plaza areas. The building composition ensures more daylight and air between the building and a plaza connection.

Building massing has been developed to minimize shadows on Denny Park. Shadows generated by this project are currently landing on the area occupied by the Parks Department building and parking lot leaving the southern portion of the park free of shadows. Shadow studies are provided on the following page.

Vacation Policies

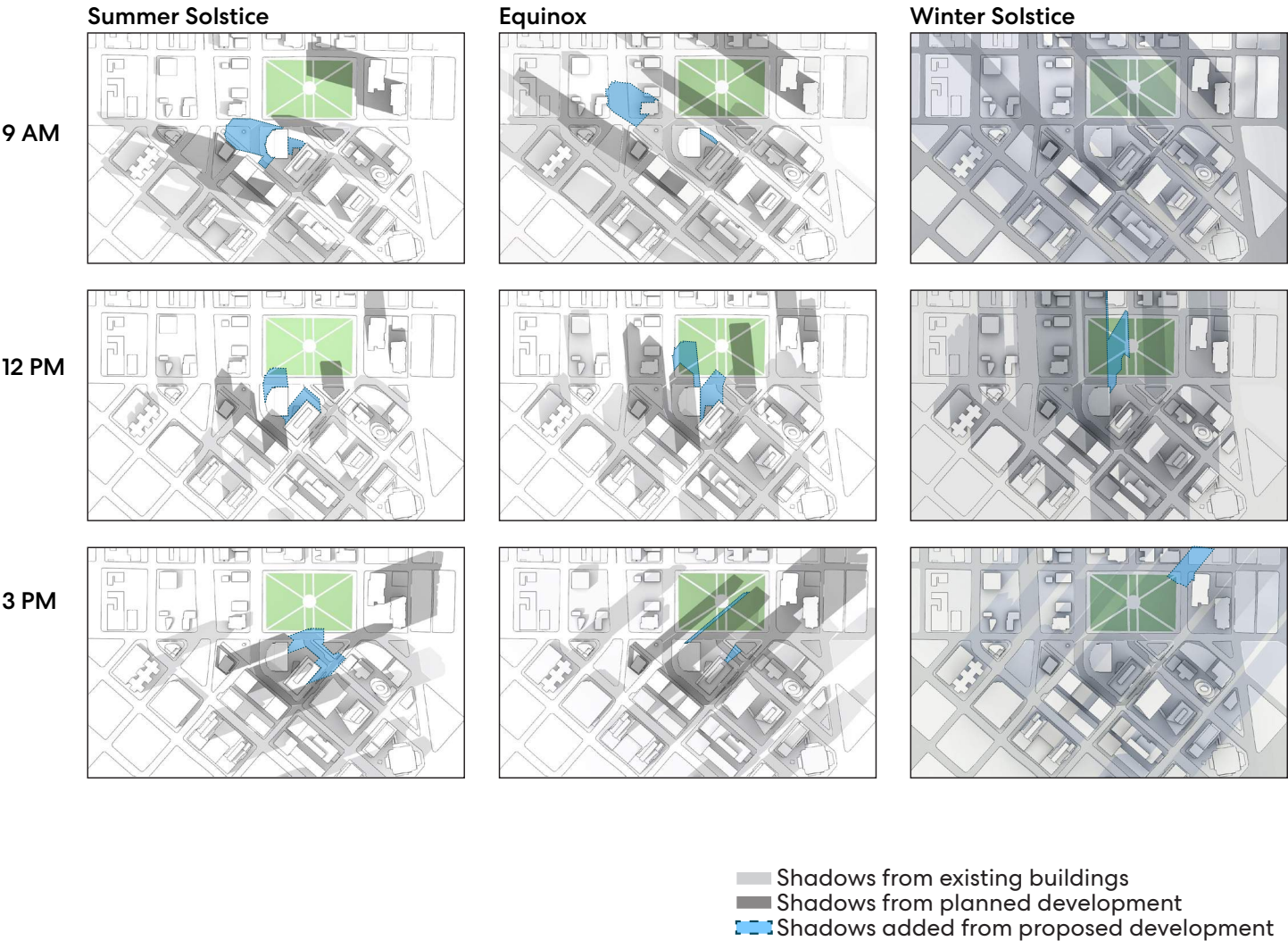
Open Space, Light and Air, Views

08

✓ Preliminary statement on how proposal addresses the vacation policies' values, including:

- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

Vacation Shadow Studies



# Vacation Policies

## Views

# 08

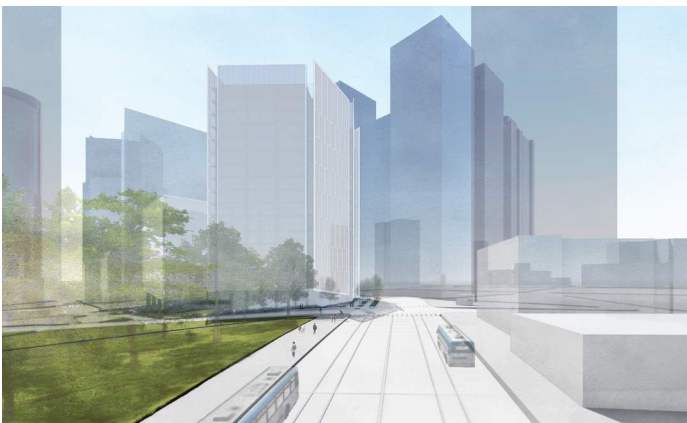
- ✓ Preliminary statement on how proposal addresses the vacation policies' values, including:
- Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

*The views provided along streets are important resources that contribute to the public's quality of life and become more valuable as the City becomes more densely developed. Views are of particular value to members of the public that do not have private views. The contribution of this important street function to the public's existing and future quality of life will be an important consideration in reviewing vacations along designated view corridors or in areas where development facilitated by the vacation would significantly impact views of Puget Sound, lakes, mountains, or the downtown skyline.*

### Response:

The design considers how the project will be viewed from several directions including from Dexter Avenue as a pedestrian crosses the intersection from South Lake Union, and Denny Park to the downtown urban grid. The north building is setback at the Denny/Dexter corner creating a pocket park and forming a gateway to the downtown urban center. The buildings do not obstruct views of the taller downtown built environment beyond. The careful placement and rotation of the buildings on the site open the development up towards Denny Park and creates significant open spaces at 7th and 8th Avenues while opening up views to the cityscape beyond.



# Vacation Policies

## Land Use & Urban Form

08

- ☒ Preliminary statement on how proposal addresses the vacation policies' values, including:
  - Circulation, access, utilities, free speech, public assembly, open space, light and air, views, land use, and urban form

### Policy

*Vacations affect the land use and development patterns in an area by adding to the develop-able land base, altering the local land division pattern, changing vehicular and pedestrian movement patterns, and increasing the development potential on the vacated and abutting properties.*

*Alley vacations may be approved only when they would not interrupt an established pattern of block size or alleys in the vicinity. Continuity of alleys through several blocks or a grid that is a consistent feature of neighborhood scale shall be maintained.*

### Response:

The proposed alley vacation follows a pattern consistent with new development in the Denny Triangle neighborhood. For example the Amazon campus blocks to the southeast of the project site do not contain alleys, but instead provide a pattern of open spaces through plazas that enhance the public realm. The vacation of the project site's alley would complete this pattern to the edge of Denny Park.

Furthermore, the proposed alley vacation is not a part of a connected alley system. To the north, the alley terminates at the intersection of Denny Way and Dexter Ave, conflicting with pedestrian and bicycle traffic. To the south the alley terminates at Bell st, where a protected bike lane runs along the edge of the property. The previously connected alleys to the south have been vacated in previous developments.



# Vacation Policies

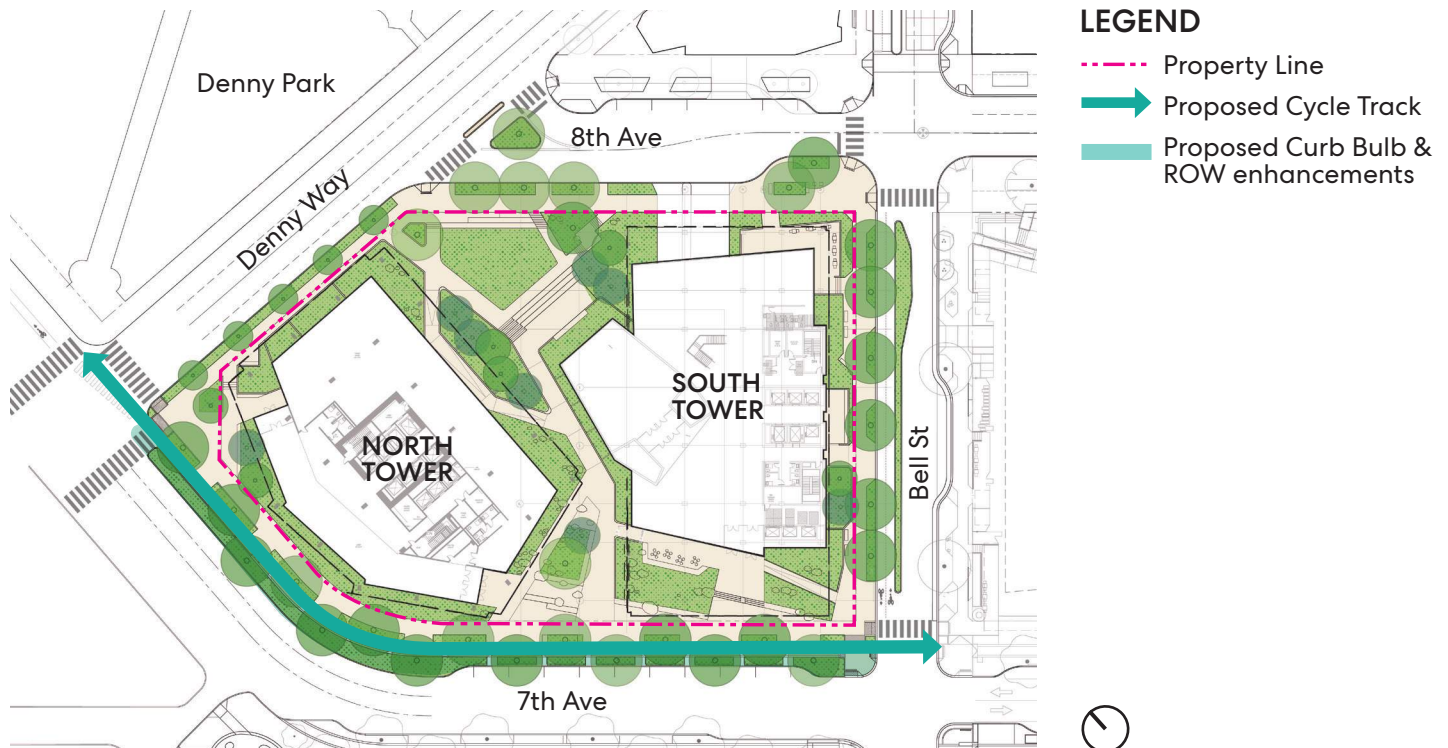
## Preliminary Public Benefits Proposal

08

- ✓ Preliminary public benefit proposal summary of vision and goals.
- ✓ Preliminary public benefit proposal information displayed in a table or chart, including: public benefit elements, cost / budget, information, dimensions, materials, timing of implementation, whether the elements are required by code, and other relevant facts and information as requested by the City

### Protected Bike Lane Extension - 7th Ave and Dexter Ave

The project proposes extending the existing cycle track / protected bike lane north on 7th Ave and Dexter Ave to Denny Way. The current bike lane is un-protected from traffic despite the high cyclist volume on this route. A proposed curb extension with landscaping and street trees will buffer cyclists and pedestrians from traffic. A dedicated bike signal and intersection improvements at Dexter and Denny will be coordinated and implemented in coordination with SDOT SIP recommendations.





# Vacation Policies

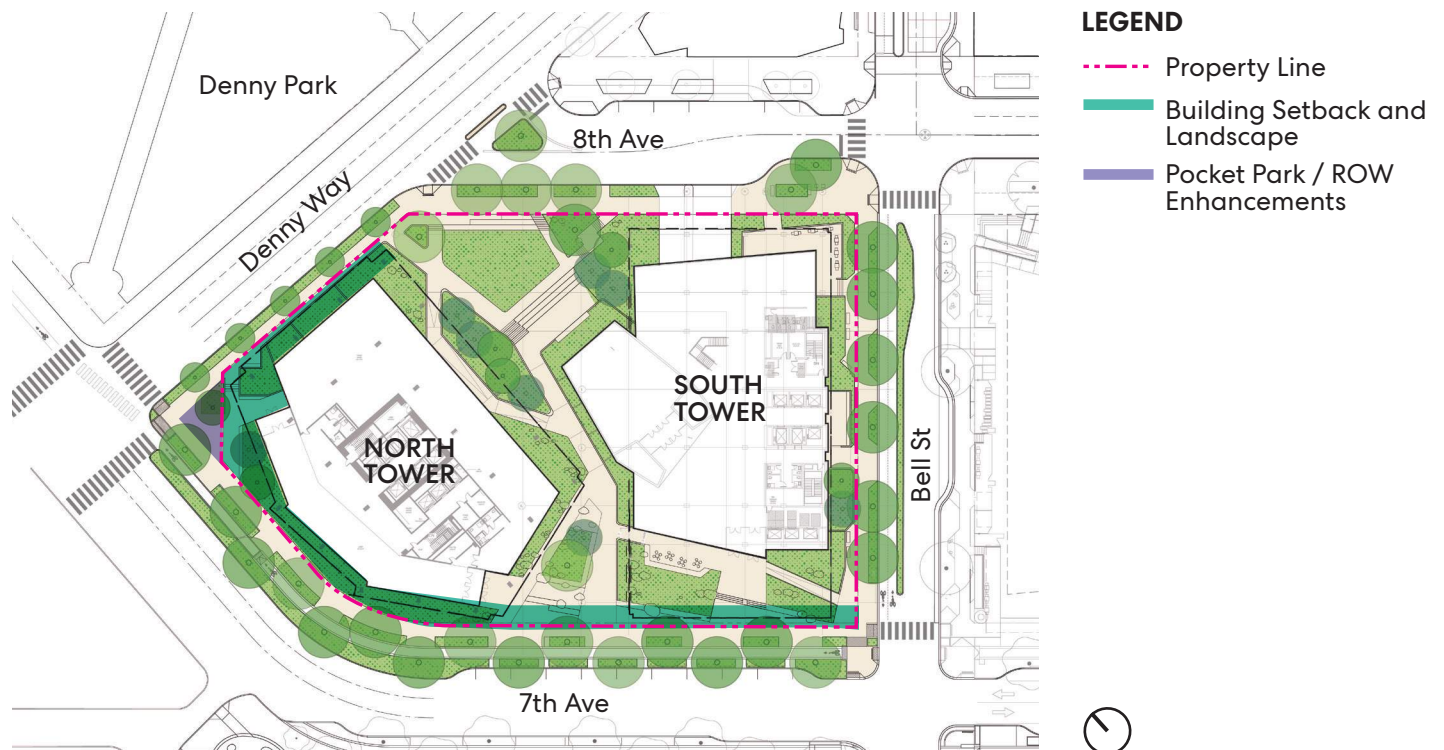
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- ✓ Preliminary public benefit proposal information displayed in a table or chart, including: public benefit elements, cost / budget, information, dimensions, materials, timing of implementation, whether the elements are required by code, and other relevant facts and information as requested by the City

### Dexter and Denny Way Pocket Park and Voluntary Setback

The existing condition at the intersection of Dexter and Denny includes a closed alley and right hand turn lane creating unsafe condition for pedestrian. The project proposes a small triangle pocket park at the corner of Dexter and Denny Way leading to Denny Park. Pedestrian improvements will include site furnishings, landscaping and potential interpretive or wayfinding signage or specialty paving in addition to pedestrian crossing improvements.



# Vacation Policies

## Preliminary Public Benefits Proposal

08

- ✓ Preliminary public benefit proposal summary of vision and goals.
- ✓ Preliminary public benefit proposal information displayed in a table or chart, including: public benefit elements, cost / budget, information, dimensions, materials, timing of implementation, whether the elements are required by code, and other relevant facts and information as requested by the City

### Bell Street Green Street Improvements

The project proposes a generous setback along Bell Street and right-of-way improvements consistent with the Bell Street Concept Plan guidelines. Improvements include wider sidewalks with specialty concrete surfacing, stormwater planters, additional landscape and street trees, bike and pedestrian amenities and lighting. At 8th and Bell, a double height retail space with an outdoor seating terrace will spill out onto the green street.



# Vacation Policies

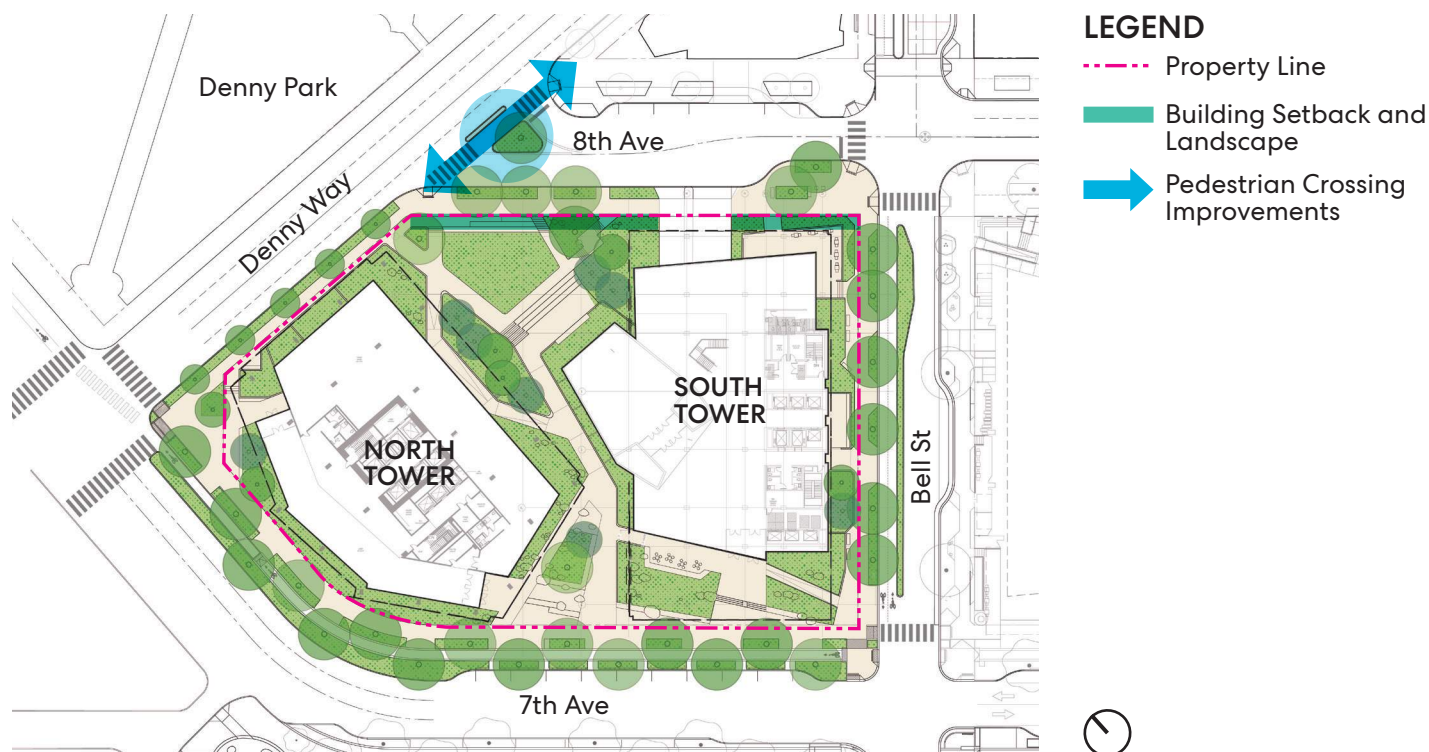
## Preliminary Public Benefits Proposal

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### 8th Ave Intersection Improvements and Setback

The project proposes a pedestrian island at 8th Ave and Denny to improve safety at the crossing. The proposed traffic island will formalize the current paint-and-post traffic island with curbs and landscaping. In addition, the proposed building setback along 8th Ave will provide additional sidewalk and landscaping for public use.



# Vacation Policies

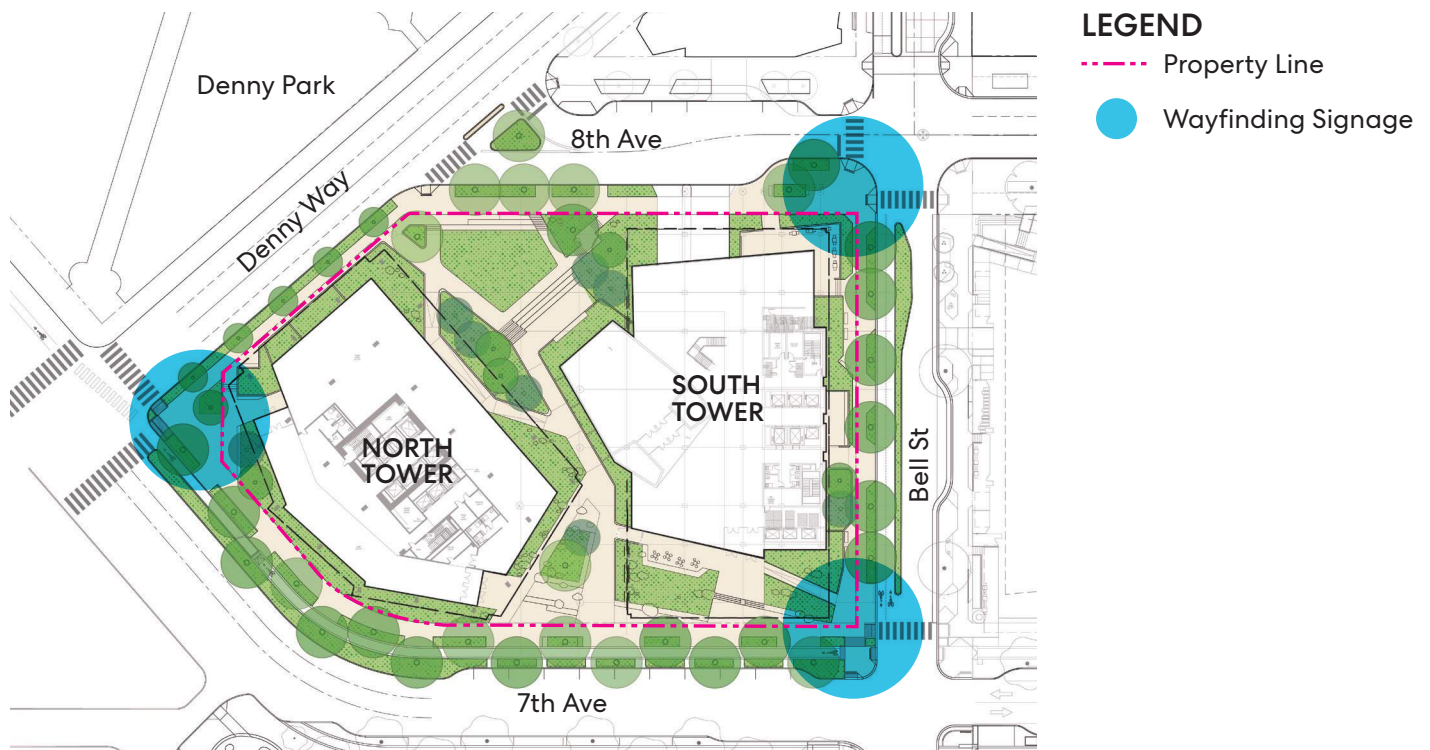
## Preliminary Public Benefits Proposal

08

- ✓ Preliminary public benefit proposal summary of vision and goals.
- ✓ Preliminary public benefit proposal information displayed in a table or chart, including: public benefit elements, cost / budget, information, dimensions, materials, timing of implementation, whether the elements are required by code, and other relevant facts and information as requested by the City

### Wayfinding Signage

The proposed public benefit includes contributions to the Seamless Seattle Wayfinding Program for implementation of relevant sign types for pedestrians and cyclists. Wayfinding signage opportunities will be considered in coordination with SDOT to provide pedestrians and cyclists directions and support the Market to MOHAI trail which runs along Bell Street.





# Vacation Policies

## Public Benefit Matrix

08

Public Benefit	Description	Code Requirement	Proposed Benefit Quantity	Estimated Cost
1 - Protected Bike Lane Extension - 7th Ave and Dexter Ave	Extension of protected bike lane along 7th and Dexter Ave between Bell Street and Denny Way. Improvements will include new surfacing, drainage, planting and irrigation, signage, lighting, and site furnishings matching existing improvements along 7th Ave to the south.	None	5,730 SF	\$2,000,000 - \$2,520,000
2 - Dexter and Denny Way Pocket Park and Voluntary Setback	ROW and setback improvements at the intersection of Dexter and Denny including sidewalk, landscape and seating.	None	4,200 SF	\$910,000 - \$1,147,000
3 - Bell Street Green Street Improvements	Improvements include sidewalks with speciality concrete surfacing, stormwater planters, additional landscape and street trees, bike and pedestrian amenities and lighting.	None	4,680 SF	\$730,000 - \$920,000
4 - 8th Ave Intersection Improvements and Setback	Improvements include a pedestrian island at 8th Ave and Denny to formalize the current paint-and-post traffic island with curbs and landscaping. A building setback along 8th Ave will provide additional sidewalk and landscaping for public use.	None	3,200 SF	\$840,000 - \$1,060,000
5 - Wayfinding Signage	Contribution to the city's Seamless Seattle Wayfinding program for new signage near project site as determined by SDOT.	None	3-5 signs	\$80,000 - \$100,800

1. Public Benefits 1-4 are intended to be completed prior to building certificate of occupancy.

2. The wayfinding public benefit includes a contribution of the wayfinding program and implementation will be determined by SDOT.

TOTAL = \$4,560,000 - \$5,750,000

# Environmental Review

## Acknowledgment

09

- ☒ *SEPA checklist if environmental review is required for the project.*
  - *Environmental review must be completed prior to Council review*

A SEPA checklist is being submitted to SDCI as part of the MUP. There is no indication that an EIS will be required.



# Previously Rejected Vacation Proposals

## Acknowledgment

**10**

✓ *Explanation of altered circumstances if the City Council has previously rejected a vacation petition for the right-of-way*

No vacation requests have been previously submitted.

# APPENDIX

1. Survey and Site Exhibits
2. EDG Package
3. EDG Comments
4. Community Outreach Summary

1. Survey and Site Exhibits
2. EDG Package
3. EDG Comments
4. Community Outreach Summary



SW 1/4 OF THE SE 1/4, SECTION 30 & NW 1/4 OF THE NE 1/4, SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M.

UTILITY PROVIDERS:

SANITARY SEWER AND STORM DRAINAGE:  
SEATTLE PUBLIC UTILITIES  
PROJECT MANAGEMENT AND ENGINEERING  
700 5TH AVENUE  
PO BOX 34018  
SEATTLE, WA 98124-4018  
(206) 233-7900

WATER:  
SEATTLE PUBLIC UTILITIES  
700 5TH AVENUE, SUITE 4900  
PO BOX 34018  
SEATTLE, WA 98124-4018  
(206) 684-3000

POWER:  
SEATTLE CITY LIGHT  
700 5TH AVENUE, SUITE 3200  
SEATTLE, WA 98124-4023  
(206) 684-3000

NATURAL GAS:  
PUGET SOUND ENERGY  
10885 NE 4TH STREET, SUITE 1200  
PO BOX 97034  
BELLEVUE, WA 98009-9734  
(425) 454-6363  
(888) 225-5773

TELEPHONE:  
LUMEN TECHNOLOGIES  
1600 7TH AVENUE  
SEATTLE, WA 98191  
(800) 244-1111

SITE NOTES

SITE ADDRESSES:

2301 8TH AVENUE  
2300 7TH AVENUE  
SEATTLE, WA

TAX ACCOUNT NOS.:  
069700-0400-04 LOTS 1-6  
069700-0435-03 LOTS 7-12

ZONING:

DMC 240/290-440  
DOWNTOWN MIXED COMMERCIAL WITH HEIGHT LIMITS

ZONING AGENCY:

CITY OF SEATTLE  
SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS  
700 5TH AVENUE, SUITE 2000  
SEATTLE, WA 98104  
(206) 684-8600

SETBACKS:

CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW.  
CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING  
DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

FLOOD ZONE:

THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY  
16, 1995, COMMUNITY PANEL NO. 53033C0630F, AND IS SITUATED IN  
ZONE "X", AREA DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN.

HORIZONTAL DATUM:

NAD 83/91

VERTICAL DATUM:

NAVD 88

AREA:

LOTS 1-6 AS SHOWN CONTAINS 35,029 SQUARE FEET OR 0.8042 ACRES,  
MORE OR LESS.

LOTS 7-12 AS SHOWN CONTAINS 34,236 SQUARE FEET OR 0.7860 ACRES,  
MORE OR LESS.

TOTAL LAND AREA AS SHOWN CONTAINS 68,826 SQUARE FEET OR 1.5671  
ACRES, MORE OR LESS.

PARKING SPACE COUNT:

PARKING SPACES TOTAL 117 INCLUDING 1 HANDICAP ACCESSIBLE SPACE.

SUBSTRUCTURES:

BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED  
BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE  
FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS.

FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN  
CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:

RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC  
LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT  
CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS  
SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT  
RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR  
THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES  
WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS  
ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF KING,  
STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 12, INCLUSIVE, BLOCK Z, BELL'S 6TH ADDITION TO THE  
CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 20,  
RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR  
COURT CAUSE NUMBER 193437 FOR STREET PURPOSES AS PROVIDED UNDER  
ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

TITLE REPORT REFERENCE:

THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN,  
FURNISHED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.  
NCS-1020451-WAY, DATED AUGUST 30, 2021. THE EASEMENTS  
SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT  
SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:

ITEMS CIRCLED ARE SHOWN ON MAP.

17. ORDINANCE NO. 124175 OF THE CITY OF SEATTLE, APPROVED ON MAY 6,  
2013, BEING AN ORDINANCE ESTABLISHING A DOWNTOWN PARKING AND  
BUSINESS IMPROVEMENT AREA; LEVYING SPECIAL ASSESSMENTS UPON  
THE BUSINESSES, MULTIFAMILY RESIDENTIAL OR MIXED-USE PROJECTS  
WITHIN THE AREA; PROVIDING FOR THE DEPOSIT OF REVENUES IN A  
SPECIAL ACCOUNT AND EXPENDITURES THEREFROM; PROVIDING FOR  
COLLECTION OF AND PENALTIES FOR DELINQUENCIES.

SURVEYOR'S NOTE: BLANKET IN NATURE.

18. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE  
DOCUMENT ENTITLED "CABLE TV RIGHT OF ENTRY AGREEMENT" RECORDED  
MARCH 06, 1990 AS RECORDING NO. 9003061439 OF OFFICIAL RECORDS.

(AFFECTS LOTS 7 THROUGH 12)

SURVEYOR'S NOTE: BLANKET IN NATURE.

19. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE  
DOCUMENT ENTITLED "CABLE TV RIGHT OF ENTRY/OPERATING  
AGREEMENT" RECORDED MAY 03, 2007 AS RECORDING NO.  
20070503001226 OF OFFICIAL RECORDS.

(AFFECTS LOTS 7 THROUGH 12)

SURVEYOR'S NOTE: BLANKET IN NATURE.

20. RIGHT OF THE CITY OF SEATTLE TO DAMAGE SAID PREMISES BY REASON  
OF THE CHANGING AND ESTABLISHING OF GRADES AND THE GRADING  
AND REGRADING OF THE ADJOINING STREETS PURSUANT TO KING COUNTY  
SUPERIOR COURT CAUSE NUMBER 193437, AS PROVIDED BY ORDINANCE  
NUMBER 50890 OF THE CITY OF SEATTLE.

(AFFECTS ALL LOTS)

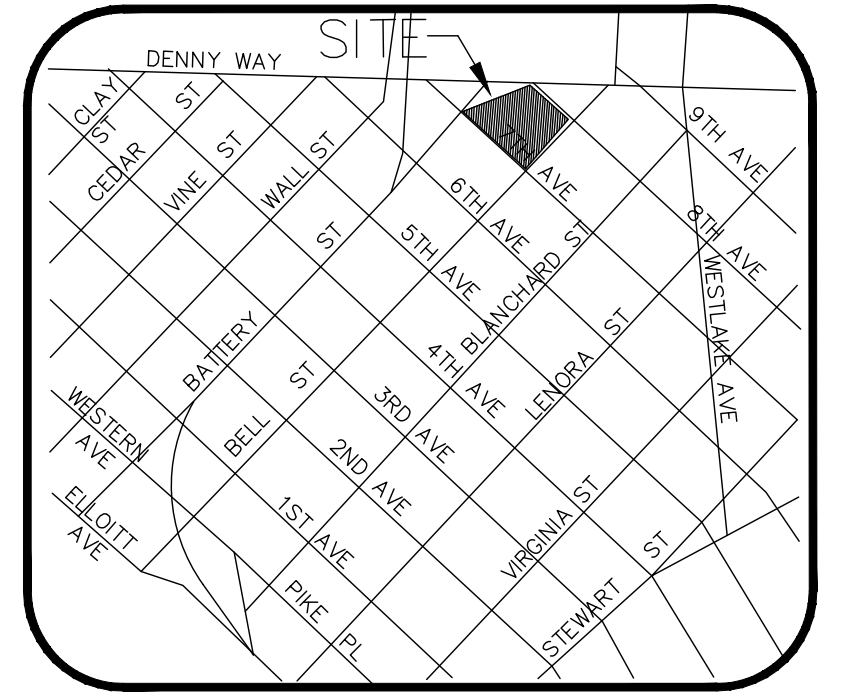
21. RIGHT OF THE CITY OF SEATTLE TO MAKE NECESSARY SLOPES FOR CUTS  
AND FILLS AS PROVIDED BY ORDINANCE NUMBER 50890 OF THE CITY OF  
SEATTLE.

(AFFECTS ALL LOTS)

27. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED  
"DECLARATION REGARDING WATERFRONT LID  
AGREEMENT" RECORDED AUGUST 15, 2019 AS RECORDING NO.  
20190815000701 OF OFFICIAL RECORDS.

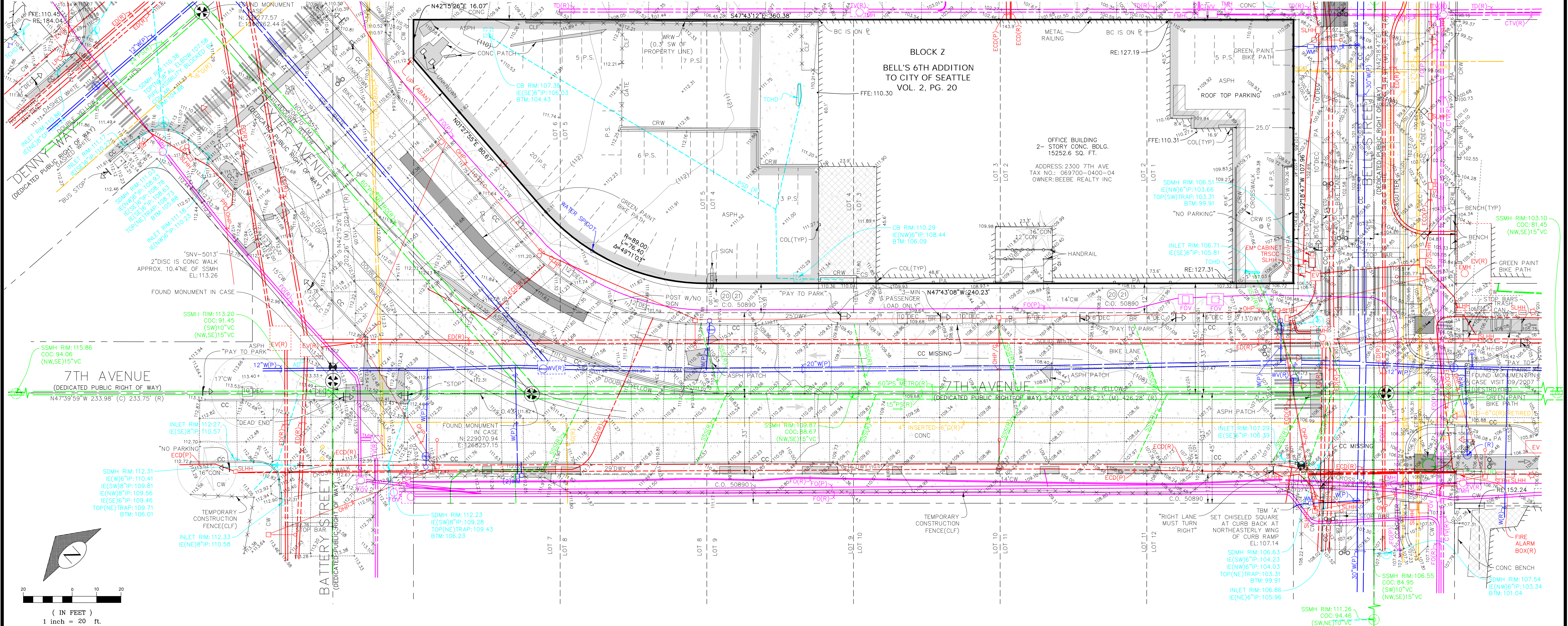
(AFFECTS ALL LOTS)

SURVEYOR'S NOTE: BLANKET IN NATURE.



SEE SHEET 2

SEE SHEET 2



BUSH, ROED & HITCHINGS, INC.  
LAND SURVEYORS & CIVIL ENGINEERS

2009 MINOR AVE. EAST  
SEATTLE, Washington  
98102-3513

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TOPOGRAPHIC & BOUNDARY SURVEY

BIOMED REALTY

2300 7TH AVENUE & 2301 8TH AVENUE

SEATTLE

KING COUNTY

WASHINGTON

drawn by	checked by
TRS/HAK	TRS
scale	date
1" = 20'	2/17/22
job no.	
2020112.03	
sheet	1 of 2



SW 1/4 OF THE SE 1/4, SECTION 30 & NW 1/4 OF THE NE 1/4, SECTION 31, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M.

LEGEND

ABAN/RET BLRD BRICK SURFACE BUILDING LINE BUILDING CORNER BIKE RACK CANOPY CATCH BASIN (CB) CONCRETE SURFACE CONCRETE/BRICK WALK CONCRETE/WOOD RETAINING WALL CONCRETE/EXTRUDED CURB	AREA DRAIN ABANDONED/RETIRED ASPHALT (ASPH) BOLLARD BRICK SURFACE BUILDING LINE BUILDING CORNER BIKE RACK CANOPY CATCH BASIN (CB) CONCRETE SURFACE CONCRETE/BRICK WALK CONCRETE/WOOD RETAINING WALL CONCRETE/EXTRUDED CURB	CP/IP CTV COL C/M CS/WS CON CMP C.O.C. DWY ECD ED EHH EMH EM	CONCRETE/IRON PIPE CHAIN LINK FENCE (CLF) CABLE TV COLUMN CENTERLINE/MONUMENT LINE CONCRETE/WOOD STAIRS H/C PARKING SPACE CONIFEROUS TREE DECIDUOUS TREE CORRUGATED METAL PIPE DRIVEWAY ELECTRICAL CONDUIT ELECTRICAL DUCT ELECTRICAL HANDHOLE ELECTRICAL MANHOLE ELECTRICAL METER	EV/ET FO FOMH FFE G GM ID GV GP SP ICB	ELECTRICAL VAULT/TRANSFORMER FOUND SURVEY MONUMENT (AS NOTED) FIRE HYDRANT FIRE DEPT. CONNECTION (FDC) FIBER OPTICS FIBER OPTIC MANHOLE FINISH FLOOR ELEVATION GAS MAIN GAS METER GAS VALVE GAS VAULT GUY ANCHOR HANDRAIL GUY POLE STRAIN POLE IRRIGATION CONTROL BOX	IRRIGATION VALVE IRON FENCE (WIF) INVERT ELEVATION LIGHT POLE (METAL) LIGHT POLE (DECORATIVE) LANDSCAPE/PLANTER MANHOLE MAILBOX (FEDERAL/PRIVATE) MONITOR WELL OVERHEAD POWER/GUY PARKING SPACE(S) PROPERTY LINE (PL) PAINTED UTILITY LOCATION PIPE FLOW DIRECTION POLYETHYLENE PARKING PAY STATION	IV IE LSCAPE/PA M OHP/OHG P.S. P PE PPS	POST INDICATOR VALVE STORM DRAIN PRIVATE CATCH BASIN PEDESTRIAN PUSH BUTTON (PPB) PEDESTRIAN SIGNAL/PEDESTAL RECORD DATA GRAVEL SURFACE ROOF ELEVATION SEATTLE CITY LIGHT HANDHOLE SERVICE DRAIN (STORM) CLEANOUT STEAM LINE/VAULT SANITARY SIDE SEWER (RECORD) SIGN/STREET NAME SIGN TRAFFIC CONTROL/STREET LIGHT HANDHOLE	PSD SD CO STM/V SSS TC/SL	TRAFFIC CONTROL CABINET (TRSCC) TRENCH DRAIN TEMPORARY BENCHMARK (TBM) TELEPHONE CONDUIT (BURIED) TELEPHONE DUCT TELEPHONE VAULT TELEPHONE MANHOLE TELEPHONE SENTRY TRAFFIC FLOW DIRECTION TRAFFIC SIGNAL UTILITY POLE (WOOD) WATER VAULT WATER MAIN WATER VALVE WATER GATE VALVE/CHAMBER	TRSCC TCD TD TV TMH TS UP WV W M V
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STATEMENT OF TOPOGRAPHIC MAP ELEMENTS (WAC 332-130-145)

2(B) PURPOSE: CIVIL ENGINEERING DESIGN.

2(C) CONTOUR SOURCE: CONTOURS DERIVED FROM DIRECT FIELD OBSERVATIONS

2(F) CONTOUR ACCURACY: COMPLIES WITH UNITED STATES NATIONAL MAP ACCURACY STANDARDS (90% OR GREATER OF ALL SURVEY POINTS CHECKED ARE CORRECT WITHIN HALF OF ONE CONTOUR INTERVAL).

2(G) LIMITATIONS: THIS TOPOGRAPHIC SURVEY IS TO SUPPORT SPECIFIC EFFORTS WITHIN THE AREA OF MAPPING SHOWN.

2(H) BOUNDARY SOURCE: FIELD SURVEY OF CONTROLLING MONUMENTS, AND CONSIDERATION OF EXISTING RECORDS OF SURVEYS FOR DETERMINING ON THE GROUND POSITIONS OF DEEDED PROPERTY AND EASEMENT LINES.

3(A) & 3(B) UTILITIES: UNDERGROUND UTILITIES ARE SHOWN BY ONE OR MORE OF THE FOLLOWING METHODS:

1. SURVEY FIELD OBSERVATION OF MARKINGS PRODUCED BY DIRECT UTILITY DETECTION WORK.

2. DIRECT OBSERVATIONS OF UNDERGROUND, GRAVITY FLOW PIPES PERFORMED AT VISIBLE CONTROLLING STRUCTURES.

3. SCALING OF AS-BUILTS, DESIGN DRAWINGS OR OTHER RECORDS.

3(C) SCOPE STATEMENT: AGREED UPON SCOPE BETWEEN PROJECT OWNER/AGENT AND SURVEYOR IS TO PROVIDE AN SDOT COMPLIANT TOPOGRAPHIC SURVEY.

HORIZONTAL DATUM:  
WA STATE PLANE NORTH ZONE  
NAD 83/2011 (EPOCH 2010.00)

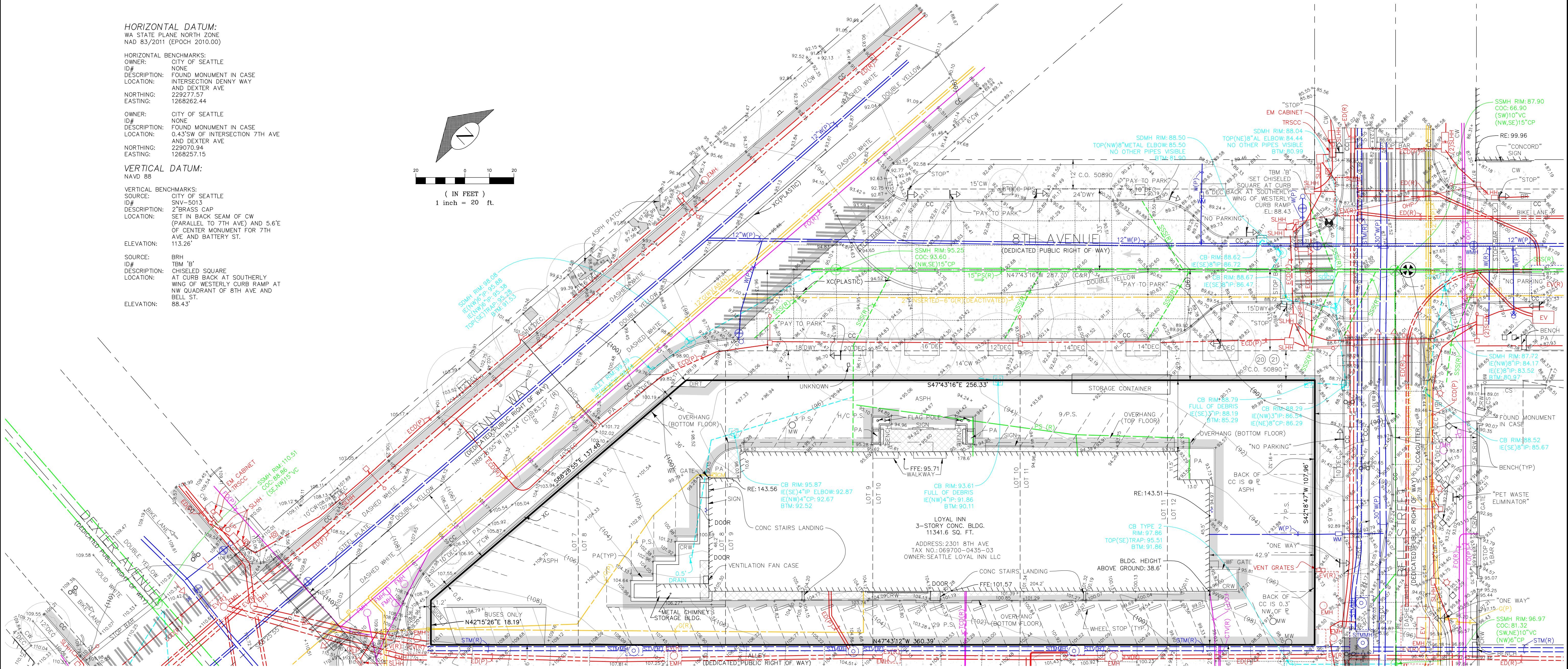
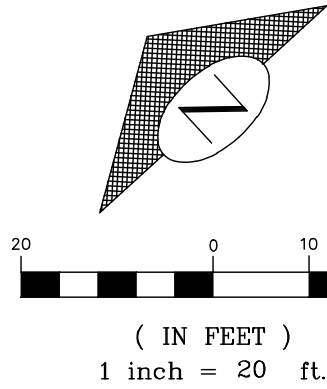
HORIZONTAL BENCHMARKS:  
OWNER: CITY OF SEATTLE  
ID# NONE  
DESCRIPTION: FOUND MONUMENT IN CASE  
LOCATION: INTERSECTION DENNY WAY  
AND DEXTER AVE  
NORTHING: 229277.57  
EASTING: 1268262.44

OWNER: CITY OF SEATTLE  
ID# NONE  
DESCRIPTION: FOUND MONUMENT IN CASE  
LOCATION: 0.43'SW OF INTERSECTION 7TH AVE  
AND DEXTER AVE  
NORTHING: 229070.94  
EASTING: 1268257.15

VERTICAL DATUM:  
NAVD 88

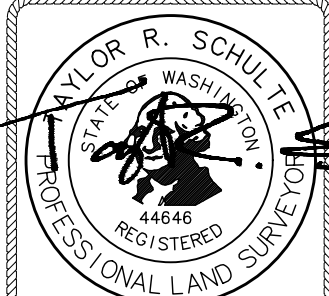
VERTICAL BENCHMARKS:  
SOURCE: CITY OF SEATTLE  
ID# SNV-5013  
DESCRIPTION: 2" BRASS CAP  
LOCATION: SET IN BACK SEAM OF CW  
(PARALLEL TO 7TH AVE) AND 5.6'E  
OF CENTER MONUMENT FOR 7TH  
AVE AND BATTERY ST.  
ELEVATION: 113.26'

SOURCE: BRH  
ID# TBM 'g'  
DESCRIPTION: CHISELED SQUARE  
LOCATION: AT CURB BACK AT SOUTHERLY  
WING OF WESTERLY CURB RAMP AT  
NW QUADRANT OF 8TH AVE AND  
BELL ST.  
ELEVATION: 88.43'



SEE SHEET 1

SEE SHEET 1



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TOPOGRAPHIC & BOUNDARY SURVEY  
BIOMED REALTY  
2300 7TH AVENUE & 2301 8TH AVENUE

SEATTLE

KING COUNTY

WASHINGTON

drawn by	checked by
TRS/HAK	TRS
scale	date
1" = 20'	2/17/22
job no.	
2020112.03	
sheet	2 of 2



The map shows Block Z, a rectangular area bounded by 8th Avenue to the north, 7th Avenue to the south, Battery Street to the west, and Bell Street to the east. The block is divided into 12 lots, numbered 1 through 12. Lots 1, 2, 3, 4, 5, and 6 are on the south side of the block, while lots 7, 8, 9, 10, 11, and 12 are on the north side. A central alley area, shaded with diagonal lines, runs east-west between the north and south rows of lots. The alley is labeled "ALLEY AREA : 5,766 SQUARE FEET ±".

Key features and measurements include:

- Streets:**
  - 8th Avenue:** North boundary, with a width of 45'.
  - 7th Avenue:** South boundary, with a width of 45'.
  - Battery Street:** West boundary, with a width of 33'.
  - Bell Street:** East boundary, with a width of 33'.
  - Denny Way:** A diagonal street running from the northwest corner towards the center of the block, with a width of 33'.
- Lots and Dimensions:**
  - Lot 1:** 33' wide, 12' deep.
  - Lot 2:** 33' wide, 12' deep.
  - Lot 3:** 33' wide, 12' deep.
  - Lot 4:** 33' wide, 12' deep.
  - Lot 5:** 33' wide, 12' deep.
  - Lot 6:** 33' wide, 12' deep.
  - Lot 7:** 33' wide, 12' deep.
  - Lot 8:** 33' wide, 12' deep.
  - Lot 9:** 33' wide, 12' deep.
  - Lot 10:** 33' wide, 12' deep.
  - Lot 11:** 33' wide, 12' deep.
  - Lot 12:** 33' wide, 12' deep.
- Legal Descriptions and Notes:**
  - Block Z:** BELL'S 6TH ADDITION TO CITY OF SEATTLE VOL. 2, PG. 20.
  - Address 2301 8th Ave:** TAX NO.: 069700-0435-03, OWNER: BRE BMR 8TH LLC.
  - Address 2300 7th Ave:** TAX NO.: 069700-0400-04, OWNER: BRE BMR 8TH LLC.
  - Survey Data:**
    - North boundary:  $N47^{\circ}43'16''W$  287.70' (C&R)
    - South boundary:  $S47^{\circ}43'08''E$  426.23' (M) 426.28' (R)
    - West boundary:  $N42^{\circ}15'26''E$
    - East boundary:  $N42^{\circ}18'47''E$  321.91'
    - Diagonal boundary:  $N88^{\circ}28'55''W$



15400 SE 30TH PL, STE 100 (206) 323-4144  
BELLEVUE, Washington DATE: 2/3/23  
98007-6546 JOB NO.: 2020112.05



**ALLEY VACATION LEGAL DESCRIPTION**

THE ALLEY LYING WITHIN BLOCK Z, BELL'S 6TH ADDITION TO THE CITY OF SEATTLE, RECORDED IN VOLUME 2 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WASHINGTON. BEING THE BLOCK BOUNDED BY BELL STREET, 7TH AVENUE, BATTERY STREET, DANNY WAY AND 8TH AVENUE;

CONTAINING AN AREA OF 5,766 SQUARE FEET OR 0.1324 ACRES, MORE OR LESS;

SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.



BIOMED REALTY  
2300 7TH AVE & 2301 8TH AVE  
TAYLOR R. SCHULTE, P.L.S. 44646  
BRH JOB NO. 2020112.05  
FEBRUARY 3, 2023

BUSH, ROED & HITCHINGS, INC.  
15400 SE 30TH PL, SUITE 100  
BELLEVUE, WA 98007  
(206) 323-4144

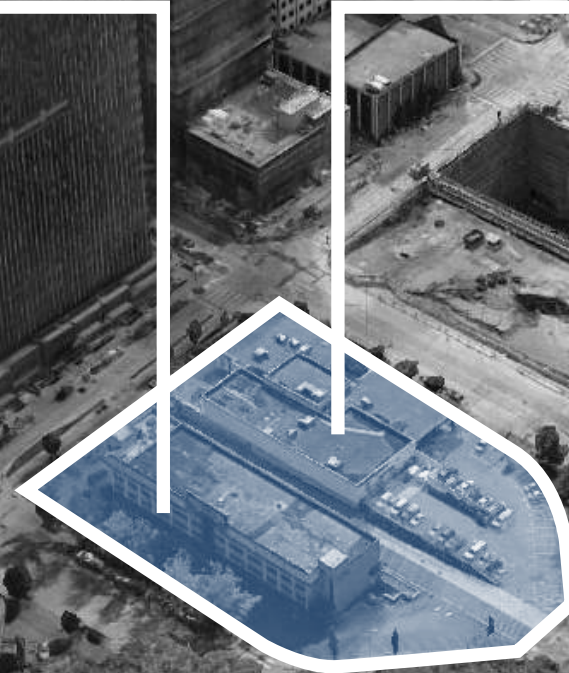
1. Survey and Site Exhibits
2. EDG Package
3. EDG Comments
4. Community Outreach Summary



# EARLY DESIGN GUIDANCE

2301 8th Ave

2300 7th Ave



<b>OWNER</b> BRE-BMR 6th 8th LLC. 4570 Executive Dr, Suite 400 San Diego, CA 92121	<b>ARCHITECT</b> Perkins + Will 1301 Fifth Avenue Suite 2300 Seattle, WA 98101	<b>STRUCTURE</b> kpff 1601 Fifth Avenue Suite 1600 Seattle, WA 98101	<b>CIVIL</b> kpff 1601 Fifth Avenue Suite 1600 Seattle, WA 98101	<b>LANDSCAPE ARCHITECT</b> Site Workshop 3800 Woodland Park Ave Suite 200 Seattle, WA 98103	<b>MECHANICAL/ PLUMBING</b> MacDonald-Miller 7717 Detroit Ave SW Seattle, WA 98106	<b>ELECTRICAL</b> Hargis 1201 Third Avenue Suite 600 Seattle, WA 98101	<b>ELECTRICAL</b> Cochran 12500 Aurora Avenue N Seattle, WA 98133	<b>ENERGY SERVICES/ SUSTAINABILITY</b> Rushing 1725 Westlake Avenue N Suite 300 Seattle, WA 98109	<b>PROJECT MANAGEMENT</b> OAC 2200 First Avenue S Suite 200 Seattle, WA 98134	<b>PROJECT ADDRESS</b> •2300 7th Ave •2301 8th Ave Seattle, WA 98121  <b>PROJECT NUMBERS</b> EDG #3040157
--	--	--	--	---	---	--	--	---	---	---







AGENDA

SECTION 01 / PROJECT INFORMATION

- Development Summary
- Existing Site Plan
- Outreach Results
- Neighborhood Map
- Existing Site Conditions
- Urban Context And Character
- Urban Cues

SECTION 02 / ZONING

- Zoning Analysis
- EDG Design Guidelines

SECTION 03 / PROJECT INSPIRATION

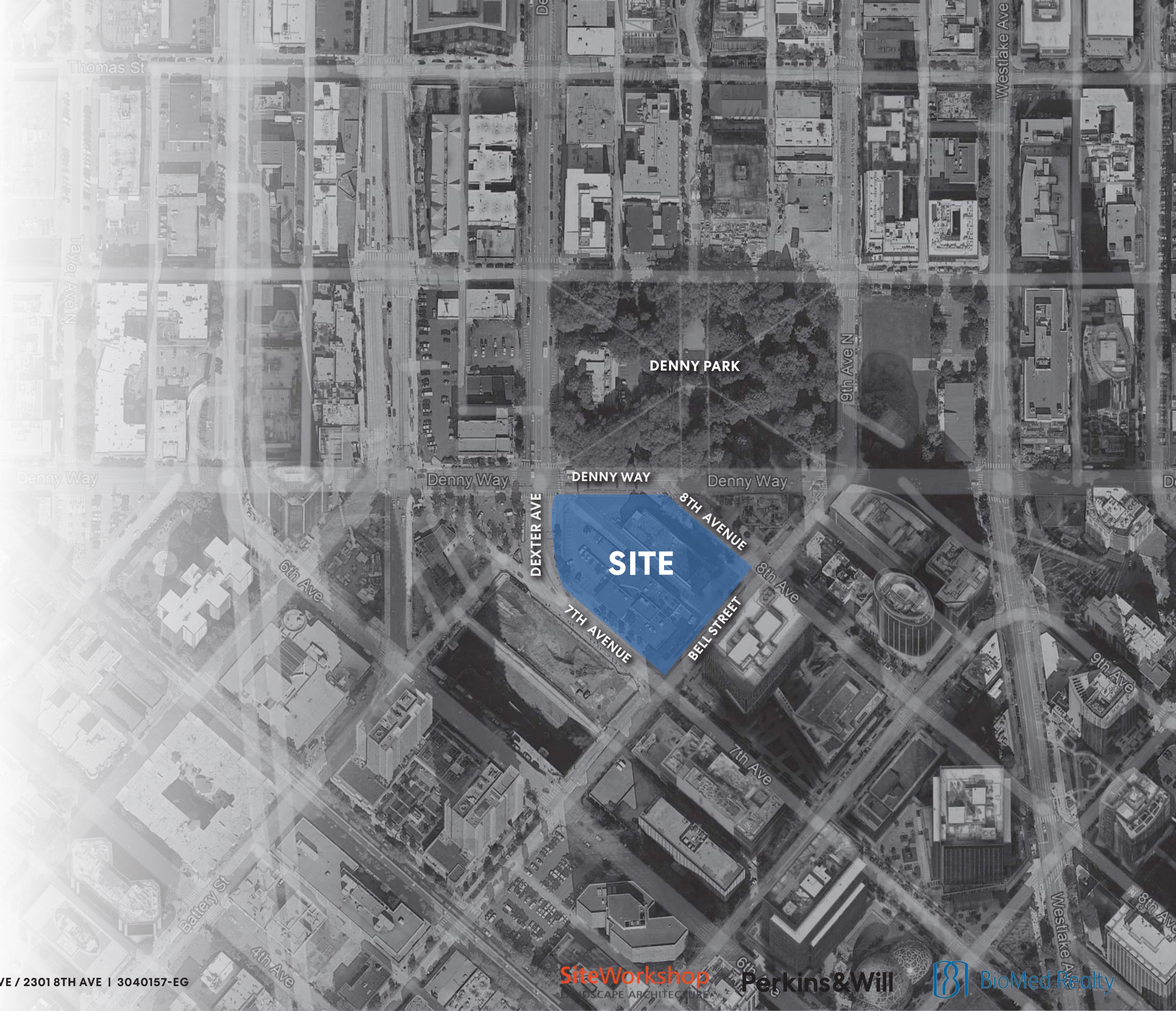
- Site History
- Site Vision
- Neighborhood Inspiration
- Site Approach

SECTION 04 / ARCHITECTURAL MASSING

- Urban Grid Diagrams
- Base - No Alley Vacation
- Scheme 01
- Scheme 02
- Scheme 03 (Preferred)

SECTION 05 / DEPARTURES

- Rooftop Requirements
- Facade Setback Limits
- Facade Modulation
- Green Street Blank Facade Limits
- Curb Cuts





# 01 PROJECT INFORMATION



1.0 | PROJECT INFORMATION  
DEVELOPMENT SUMMARY

**Above-Grade Development:**

- Area above grade: ~600,000 SF
- Two towers:
  - North tower: 18 Stories
  - South tower: 11 stories

**Below-Grade Development:**

- 4 full stories below grade
- ~600 below grade parking stalls

**Site / Landscape Development:**

- Through-block connection
- Open space





1.0 | PROJECT INFORMATION  
EXISTING SITE PLAN

	PARCEL (A) EAST	PARCEL (B) WEST
Address:	2301 8TH AVE. SEATTLE, WA 98121	2300 7TH AVE. SEATTLE, WA 98121
Owner's name:	BMR OWNERSHIP ENTITY: BRE-BMR 8TH LLC	BMR OWNERSHIP ENTITY: BRE-BMR 8TH LLC
Legal Description:	LOTS 1-12, BLOCK Z, BELL'S 6TH ADD, LESS ADJ ST (CO #50890), PENDING ALLEY VAC	LOTS 1-12, BLOCK Z, BELL'S 6TH ADD, LESS ADJ ST (CO #50890), PENDING ALLEY VAC
Parcel Number:	069700-0435-03 LOTS 7-12	069700-0400-04 LOTS 1-6
MUP #:	3039757-LU	3039734-LU

**AREA:**  
PARCEL A: 34,236 SF  
PARCEL B: 35,029SF  
ALLEY: 5,766SF

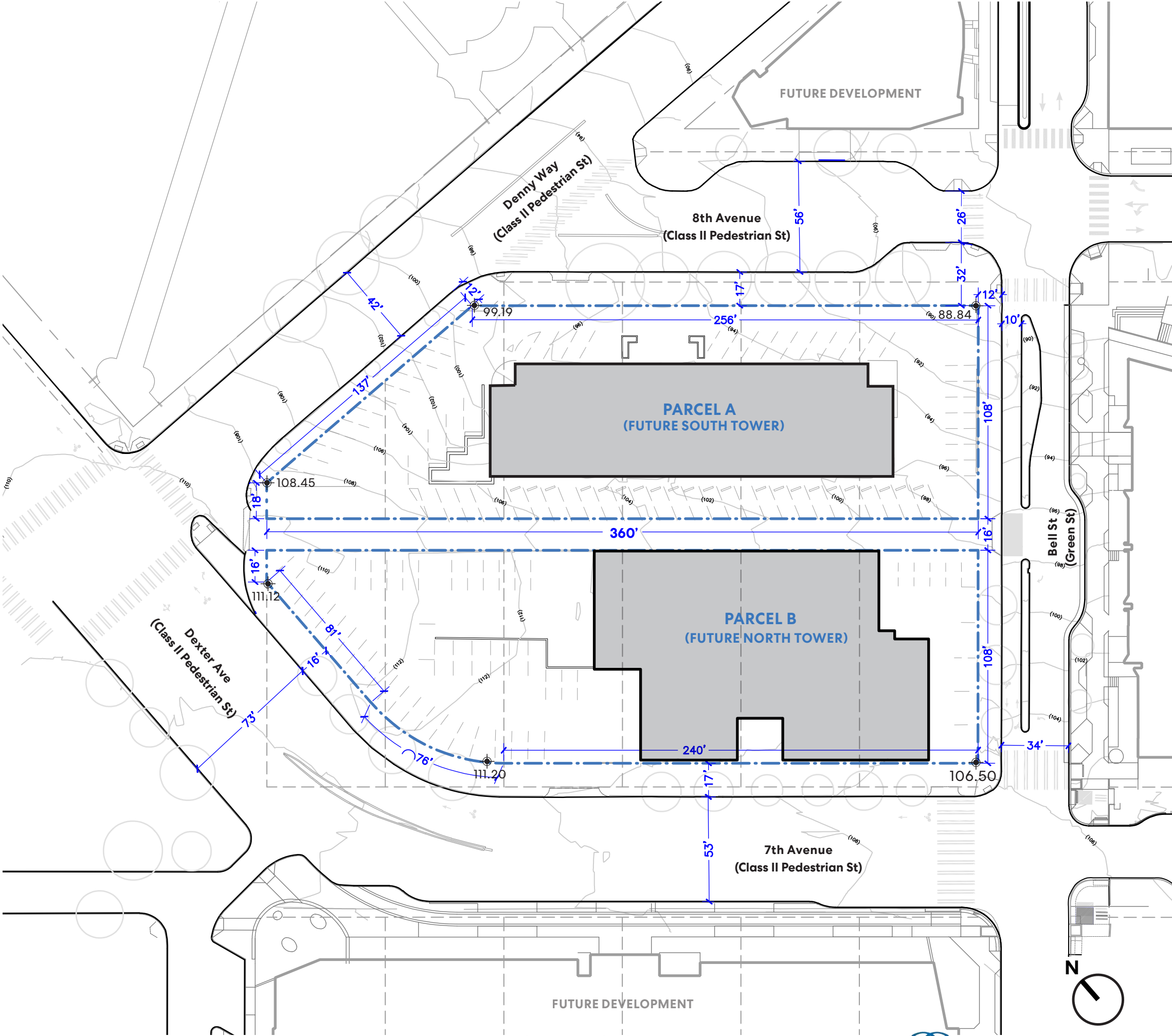
TOTAL LAND AREA: 75,031 SQUARE FEET

**ZONE:** DOWNTOWN MIXED COMMERCIAL  
DMC 240/290-440

**HEIGHT LIMIT:** NON-RES 240FT

**FAR:** BASE FAR OF 5; MAX FAR OF 8

BASE FAR = 375,155SF (75,031 X 5.0)  
MAX FAR = 600,248SF (75,031 X 8.0)




1.0 | PROJECT INFORMATION  
OUTREACH

OUTREACH WEBSITE IMAGE

### 2301 8th Ave & 2300 7th Ave Project

Welcome to our Project Website, which is part of the City of Seattle’s Required Outreach in advance of Design Review. While the project is in its early stages, the information on this site will give you a sense of the project vision, timelines and how we’re approaching design.

Please feel free to take the Project Survey and/or leave Comments. Note that all information obtained will be part of the Documentation for this effort and is considered public comment.



### 2301 8th Ave & 2300 7th Ave, Seattle

This project proposes two towers with three levels of underground parking. It will be Class-A Buildings featuring ±600,000 square feet over expansive ±23,000 – ±26,000 square feet floor plates within each tower.

[Learn More](#)

OUTREACH SUMMARY

DESIGN COMMENTS

WHEN ASKED WHAT WAS MOST IMPORTANT IN THE NEW DESIGN 73% OF SURVEY RESPONDENTS FELT THAT RELATIONSHIP TO NEIGHBORHOOD CHARACTER WAS IMPORTANT. 65% FELT AN INTERESTING AND UNIQUE DESIGN WAS IMPORTANT. 56% NOTED THE USE OF ATTRACTIVE MATERIALS AND 9% FELT THAT ENVIRONMENTALLY FRIENDLY FEATURES WERE IMPORTANT. WHEN ASKED WHAT INSPIRES PEOPLE TO RETURN TO A BUILDING, OFFICE, RESTAURANT OR RETAILER 67% SAID GREAT PEOPLE AND SERVICE, 58% SAID THOUGHTFUL DESIGN THAT IS OPEN AND WELCOMING, 58% SAID A SENSE OF OPENNESS AND NATURAL LIGHT; 42% SAID LOCAL OR SMALL BUSINESSES, 42% SAID CALM, RESTFUL SPACES TO REFLECT AND RELAX, 33% SAID COLOR AND MATERIALS USED IN DESIGN AND 33% SAID BUSTLING, EXCITING ENERGY.

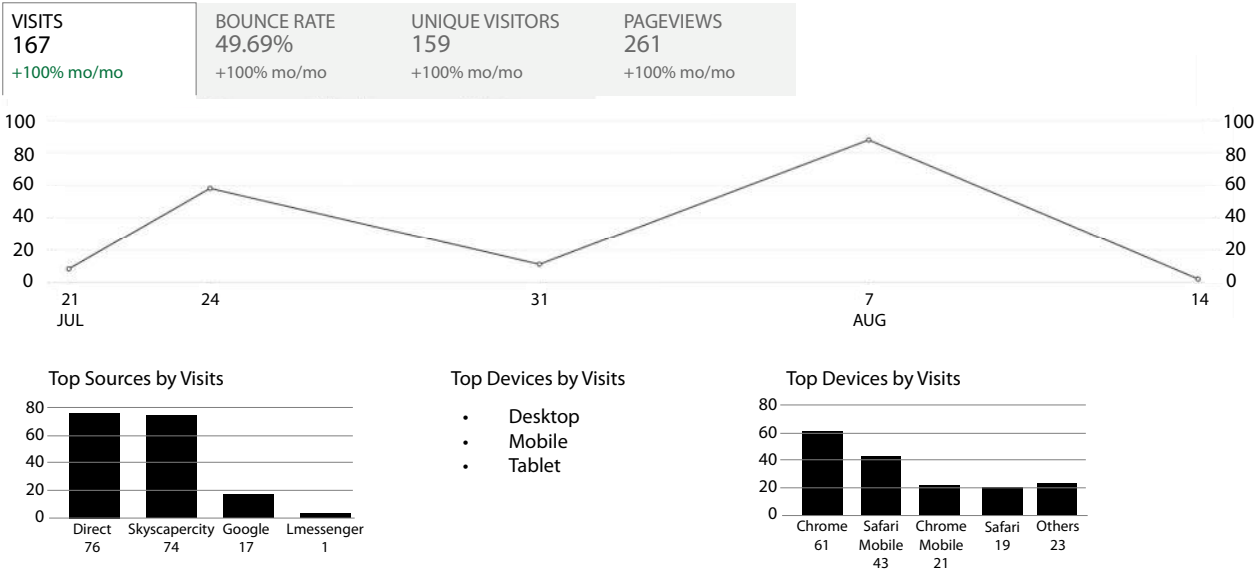
EXTERIOR

WHEN ASKED WHAT WAS MOST IMPORTANT IN THE EXTERIOR SPACE DESIGN 100% SAID LANDSCAPING. 58% SAID LIGHTING AND SAFETY FEATURES. 42% SAID SEATING OPTIONS AND PLACES TO CONGREGATE AND 8% SAID BIKE PARKING. ONE RESPONDENT ENCOURAGED A PEDESTRIAN FRIENDLY ENVIRONMENT, AND ANOTHER ENCOURAGED MAINTAINING CLEANLINESS.

HEIGHT AND SCALE

A COUPLE OF RESPONDENTS ASKED ABOUT BUILDING HEIGHT RELATED TO PARK ADJACENCY AND BLOCKING CURRENT VIEWS. OTHERS ENCOURAGED BLOCKING FEWER VIEWS FROM NEIGHBORS.

WEBSITE ANALYTICS



MISCELLANEOUS COMMENTS

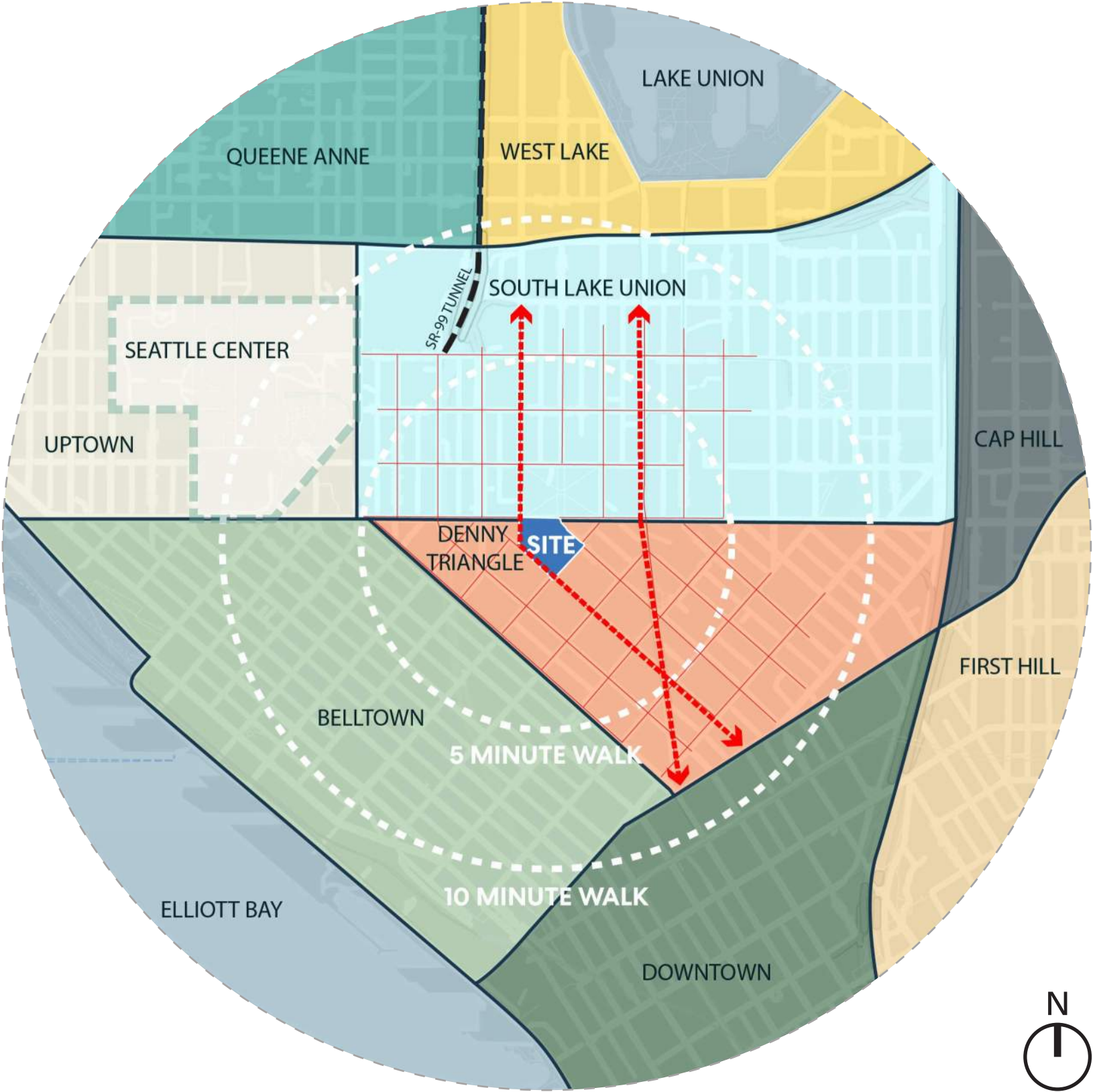
THERE WERE 2 COMMENTS VOICING SUPPORT OF NEW DEVELOPMENT IN THE AREA (COMMENCING AS SOON AS POSSIBLE!) WITH THE RECOGNITION THAT IT WILL BRING MORE SERVICES, TRANSIT AND PEDESTRIANS.





1.0 | PROJECT INFORMATION  
NEIGHBORHOOD MAP

THE SITE IS THE NEXUS POINT WHICH CONNECTS THE ORTHAGONAL GRID OF SOUTH LAKE UNION WITH THE OFFSET GRID OF THE DOWNTOWN CORE.










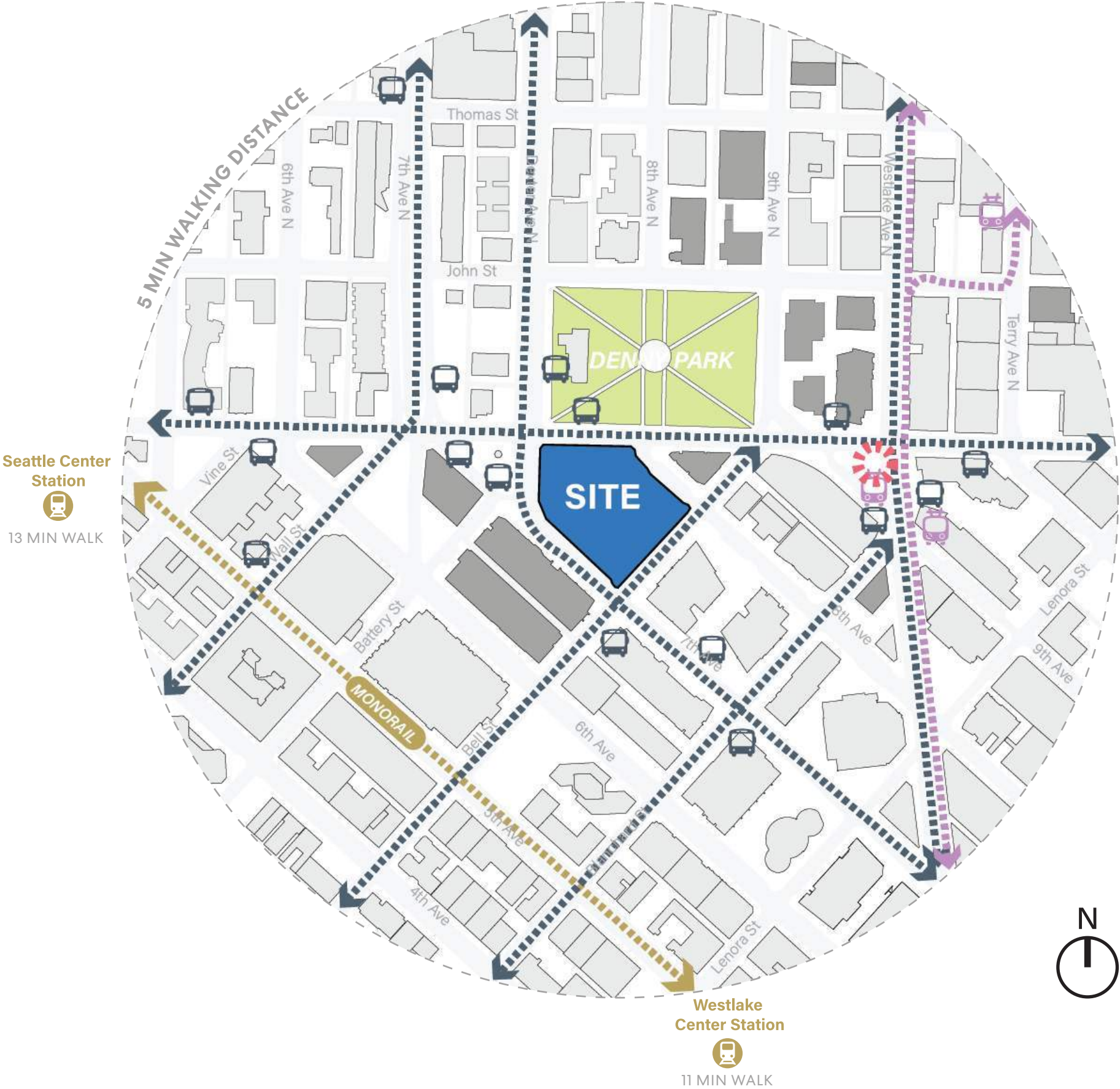
←--→ GRID SHIFT

1.0 | PROJECT INFORMATION

PUBLIC TRANSPORTATION

THE SITE IS WELL CONNECTED TO THE PUBLIC TRANSPORTATION NETWORK WITH CLOSE PROXIMITY TO MAJOR BUS SERVICE, MONORAIL, STREETCAR AND A LIKELY FUTURE LIGHT RAIL TRANSIT STATION.

-  SITE
-  EXISTING BUILDING
-  PROPOSED BUILDING
-  BUS STOPS
-  STREET CAR
-  MONORAIL
-  POTENTIAL LIGHT RAIL STATION








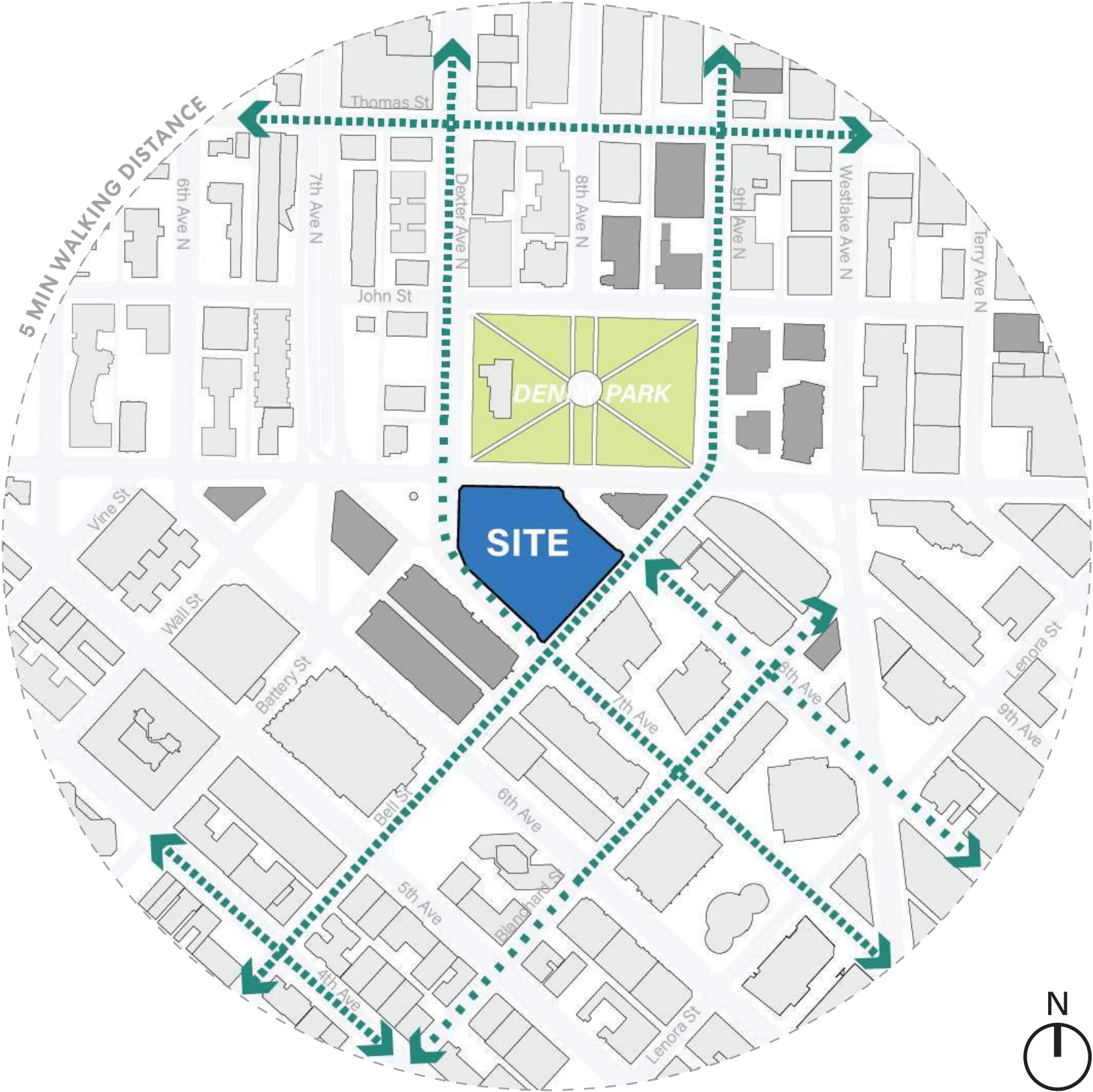


1.0 | PROJECT INFORMATION

BICYCLE CONNECTIONS


WITH A GREEN STREET BORDERING THE SITE ON THE SOUTHEAST AND A PAINTED BIKE LANE ON THE SOUTHWEST THE SITE IS NESTED WITHIN THE CITY'S BICYCLE NETWORK,

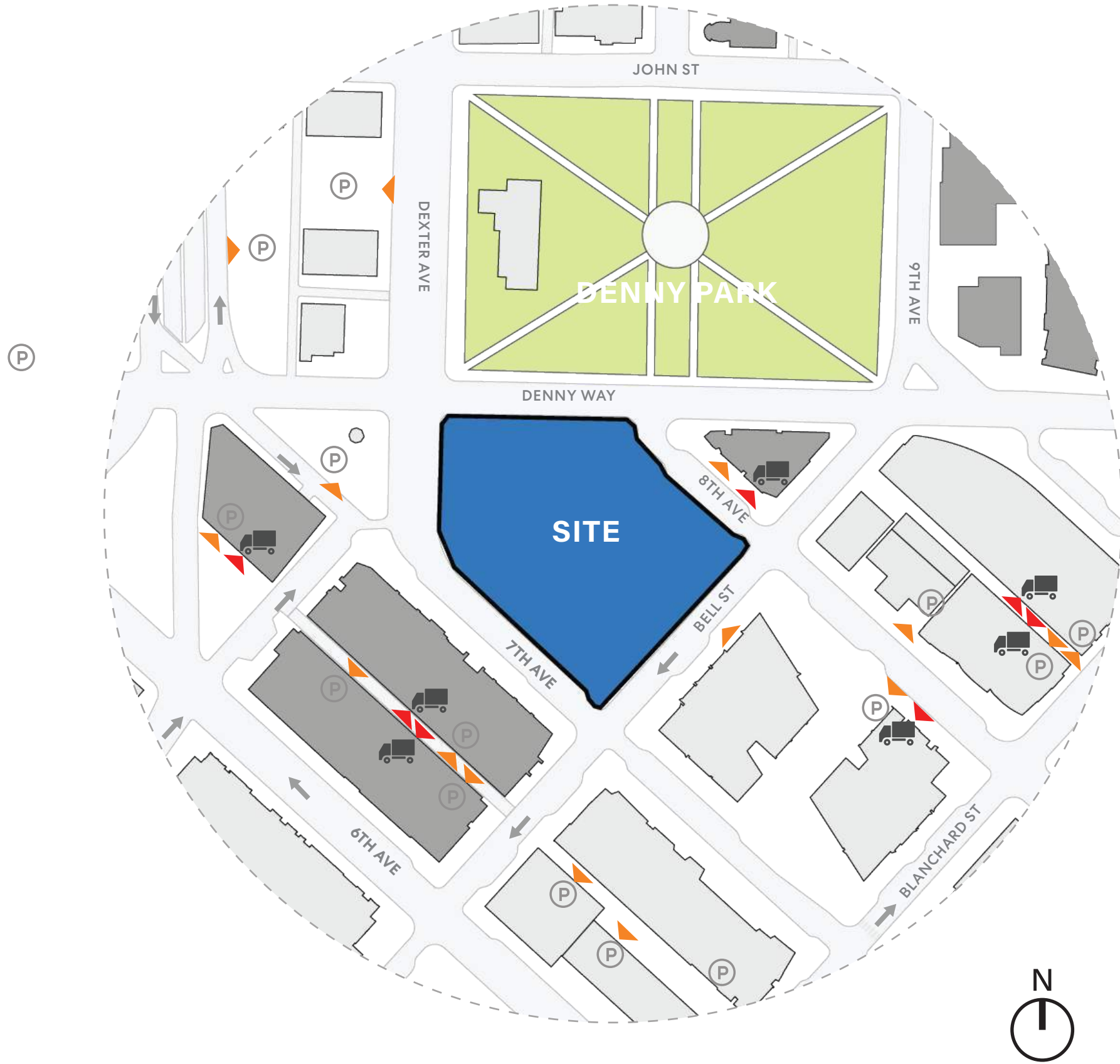
-  SITE
-  EXISTING BUILDING
-  PROPOSED BUILDING
-  PROTECTED BIKE LANE
-  UNPROTECTED BIKE LANE



1.0 | PROJECT INFORMATION  
LOADING ACCESS AND PARKING

EXISTING NEIGHBORHOOD LOADING PATTERNS FAVOR 8TH AVE FOR GARAGE AND LOADING DOCK ACCESS.

-  SITE
-  EXISTING BUILDING
-  PROPOSED BUILDING
-  LOADING
-  PARKING
-  ONE-WAY STREET





1.0 | PROJECT INFORMATION  
PEDESTRIAN CONNECTIONS

NEW DEVELOPMENTS PATTERNS TO THE SOUTHEAST ARE CREATING A MORE POROUS URBAN GRID THAT CAN BE REPLICATED AND STRENGTHENED. WITH THE GREEN STREET TO THE SOUTHEAST THE SITE HAS STRONG PEDESTRIAN CONNECTIONS.

-  SITE
-  EXISTING BUILDING
-  PROPOSED BUILDING
-  DENNY PARK
-  LIGHT PEDESTRIAN FLOW
-  HEAVY PEDESTRIAN FLOW
-  GREEN STREET
-  CLASS II PEDESTRIAN STREET
-  CLASS III PEDESTRIAN STREET
-  ALLEY


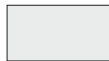







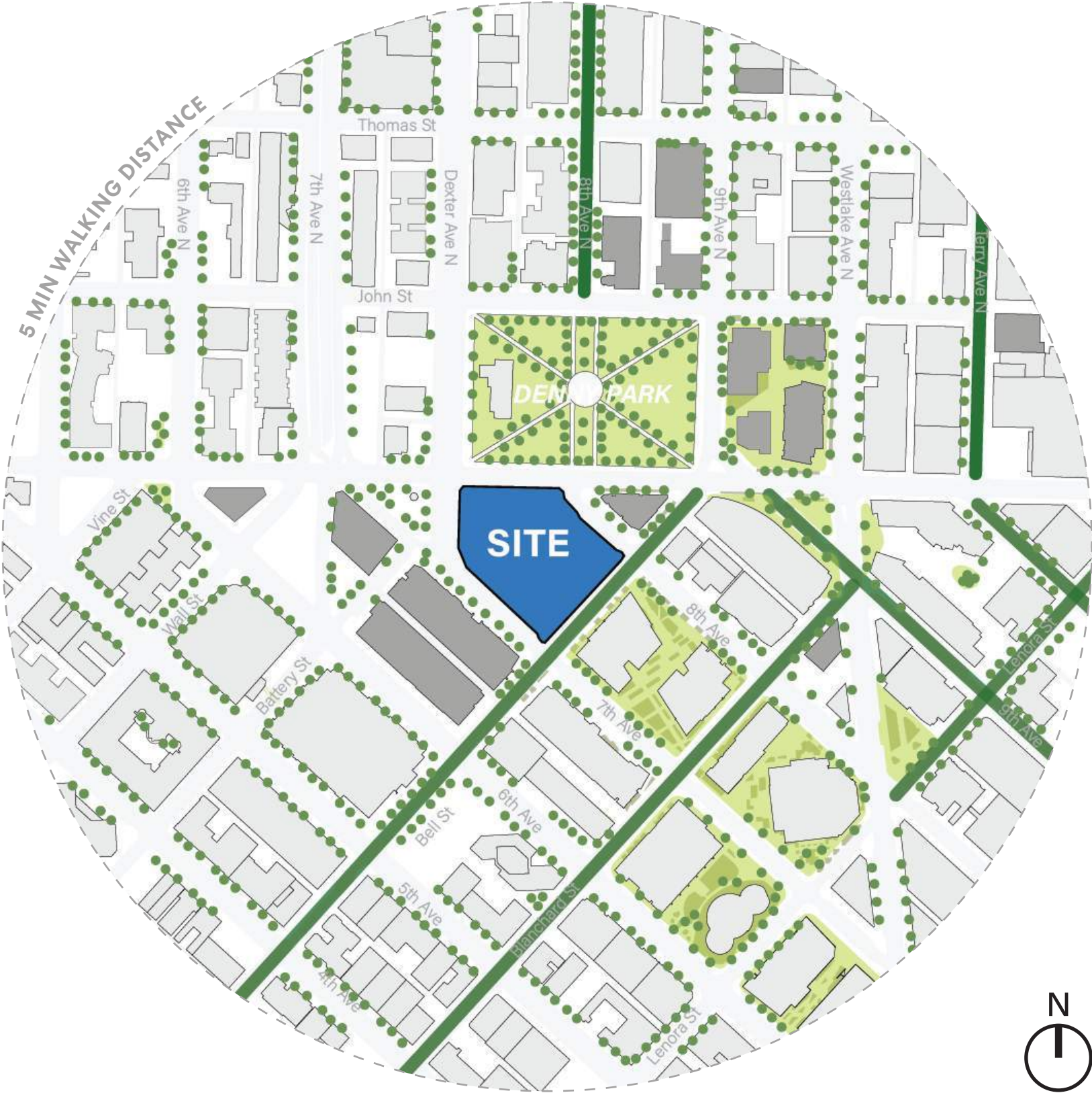


1.0 | PROJECT INFORMATION

OPEN SPACE AND GREEN STREETS

WITH THE NEW GREEN OPEN SPACE PLAZAS TO THE SOUTHEAST AND DENNY PARK TO THE NORTH THE OPPORTUNITY EXISTS TO MAKE A CONNECTION ACROSS DENNY WAY AND EXPAND THE CITY'S 'GREEN CANOPY'.

-  SITE
-  EXISTING BUILDING
-  PROPOSED BUILDING
-  URBAN ARBORETUM/PUBLIC
-  DENNY PARK
-  TREES
-  GREEN STREET



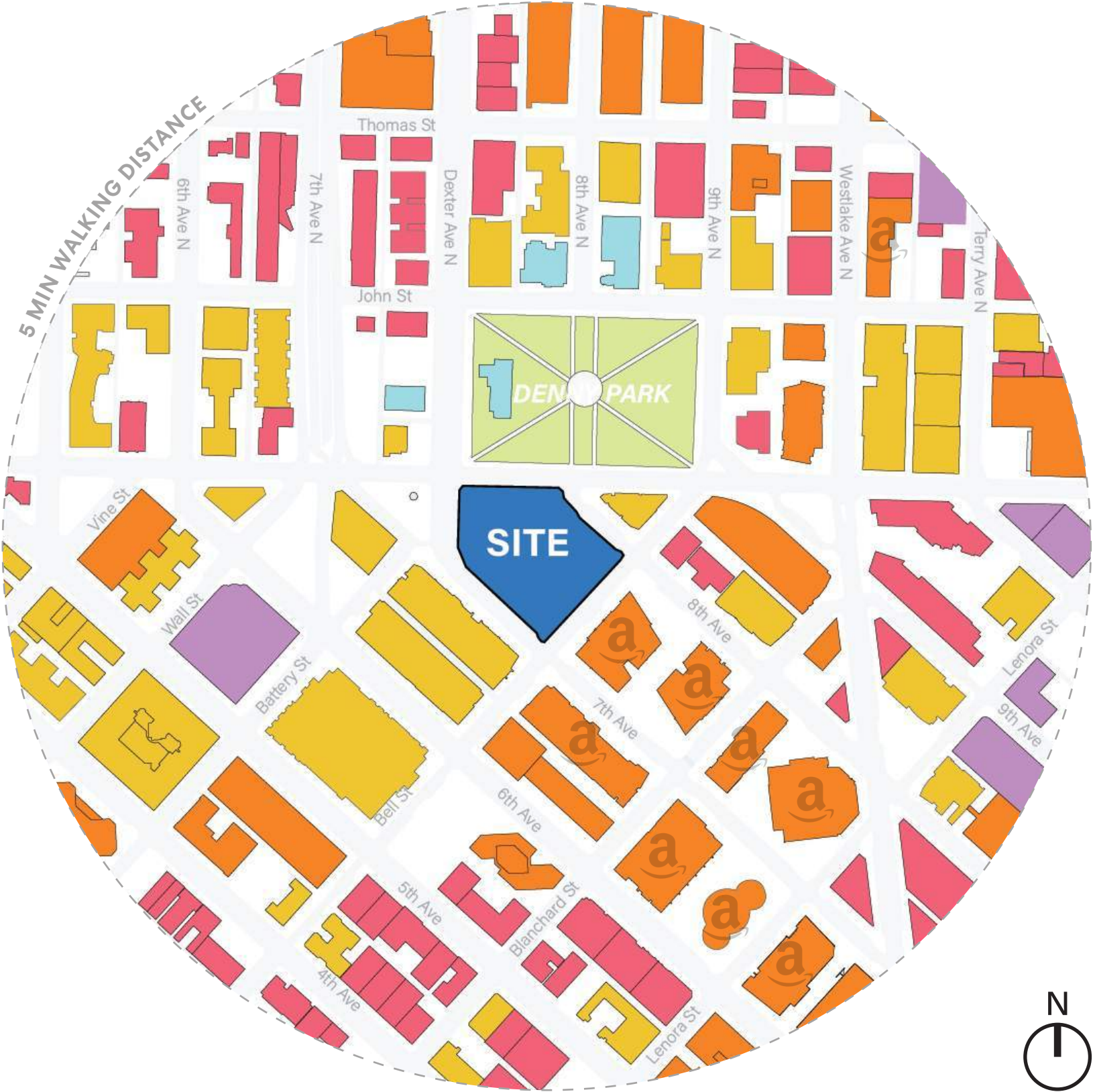


1.0 | PROJECT INFORMATION

SURROUNDING USES

THE SITE IS WITHIN A DIVERSE COMMUNITY OF USES. IMMEDIATELY SURROUNDING THE SITE ARE A SERIES OF 440' RESIDENTIAL TOWERS AND DENNY PARK. THIS PROJECTS LAB/OFFICE PROGRAM AT 240' OFFERS RESPITE ALONG THE PARK.

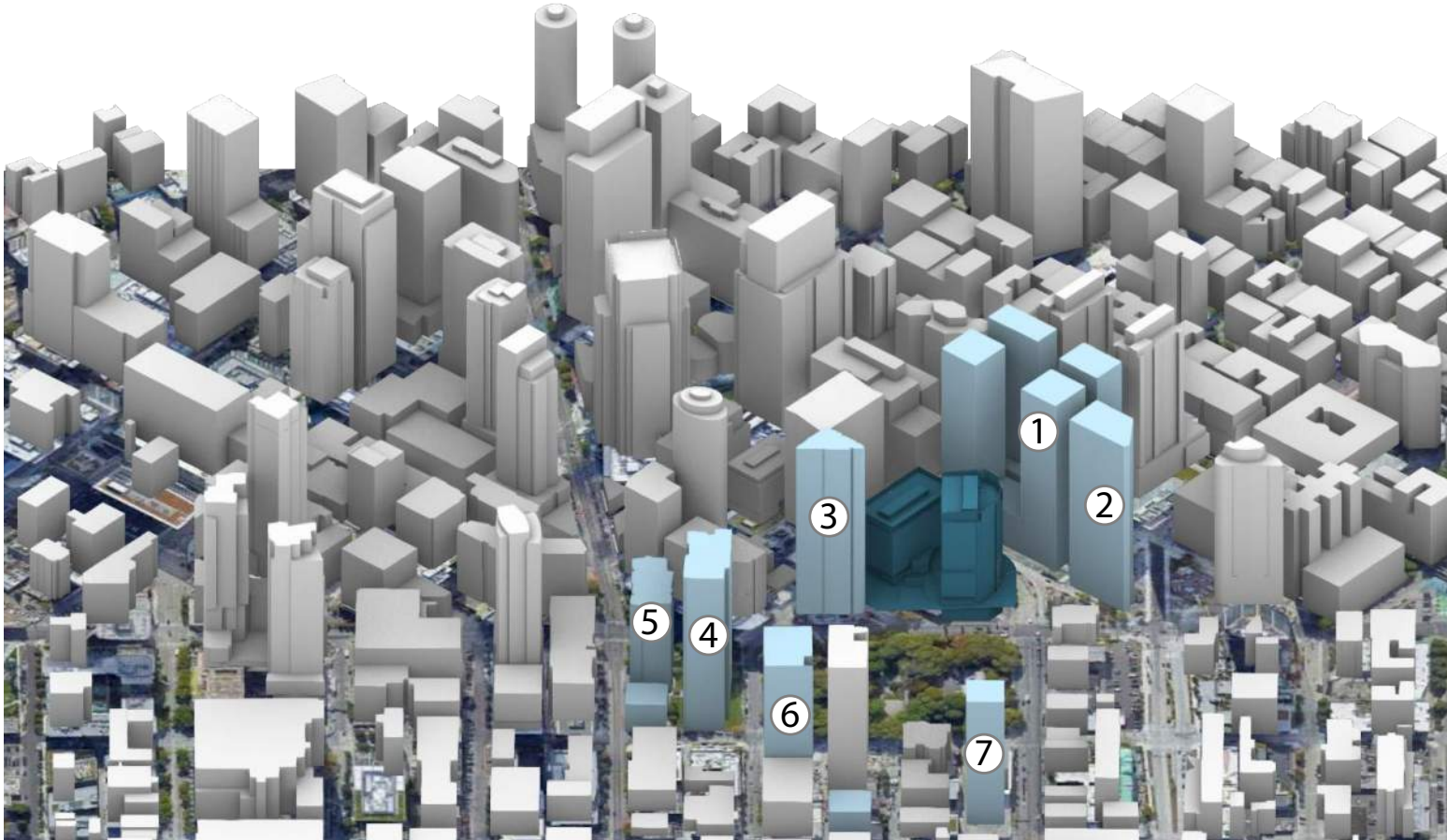
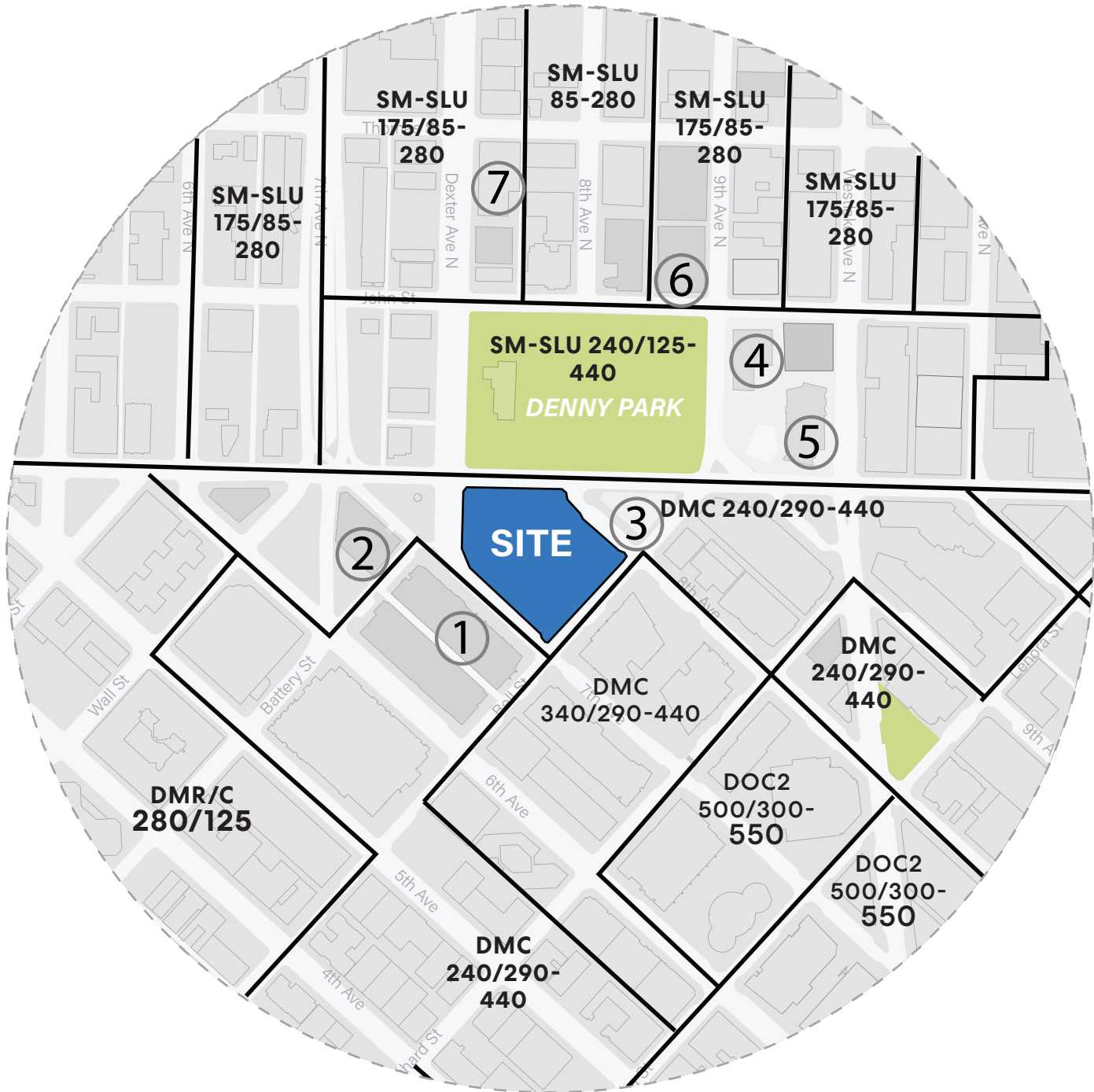
- SITE
- RESIDENTIAL
- OFFICE
- COMMERCIAL
- CHURCH/HEALTH
- EDUCATION





1.0 | PROJECT INFORMATION  
PLANNED DEVELOPMENTS

SITTING DIRECTLY TO THE SOUTH OF DENNY PARK THE SITE IS ONE OF THE LAST IN THE AREA TO BE PLANNED FOR REDEVELOPMENT. THE SITE IS SURROUNDED BY FUTURE 440' RESIDENTIAL TOWERS. THIS PROJECT AIMS TO ANCHOR IT'S POSITION AT THE CORNER OF DEXTER AND DENNY WITH A STRIKING BUILDING THAT ALSO OFFERS RELIEF FROM SURROUNDING DEVELOPMENTS WITH AN OPEN, POROUS GROUND PLANE.





1.0 | PROJECT INFORMATION  
DENNY WAY NEIGHBORHOOD OPEN SPACE CHARACTER



1. SEATTLE CENTER



2. WALGREENS DRIVE THRU



3. DENNY PARK



4. 111 WESTLAKE AVE N



5. 3RD AVE AND BOARD ST



6. 4TH AVE



7. 5TH AVE AND CEDAR ST



8. 5TH AVE AND TAYLOR ST



9. 6TH AVE AND DENNY WAY POCKET PARK



10. 9TH AVE AND WESTLAKE ST POCKET PARK



1.0 | PROJECT INFORMATION

DENNY WAY NEIGHBORHOOD BUILDING CHARACTER



1. SCIENCE CENTER



2. HYATT PLACE



3. DENNY PARK



4. 111 WESTLAKE AVE N



5. SEATTLE TIMES



6. CISCO



7. WELLS FARGO



8. 5TH AVE AND CEDAR ST



9. SPIRE SEATTLE CONDOS



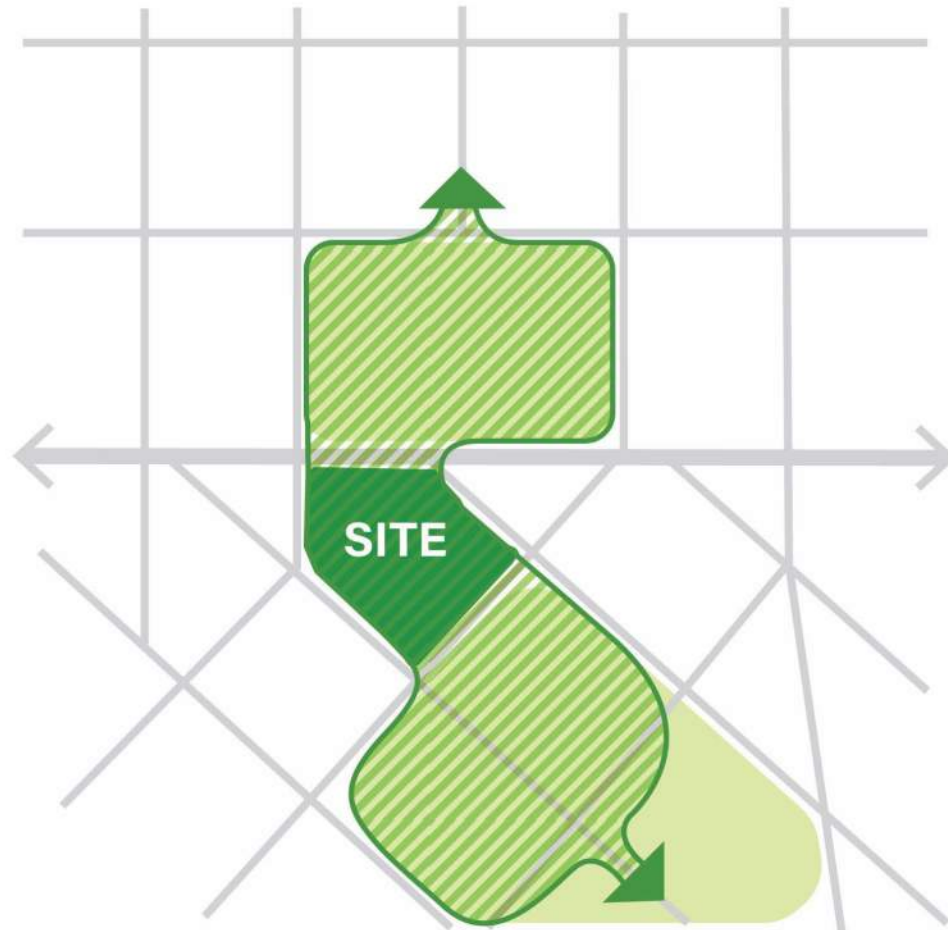
10. ENSO CONOMINIUMS



11. WHOLE FOODS



## I. Connect Green Space



## 2. Diversify Open Space



### 3. Create Mid-block Porosity





GREEN CONNECTION



CONNECTION & GATEWAY

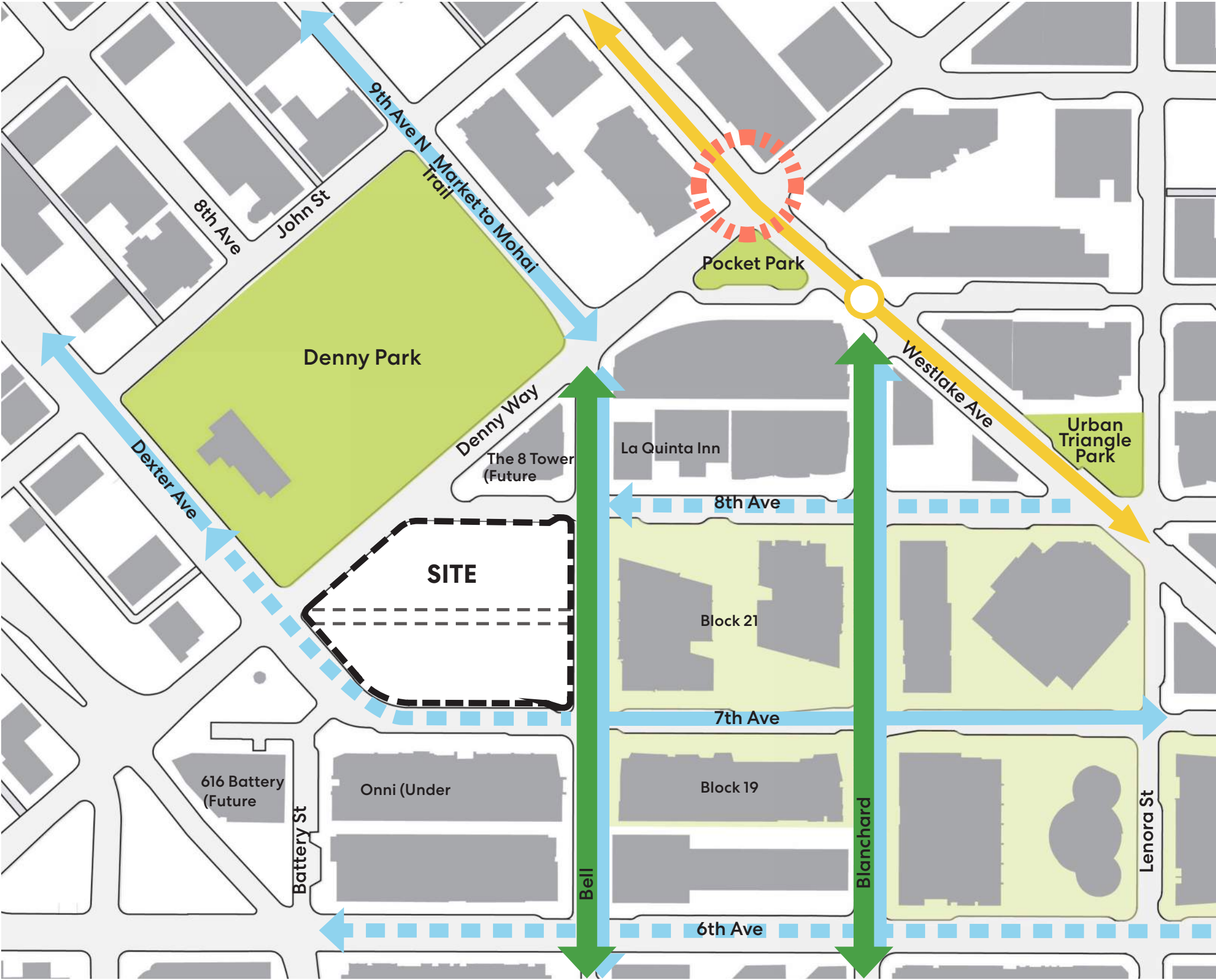
Located at the nexus point between downtown and South Lake Union on the corner of Dexter and Denny this new project signals a landscaped connection point and gateway to downtown. Influenced by the site history, the surrounding developments and a vision for a biophilic laboratory project this project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

GATEWAY TO DOWNTOWN





1.0 | PROJECT INFORMATION  
NEIGHBORHOOD CONTEXT



**LEGEND**

- Existing Alley
- Parks / Neighborhood Open Space
- Green Street
- Existing Protected Bike Lanes
- Existing Painted Bike Lanes
- Street Car Route And Stop
- Potential Sound Transit Link Extension

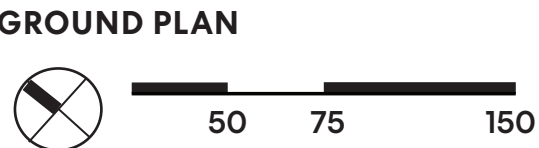


1.0 | PROJECT INFORMATION

NEIGHBORHOOD CONTEXT - EXISTING CONDITIONS

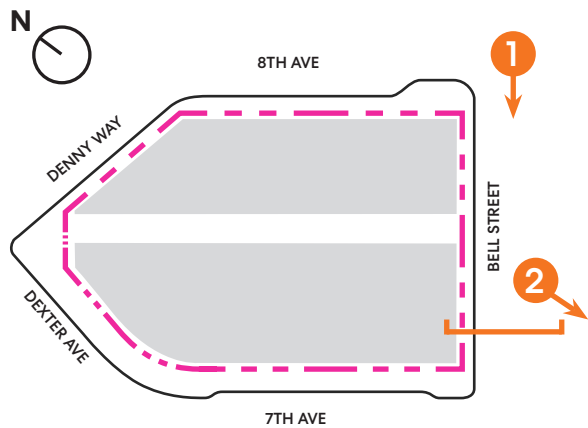
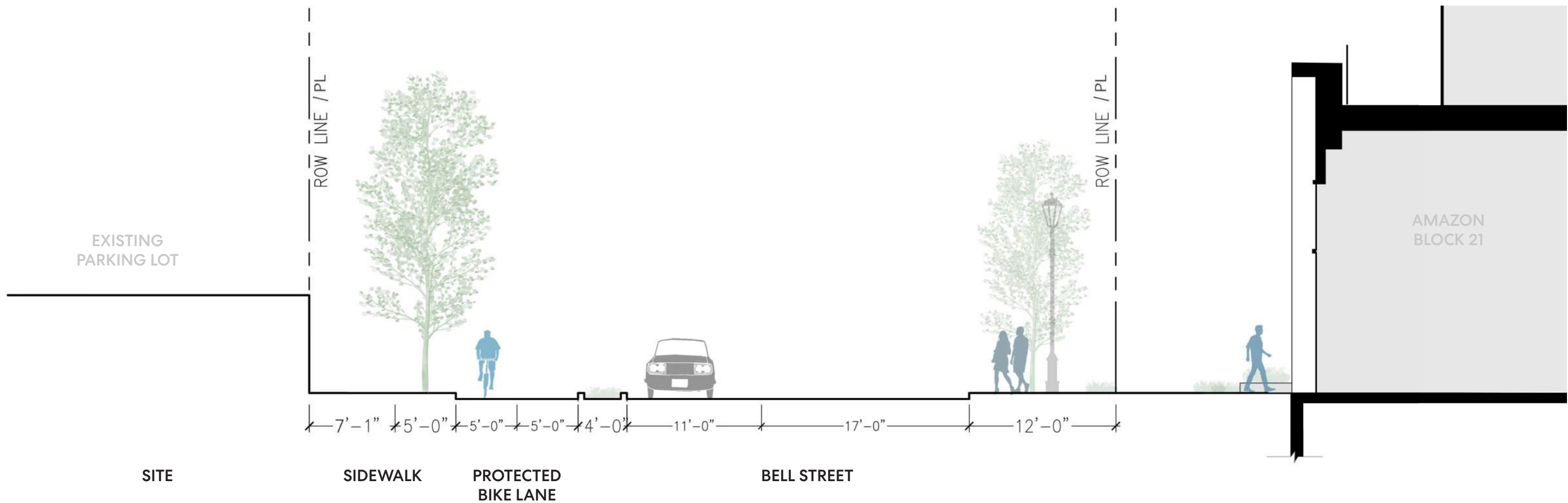


- PROPOSED DEVELOPMENT
- SITE BOUNDARY
- EXISTING PAINTED BIKE LANE
- PROTECTED BIKE LANE
- EXISTING GREEN STREET





1.0 | PROJECT INFORMATION  
BELL STREET - EXISTING CONDITION



1 BELL ST. LOOKING WEST



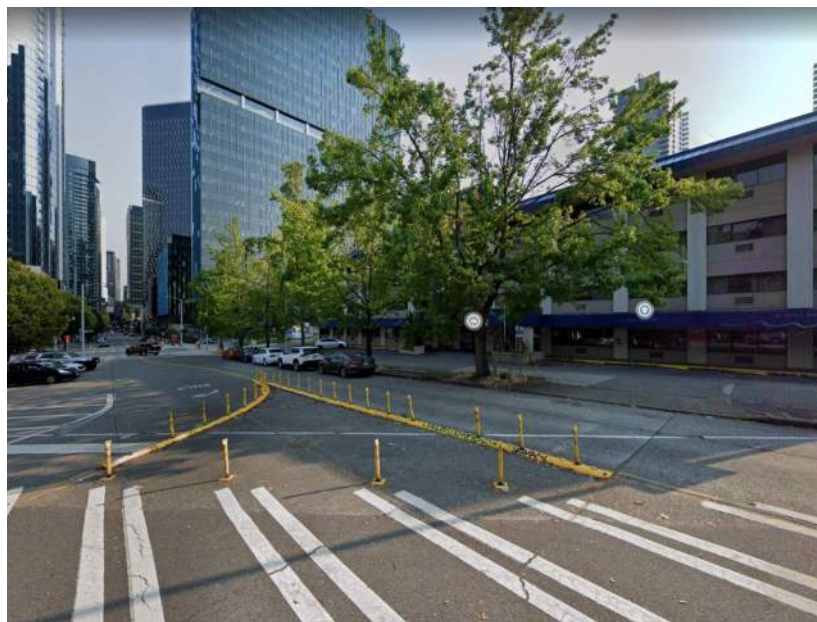
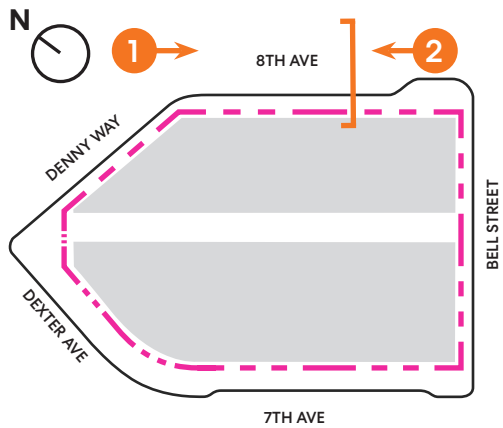
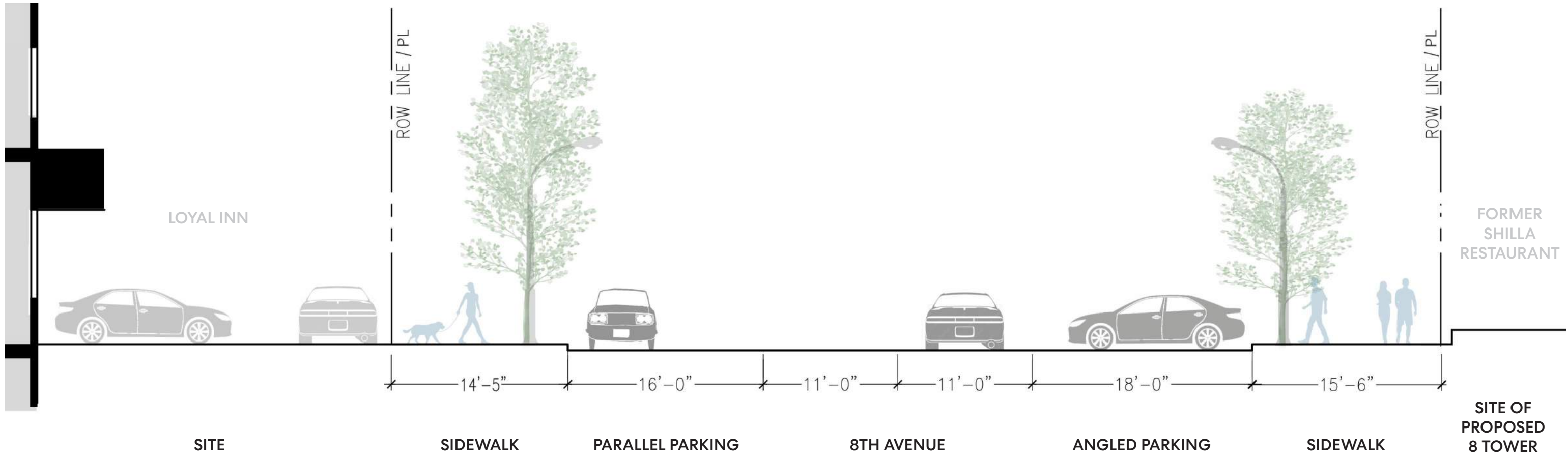
2 BLOCK 21 RETAIL FRONTING BELL



AMAZON BLOCK 21 AT BELL AND 8TH



1.0 | PROJECT INFORMATION  
8TH AVENUE - EXISTING CONDITION



1 8TH AVENUE LOOKING SOUTHEAST



2 LOOKING NORTH ON 8TH AVENUE

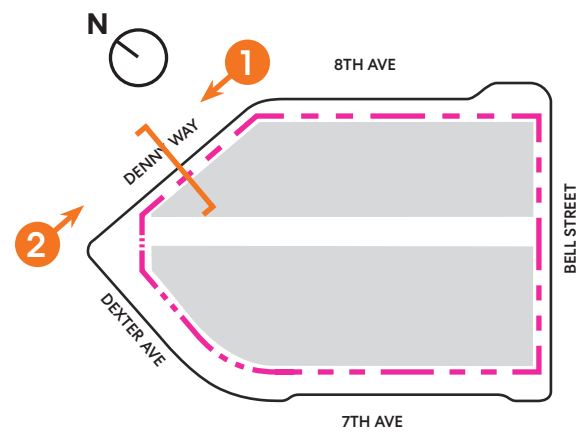
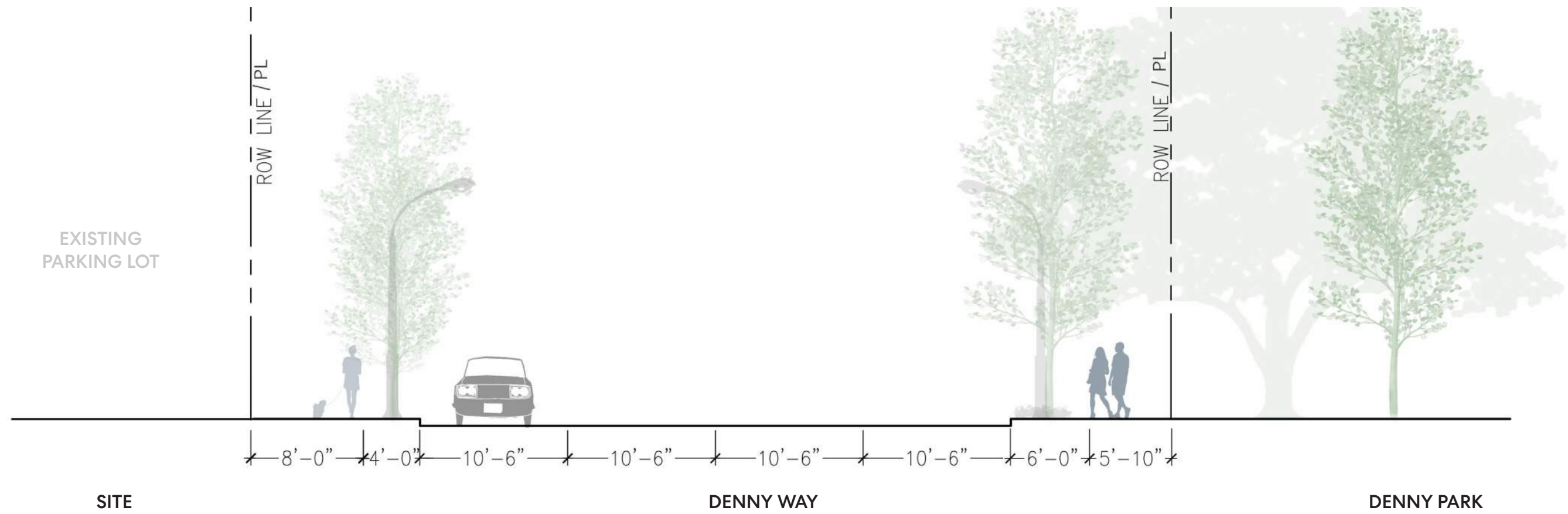


PROPOSED 8 TOWER FRONTAGE ON 8TH AVE



1.0 | PROJECT INFORMATION

DENNY WAY - EXISTING CONDITION



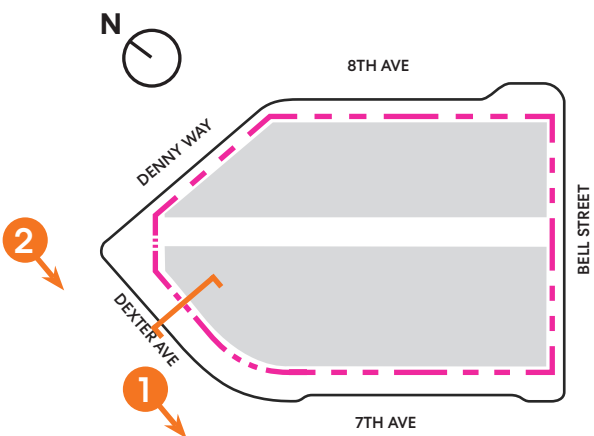
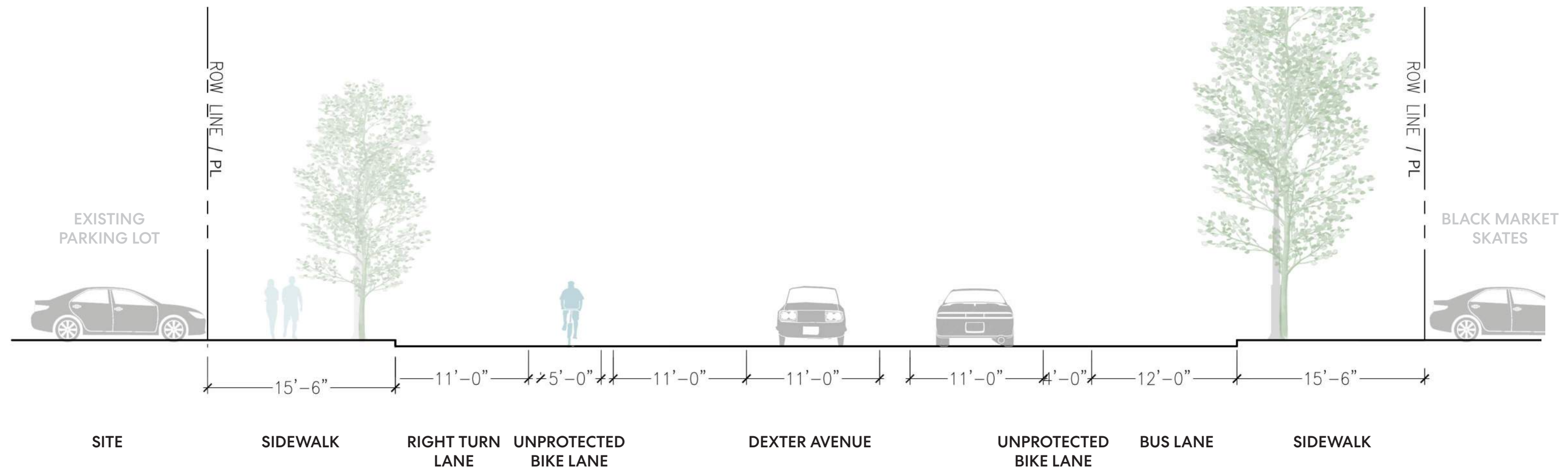
1 DENNY WAY AND 8TH AVENUE



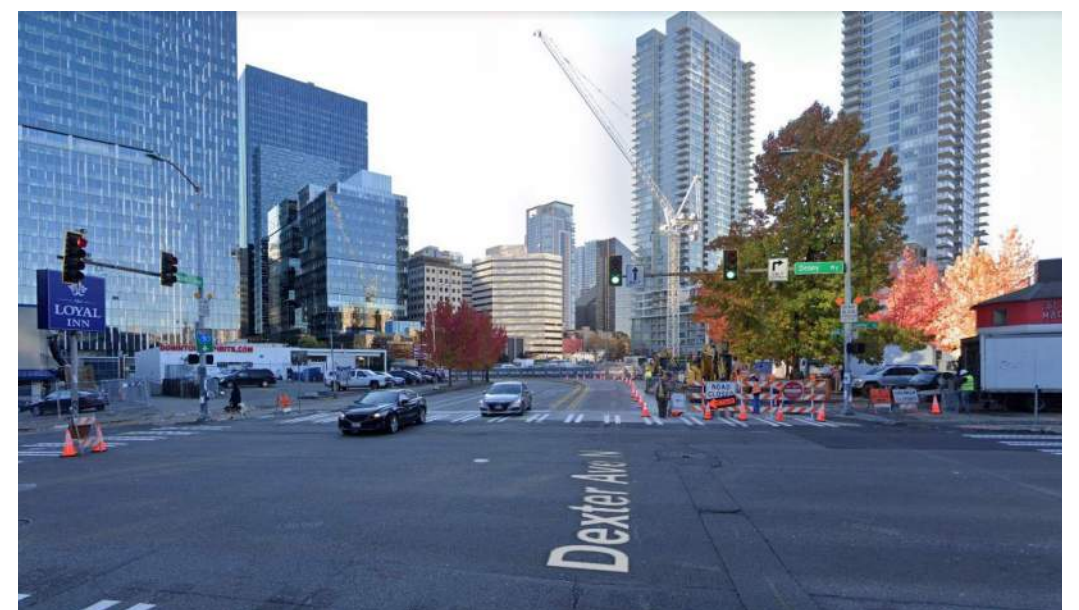
2 DENNY WAY AND 7TH AVENUE



1.0 | PROJECT INFORMATION  
DEXTER AVENUE - EXISTING CONDITION



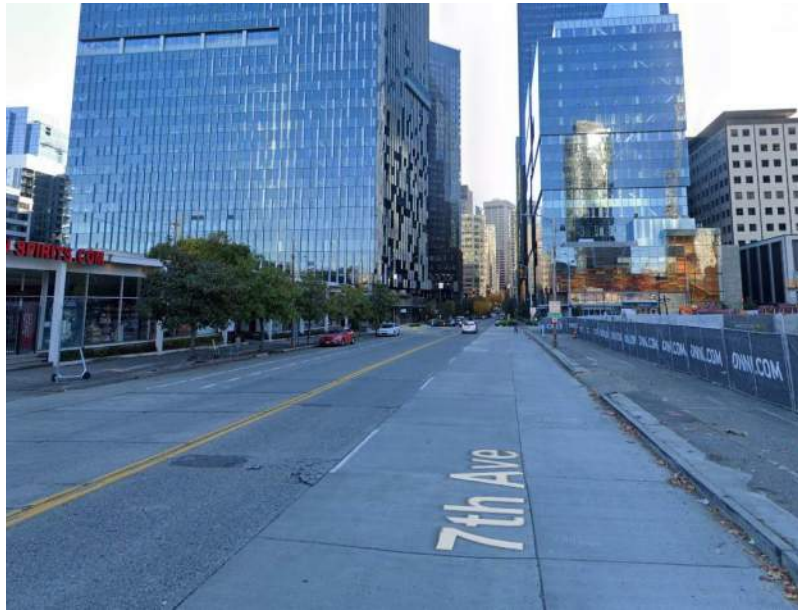
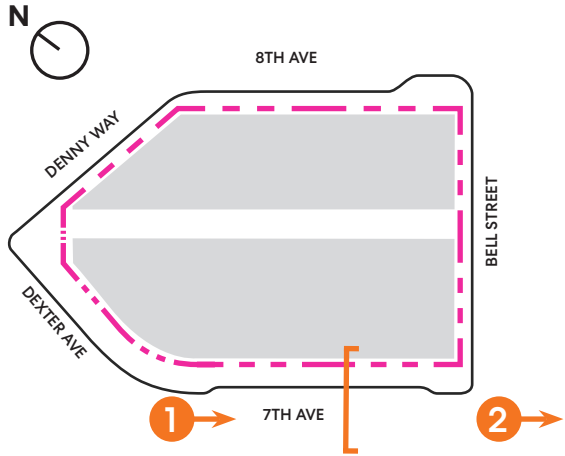
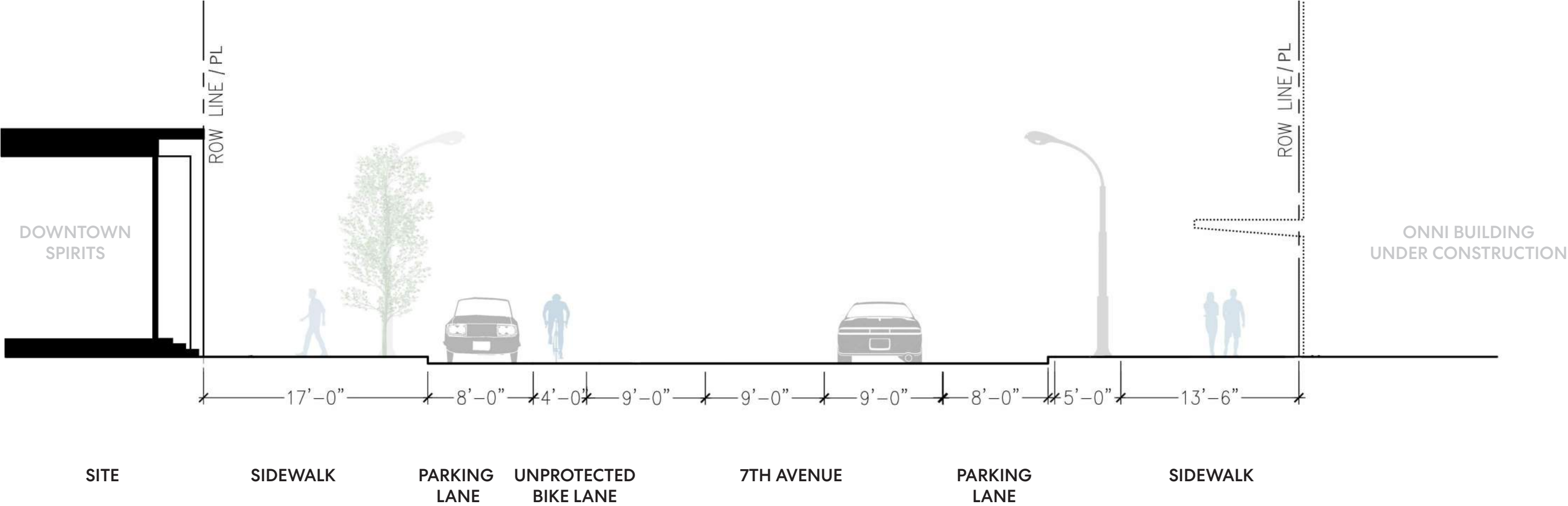
1 DEXTER AVE LOOKING SOUTH



2 DEXTER AVE AND DENNY WAY



1.0 | PROJECT INFORMATION  
7TH AVENUE - EXISTING CONDITION



1 7TH AVE LOOKING SOUTH



2 7TH AVE STREETSCAPE SOUTH OF SITE

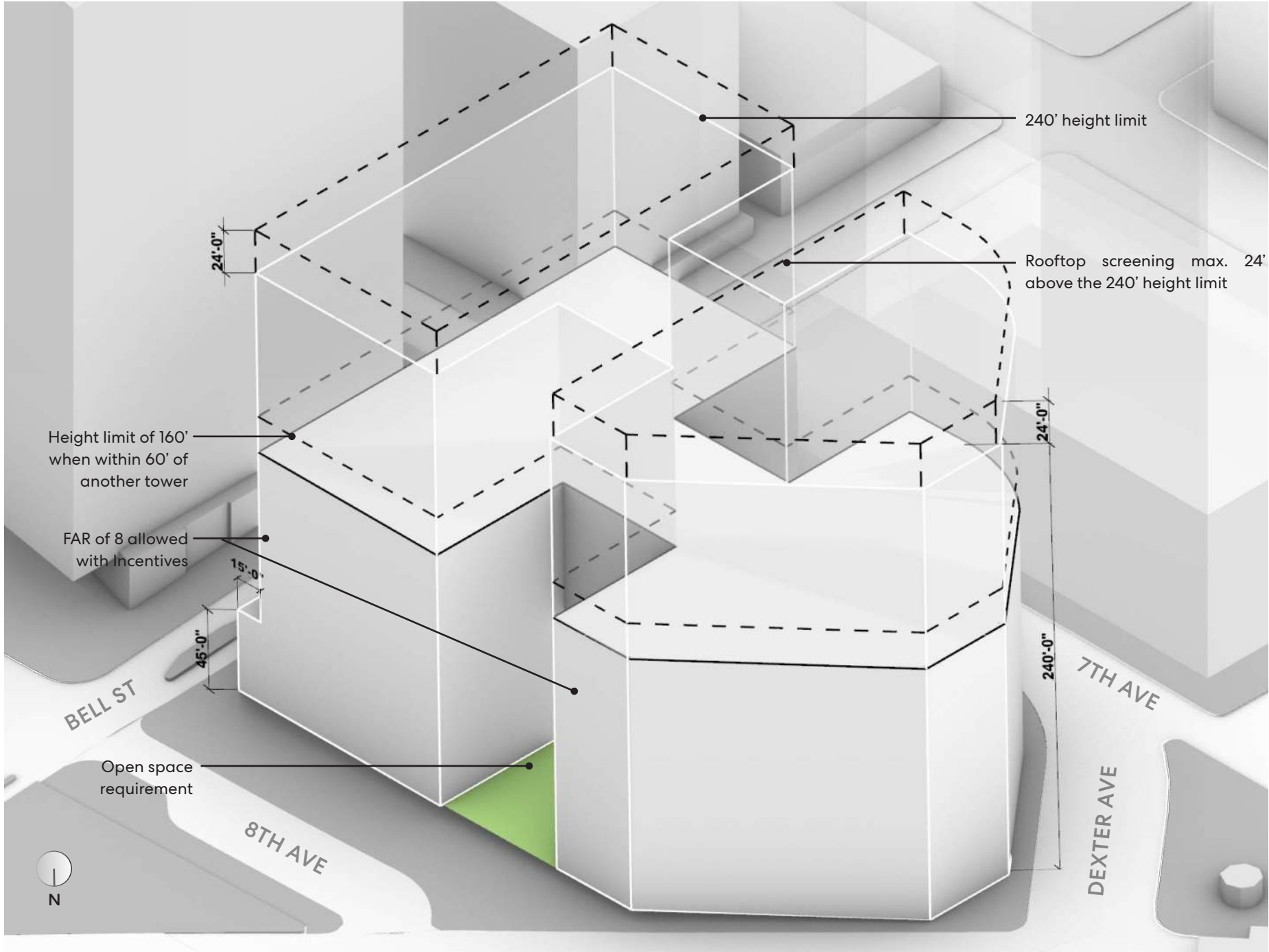


FUTURE ONNI BLOCK V STREETSCAPE

# 02 ZONING ANALYSIS

2.0 | ZONING ANALYSIS

ZONING DIAGRAM



Departures for this project include:

- Allow for reduction of required modulation depth along Dexter Ave for section of north tower above 160'
- Allow for setback departures
  - Exceed maximum area of setback limitations along Dexter Ave and Bell St.
  - Exceed 10' setback at intersection of Dexter Ave and Denny Way and Bell St.
- Allow for blank facade along Bell St. in excess of 15'
- Allow for rooftop mechanical equipment in excess of 50% of roof area
- Allow for (2) curb cuts along 8th Ave for access to the parking garage and the loading dock

SMC 23.49.008 Structure Height

In the DMC 240/290-440, zone structures that do not exceed 240 feet in height are permitted an FAR of 8 for non-residential uses.

Mechanical equipment can extend up to 15' above the applicable height limit as long as all rooftop features do not exceed 35% of the roof area

Rooftop screening above the 240' height limit is allowed up to 10% of the applicable height limit (24'). Ap-proved screening may allow roof top coverage to exceed 35%.

SMC 23.49.011 - Floor area ratio (FAR) in DMC zones

Base FAR of 5; Max FAR of 8

SMC 23.49.016 Open Space Requirements

20sf per 1,000sf of office space when office space exceeds 85,000sf.

Private Open Space is not eligible for bonuses. Private Open Space shall be open to the sky and shall be consistent with the general conditions related to landscaping; seating and furnishings contained in the Downtown Amenity Standards.

On-site Public Open Space shall be eligible for amenity feature bonuses provided the open space is open to the public without charge and meet the Downtown Amenity Standards for Parcel Parks, Green Street Setbacks and Green Street Improvements.

SMC 23.49.056 Street Facade Requirements

Minimum facade height on Denny Way, Dexter Ave, 7th Ave and 8th Ave = 15' Minimum facade height on Bell St. = 25'

Maximum area of setback shall not exceed a factor of 10 multiplied by the width of the street frontage.

If setback is greater than 15' then shall not exceed 80' of length or 30% of the lot frontage whichever is less.

Maximum setback at intersections is 10'.

50% minimum facade transparency required at Bell St. 30% minimum at all other facades.

Blank facades on Bell St. shall be no more than 15' wide except segments with garage doors may exceed a width of 15' and may be as wide as the driveway plus 5'. Blank facade segments but be separate by a minimum of 2' of transparent facade.

Blank facades on all other streets shall be no more than 30' wide except segments with garage doors may exceed a width of 30' and may be as wide as the driveway plus 5'. Blank facade segments but be separate by a minimum of 2' of transparent facade.

SMC 23.49.058 - DMC Upper Level Development Standards

Facade modulation is required at a height 85' above the sidewalk for any portion of a structure within 15' of a street lot line. No modulation required for portions of a facade set back 15' from a lot line.

Maximum length of unmodulated facade within 15' of a property line between 85 and 160' above the sidewalk is 155'. Between 160' and 240' the maximum length of unmodulated facade is 125'.

Any portion exceeding the maximum length shall be setback a minimum of 15' for a minimum distance of 60' before any other portion may be within 15' of the property line.

If any tower exceeds 160' all portions of the tower above 125' must be separated from any other tower that is above 160' for a minimum of 60'.

On designated green streets a continuous upper-level setback of 15' measured from the property line is required for portions of the structure above a height of 45'.



2.0 | ZONING ANALYSIS

EDG DESIGN GUIDELINES

<p>Design Review Guidelines</p> <p><b>A-2 ENHANCE THE SKYLINE</b></p> <p>Design the upper portion of the building to promote visual interest and variety in the downtown skyline.</p>	<p>Design Review Guidelines</p> <p><b>B-1 RESPOND TO NEIGHBORHOOD CONTEXT</b></p> <p>Develop an architectural concept and compose the major building to reinforce desirable urban features existing in the surrounding neighborhood.</p>	<p>Design Review Guidelines</p> <p><b>B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING</b></p> <p>Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.</p>	<p>Design Review Guidelines</p> <p><b>D-1 PROVIDE INVITING AND USEABLE OPEN SPACE</b></p> <p>Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.</p>	<p>Design Review Guidelines</p> <p><b>D-2 ENHANCE THE BUILDING WITH LANDSCAPING</b></p> <p>Enhance the building and site with substantial landscaping- which includes special pavements, trellises, screen walls, planters and site furniture, as well as living material.</p>	<p>Design Review Guidelines</p> <p><b>D-3 PROVIDE ELEMENTS THAT DEFINE THE SPACE</b></p> <p>Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.</p>
<p><b>Responding to the larger context</b></p> <p>A sculpted top can lend distinctive identity to the building while helping to orient people as they approach and go places downtown.</p>	<p><b>Relating to the neighborhood</b></p> <p>Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond.</p>	<p><b>Exhibit a coherent architectural concept</b></p> <p>Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while downtown.</p>	<p><b>Public Amenities</b></p> <p>New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment.</p>	<p><b>Enhancing the streetscape and open space</b></p> <p>Landscape enhancements of the site may include some of the features listed below:</p> <p>b. include a special feature such as a courtyard, fountain or pool;</p> <p>c. incorporate a planter guard or low planter wall as part of the architecture;</p> <p>d. distinctively landscape the open areas created by building modulation;</p> <p>e. soften the building by screening blank walls, terracing retaining walls, etc.</p> <p>Reinforce the desirable pattern of landscaping found on adjacent block faces</p>	<p><b>Sense of place</b></p> <p>Distinctive landscaping, street furniture, and special attractions can help establish a special identity for the building and providing orientation and comfort to those using it.</p> <p>Incorporate one or more of the following as appropriate:</p> <p>a. public art;</p> <p>b. street furniture</p> <p>c. distinctive landscaping such as specimen trees and water features;</p> <p>f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause and wait.</p>

# 03 PROJECT INSPIRATION



OPEN SPACE CONNECTIVITY



PROVIDE A WELCOMING OASIS THAT SUPPORTS REJUVENATION AND CONNECTIONS. USE THIS PRIME LOCATION ADJACENT TO DENNY PARK TO CONNECTS PEOPLE, NEIGHBORHOODS AND CREATE LINKS WITH SURROUNDING GREEN SPACES.

ACTIVATE AND ENERGIZE



CREATE AN ENDURING PLACE THAT SUPPORTS PEDESTRIAN LIFE AND ACTIVITY. SOFTEN THE EDGES ALONG BUSY ARTERIALS TO PROVIDE SPACES FOR PEOPLE AND STREET LIFE. ACKNOWLEDGE THE PIVOTAL LOCATION WITH A THOUGHTFUL DESIGN.

OUTSTANDING LABS AND TENANT AMENITIES



PROVIDE A UNIQUE BIOPHILIC DESIGN APPROACH TO THE SITE, INTERIOR AMENITIES AND LAB SPACES THAT HAVE A STRONG RELATIONSHIP WITH DENNY PARK AND THE SURROUNDING NEIGHBORHOOD GREEN SPACES.



3.0 | PROJECT INSPIRATION  
NEIGHBORHOOD INSPIRATION



URBAN ARBORETUM



STREET LEVEL INTERACTION



DENNY PARK



EXTERIOR ELEMENTS & FINISHES



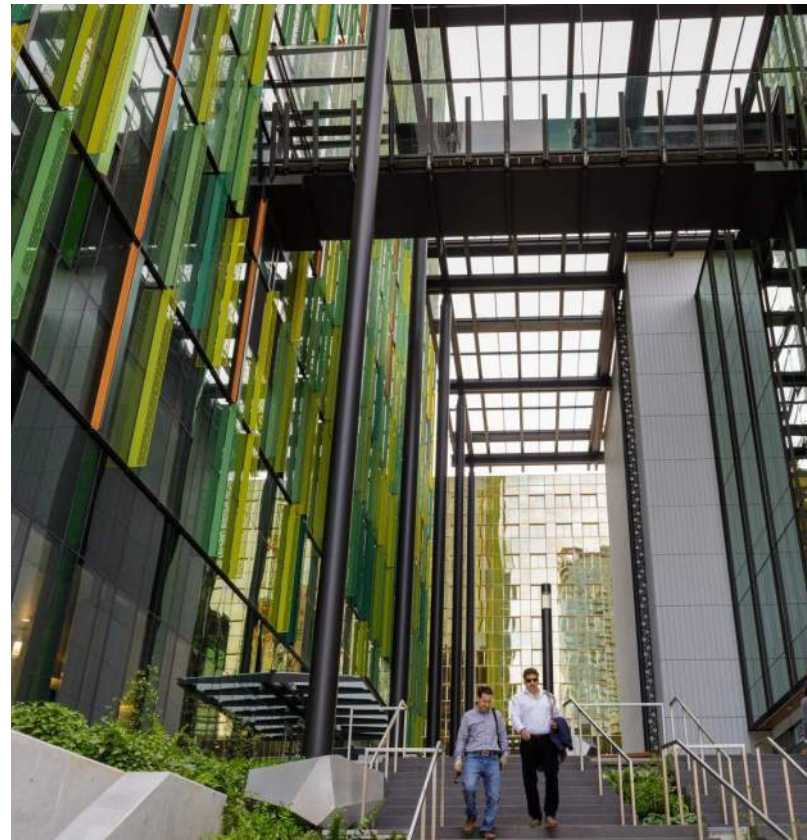
PUBLIC ART AND PLAZAS



URBAN PATTERN & FORM



3.0 | PROJECT INSPIRATION  
BIOPHILIA | DOWNTOWN GATEWAY



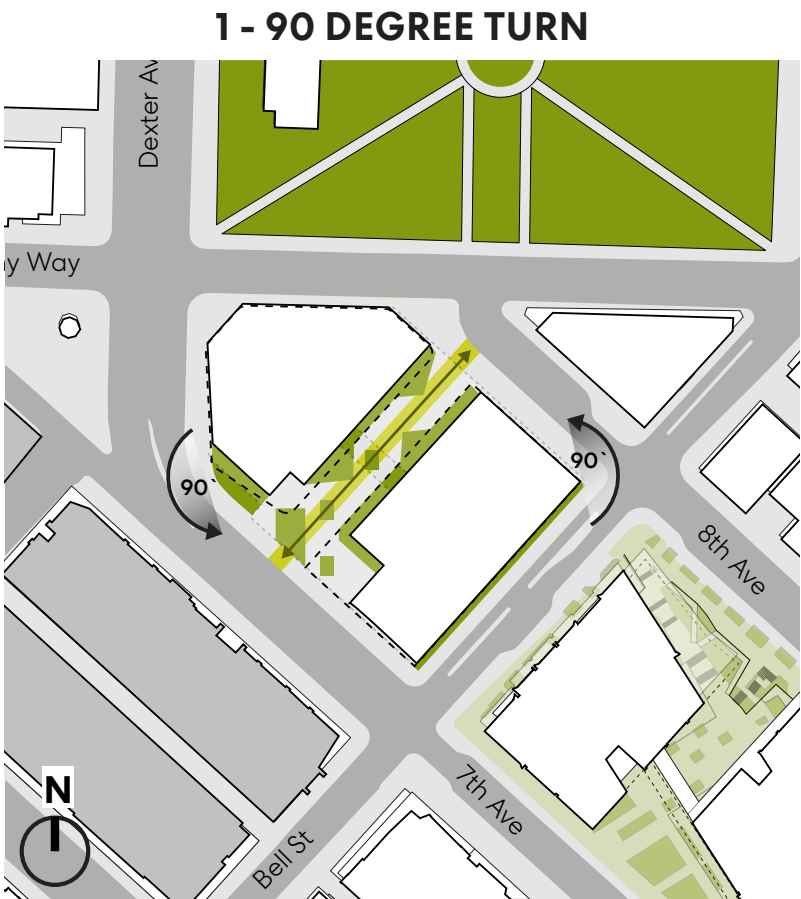
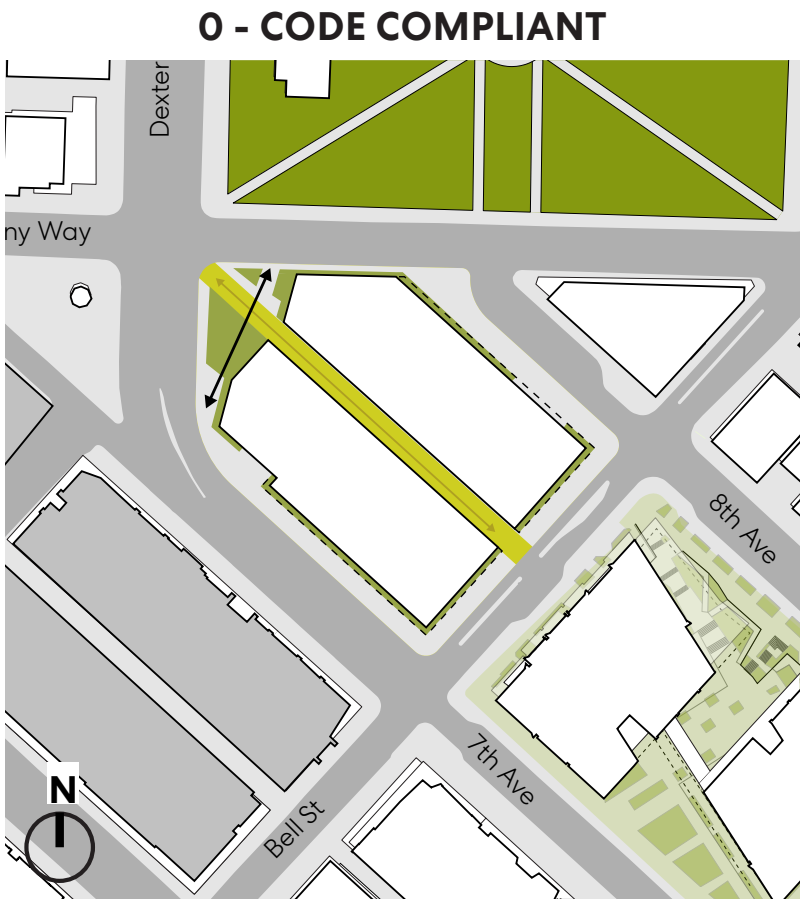


# 04 MASSING CONCEPTS



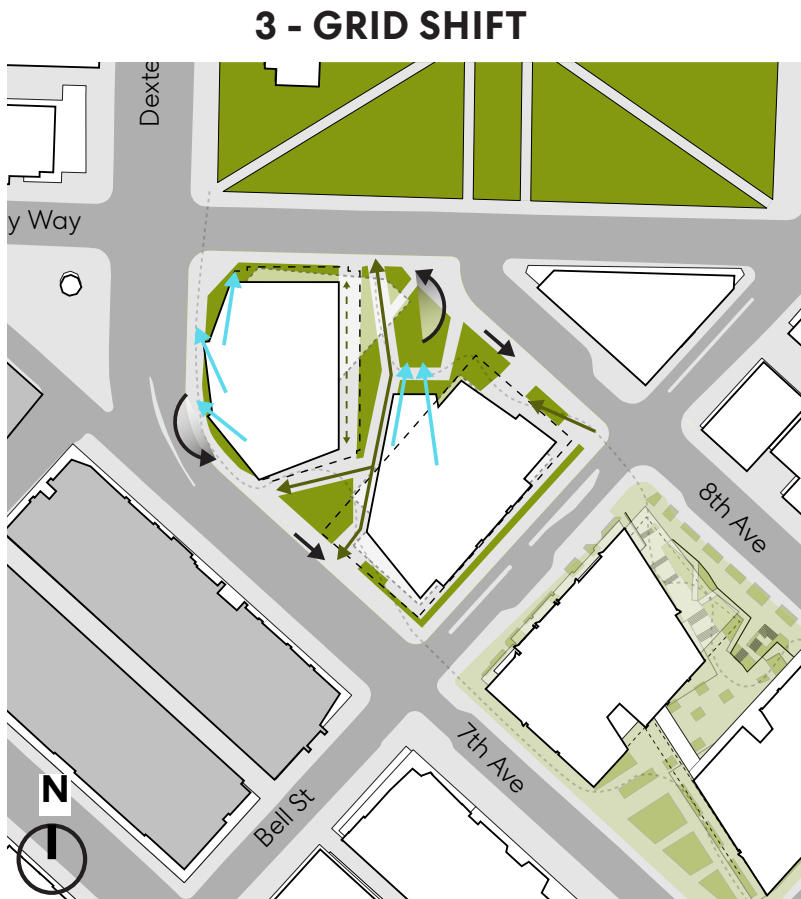
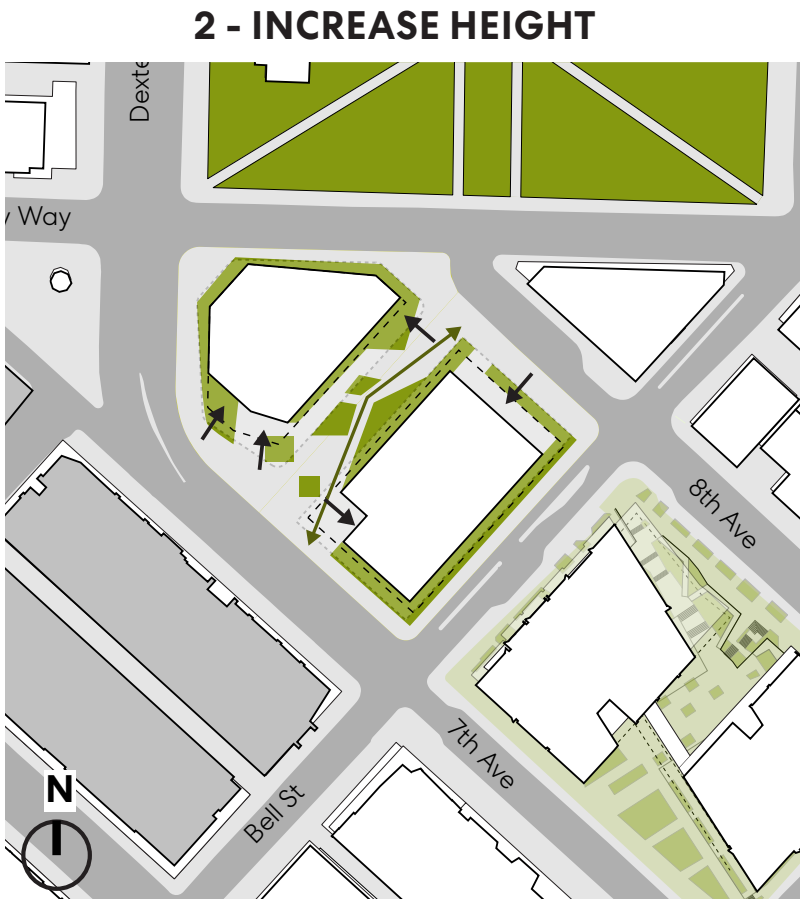
4.0 | MASSING CONCEPTS  
URBAN GRID DIAGRAMS

- Existing alley ‘orphaned’
- Maintain loading off alley
- Building footprints parallel with property to the west



- Eliminate alley
- Rotate buildings parallel with developments to the southeast
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave

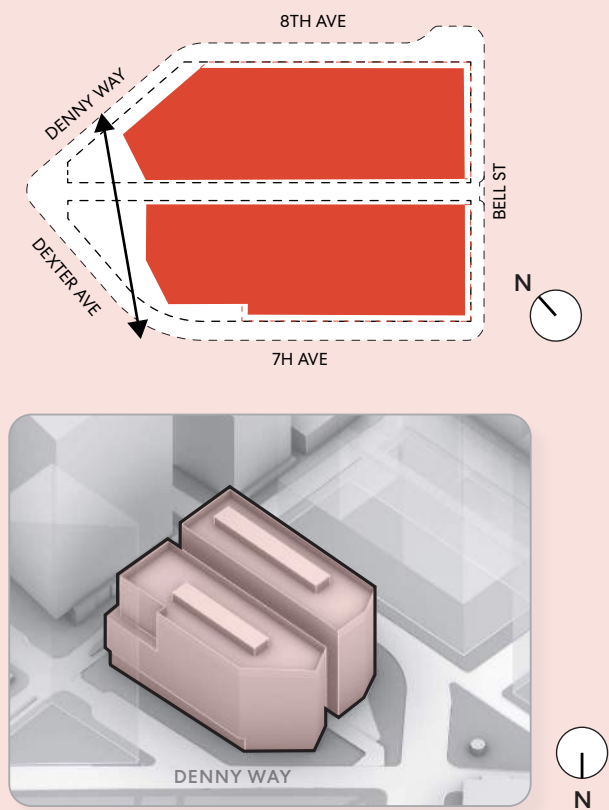
- Increase height of south tower to increase open space at grade
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave



- Make north building the taller tower to create iconic building at grid shift and establish gateway to downtown
- Rotate north building to open up towards Denny Park
- Link site plaza open spaces to language of open spaces to the south. Continue language of ‘urban arboretum’.
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave

4.0 | MASSING CONCEPTS  
BASE CASE | CODE COMPLIANT

BASE (NO ALLEY VACATION)

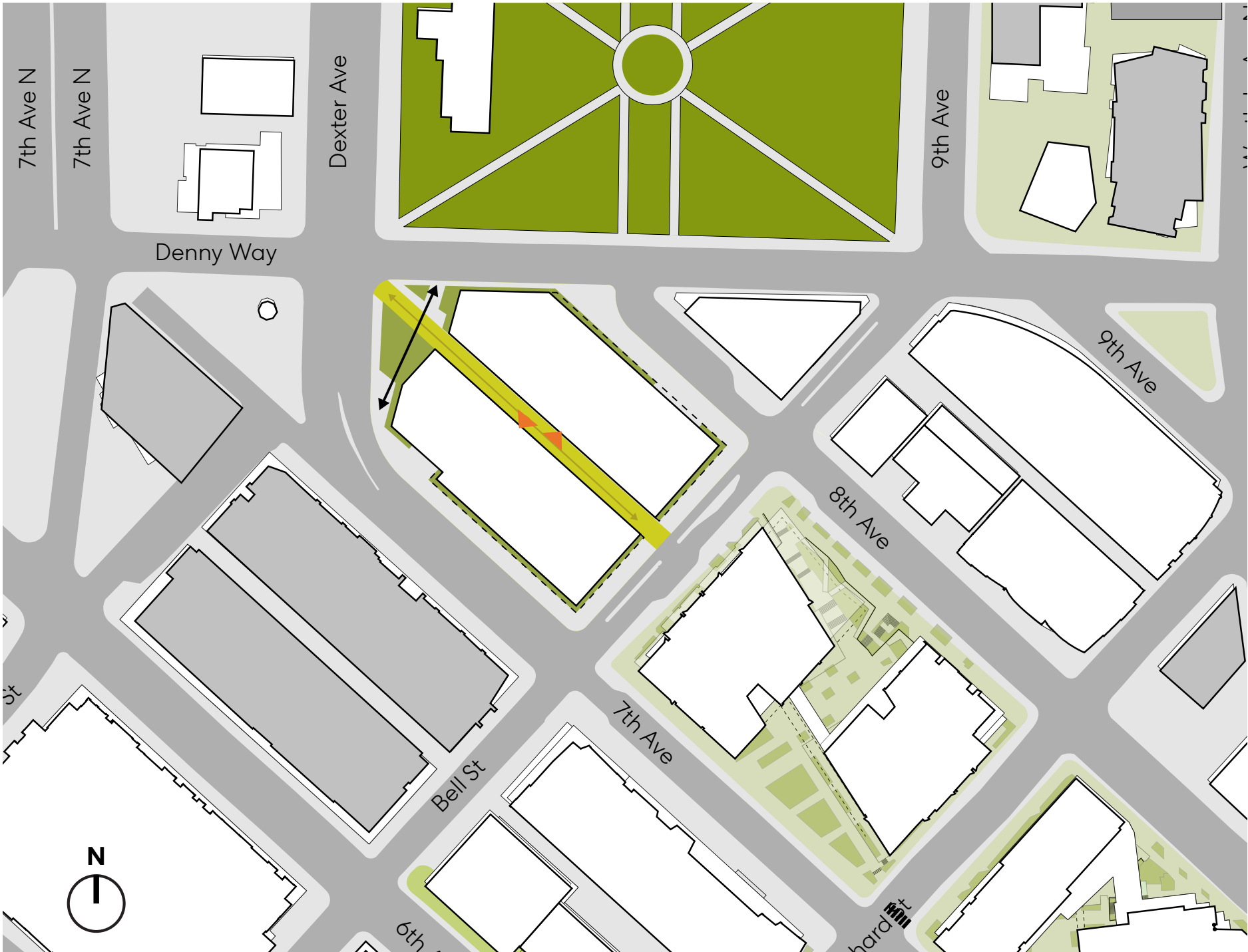


**Pros:**

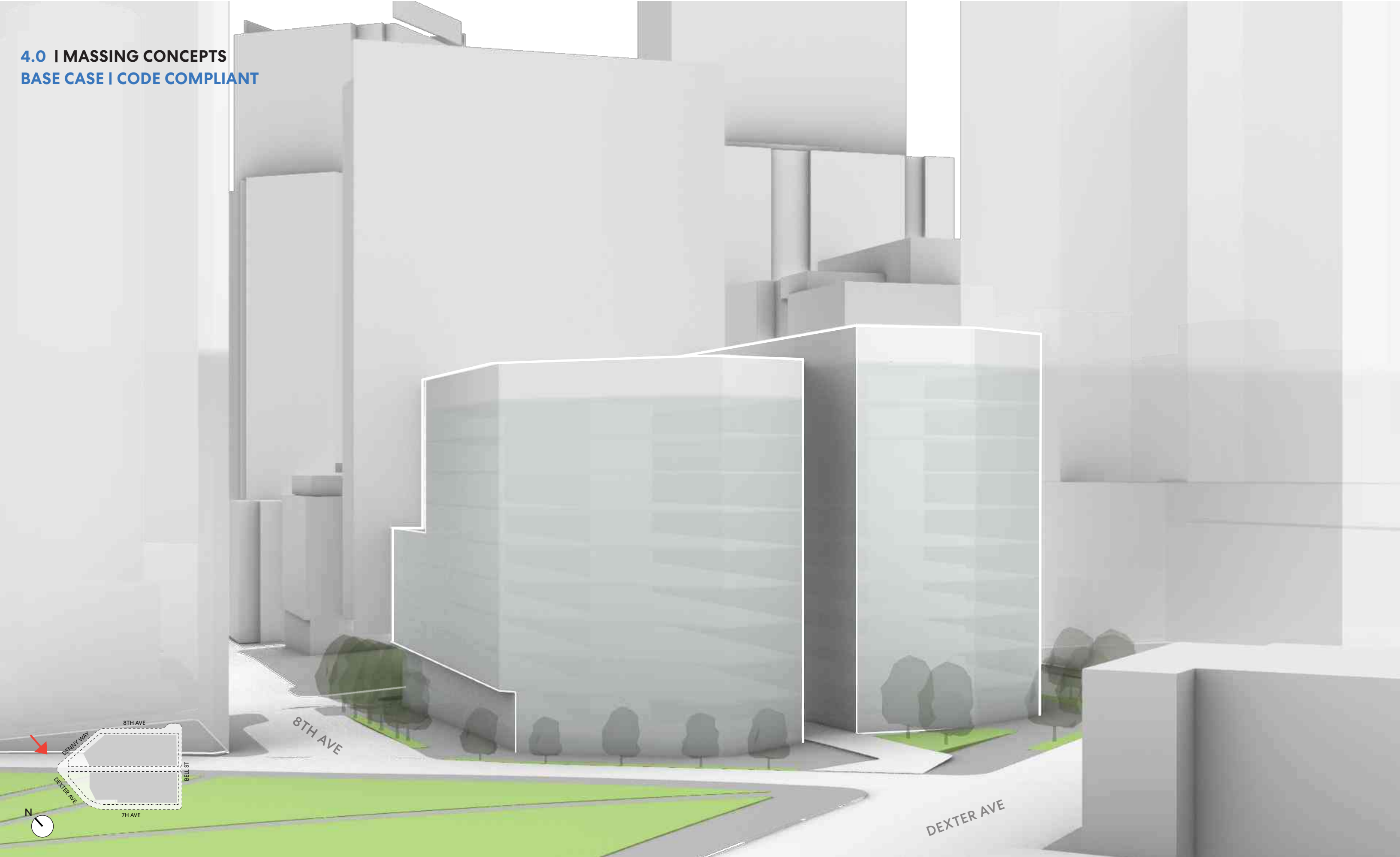
- No departures required

**Cons:**

- Existing alley is accessed off of a green street
- Existing alley exits at the corner of Dexter Ave and Denny Way
- Massing does not reflect development patterns to southeast
- Massing does not address opportunity of downtown core 'Gateway' location
- Project open space located in unuseable corners of sites along Denny Way

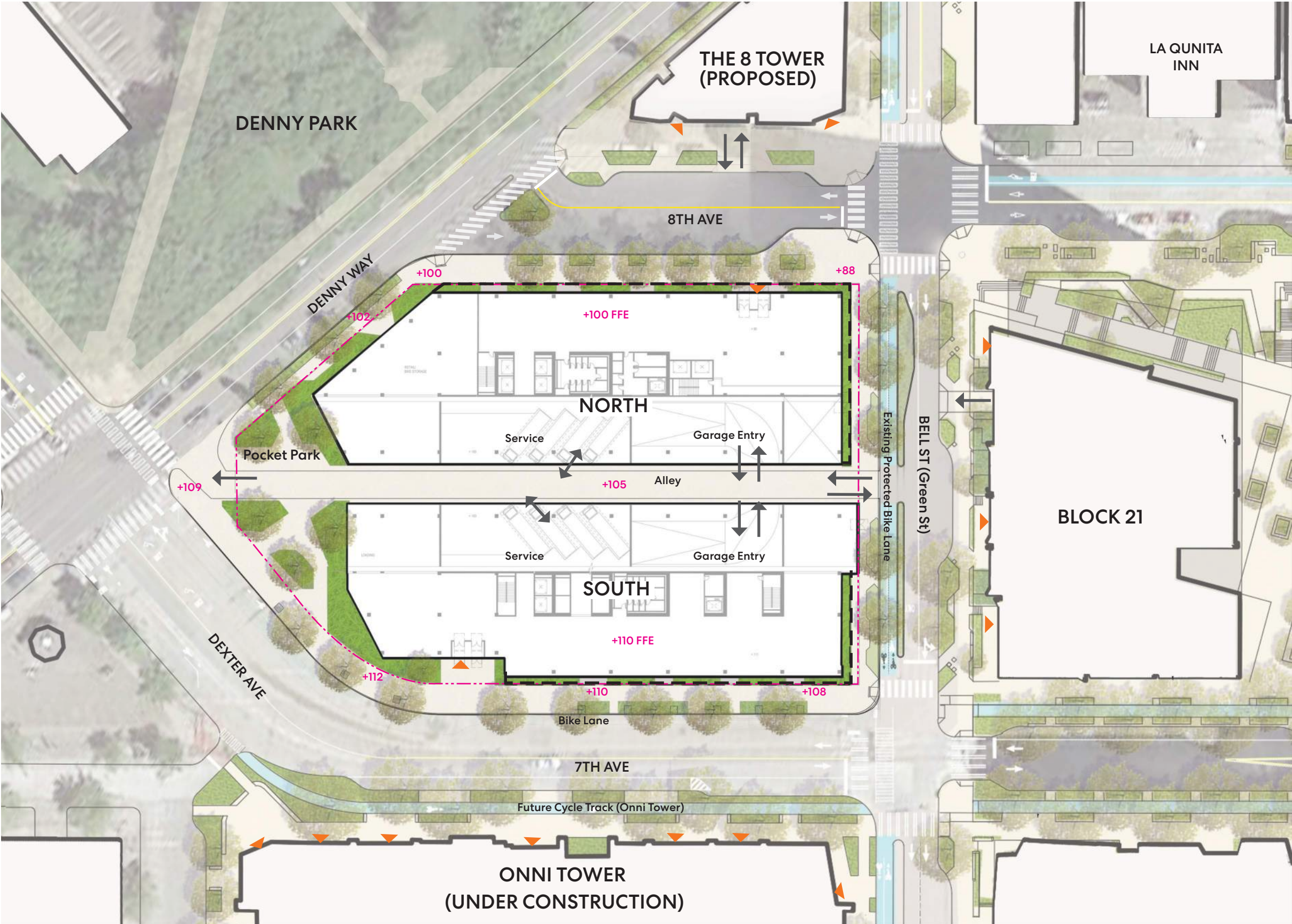


4.0 | MASSING CONCEPTS  
BASE CASE | CODE COMPLIANT





4.0 | MASSING CONCEPTS  
BASE CASE | CODE COMPLIANT



**LEGEND**

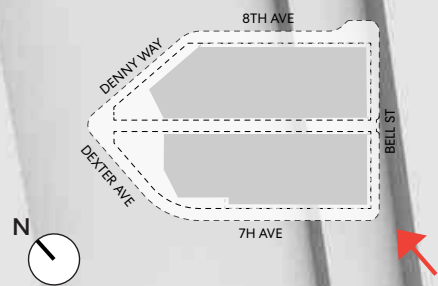
- Property Line
- Building Entry
- Vehicular Entry

**GROUND PLAN**

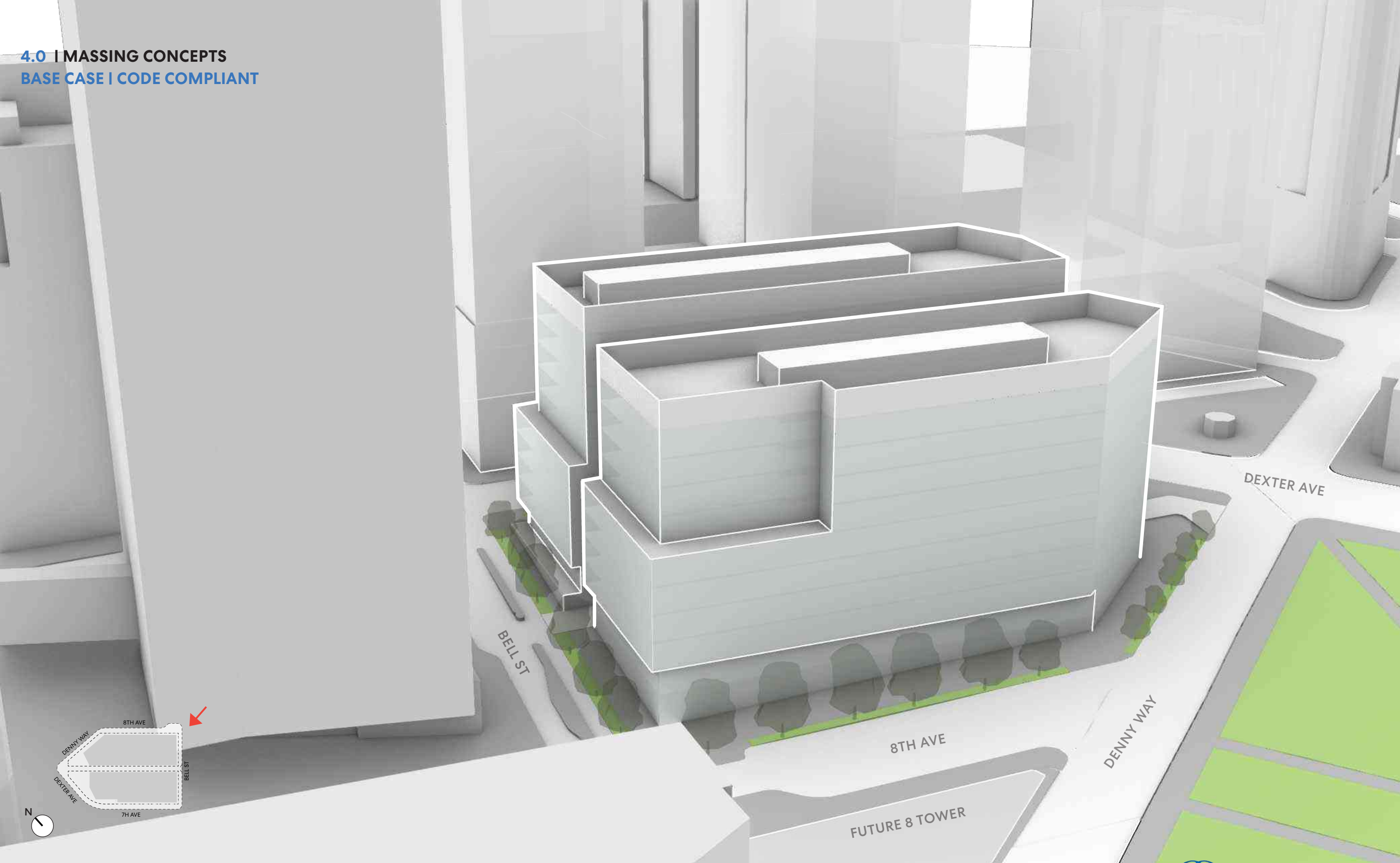
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4.0 | MASSING CONCEPTS  
BASE CASE | CODE COMPLIANT



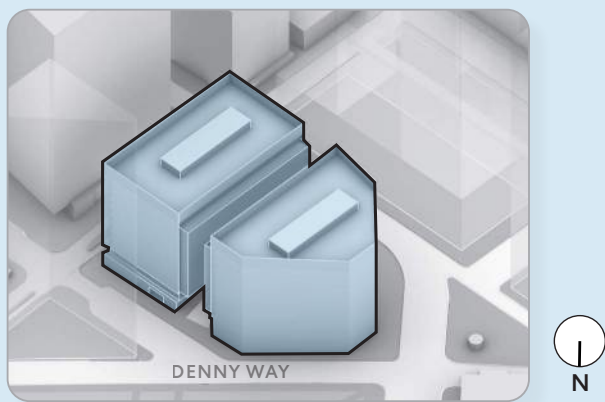
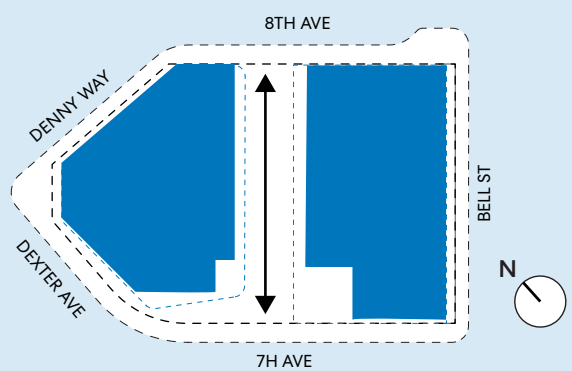
4.0 | MASSING CONCEPTS  
BASE CASE | CODE COMPLIANT





4.0 | MASSING CONCEPTS  
PLAZA ORIENTATION STUDIES

SCHEME 01



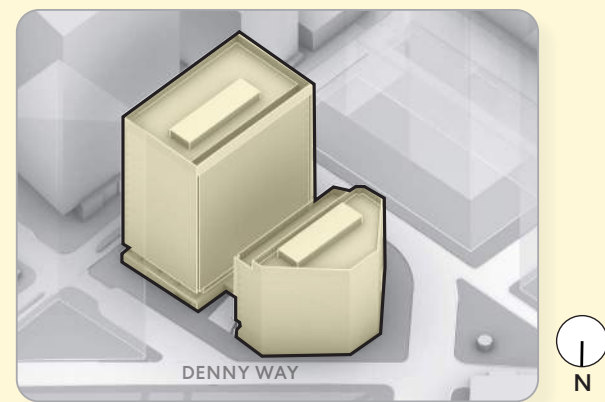
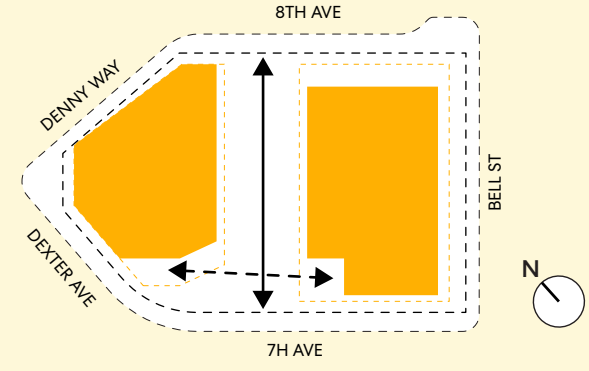
**Pros:**

- Allows for better utilization of site at corner of Denny and Dexter
- Eliminates loading and parking access from a green street
- Aligns with development pattern to south
- No departures required

**Cons:**

- Through block connection is constricted
- Minimal open space provided
- Does not account for grid shift at Denny Way
- Does not enhance the skyline
- Does not respond to neighborhood context
- Pedestrian experience is not significantly improved
- Massing does not allow for optimal light and air around buildings
- Project turns it's 'back' to Denny Park

SCHEME 02




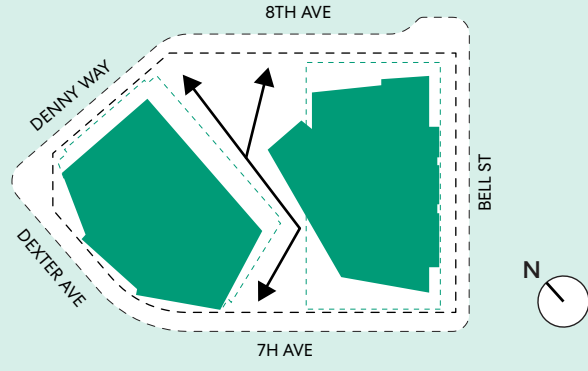
**Pros:**

- Allows for more generous through block connection with greater than required open space
- More light and air around buildings
- No departures required

**Cons:**

- Does not account for grid shift at Denny Way
- Lost opportunity for a significant building presence establishing a gateway to downtown at corner of Dexter and Denny
- Does not allow for modulation of skyline
- Project turns it's 'back' to Denny Park

SCHEME 03 (PREFERRED)



**Pros:**

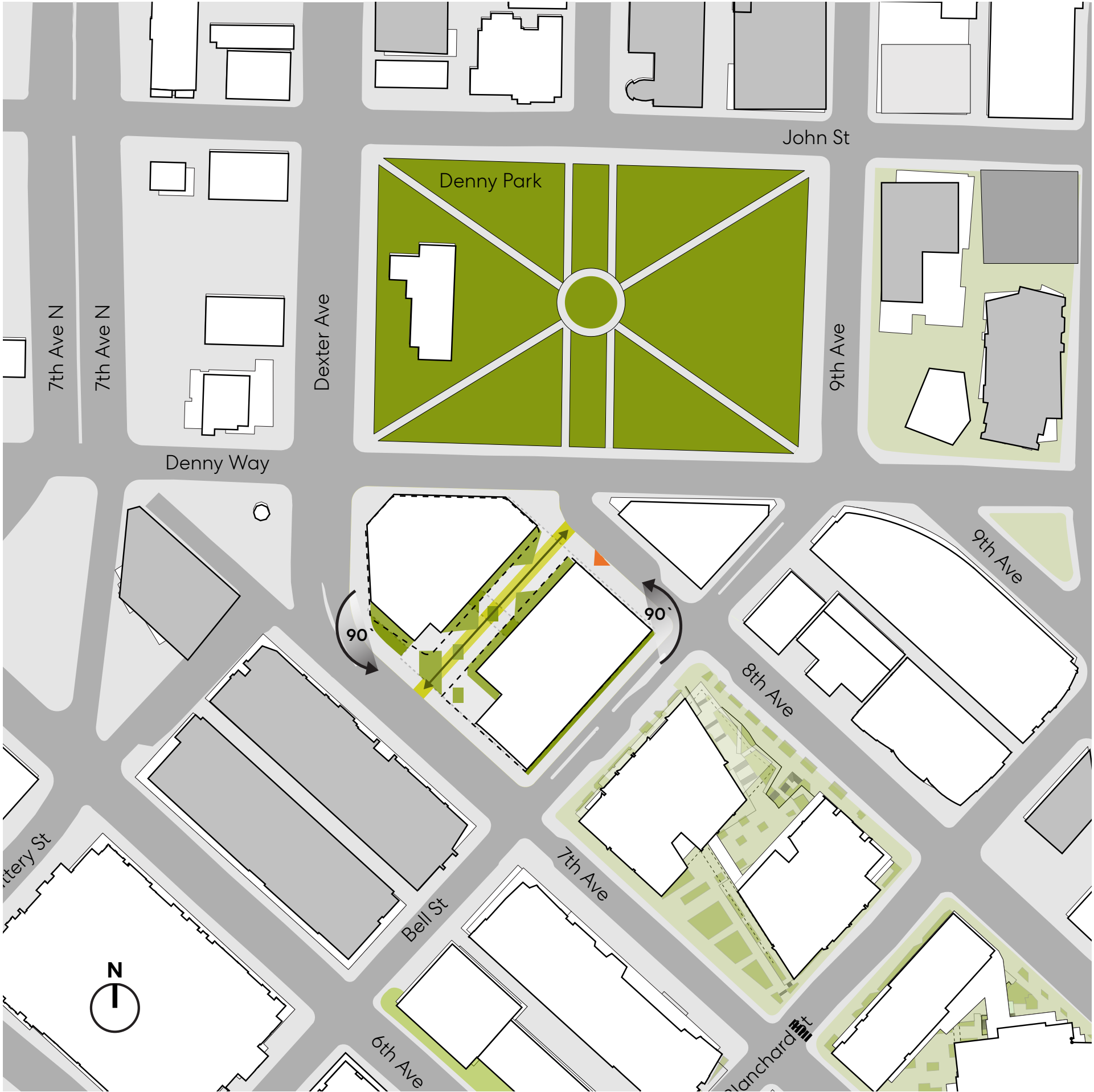
- Allows for a striking building on a significant corner marking the transition to downtown
- Opens buildings and site to Denny Park
- Creates opportunity for two unique plazas
- Maximizes open space on site
- Connects to grids at either side of Denny Way
- Establishes plazas along 7th and 8th which link 'urban arboretum' to south with Denny Park to the north
- Opens up pedestrian sight lines to Denny Park from Dexter

**Cons:**

- Departures required

4.0 | MASSING CONCEPTS  
SCHEME 01 | ROTATE

- Eliminate alley
- Rotate buildings parallel with developments to the southeast
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave
- Ground plane open space 10,350sf

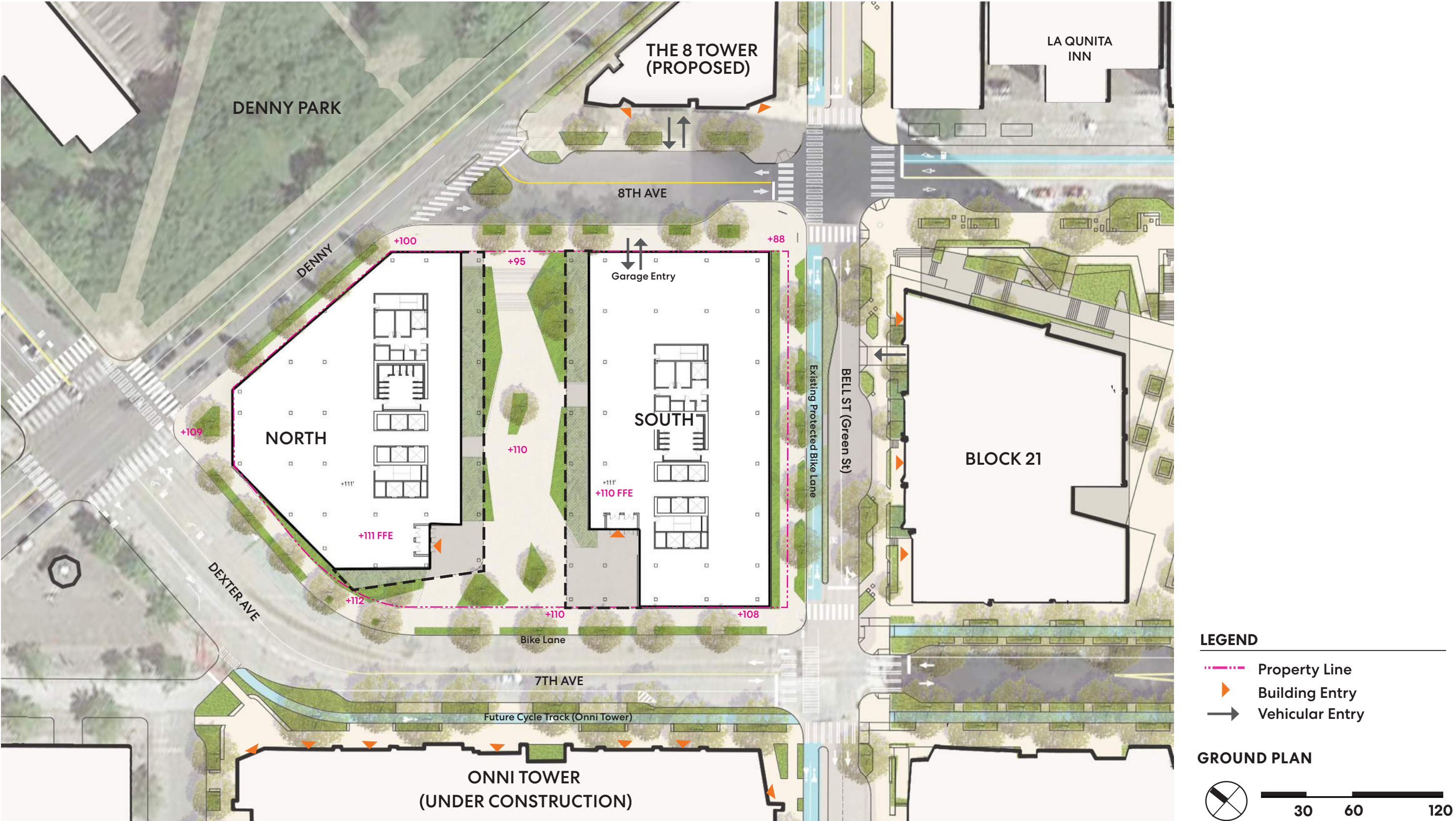


4.0 | MASSING CONCEPTS  
SCHEME 01





4.0 | MASSING CONCEPTS  
SCHEME 01





4.0 | MASSING CONCEPTS  
SCHEME 01



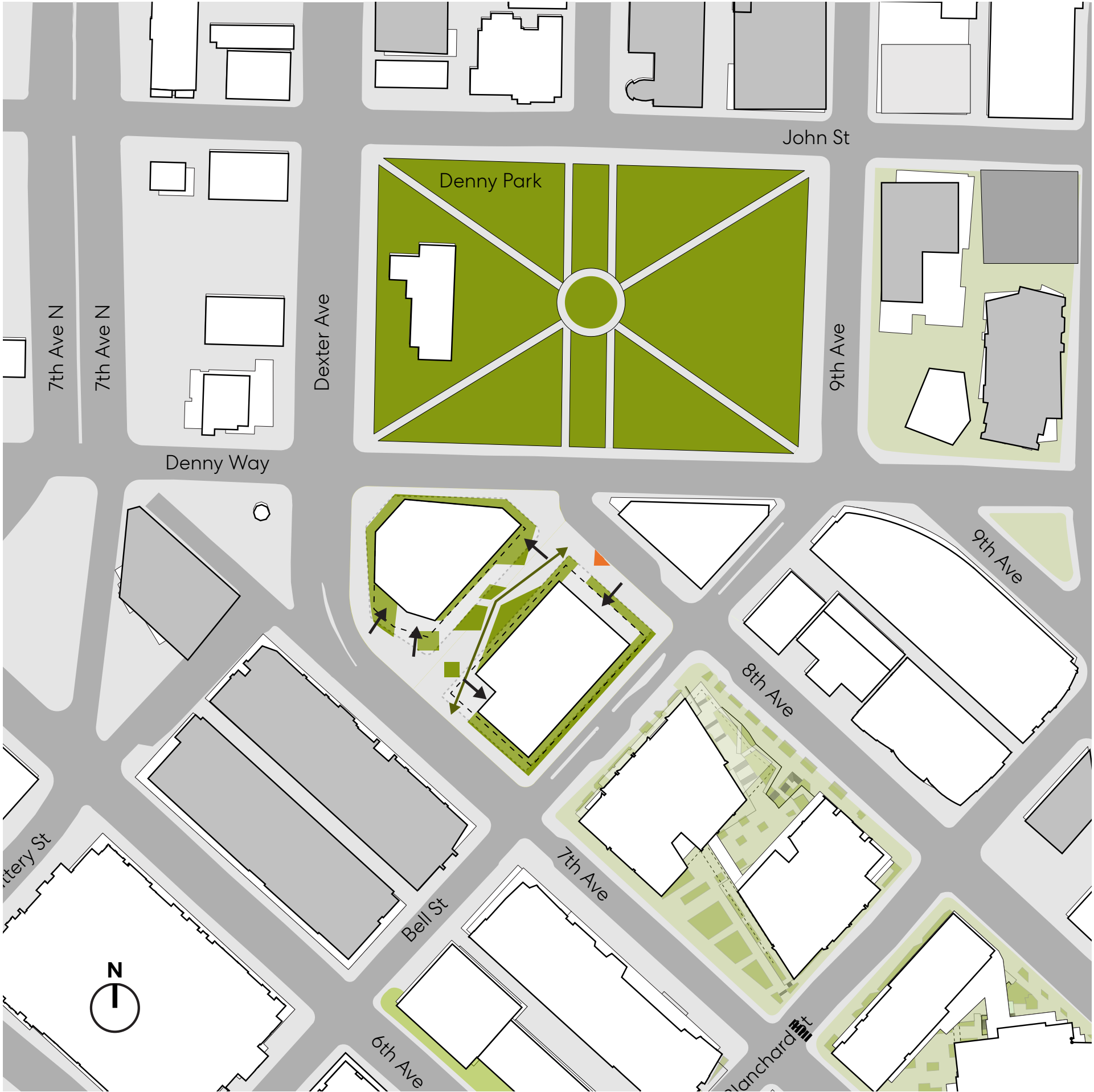
4.0 | MASSING CONCEPTS  
SCHEME 01





4.0 | MASSING CONCEPTS  
SCHEME 02 | INCREASE HEIGHT

- Increase height of south tower to increase open space at grade
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave
- Ground plane open space 24,00sf

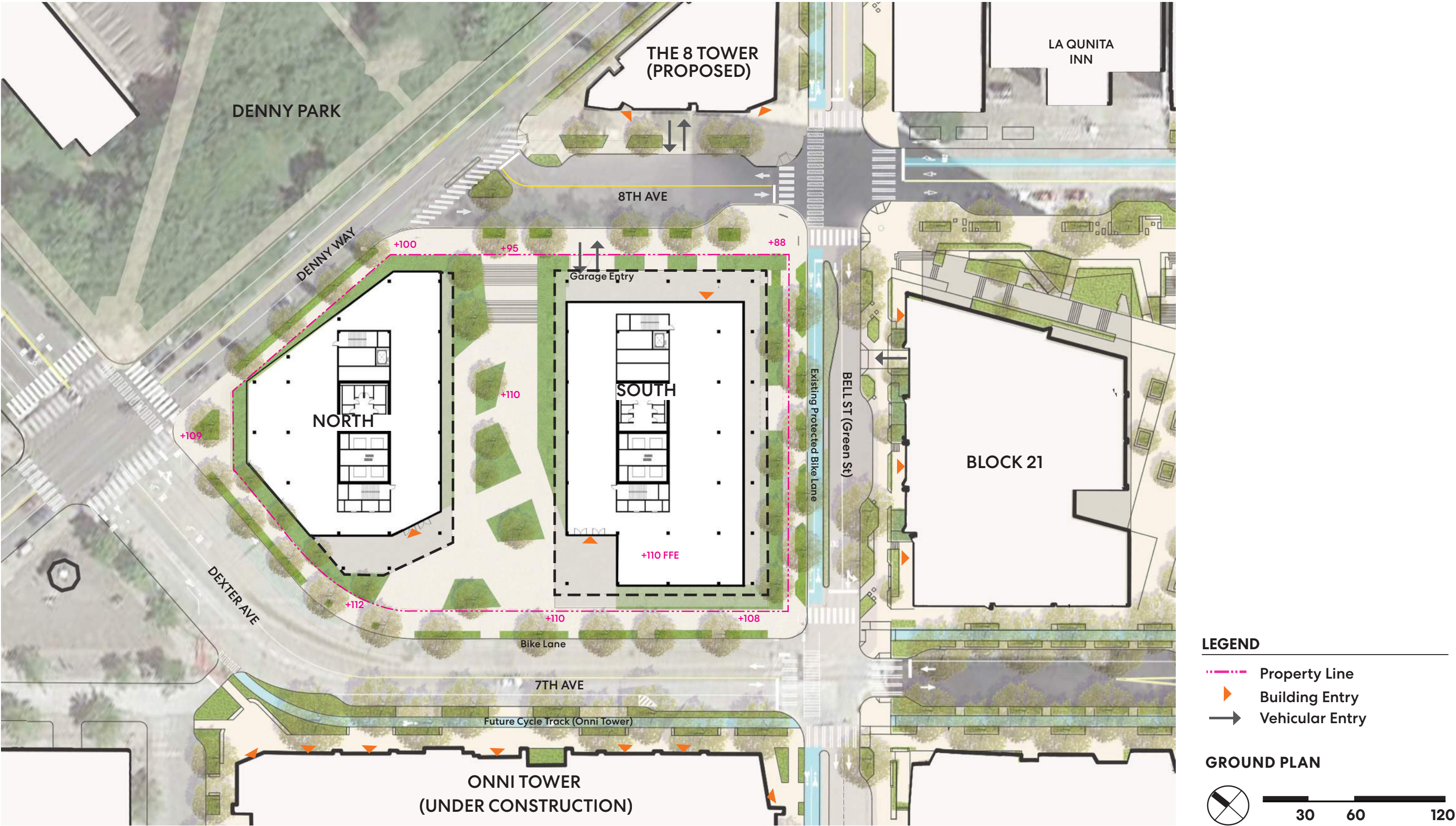


4.0 | MASSING CONCEPTS  
SCHEME 02





4.0 | MASSING CONCEPTS  
SCHEME 02





4.0 | MASSING CONCEPTS  
SCHEME 02

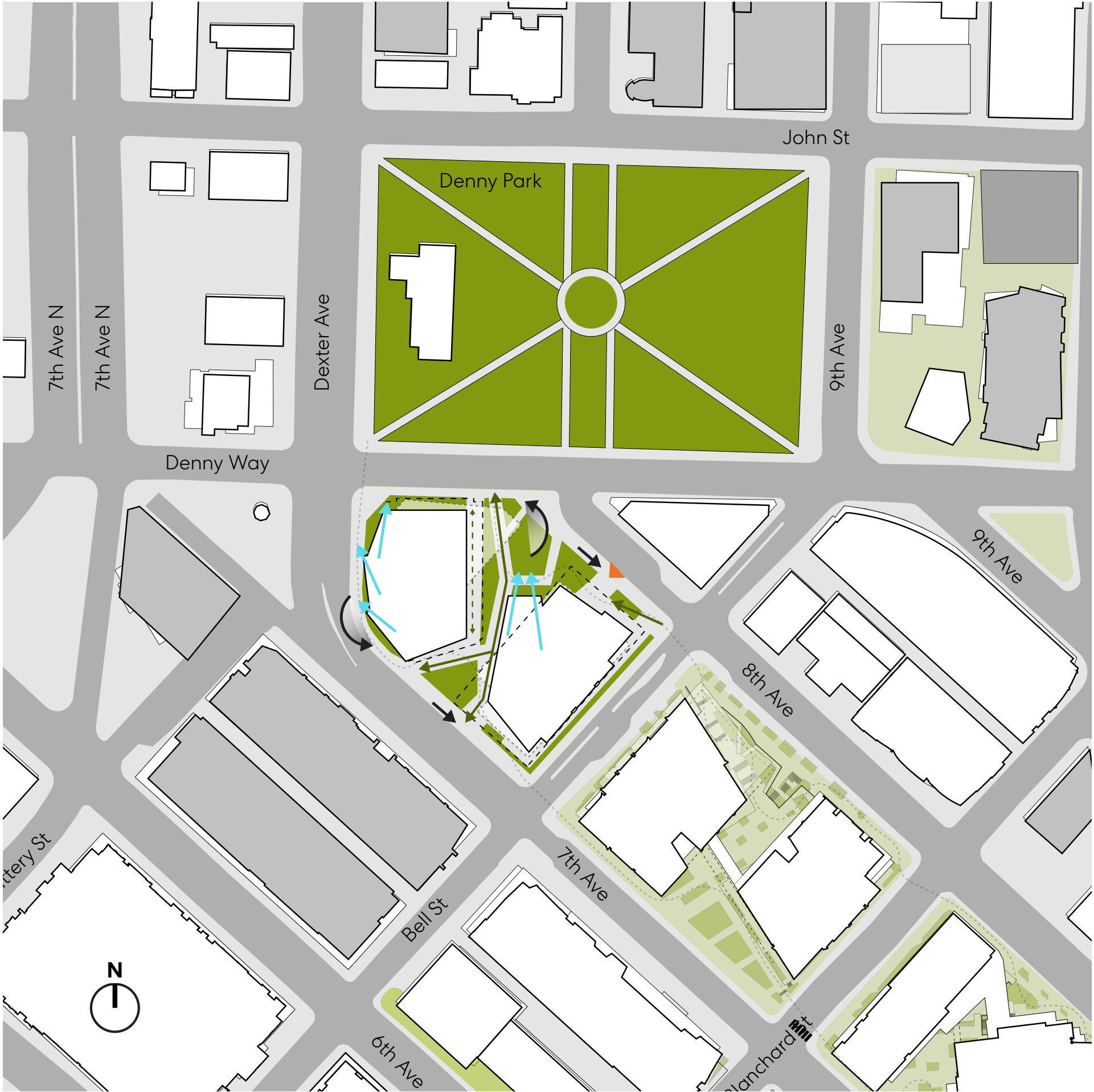


4.0 | MASSING CONCEPTS  
SCHEME 02



4.0 | MASSING CONCEPTS  
SCHEME 03 | GRID SHIFT

- Make north building the taller tower to create iconic building at grid shift and establish gateway to downtown
- Rotate north building to open up towards Denny Park
- Link site plaza open spaces to language of open spaces to the south. Continue language of 'urban arboretum'.
- Provide pedestrian through-block connection
- Loading and garage access off 8th Ave
- Ground plane open space 24,375SF



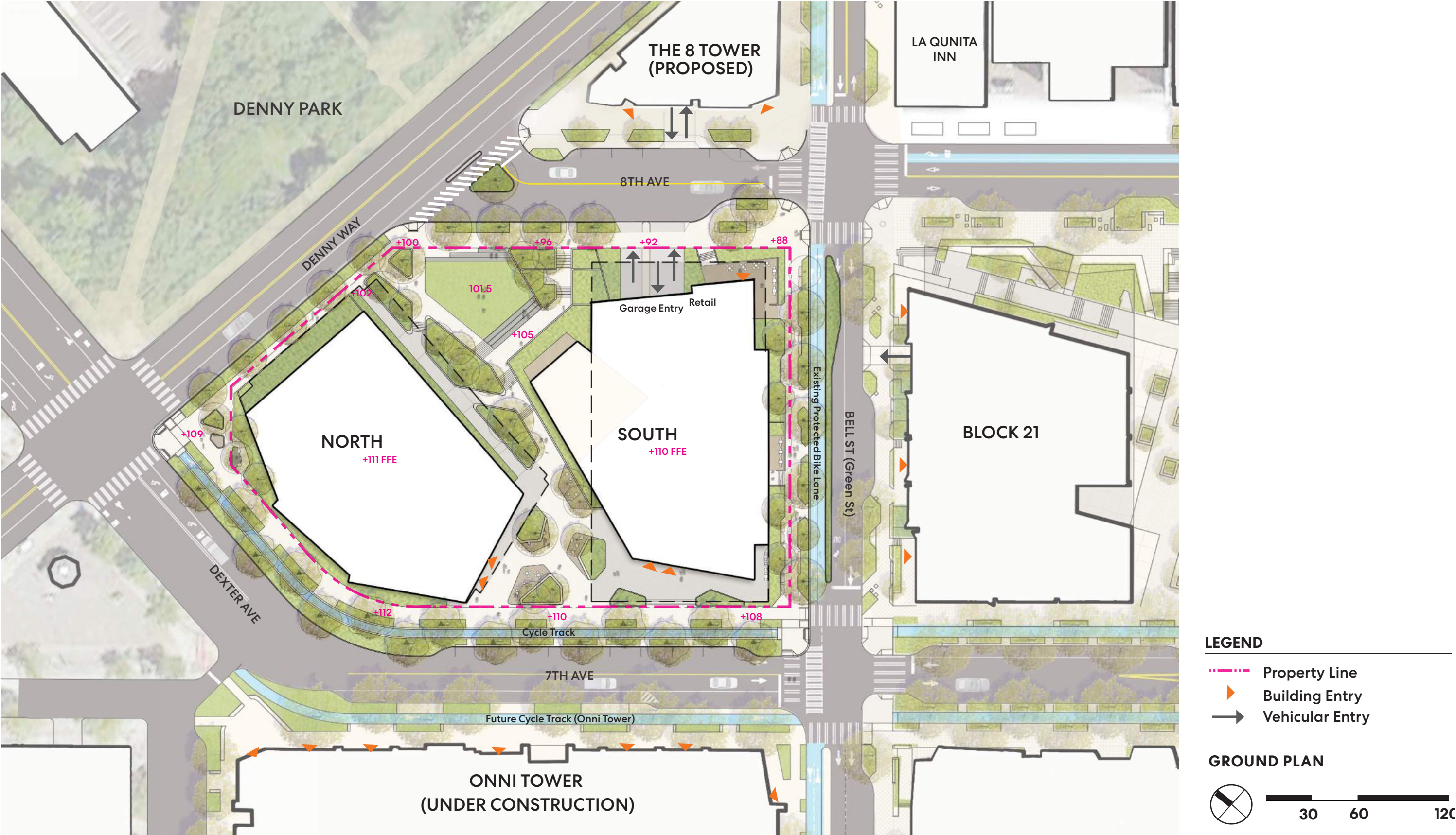


4.0 | MASSING CONCEPTS  
SCHEME 03





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED



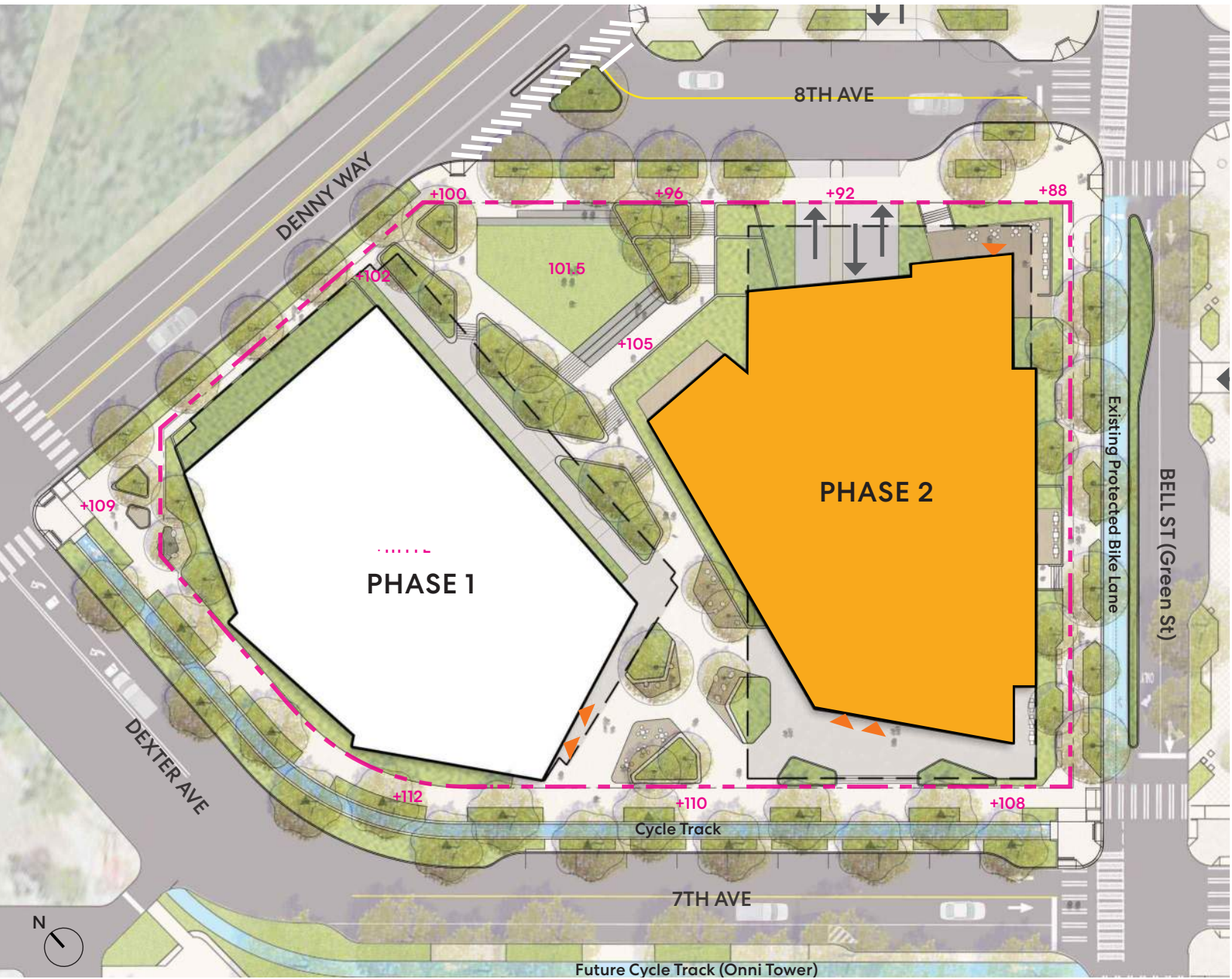
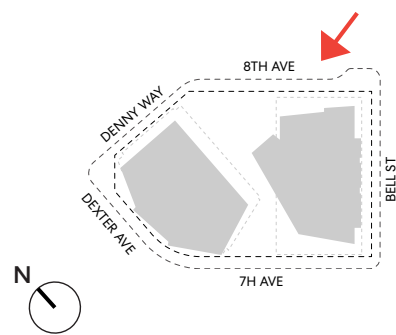
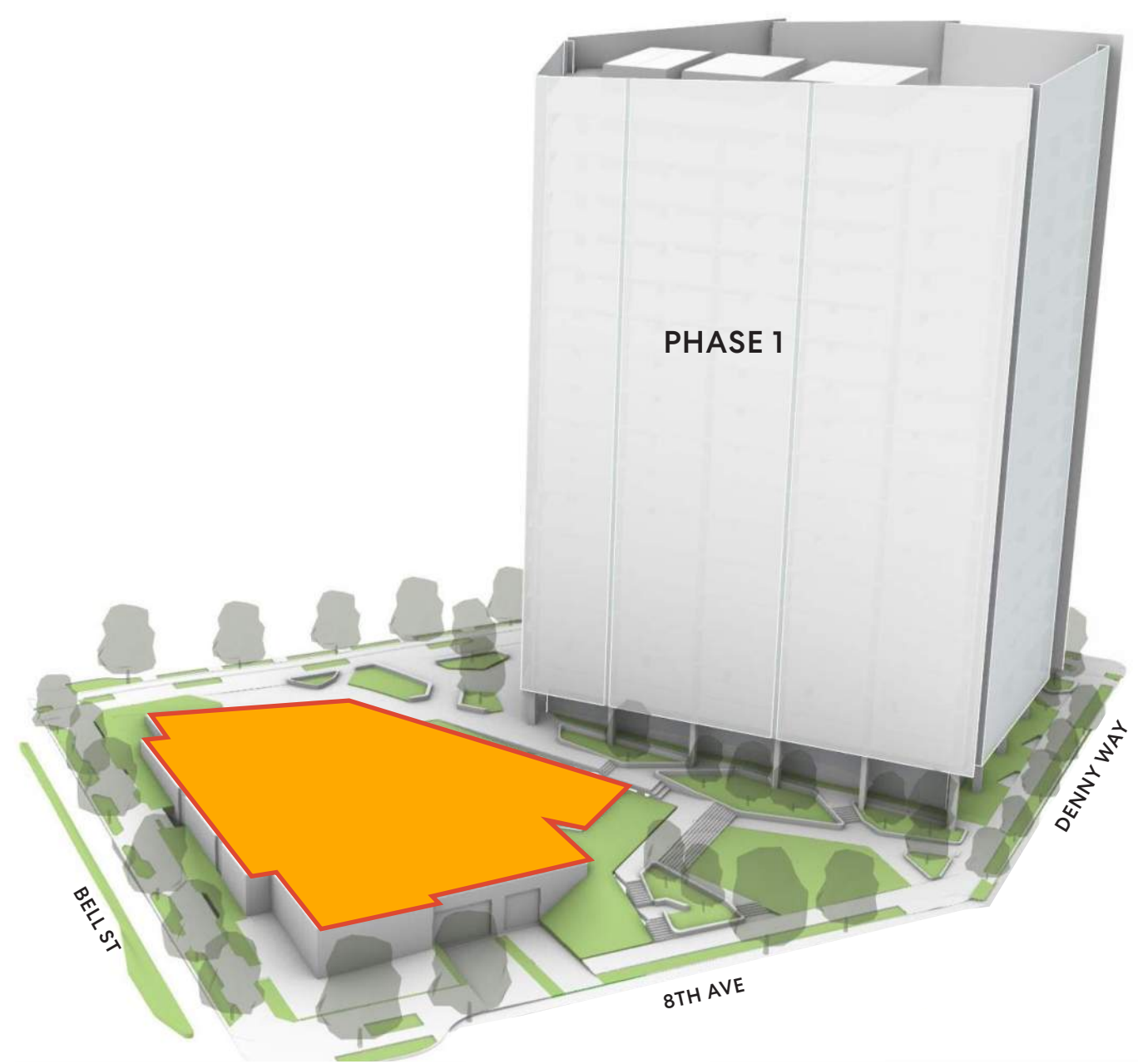


4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED



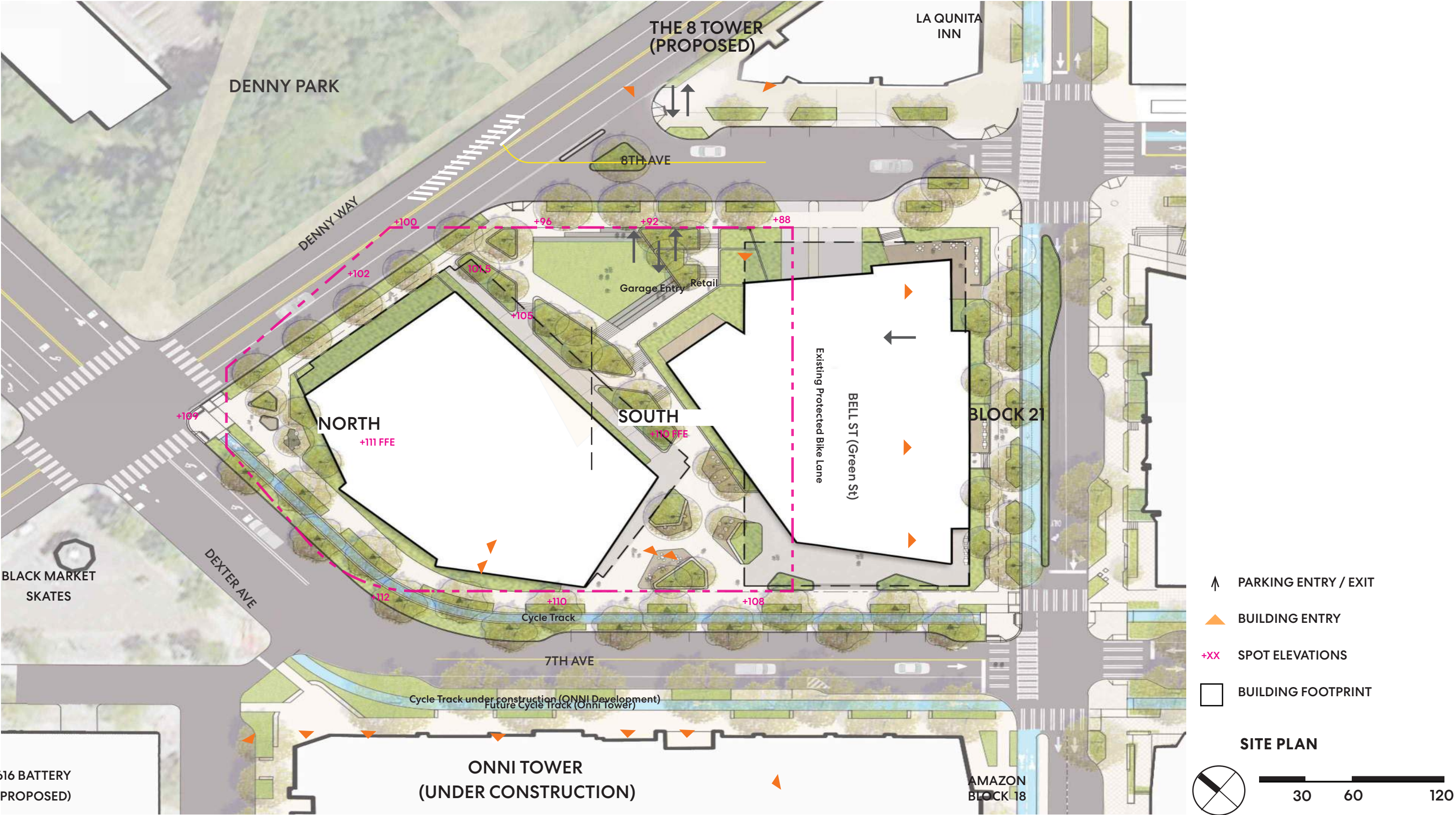


4.0 | MASSING CONCEPTS  
CONCEPT OVERVIEW - PHASING



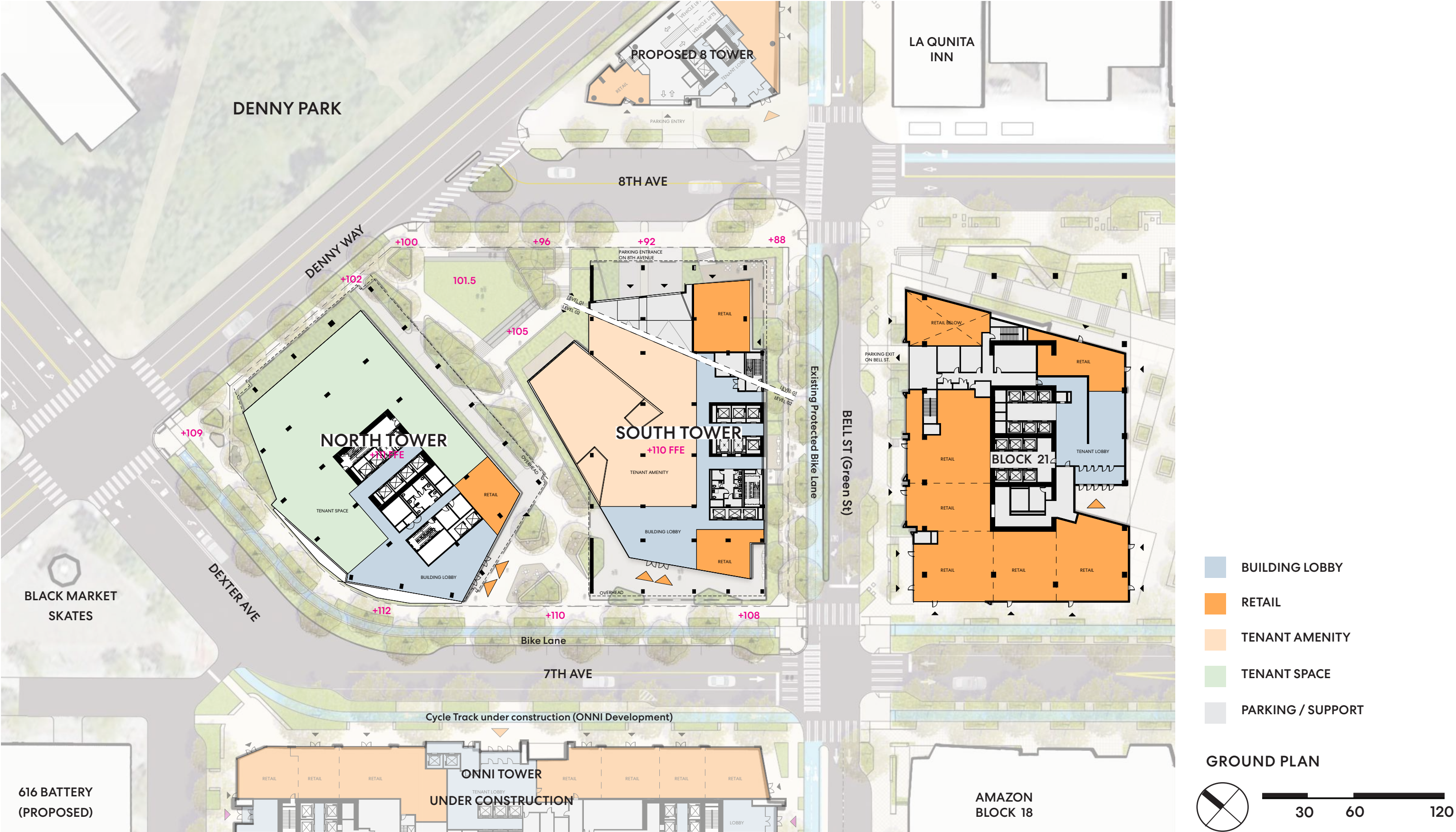


4.0 | MASSING CONCEPTS  
PREFERRED SCHEME 03



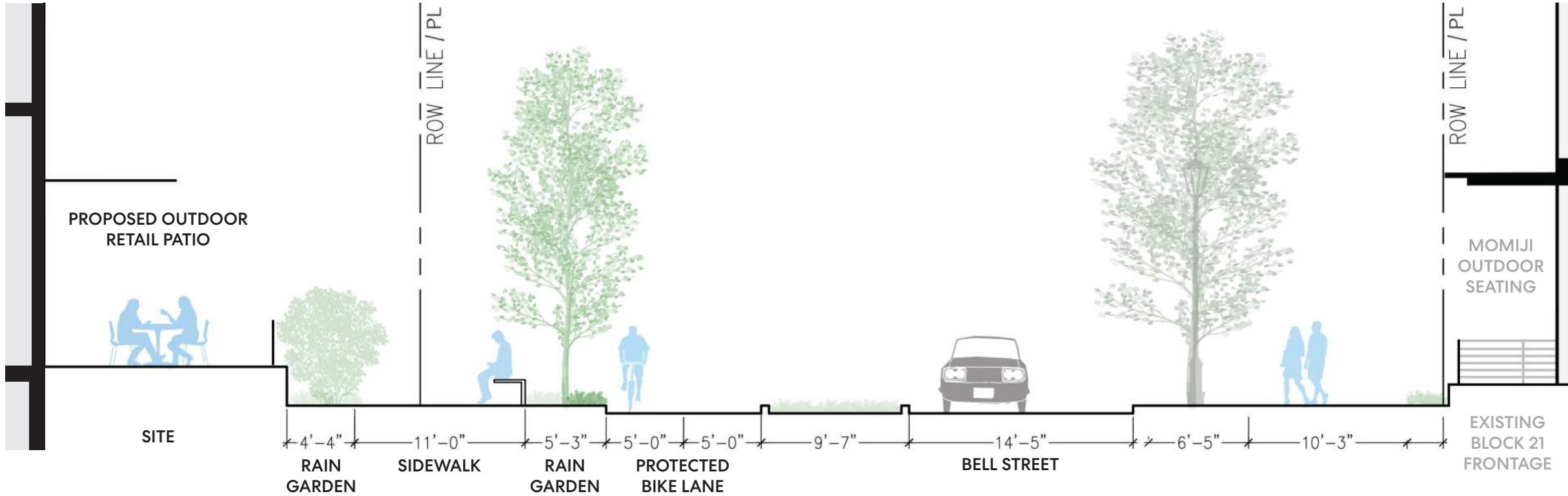
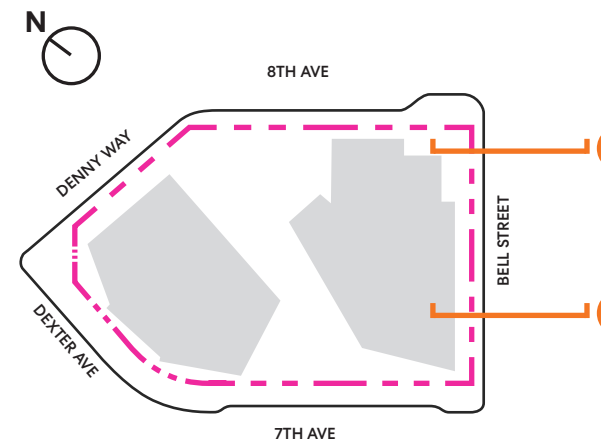
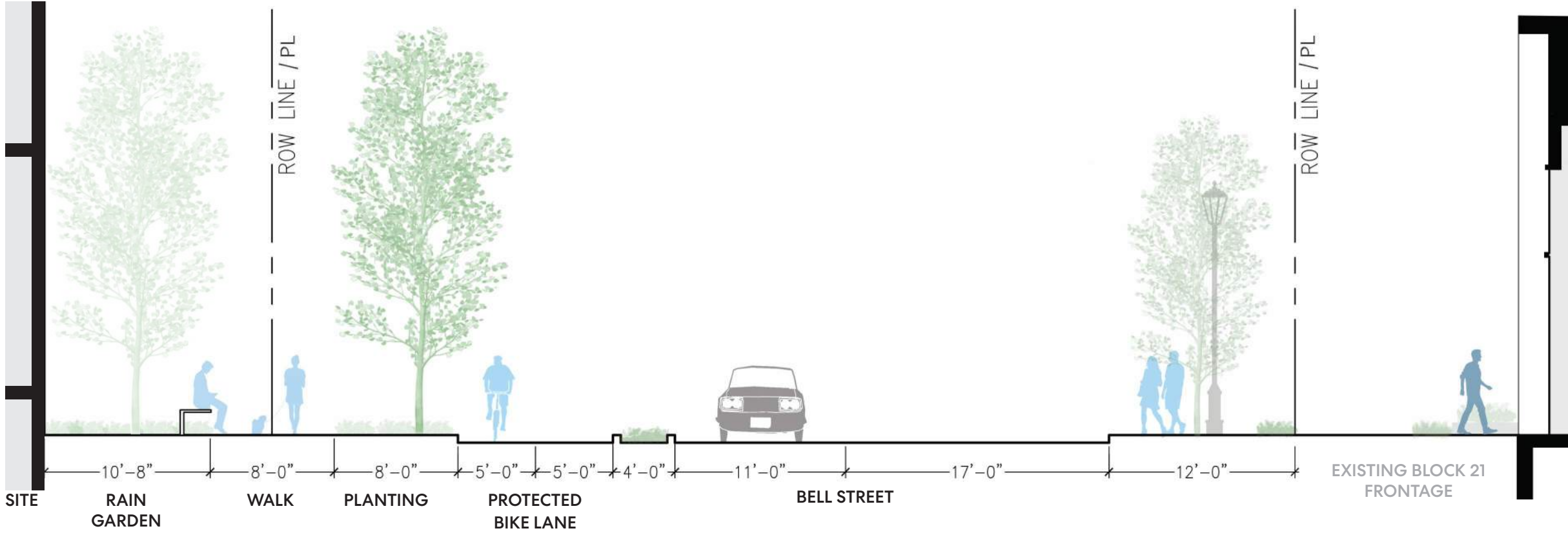


4.0 | MASSING CONCEPTS  
GROUND LEVEL ACTIVATION



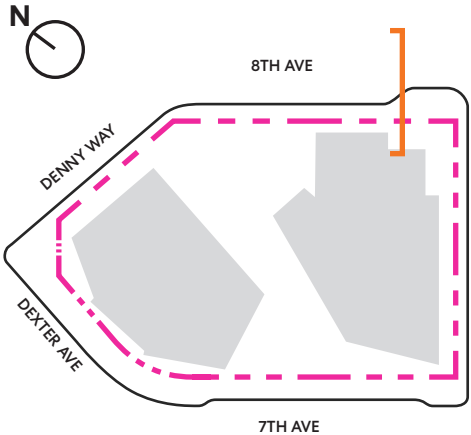
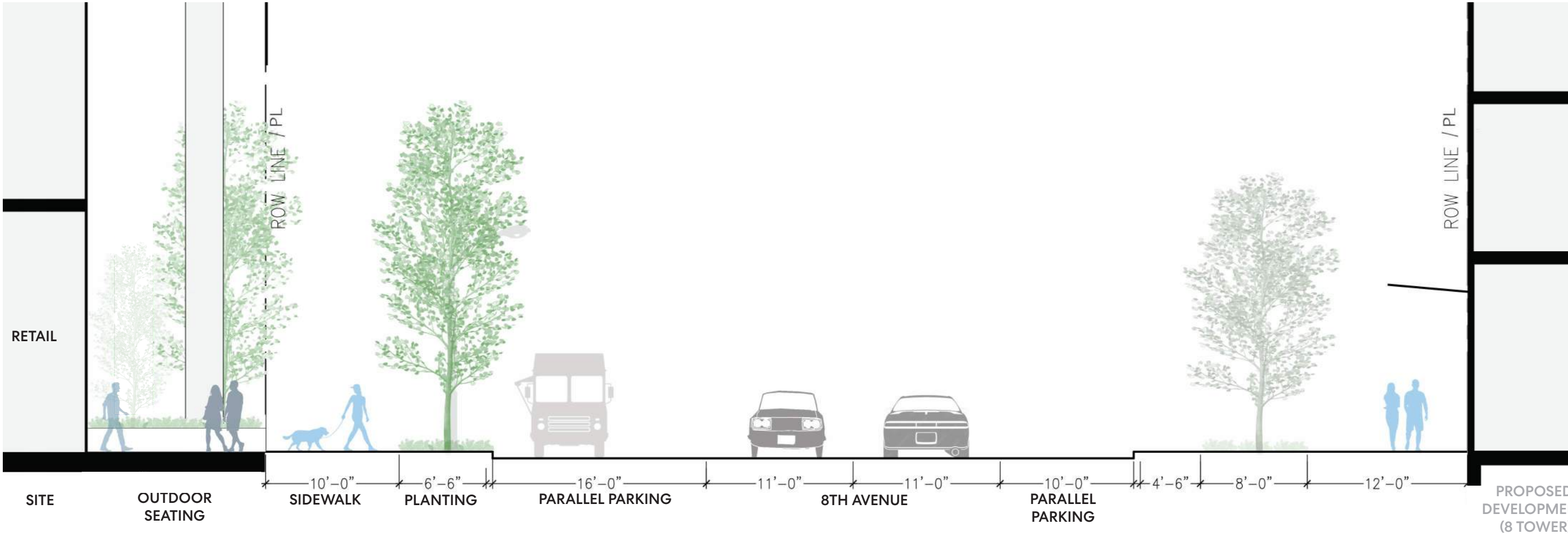


4.0 | MASSING CONCEPTS  
PROPOSED STREETScape SECTIONS - BELL STREET (GREEN STREET)



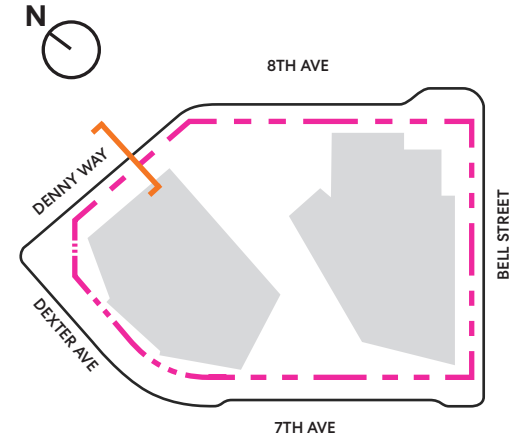
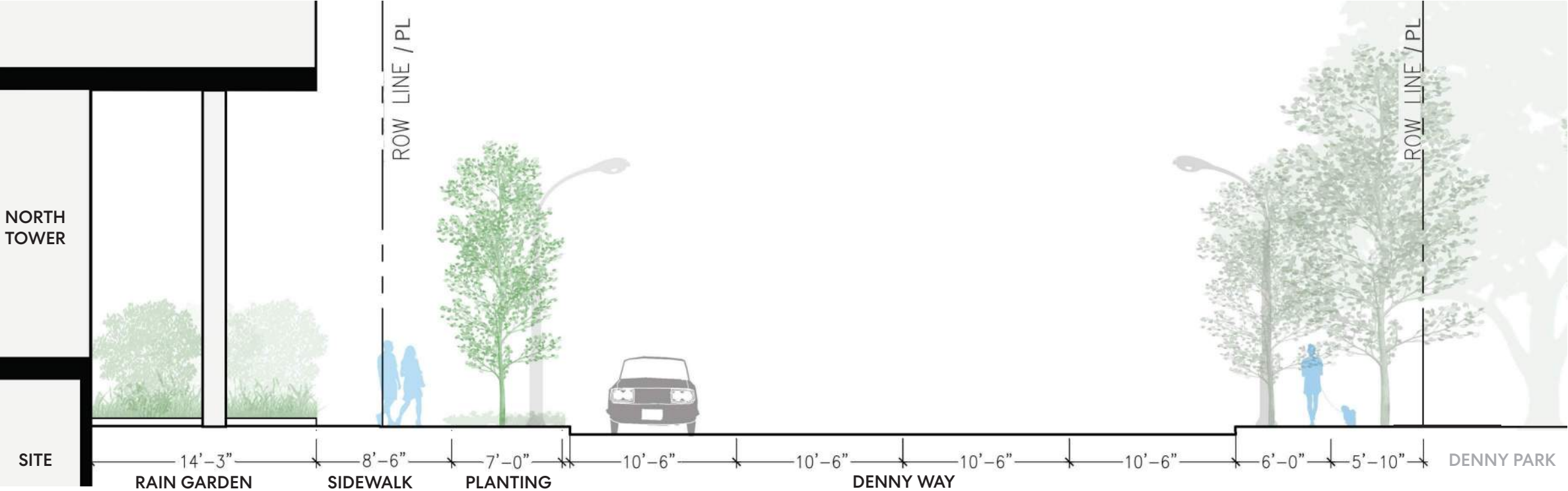


4.0 | MASSING CONCEPTS  
 SCHEME 03 PREFERRED  
 8TH AVE STREETSCAPE



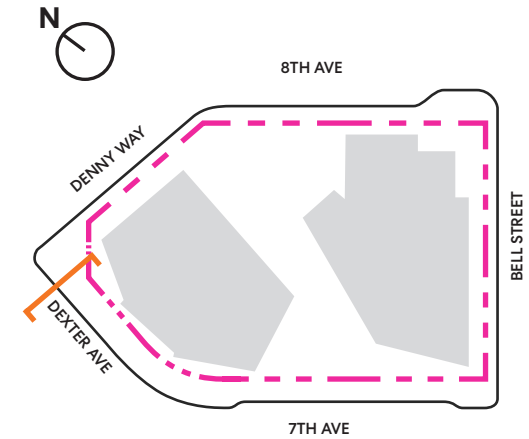
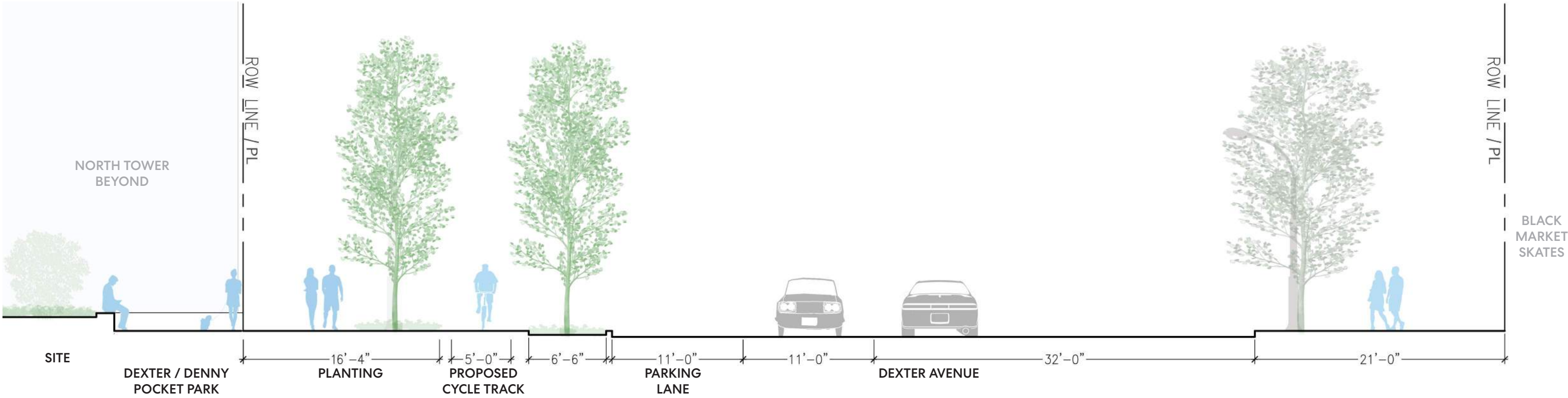


4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
DENNY WAY STREETScape



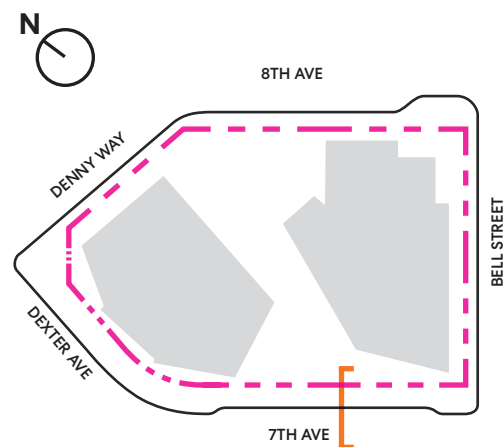
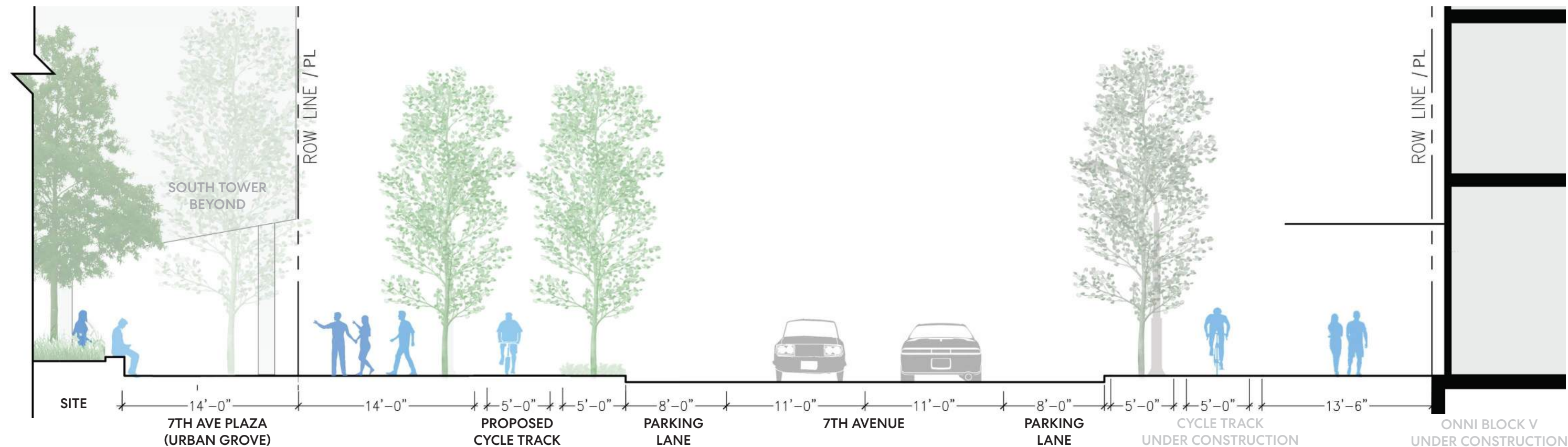


4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
DEXTER AVENUE STREETScape



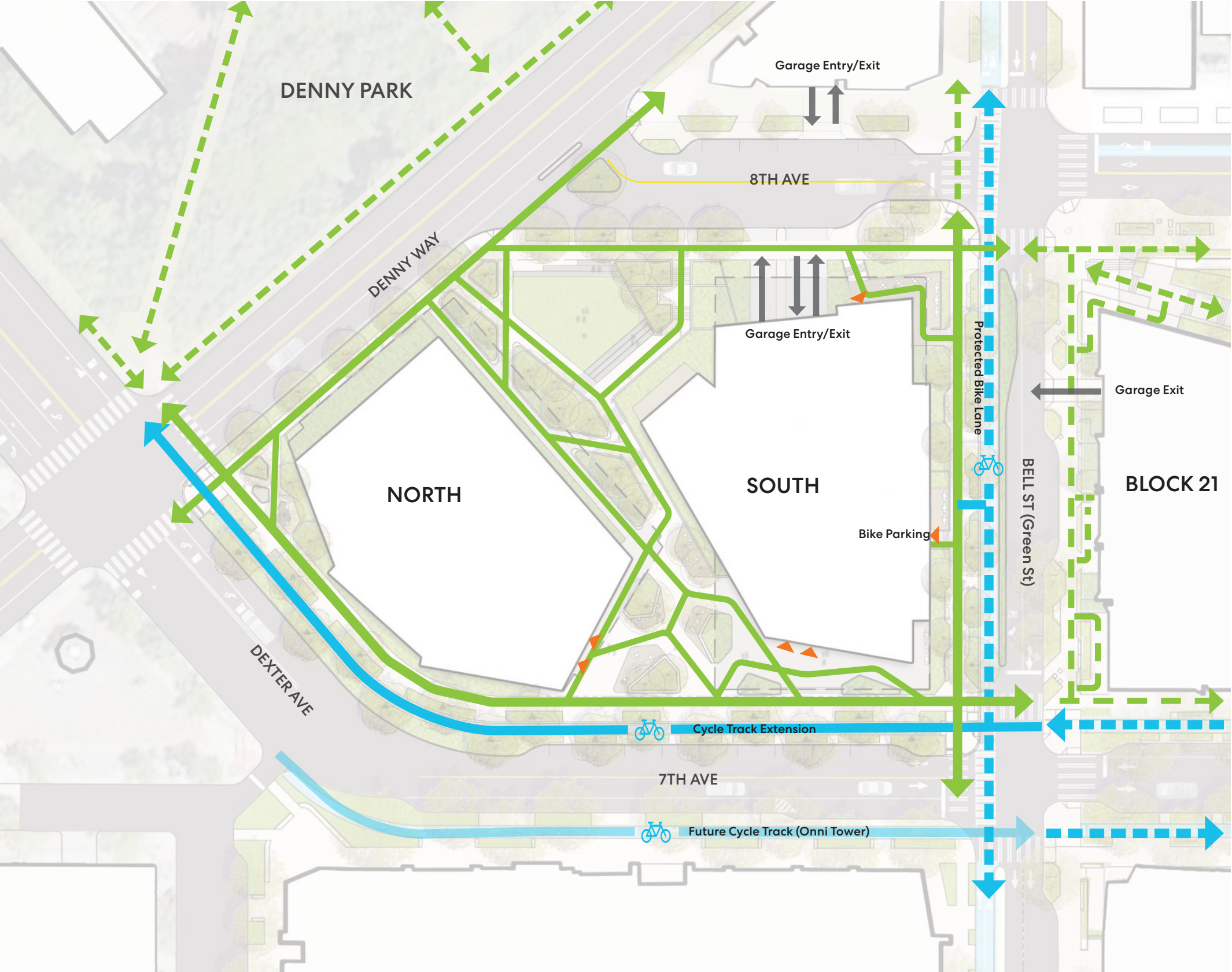


4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
7TH AVE STREETSCAPE





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
CIRCULATION DIAGRAM



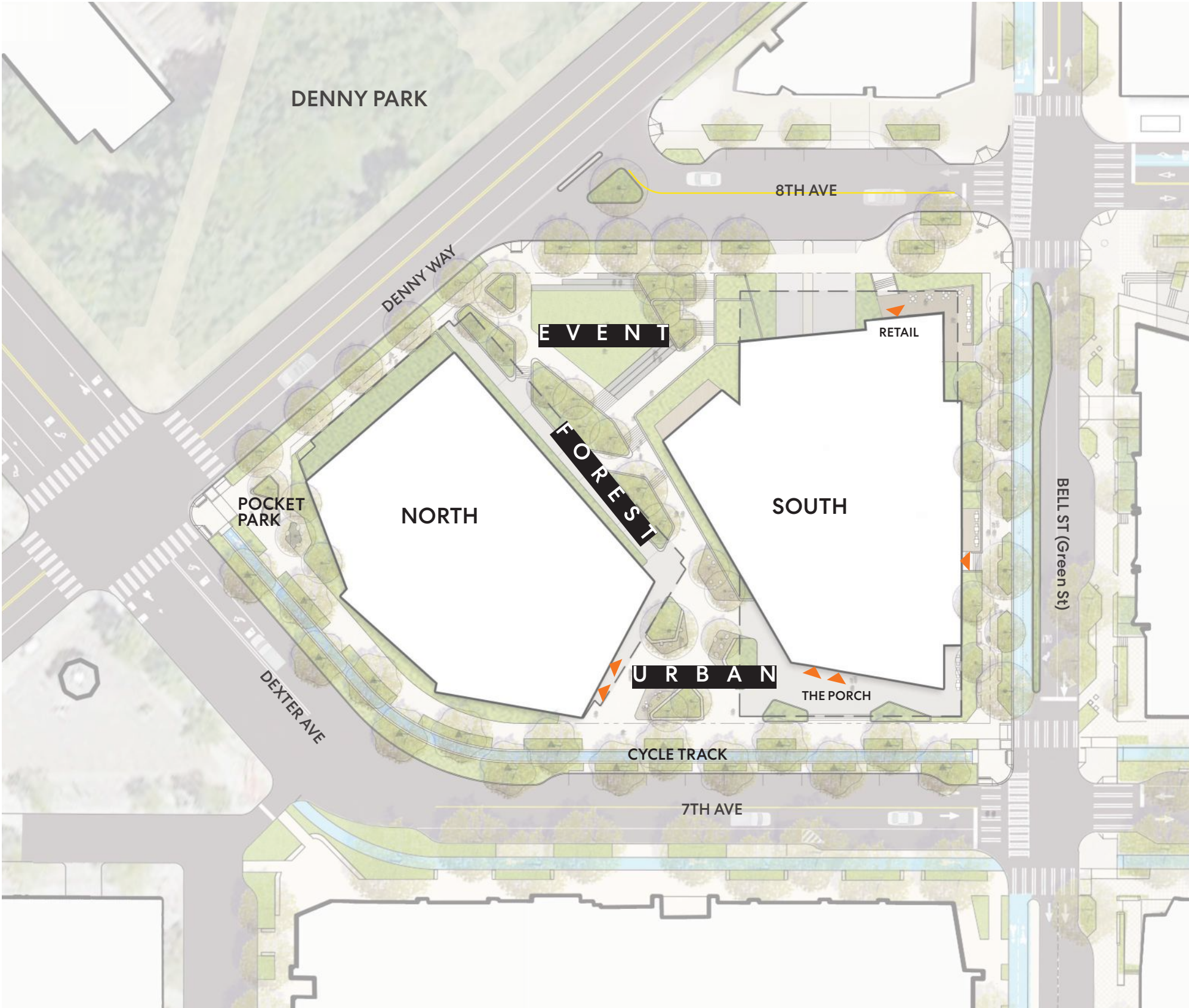
**LEGEND**

- PROPOSED PEDESTRIAN CIRCULATION
- EXISTING PEDESTRIAN
- PROPOSED CYCLE TRACK
- EXISTING PROTECTED BIKE LANE / CYCLE
- VEHICLE CIRCULATION /
- BUILDING

30 60 120



4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
SITE PROGRAMMING



EVENT LAWN



FOREST



URBAN GROVE/ POCKET

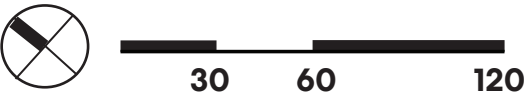
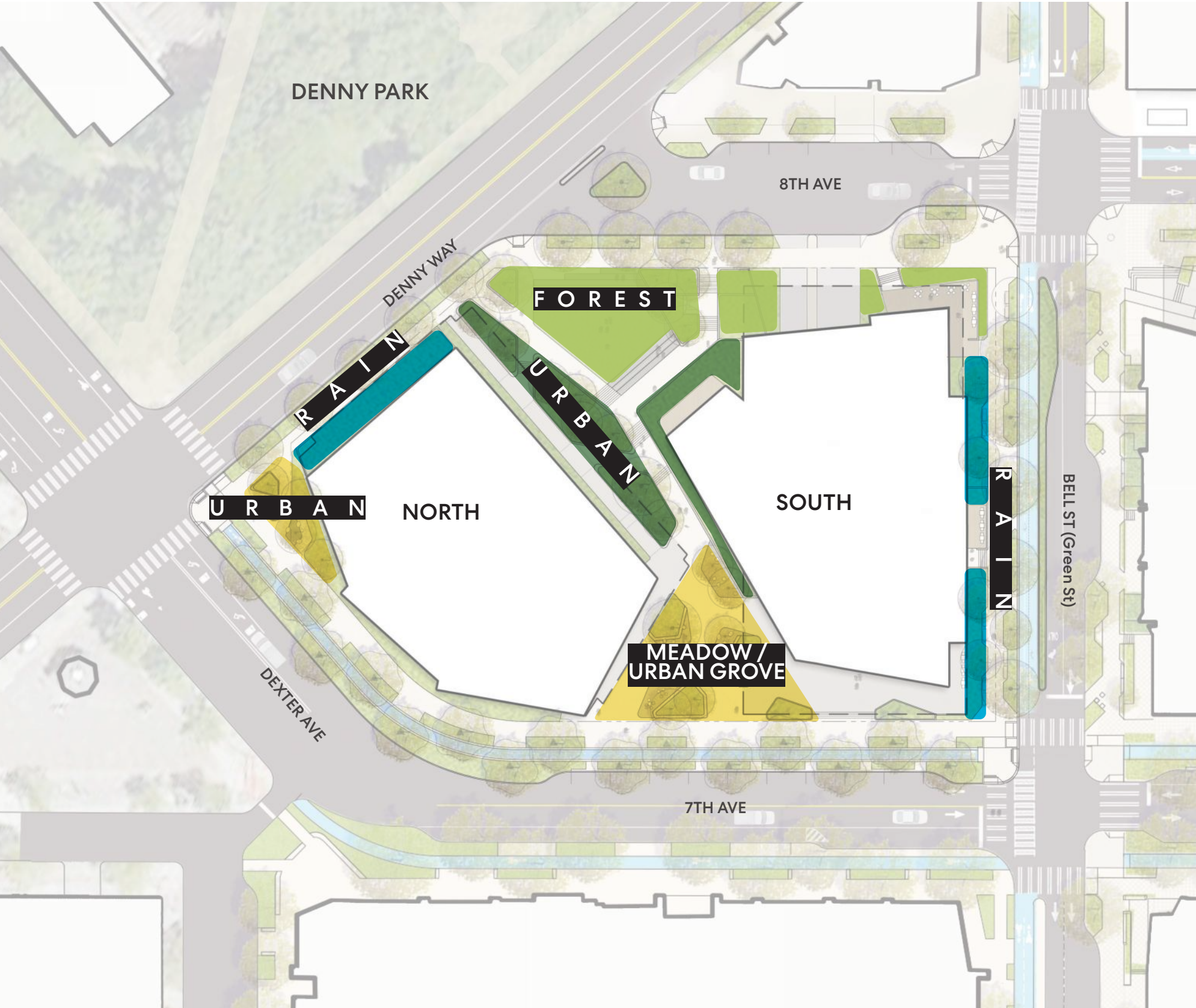


FOOD





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
PLANTING TYPOLOGIES





4.0 | MASSING CONCEPTS  
CONCEPT OVERVIEW

SCHEME 01



- Pros:**
- Allows for better utilization of site at corner of Denny and Dexter
  - Eliminates loading and parking access from a green street
  - Aligns with development pattern to south
  - No departures required

- Cons:**
- Through block connection is constricted
  - Minimal open space provided
  - Does not account for grid shift at Denny Way
  - Does not enhance the skyline
  - Does not respond to neighborhood context
  - Pedestrian experience is not significantly improved
  - Massing does not allow for optimal light and air around buildings
  - Project turns it's 'back' to Denny Park

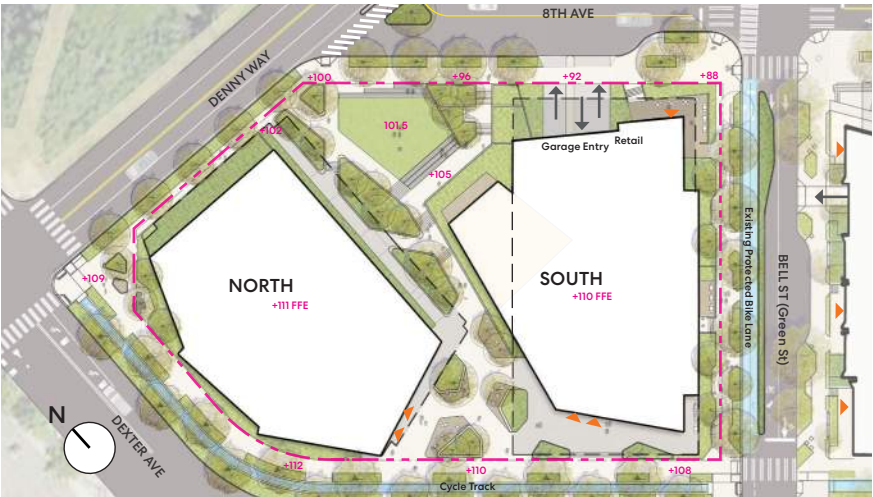
SCHEME 02



- Pros:**
- Allows for more generous through block connection with greater than required open space
  - More light and air around buildings
  - No departures required

- Cons:**
- Does not account for grid shift at Denny Way
  - Lost opportunity for a significant building presence establishing a gateway to downtown at corner of Dexter and Denny
  - Does not allow for modulation of skyline
  - Project turns it's 'back' to Denny Park

SCHEME 03 (PREFERRED)



- Pros:**
- Allows for a striking building on a significant corner marking the transition to downtown
  - Opens buildings and site to Denny Park
  - Creates opportunity for two unique plazas
  - Maximizes open space on site
  - Connects to grids at either side of Denny Way
  - Establishes plazas along 7th and 8th which link 'urban arboretum' to south with Denny Park to the north
  - Opens up pedestrian sight lines to Denny Park from Dexter

- Cons:**
- Departures required



4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
URBAN GROVE





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED  
EAST EVENT LAWN





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED





4.0 | MASSING CONCEPTS  
SCHEME 03 PREFERRED



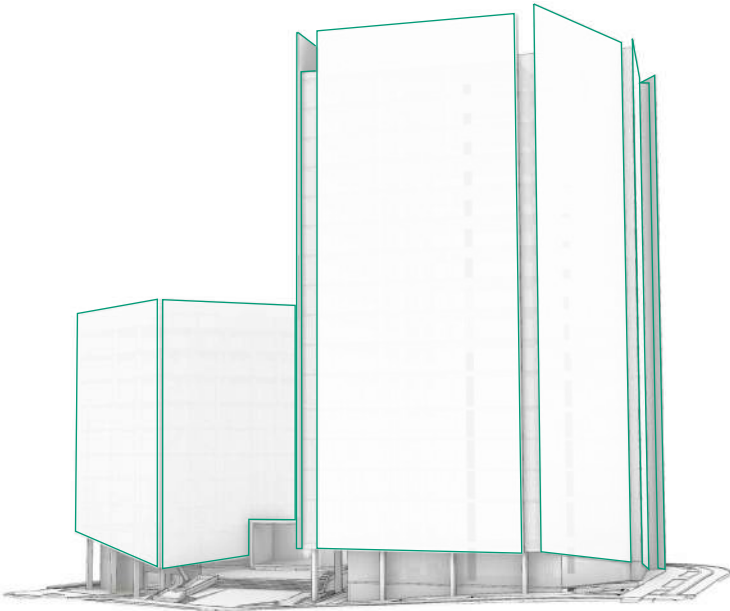
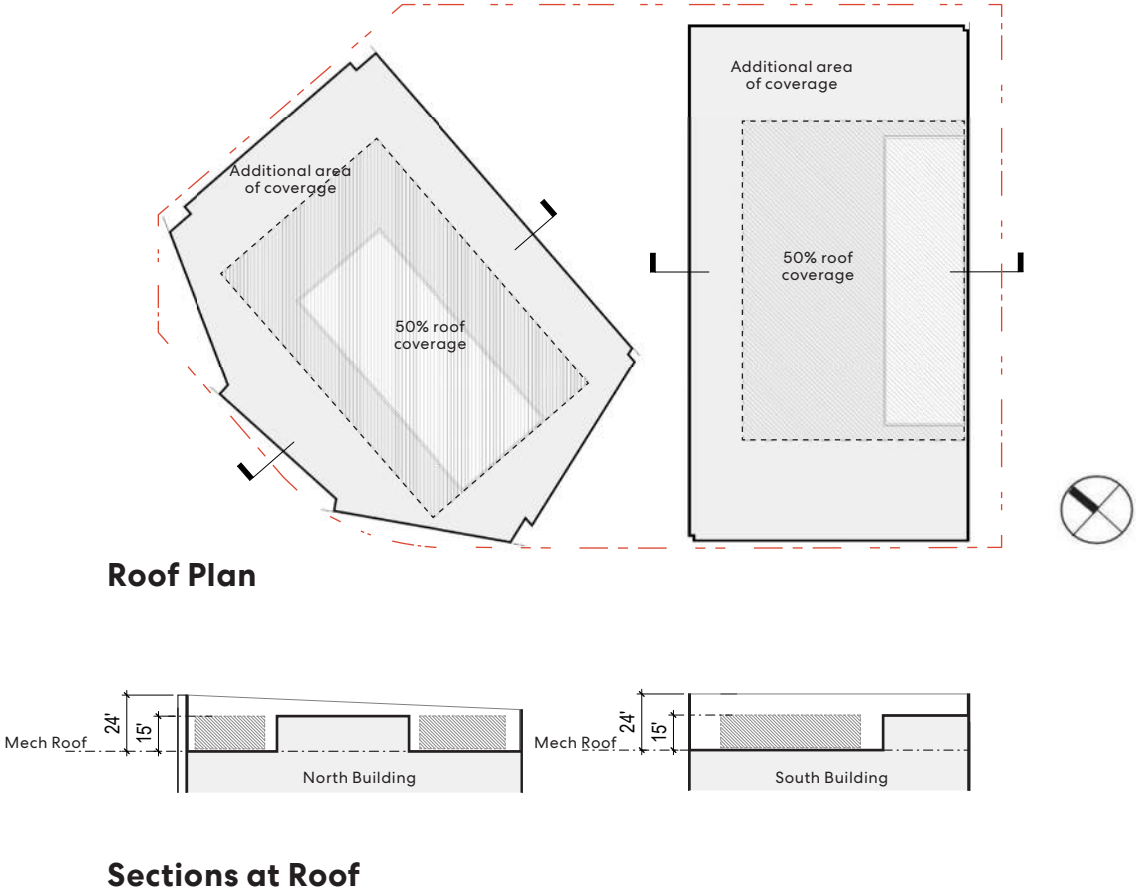
# 05 DEPARTURES



5.0 | DEPARTURES

ROOF TOP FEATURES

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.49.008 - Structure height</b></p> <p><b>D. Rooftop features</b></p> <p>2. The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2, does not exceed 75% of the roof area for structures that are subject to maximum floor area limits per story pursuant to Section 23.49.058, or 50% of the roof area for other structures.</p> <p>3. Screening of rooftop features</p> <p>b. Except in the PMM zone, the amount of roof area enclosed by rooftop screening may exceed the maximum percentage of the combined coverage of all rooftop features as provided in subsection 23.49.008.D.2.</p>	<ul style="list-style-type: none"><li>Allow for rooftop mechanical equipment in excess of 50% of roof area per 23.49.008.3.b. Equipment to be located behind rooftop screening as illustrated below.</li></ul>	<ul style="list-style-type: none"><li>We propose providing a screening enclosure integrated into the overall building massing, which extends up to a maximum of 24ft above the maximum allowed height (10% of 240 feet). The screening device will hide all mechanical rooftop features from public view. By integrating the rooftop mechanical with the facade we are responding to the Downtown Design Guidelines <i>B-4 Design a well-proportioned and unified building</i> as well as <i>A-2 Enhance the Skyline</i>.</li><li>With the screening provided by the enclosure we anticipate utilizing more of the rooftop for mechanical. This will eliminate additional blank components in the elevations which would be required to screen mechanical equipment at other locations in the building. Limiting the amount of mechanical equipment on lower floors reduces the amount of louvers in the facade which also responds to <i>B-4 Design a well-proportioned and unified building</i>.</li></ul>



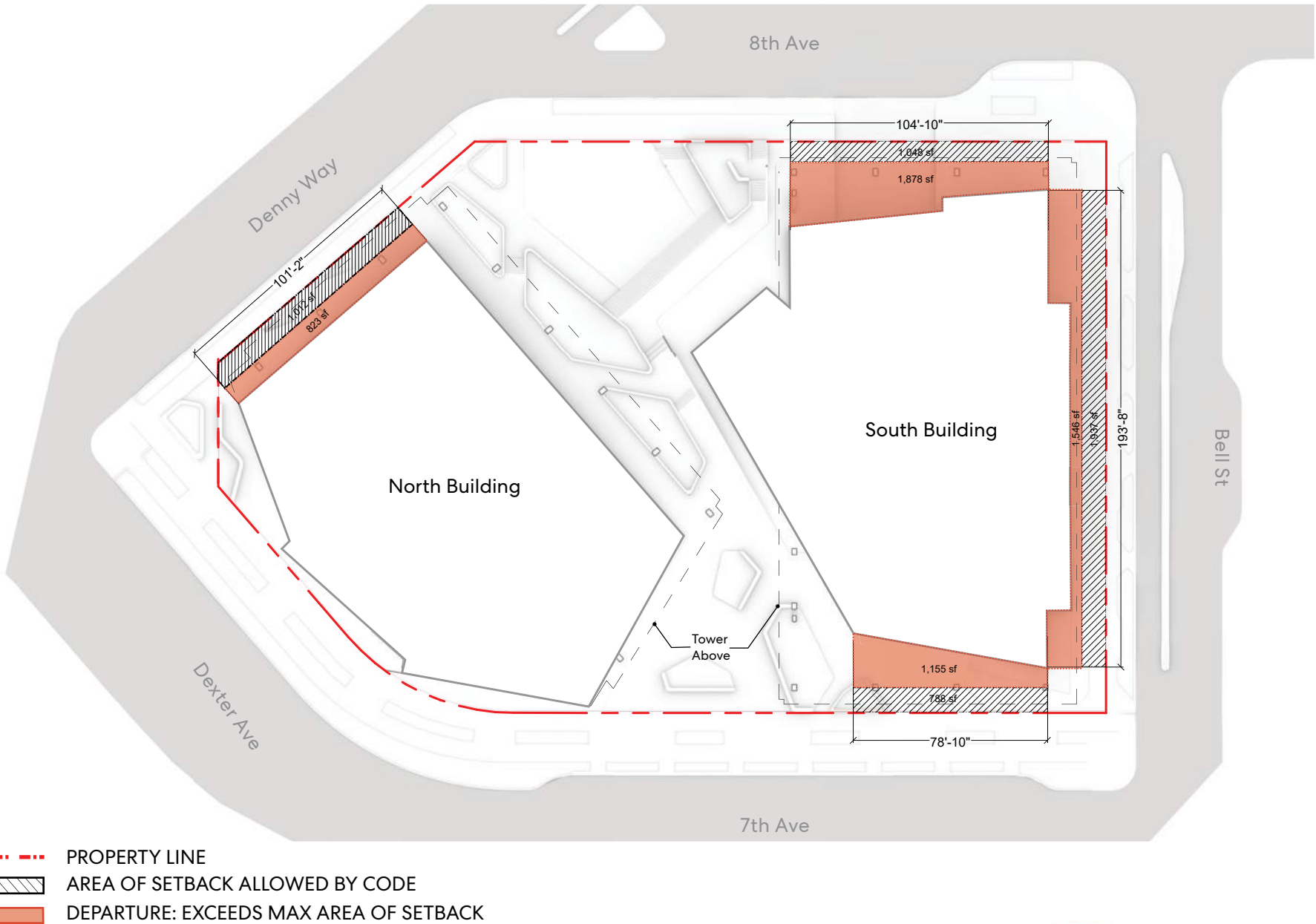
PROPOSED OPTION

5.0 | DEPARTURES

FACADE SETBACK LIMITS (MAX AREA OF SETBACKS)

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.49.056 - Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and Downtown Mixed Commercial (DMC) street facade, landscaping, and street setback requirements</b></p> <p><b>B.Facade setback limits</b></p> <p>2. General setback limits. The following setback limits apply on streets not requiring property line facades, as shown on Map 1H:</p> <p>a. The portion of a structure subject to setback limits shall vary according to the structure height and required minimum facade height, as follows:</p> <p>1. Except as provided in subsection 23.49.056.B.2.a.3, if the structure is greater than 15 feet in height, the setback limits apply to the facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A and illustrated in Exhibit C for 23.49.056.</p> <p>3. If the minimum facade height is 15', the setback limits apply to the portion of the street-facing facade that is 15 feet or less in height.</p> <p>b. The maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street (see Exhibit D for 23.49.056). The averaging factor is five on Class I pedestrian streets and ten on Class II pedestrian streets and designated green streets.</p>	<p>Allow for setback departures</p> <ul style="list-style-type: none"><li>Exceed maximum area of setback limitations along Bell St, Denny Way, 8th Ave and 7th Ave</li></ul>	<ul style="list-style-type: none"><li>The ground level setbacks proposed along Bell St, 7th Ave, 8th Ave and Denny Way provide sightlines into the site and draw pedestrians to the open spaces provide, <i>D-1 Provide inviting and useable open space</i>. This pattern of open space, providing open space mid-block and creating a through-block connection, follows the pattern of development that is established to the southeast <i>B-3 Reinforce the positive urban form &amp; architectural attributes of the immediate area</i>.</li><li>The porous edges and generous landscaped pedestrian circulation paths build upon and enhance the surrounding environments <i>B-1 Respond to the neighborhood context</i>.</li><li>Additionally, these open spaces and setbacks provide inviting and useable open space that promote pedestrian interaction. Downtown Design Standards C-1.</li></ul>

Street	Class	Averaging Factor	Street Frontage of Structure	Max Setback Area (sf)	Proposed Setback Area (sf)
Bell	Green	10	193'-8"	1,937	3,483
Denny	Class II Ped	10	101'-2"	1,012	1,835
8th	Class II Ped	10	104'-10"	1,049	2,927
7th	Class II Ped	10	78'-10"	788	1,943



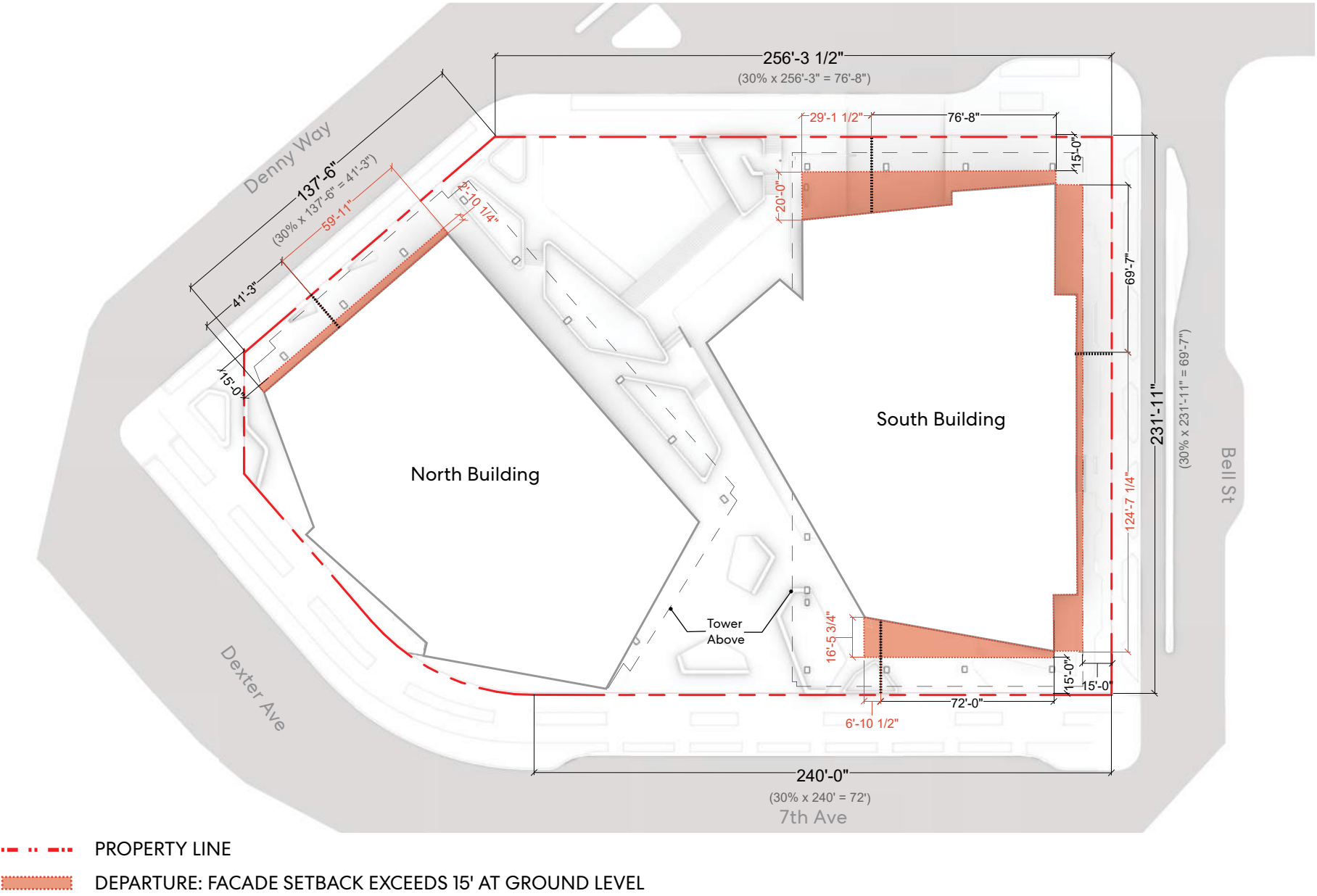


## 5.0 | DEPARTURES

### FACADE SETBACK LIMITS (MAX WIDTH OF SETBACK)

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.49.056 - Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and Downtown Mixed Commercial (DMC) street facade, landscaping, and street setback requirements</b></p> <p><b>B.Facade setback limits</b></p> <p>2. General setback limits. The following setback limits apply on streets not requiring property line facades, as shown on Map 1H:</p> <p>a. The portion of a structure subject to setback limits shall vary according to the structure height and required minimum facade height, as follows:</p> <p>1. Except as provided in subsection 23.49.056 B 2 a 3, if the</p>	<p>Allow for setback departures</p> <ul style="list-style-type: none"> <li>Exceed 15' setback depth at the ground plane along 7th Ave, 8th Ave, and Denny Way.</li> </ul>	<ul style="list-style-type: none"> <li>The ground level setbacks proposed along Bell St, 7th Ave, 8th Ave and Denny Way provide sightlines into the site and draw pedestrians to the open spaces provide, <i>D-1 Provide inviting and useable open space</i>. This pattern of open space, providing open space mid-block and creating a through-block connection, follows the pattern of development that is established to the southeast <i>B-3 Reinforce the positive urban form &amp; architectural attributes of the immediate area</i>.</li> <li>The porous edges and generous landscaped pedestrian circulation paths build upon and enhance the surrounding environments <i>B-1 Respond to the neighborhood context</i>.</li> <li>Additionally, these open spaces and setbacks provide inviting and useable open space that promote pedestrian interaction. Downtown Design Standards C-1.</li> </ul>

Street	Lot Frontage	x 30%	Max Width for Setbacks > 15' Deep	Proposed Width for Setbacks > 15' Deep
Bell	231'-11"	69'-7"	69'-7"	193'-8"
Denny	137'-6"	41'-3"	41'-3"	101'-2"
8th	256'-3 1/2"	76'-8"	76'-8"	104'-10"
7th	240'	72'	72'	78'-10"



5.0 | DEPARTURES

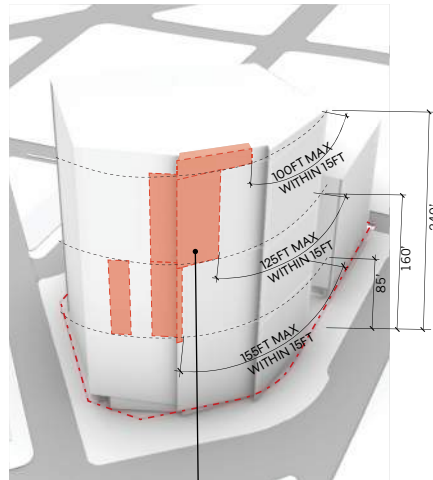
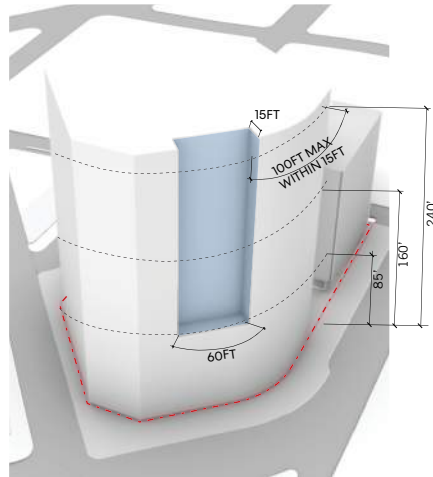
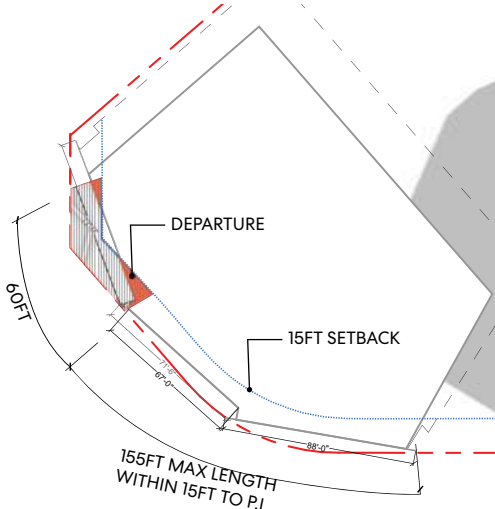
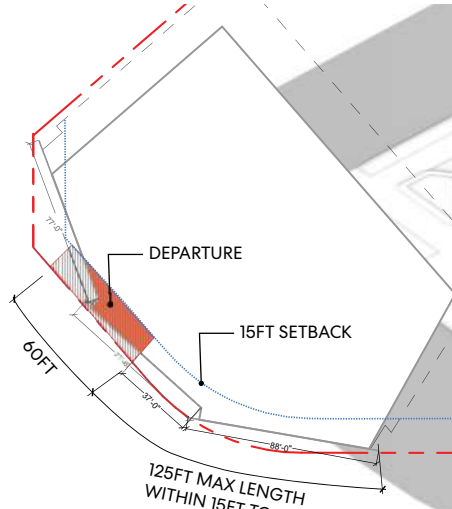
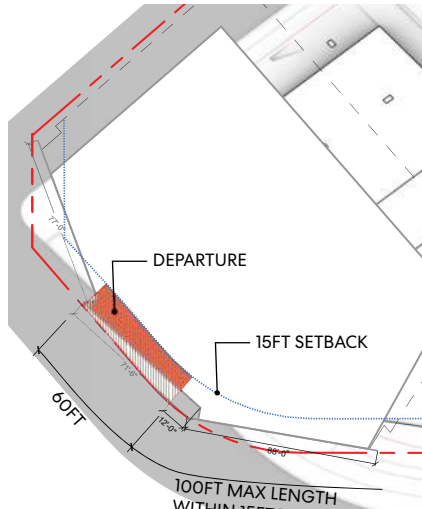
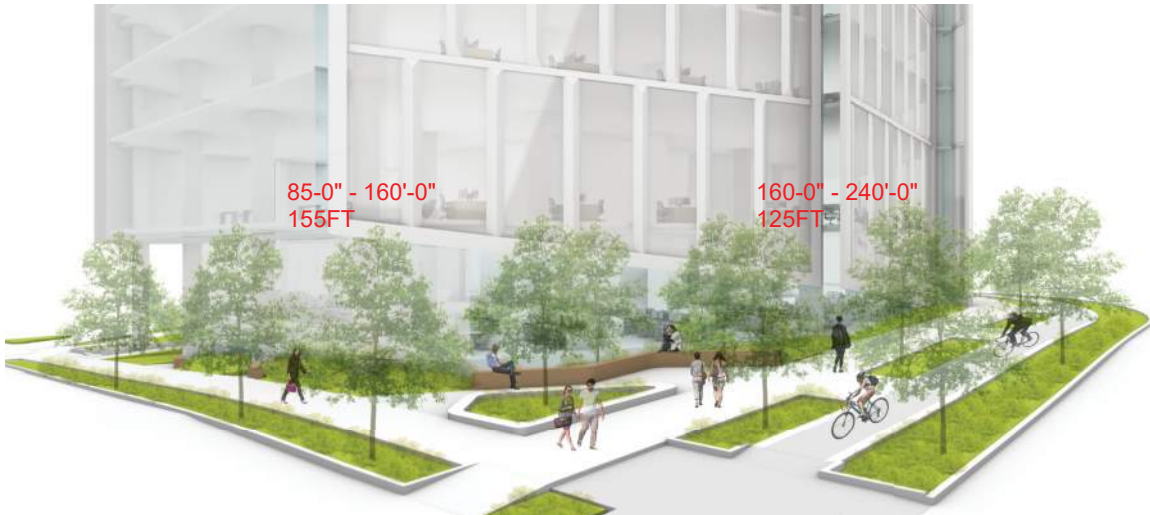
FACADE SETBACK LIMITS (MAX SETBACK AT INTERSECTIONS)

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.49.056 - Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and Downtown Mixed Commercial (DMC) street facade, landscaping, and street setback requirements</b></p> <p><b>B.Facade setback limits</b></p> <p>2. General setback limits. The following setback limits apply on streets not requiring property line facades, as shown on Map 1H:</p> <p>a. The portion of a structure subject to setback limits shall vary according to the structure height and required minimum facade height, as follows:</p> <p>1. Except as provided in subsection 23.49.056.B.2.a.3, if the structure is greater than 15 feet in height, the setback limits apply to the facade between an elevation of 15 feet above sidewalk grade and the minimum facade height established in subsection 23.49.056.A and illustrated in Exhibit C for 23.49.056.</p> <p>3. If the minimum facade height is 15', the setback limits apply to the portion of the street-facing facade that is 15 feet or less in height.</p> <p>d. The maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street.</p>	<p>Allow for setback departures</p> <ul style="list-style-type: none"> <li>Exceed 10' setback maximum at the Dexter Ave and Denny Way intersection, the 7th Ave and Bell St intersection, and at the 8th Ave and Bell St intersection</li> </ul>	<ul style="list-style-type: none"> <li>The ground level setbacks proposed along Bell St, 7th Ave, 8th Ave and Denny Way provide sightlines into the site and draw pedestrians to the open spaces provide, <i>D-1 Provide inviting and useable open space</i>. This pattern of open space, providing open space mid-block and creating a through-block connection, follows the pattern of development that is established to the southeast <i>B-3 Reinforce the positive urban form &amp; architectural attributes of the immediate area</i>.</li> <li>The porous edges and generous landscaped pedestrian circulation paths build upon and enhance the surrounding environments <i>B-1 Respond to the neighborhood context</i>.</li> <li>Additionally, these open spaces and setbacks provide inviting and useable open space that promote pedestrian interaction. Downtown Design Standards C-1.</li> </ul>

- - - - - PROPERTY LINE  
 DEPARTURE: FACADE SETBACK AT GROUND LEVEL EXCEEDS 10' AT THE INTERSECTIONS






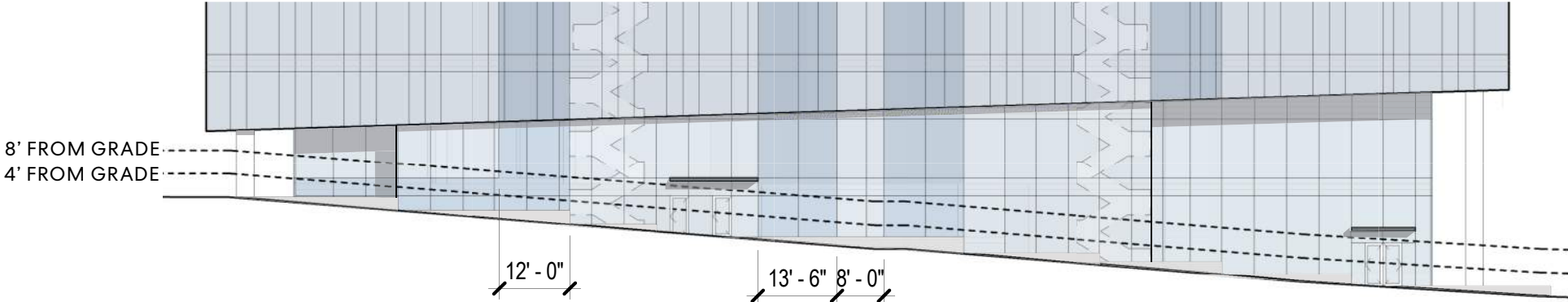

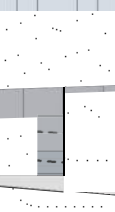


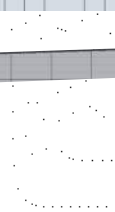


5.0 | DEPARTURES  
FACADE MODULATION

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale																				
<p><b>23.49.058 - Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and Downtown Mixed Commercial (DMC) upper-level development standards</b></p> <p><b>B. Facade modulation and upper-level width limit</b></p> <p>2. The following facade modulation requirements apply to structures meeting subsection 23.49.058.B.1:</p> <p>a. In DOC1, DOC2, and DMC zones, except the DMC 170 zone, facade modulation is required above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.</p> <p>c. The maximum length of a facade without modulation is prescribed in Table A for 23.49.058. This maximum length shall be measured parallel to each street lot line, and shall apply to any portion of a facade, including projections such as balconies, that is located within 15 feet of street lot lines.</p> <p>d. Any portion of a facade exceeding the maximum length of facade prescribed on Table A for 23.49.058 shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.</p>	<ul style="list-style-type: none"><li>Allow for reduction of required modulation depth along Dexter Ave above 160'</li></ul> <div><p><b>Departure</b></p><p>Additional portion of facade exceeding the maximum length of unmodulated facade within 15' of the street lot line</p><p><b>Code Compliant</b></p></div>	<ul style="list-style-type: none"><li>The design of the façade along Dexter Ave seeks to meet the design intent for façade modulation in a non-traditional way befitting its location at the shift to the downtown grid. Instead of modulating the façade horizontally (as described in the code) the façade is modulated vertically creating a dynamic, shifting, faceted edge as you travel past the building by foot, bicycle, or vehicle. This approach is in direct response to its location at the busy intersection of Dexter Ave and Denny Way, meets the intent of the code and, <i>B-1 Respond to neighborhood context</i>, in the Downtown Design Guidelines.</li><li>The faceted sawtooth modulation provides interest and dynamism as well as establishing a distinctive building language that defines the place, <i>D-3 Provide elements that define the place</i>.</li><li>The singular design move of a continuous faceted façade along the edge of Dexter Ave allows for a well-proportioned and unified building, B-4 Downtown Design Guidelines</li></ul>																				
<table><tr><th colspan="2">Table A for 23.49.058 Modulation requirements for DOC1, DOC2, and DMC zones, except DMC 170 zone</th></tr><tr><th>Elevation (in feet)</th><th>Maximum length of unmodulated facade within 15 feet of street lot line (in feet)</th></tr><tr><td>0 to 85</td><td>No limit</td></tr><tr><td>Greater than 85, up to 160</td><td>155</td></tr><tr><td>Greater than 160, up to 240</td><td>125</td></tr><tr><td>Greater than 240, up to 500</td><td>100</td></tr><tr><td>Above 500</td><td>80</td></tr><tr><th colspan="2">Modulation requirements for DMC 170 zone</th></tr><tr><td>0 to 60</td><td>No limit</td></tr><tr><td>Above 60</td><td>125</td></tr></table>	Table A for 23.49.058 Modulation requirements for DOC1, DOC2, and DMC zones, except DMC 170 zone		Elevation (in feet)	Maximum length of unmodulated facade within 15 feet of street lot line (in feet)	0 to 85	No limit	Greater than 85, up to 160	155	Greater than 160, up to 240	125	Greater than 240, up to 500	100	Above 500	80	Modulation requirements for DMC 170 zone		0 to 60	No limit	Above 60	125	<div><p>85ft -160ft above sidewalk</p><p>160ft -240ft above sidewalk</p><p>240ft above sidewalk</p></div> <div><p><b>Denny Way and Dexter Ave</b></p></div>	
Table A for 23.49.058 Modulation requirements for DOC1, DOC2, and DMC zones, except DMC 170 zone																						
Elevation (in feet)	Maximum length of unmodulated facade within 15 feet of street lot line (in feet)																					
0 to 85	No limit																					
Greater than 85, up to 160	155																					
Greater than 160, up to 240	125																					
Greater than 240, up to 500	100																					
Above 500	80																					
Modulation requirements for DMC 170 zone																						
0 to 60	No limit																					
Above 60	125																					

----- Elevation Reference    15' Setback    Departure

5.0 | DEPARTURES

GREEN STREET FACADE TRANSPARENCY REQUIREMENTS

Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.49.056 - Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and Downtown Mixed Commercial (DMC) street facade, landscaping, and street setback requirements</b></p> <p><b>D. Blank facade limits</b></p> <p>1. General Provisions</p> <p>a. Facade transparency requirements apply to the area of the facade between 2 feet and 8 feet above the sidewalk, except that if the slope along the street frontage of the facade exceeds 7.5 percent, the transparency requirements apply to the area of the facade between 4 feet and 8 feet above sidewalk grade.</p> <p>b. Any portion of a facade that is not transparent shall be considered to be a blank facade.</p> <p>2. Blank facade limits for Class I pedestrian streets and designate green streets</p> <p>a. Blank facades shall be no more than 15 feet wide except segments with garage doors may exceed a width of 15 feet and may be as wide as the driveway plus 5 feet. Blank facade segment width may be increased to 30 feet if the Director in a Type I decision determines that the facade segment is enhanced by features with visual interest such as architectural detailing, artwork, landscaping, or similar features.</p> <p>b. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.</p> <p>c. The total width of all blank facade segments, including garage doors, shall not exceed 40 percent of the street-facing facade of the structure on each street frontage, or 50 percent if the slope of the street frontage of the facade exceeds 7.5 percent.</p>	<ul style="list-style-type: none"><li>Allow for blank facade along Bell St in excess of 15 feet</li></ul>     <p><b>PROPOSED</b></p>       <p>AREA OF TRANSPARENT FACADE = 568 SF = 73% AREA OF OPAQUE FACADE = 210 SF = 27%</p> <p>AREA OF OPAQUE FACADE = 242 SF = 31.1%</p> <p>DEPARTURE</p>	<ul style="list-style-type: none"><li>Bell St, a 'Green Street', is an area of quiet respite along the south face of the building. With the generous 15' setback, additional 12' of public sidewalk and protected bike lane there is ample room for the creation of seating areas and rain garden plantings. These amenities offer the passerby a place of rest or a perch to eat a takeaway lunch and watch the activity of the green street. The landscape and pedestrian amenities along this edge</li></ul> <p>interest for the passerby. The combination of transparency at areas of movement and opacity at areas for seating and plantings respond to Design Guidelines D-1 Provide inviting and useable open space, and D-2 Enhance the building with landscaping.</p> 



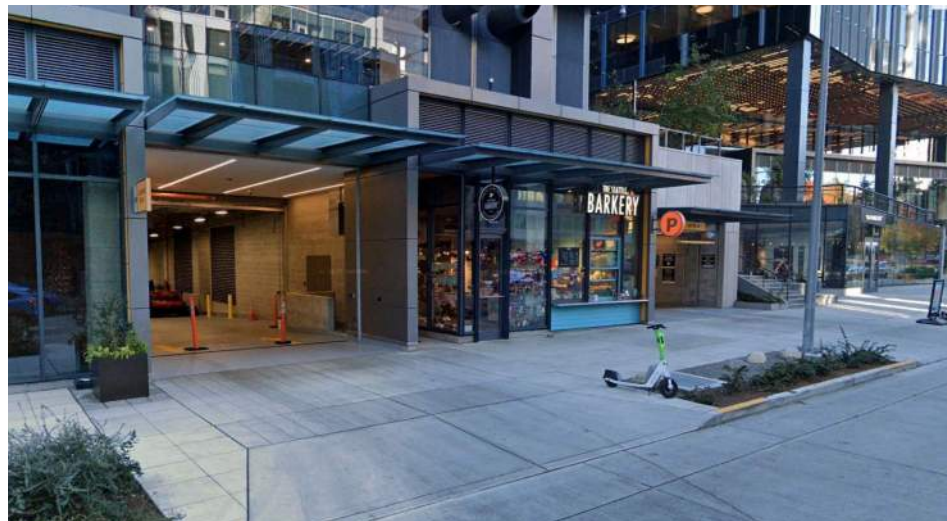
## 5.0 | DEPARTURES

### CURB CUTS

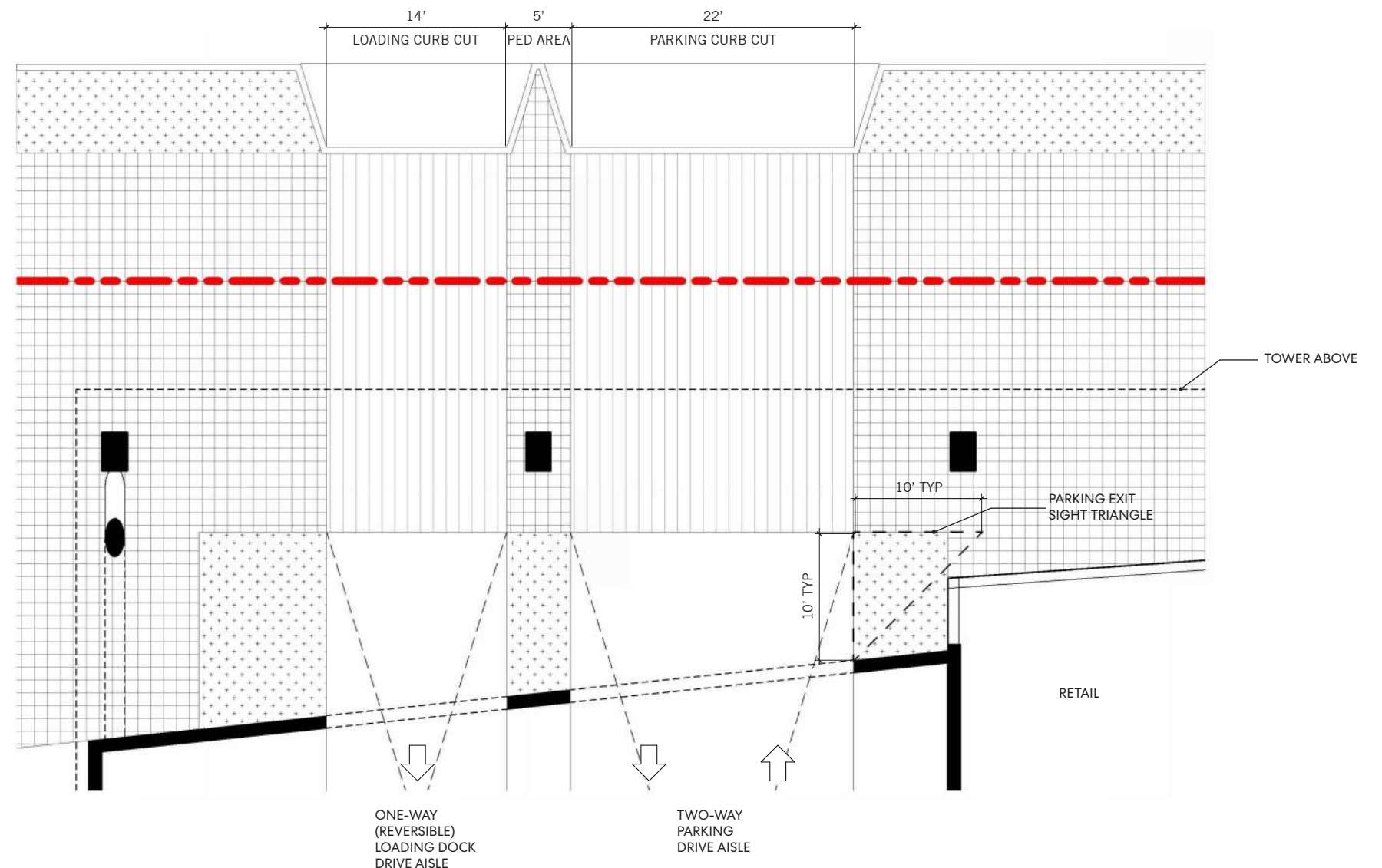
Code Citation & Requirement (Excerpt)	Proposed Departures	Rationale
<p><b>23.54.030 - Parking Space and Access Standards</b></p> <p><b>F. Curb cuts</b></p> <p>2.a.4. In downtown zones, a maximum of two curb cuts for one-way traffic at least 40 feet apart, or one curb cut for two-way traffic, are permitted on each street front where access is permitted by subsection 23.49.019.H. No curb cut shall be located within 40 feet of an intersection. These standards may be modified by the Director as a Type I decision on lots with steep slopes or other special conditions, to the minimum extent necessary to provide vehicular and pedestrian safety and facilitate a smooth flow of traffic</p>	<ul style="list-style-type: none"> <li>The project proposes (1) two-way curb cut for passenger vehicles and (1) one-way (reversible) curb cut for service vehicles along 8th Ave. The curb cuts will be proximal to each other to provide the sense of a single curb cut. However, a textured pedestrian area between the two driveways will be provided.</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the Downtown Design Guidelines the proposed design locates all service areas below grade, <i>E-3 Minimize the presence of service areas.</i></li> <li>Additionally all parking is located below grade per <i>E-2 Integrate parking facilities.</i> Entry to the parking garage and loading dock are set back from the property line and located under the tower above so as to minimize their visual impact.</li> <li>Impacts from curb cuts are addressed by with the provision of safety devices (contrasting/textured specialty paving between driveways and sidewalks, <i>E-1 Minimize curb cut impacts.</i></li> <li>The proposed configuration provides a safer entry/exit sequence between passenger and service vehicles by allowing the entries to remain separate while appearing connected. The separate entrances also support a functional below grade parking and loading dock configuration.</li> </ul>



2118 8th Ave



2202 8th Ave



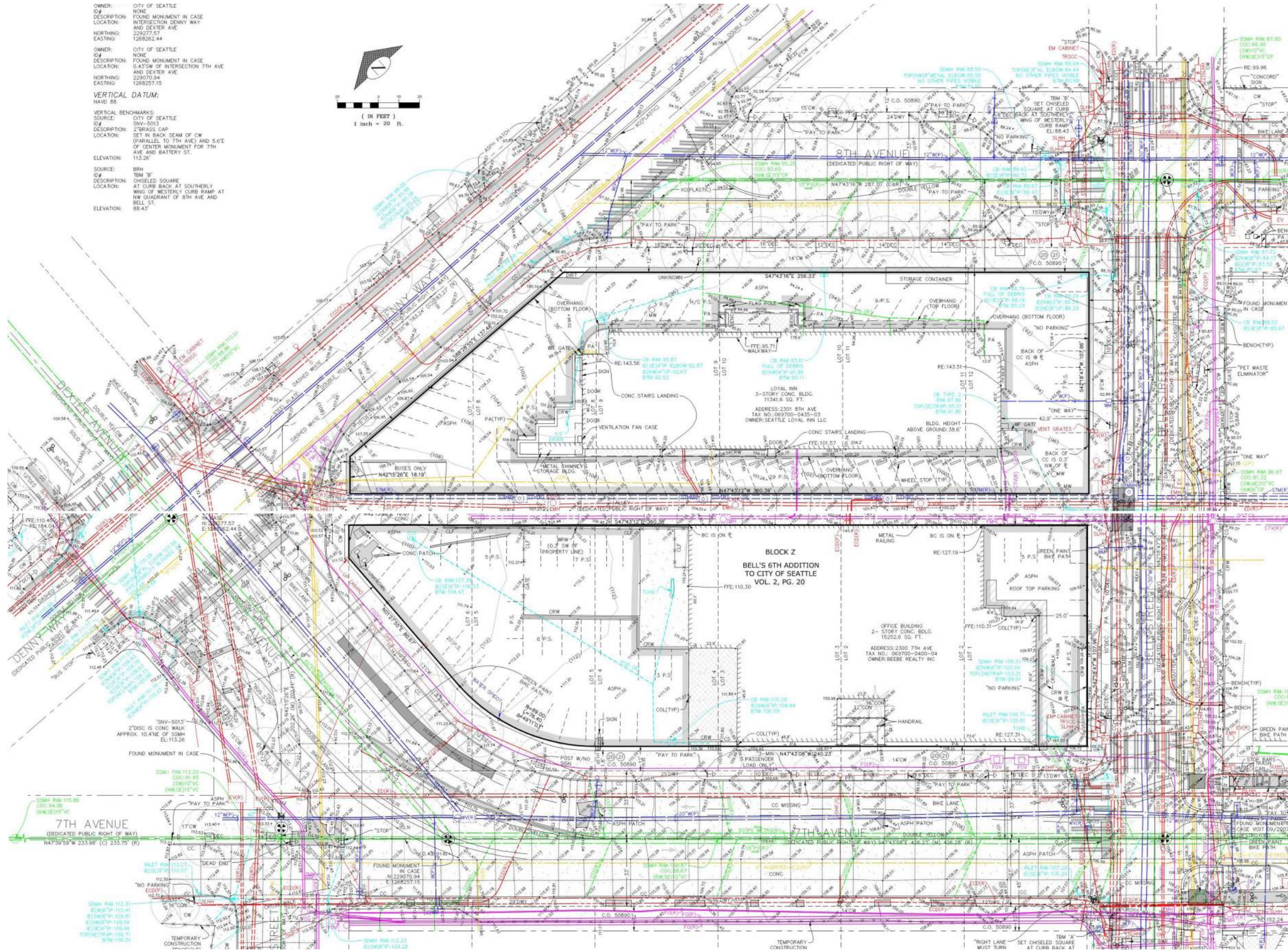
**THANK YOU!**



# APPENDIX



## 1.0 | PROJECT INFORMATION SURVEY

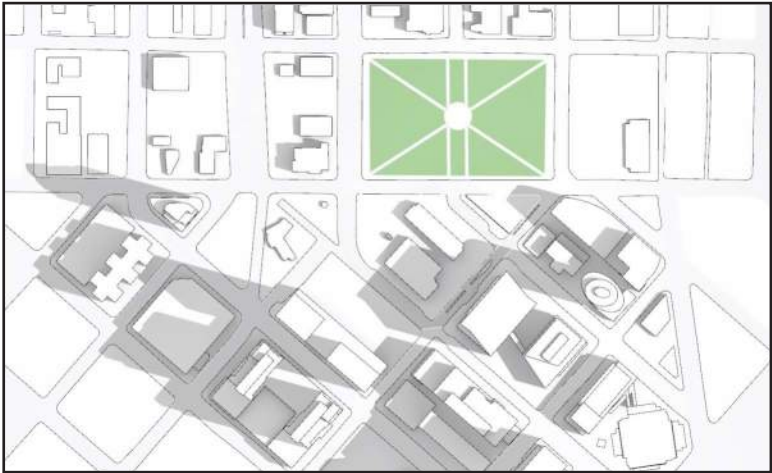




1.0 | PROJECT INFORMATION  
SOLAR STUDIES - EXISTING SITE

SUMMER SOLSTICE

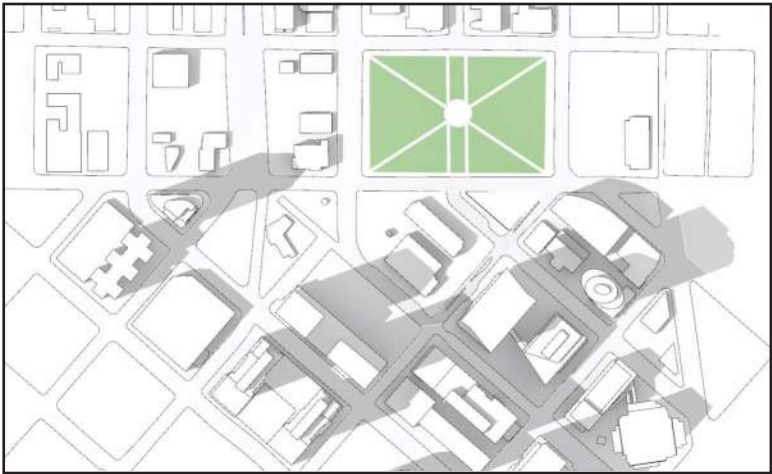
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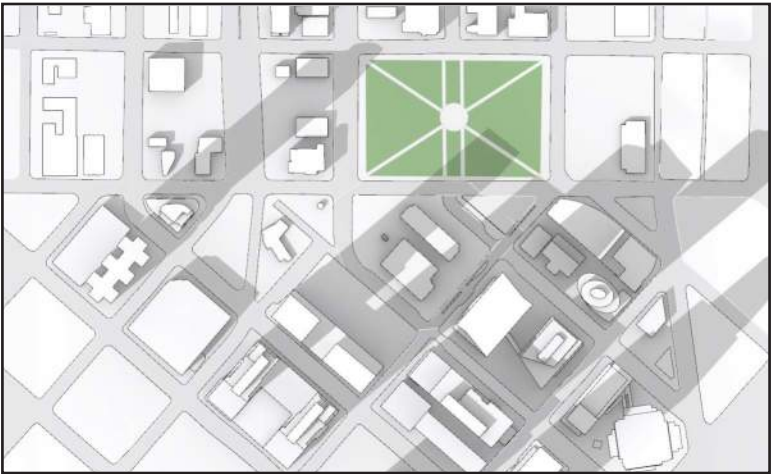
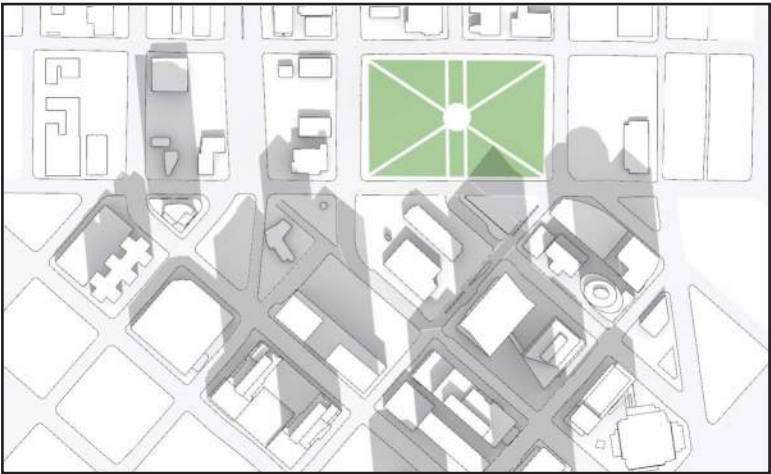
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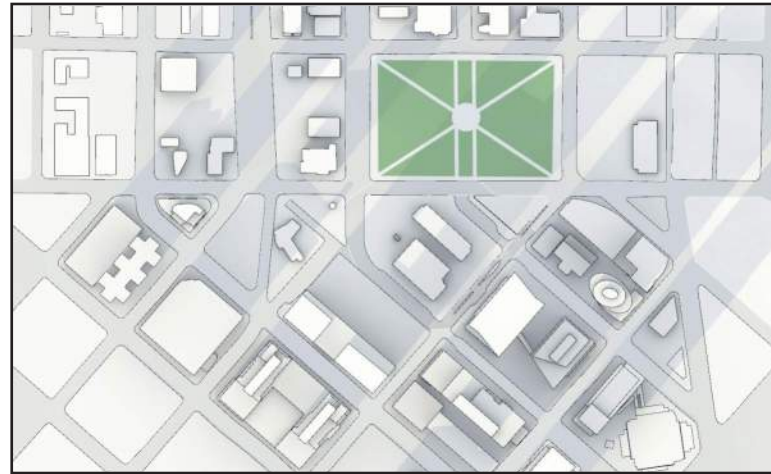
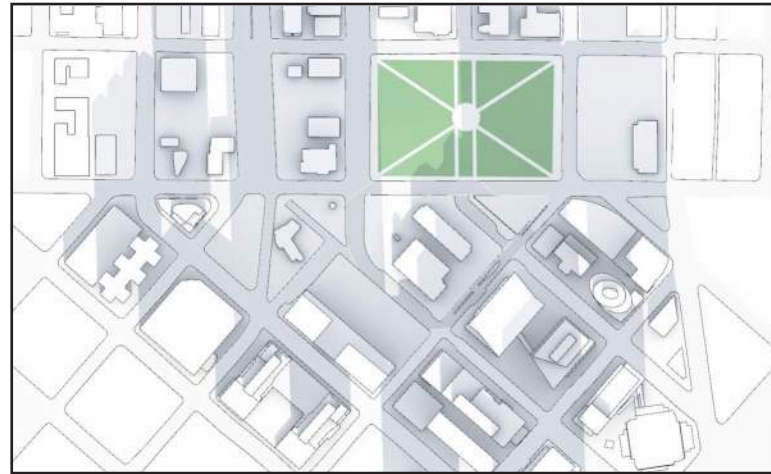
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EQUINOX



WINTER SOLSTICE



Shadows from existing buildings



1.0 | PROJECT INFORMATION

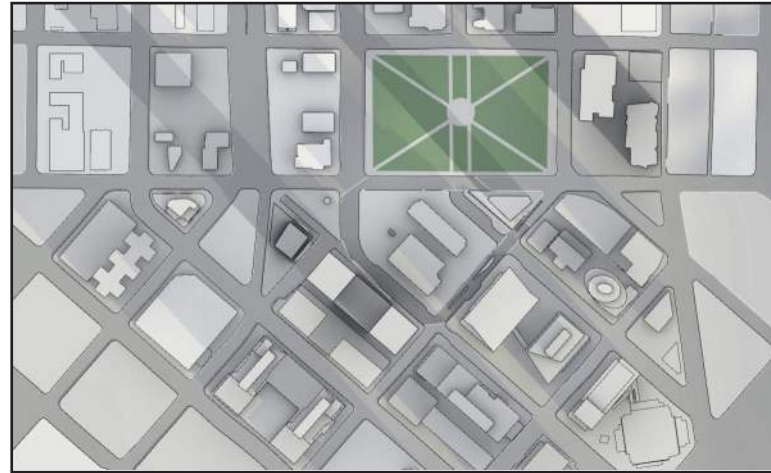
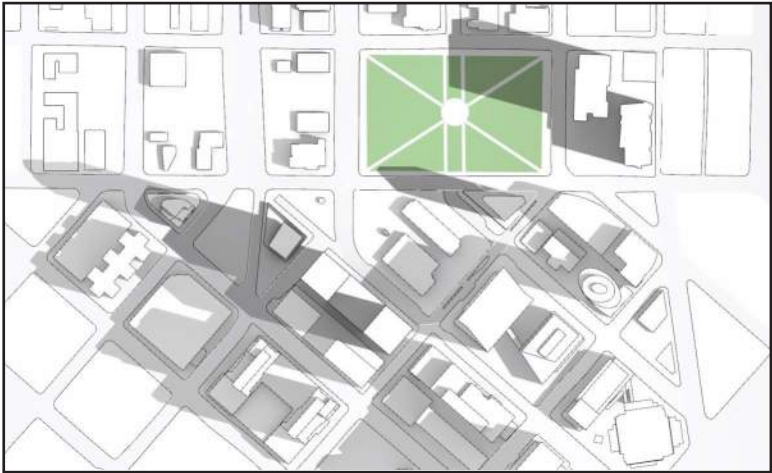
SOLAR STUDIES - EXISTING SITE WITH CURRENT PLANNED DEVELOPMENTS

SUMMER SOLSTICE

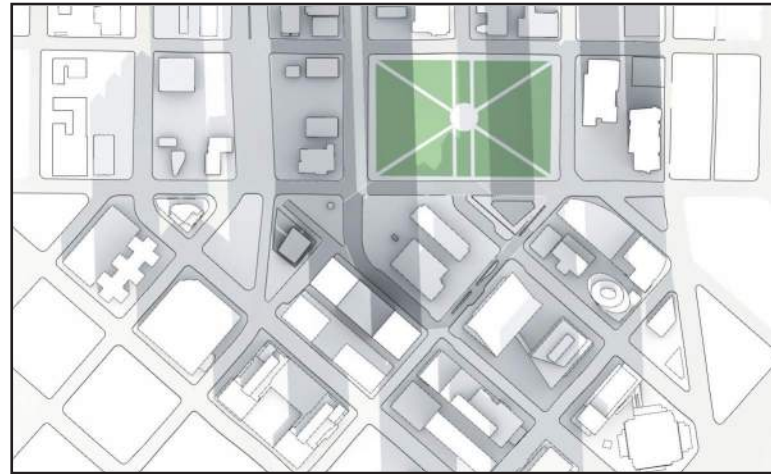
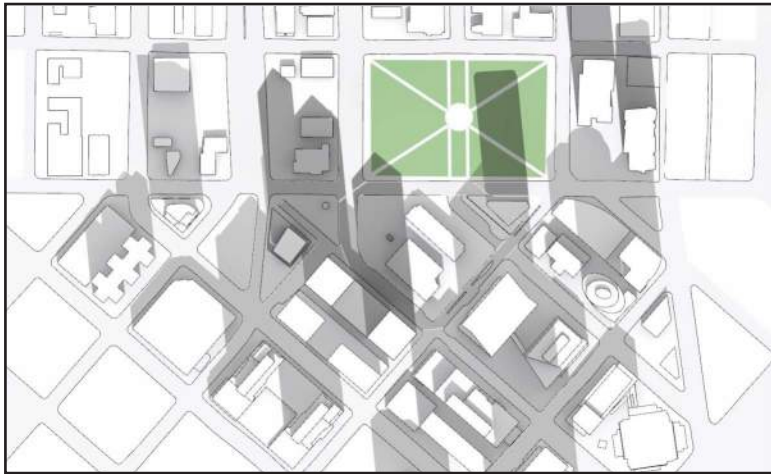
EQUINOX

WINTER SOLSTICE

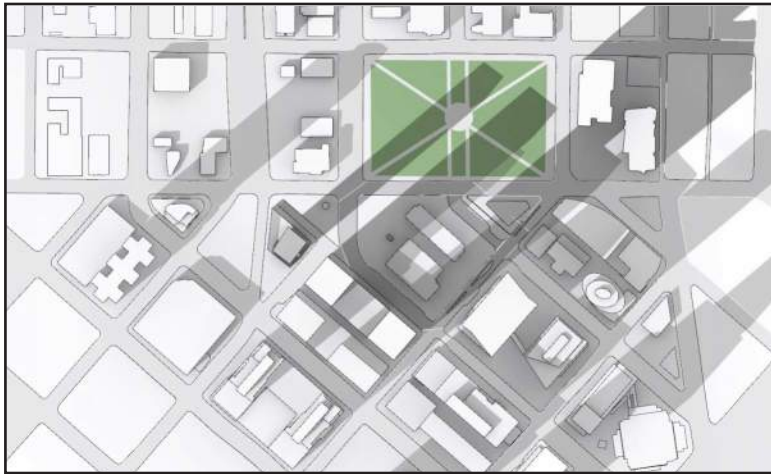
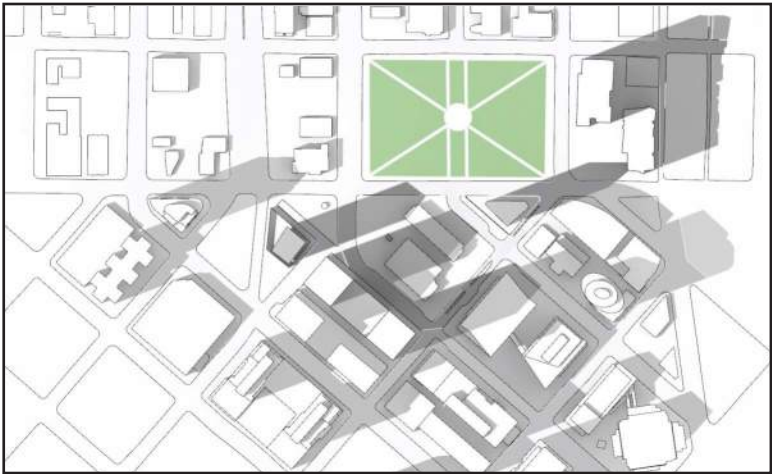
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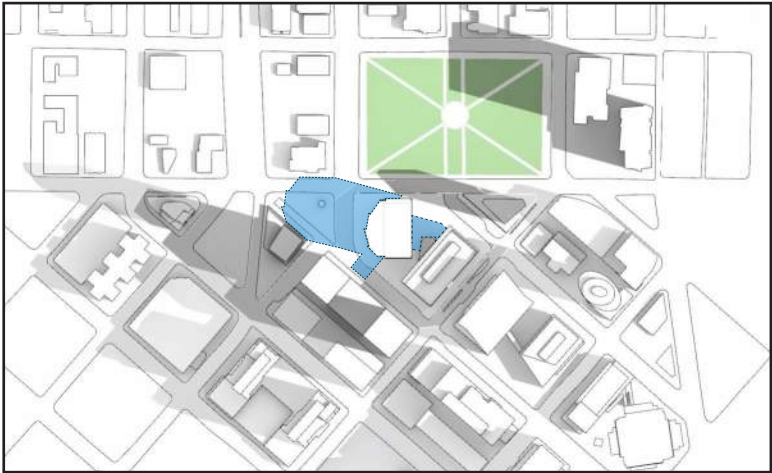
Shadows from existing buildings  
Shadows from planned development



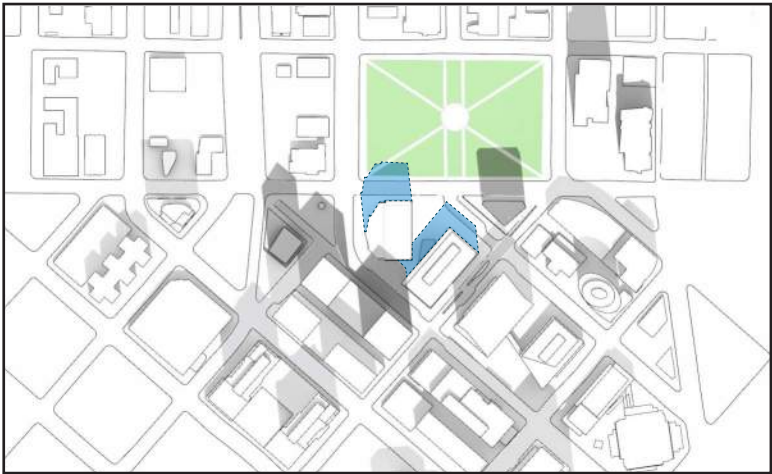
1.0 | PROJECT INFORMATION  
SOLAR STUDIES - PROPOSED DEVELOPMENT

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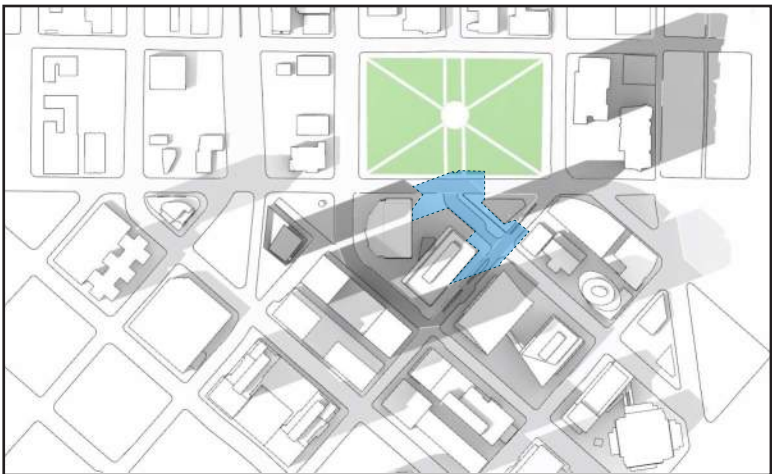
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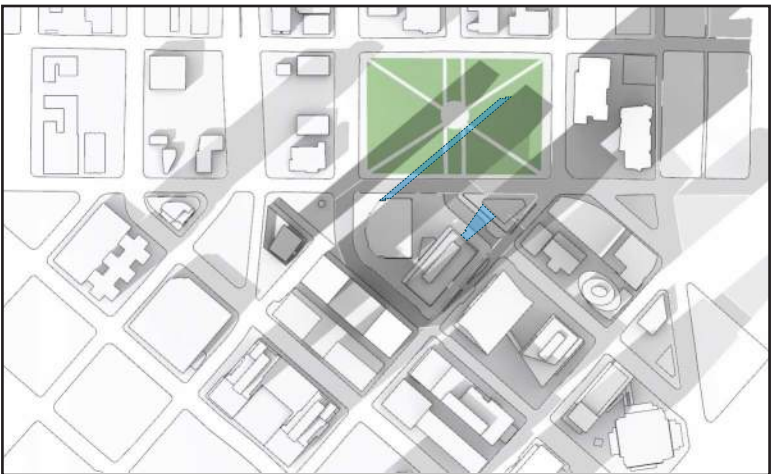
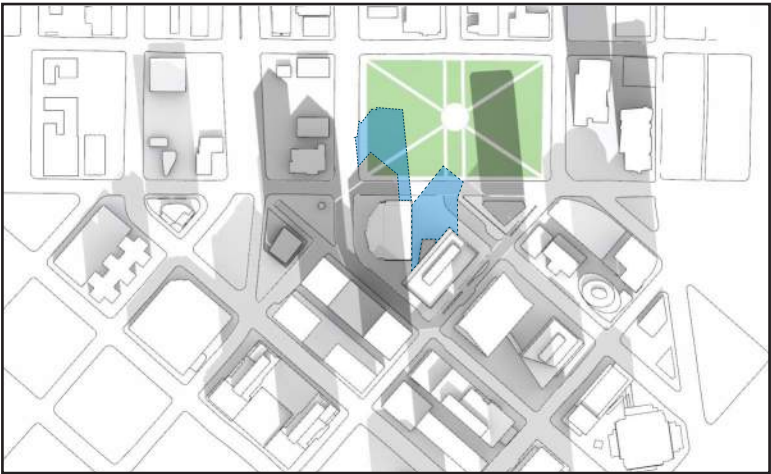
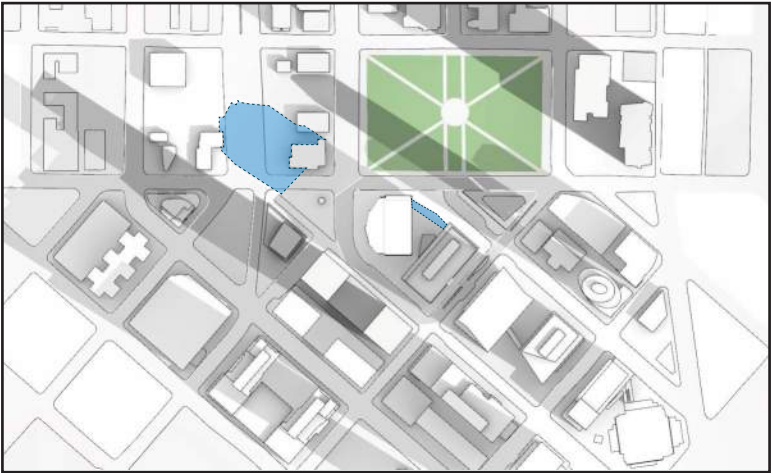
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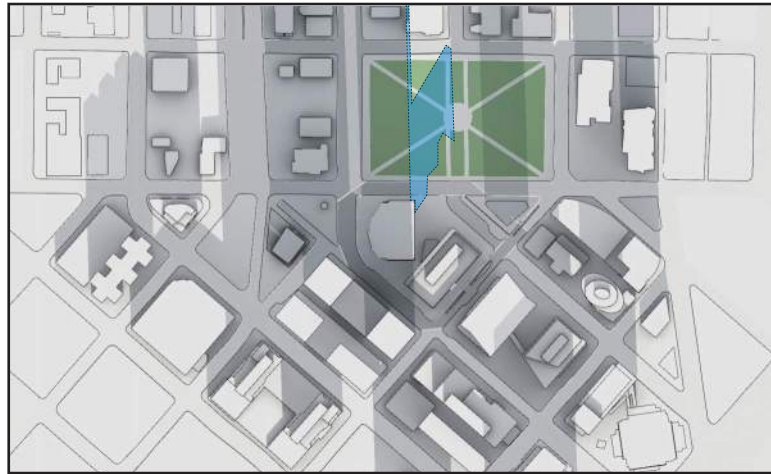
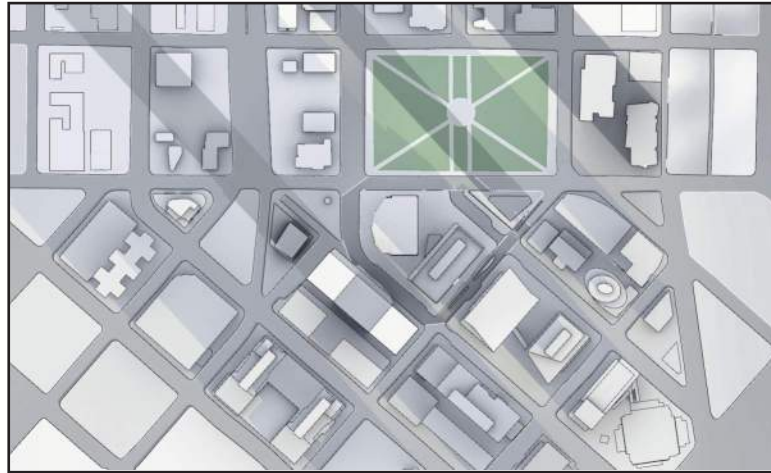
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EQUINOX



WINTER SOLSTICE

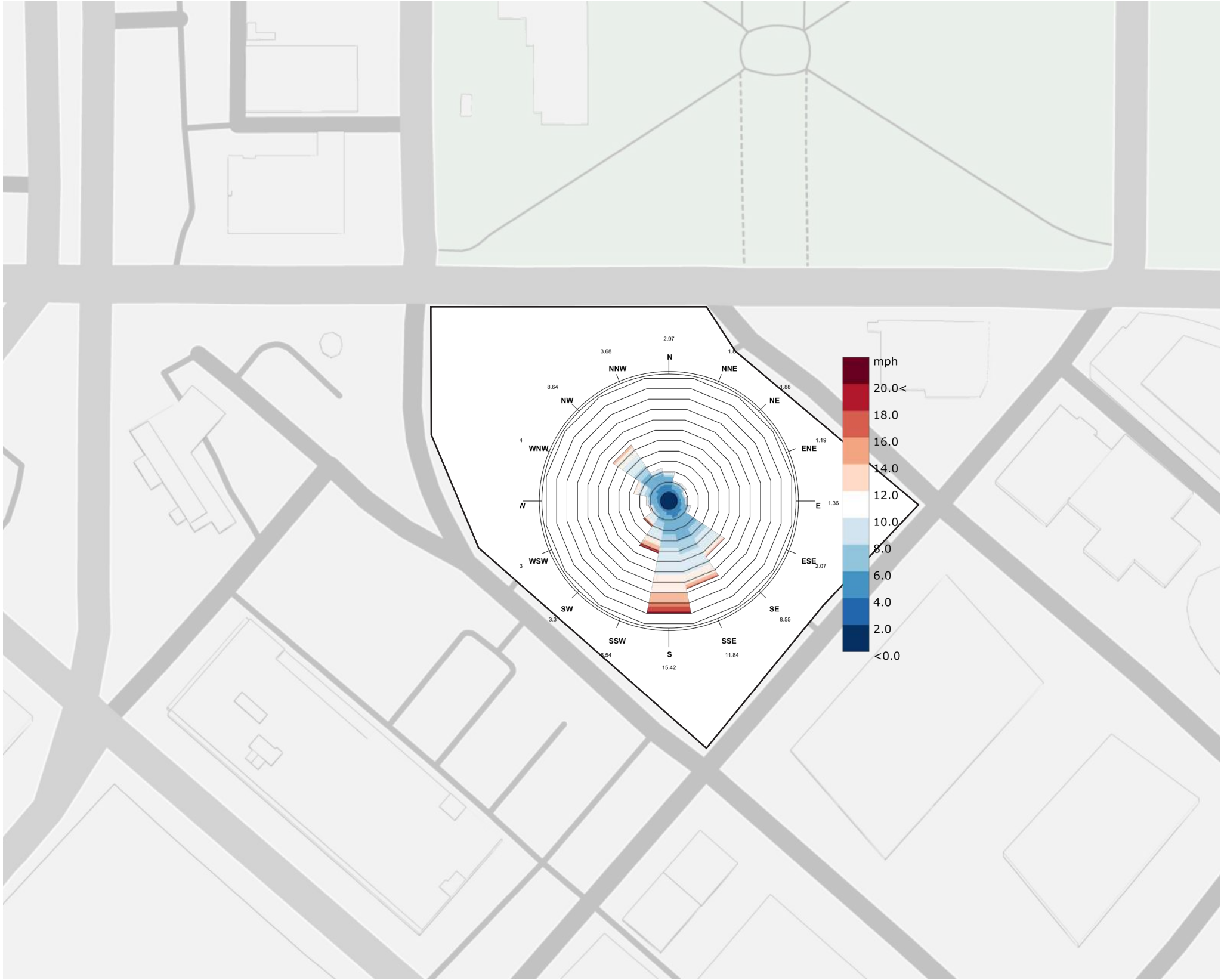


- Shadows from existing buildings
- Shadows from planned development
- Shadows added from proposed development

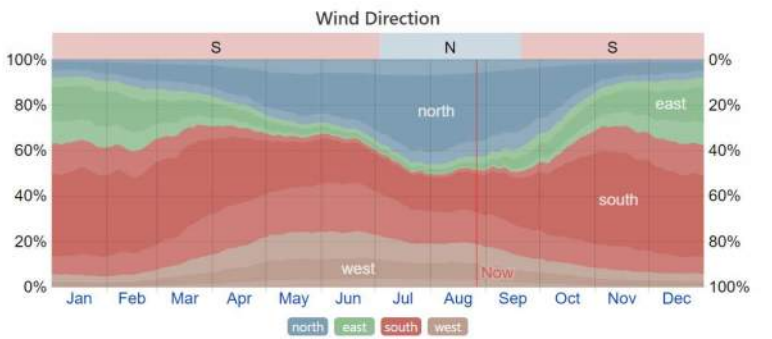
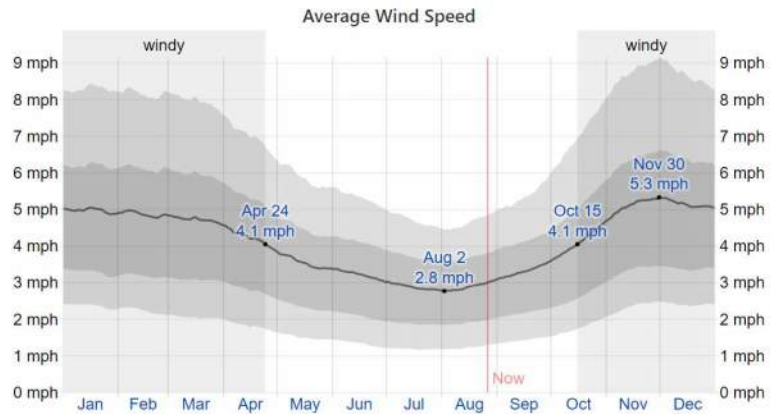
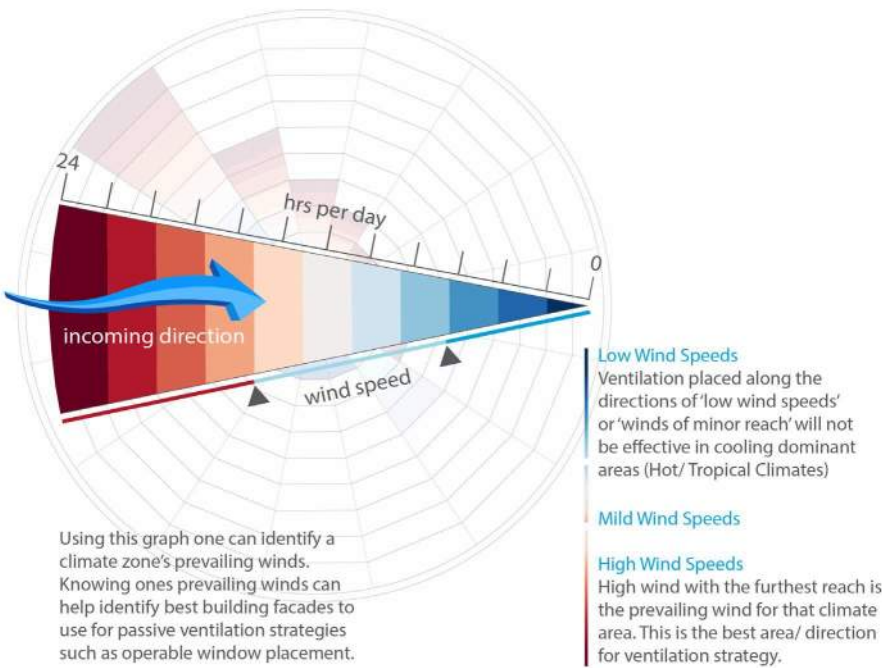


2.0 | PROJECT INFORMATION

SITE WIND ANALYSIS



Understanding the Wind Diagram





1. Survey and Site Exhibits
2. EDG Package
- 3. EDG Comments**
4. Community Outreach Summary



EARLY DESIGN GUIDANCE OF THE  
DOWNTOWN DESIGN REVIEW BOARD

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Record Number: 3040157-EG

Address: 2301 8<sup>th</sup> Ave

Applicant: Jodi Patterson O'Hare for Elizabeth Grace, Perkins+Will

Date of Meeting: January 3, 2023

Board Members Present: Carey Dagliano, Chair  
Nicole Li  
Mathew Bissen  
Che Fortaleza  
Jake Woll

Board Members Absent: Aaron Luoma

SDCI Staff Present: Joseph Hurley

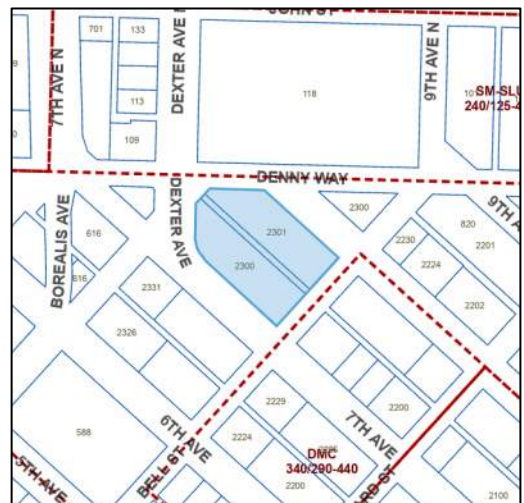
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**SITE & VICINITY**

**Site Zone:** Downtown Mixed Commercial 240/290-440 (DMC-240/290-440)

**Nearby Zones:** (North) Seattle Mixed – South Lake  
Union 240-125-440 (SM-SLU  
240/125-440)  
(South) Downtown Mixed Commercial  
240/290-440 (DMC-240/290-440)  
&  
Downtown Mixed Commercial  
340/290-440 (DMC-340/290-440)  
(East) DMC-240/290-440 &  
DMC-340/290-440  
(West) DMC-240/290-440

**Lot Area:** 69,235 sq. ft.





**Current Development:**

The subject site is comprised of two existing tax parcels separated by an alley. The northeast parcel is currently developed with a masonry motel structure built in 1967 and the southeast parcel is currently developed with a masonry office building constructed in 1965. Surface parking lots are present on both parcels. The site is irregular in shape and slopes downward west to east approximately 24 feet.

**Surrounding Development and Neighborhood Character:**

The subject site is located in Denny Triangle neighborhood of the Downtown Urban Center. The site occupies a full block and is bound by Denny Way to the north, 8<sup>th</sup> Ave to the northeast, Bell St to the southeast, 7<sup>th</sup> Ave to the southwest, and Dexter Ave to the west. Two orthogonal street grids with differing orientations intercept at principal arterial Denny Way, resulting in irregularly shaped blocks along the arterial. 7<sup>th</sup> and 8<sup>th</sup> Aves are both minor arterials continuing southeast into the Denny Triangle neighborhood. This centrally located area lies between South Lake Union to the north, the Downtown retail core to the south, and Belltown to the southwest. The vicinity is largely comprised of multifamily, mixed-use, office, commercial, and hospitality uses. Neighborhood green spaces include Denny Park to the north, a network of small parks and neighborhood open spaces in the blocks to the southeast.

The Denny Triangle neighborhood is rapidly evolving, as vacant lots and older low- and midrise structures are being replaced by primarily highrise residential developments. Buildings in the vicinity are up to forty stories in height with no single architectural style prevailing. Newer developments feature heavy glazing and varied modulation above articulated podiums. Strong streets walls are lined with street trees and interrupted by the occasional surface parking lot or older lowrise structure. By contrast, older structures are generally lowrise, warehouse-style or masonry developments. Increased development to create housing is anticipated to continue as a result of market demand. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 616 Battery, 2350 6<sup>th</sup> Ave, and 2300 8<sup>th</sup> Ave.

**Access:**

Vehicle access is proposed from 8<sup>th</sup> Ave. Pedestrian access is proposed from 7<sup>th</sup> Ave and 8<sup>th</sup> Ave.

**Environmentally Critical Areas:**

No mapped environmentally critical areas are located on the subject site.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for an 18-story office building and an 11-story office, laboratory building with retail. Parking for 630 vehicles proposed. Project relies on alley vacation.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

## **EARLY DESIGN GUIDANCE – JANUARY 3, 2023**

### **PUBLIC COMMENT**

There were no public comments offered at this meeting.

SDCI did not receive any design related comments in writing prior to the meeting.

SDCI received non-design related comments concerning density, project timeline, and wastewater infrastructure. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- SDOT remains generally supportive of the vacation concept provided vehicle access to the new combined site is limited to a single curb cut from 8th Ave. Relocation of the existing utilities below grade in the alley ROW will also need to be resolved.
- There are a number of opportunities for public benefit around the site under discussion and looking to the public engagement process for additional input before committing to any alternatives.

Seattle Public Utilities offered the following comments:

- SPU supports roll-off compaction with access from 8th Ave.
- SPU requires turning studies that demonstrate trucks can back up to compactors with adequate clearance to protect private property. This development may require on-site truck turnaround and Trucks cannot back out onto streets.

Seattle Design Commission offered the following comments: The Seattle Design Commission conducted a pre-vacation petition review of the proposed alley vacation for the 7th and Bell development and the following is a summary of the design-related issues identified by the Commission at that meeting:

- Current open space proposal doesn't provide strong connections to Denny Park. Look at opportunities to connect physically and visually to Denny Park.
- Consider relationship of open spaces to rights of way. The connections should be stronger.
- The location and orientation of retail space should be reconsidered to maximize its impact on the public realm and open spaces.
- Create a connection at Denny and 7th to building through massing and ground level spaces
- Pulling the building back from 7th and Bell would create an opportunity for better-quality open space at the SW corner of site, which would maximize sun exposure.
- 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.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable



Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD GUIDANCE**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### **1. Three Schemes; Massing and Site Planning**

- a. The Board expressed appreciation for the process drawings showing the evolution of site design in response to context, particularly the unusual geometry of the site and its location at the intersecting Downtown and Denny Triangle street grids. (A-1, B-1)
- b. The Board agreed that the resulting composition of structure and open space in Scheme 3 was an appropriate response to context and had the best potential to meet the intent of the guidelines. (A-1, B-1, B-4, D-1)
- c. The Board discussed the height of the two towers and their placement on site in Scheme 3, noting that if the smaller tower were located to the north (as in Scheme 2) it could provide a better scale transition from Denny Park. (A-1, B-2)
- d. After considering the pattern of larger and smaller towers in existing projects to the south, the increased solar access to proposed open space, and the potential to create an iconic form at the block's most urban corner, the Board agreed that the massing in Scheme 3 was the strongest and had the best potential to meet the intent of the guidelines. (A-1, B-1, B-4)

### **2. Open Space Planning**

- a. The Board recognized and supported the applicant's stated intent to develop the public open spaces to serve the community and neighborhood, with programming to activate and energize the site and to create vibrancy through its architectural expression. (D-1, C-1, C-3)
- b. The Board appreciated the applicant's recognition of the emerging "Market to MOHAI" pedestrian corridor, this project's adjacent location, and the particular importance of the design of the pedestrian environment at Bell St. (B1-1.e, D-2.1, D-3)

### **3. Open Space Design:** The Board expressed concern regarding how well the open spaces were connected to and integrated with the sidewalk, how the open space would be understood by the public, how the path between the two open spaces would be recognizable as public, the compression of that route created between the two towers, and the lack of an understandable reason for using this path. The Board provided guidance to:

- a. Articulate the street edge and open space to engage and open to the sidewalk, minimizing barriers to use and making its public nature immanently clear. (C-1, C-3, D-1, D-3)
- b. Modify the design to encourage use of this path and these areas by the public, increase the openness of the path (physically and visually), provide clear wayfinding cues and destinations, and refine the programming and articulation of the street level edges to activate and energize the site. (D-1, C-1, C-3, D-4, D-5)

- 4. The Streetscape and Base:** The Board expressed concern regarding the lack of wayfinding cues for pedestrians at 7<sup>th</sup> Ave and Bell St, the lack of clearly identifiable building entries, the programming and articulation of street-level areas, and the street-level composition of the project's most urban corner at Denny Way and Dexter Ave. The Board provided guidance to:
- a. Revise and refine the courtyard and street edge at 7<sup>th</sup> Ave to clearly indicate public versus private areas and pedestrian routes. (C-1, D-3, D-4)
  - b. Create an architectural expression around the building entries that makes them highly legible and clearly identifiable. (C-4)
  - c. Revisit the programming and composition of street level building edges to increase porosity and engagement with pedestrian areas. (C-1, C-3)
  - d. Revise the street level design at Denny Way and Dexter to create a sense of place and engage the street at this very urban and highly visible corner. Consider including retail along Dexter Ave or shifting the building entry north to engage the corner. (A-1, C-1, B-4, D-3)
- 5. The Towers; Schematic Design:** The Board expressed concern regarding the limited facade articulation and blankness of the taller north tower intended to be iconic, the composition and qualities of the screening facade assembly, the apparently limited intermediate scaling elements, and the intended differentiation of the facade elements at base, middle and top. The Board provided guidance to:
- a. Refine and strengthen the design of the north tower to create the contextually appropriate and iconic appearance as described by the applicant. (A-1, B-1, B-4)
  - b. Strengthen the legibility of the facets in the sawtooth expression at south. Clearly demonstrate the assembly and appearance of exterior cladding materials and fenestration that support this appearance. (A-1, B-4, C-2)
  - c. If additional modulation is not added, demonstrate how the cladding materials and assembly are manipulated to create multiple levels of scale, scaling down to pedestrian level and up to be part of the skyline. (B-4, C-2)
  - d. Demonstrate how the mechanical screening at the top of the tower is articulated to strengthen the design concept and enhance the skyline. (B-4, A-2)
- 6. Process**
- a. The Board recognized the intent to build the project in two stages, with separate Master Use and Construction permits for the first and second phases and noted that their review at the next meeting would be two-fold: a review and recommendation of the whole project response to EDG, and a review and recommendation of Phase 1 alone.
  - b. The Board recognized that because it would be permitted and built separately, the Phase 1 design would need to meet the intent of the Design Guidelines as a singular stand-alone project. The Board agreed that this would require the same complete, detailed and fully documented design required of all projects at design recommendation review.

#### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guideline priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.



At the time of the Early Design Guidance meeting, the following departure(s) were requested:

1. **Structure Height (23.49.008.D):** The Code limits the coverage of rooftop features to 50% of roof area. The applicant proposes rooftop coverage of up to 100%

The Board indicated potential support for this departure because the resulting design could help the project better meet the intent of Design Guidelines B-4 Design a well-proportioned and unified building as well as A-2 Enhance the Skyline.

2. **Facade setback limits (23.49.056.B.2.b):** The Code limits the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot to not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The applicant proposes to exceed the maximum 4,785 square foot setback area by an additional 5,402 square feet.

The Board indicated preliminary support for this departure provided the resulting design would help the project better meet the intent of Design Guidelines C-1 Promote Pedestrian Interaction and D-1 Provide Inviting & Usable Open Space.

3. **Facade setback limits (23.49.056.B.2.c):** The Code requires that the maximum width, measured along the street lot line, of any setback area exceeding a depth of 15' from the street lot line shall not exceed 80', or 30% of the lot frontage on that street, whichever is less. The applicant proposes to exceed maximum facade widths. The Bell St facade would exceed the maximum width by 124 feet, the Denny Way facade by approximately 58 feet, the 8<sup>th</sup> Ave facade by approximately 28 feet, and the 7<sup>th</sup> Ave facade by approximately 7 feet (specific amounts shown on page 77 of the EDG packet).

The Board indicated preliminary support for this departure provided the resulting design would help the project better meet the intent of Design Guidelines C-1 Promote Pedestrian Interaction and D-1 Provide Inviting & Usable Open Space.

4. **Facade setback limits (23.49.056.B.2.d):** The Code requires that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes setbacks of between 10 and 20 feet at each of the intersections.

The Board indicated preliminary support for this departure because the resulting design could help the project better meet the intent of Design Guidelines C-1 Promote Pedestrian Interaction and D-1 Provide Inviting & Usable Open Space. The Board noted their support would depend on resolution of the corner design at Denny Way and Dexter Ave per 4.d (above).

5. **Facade Modulation (23.49.058):** The Code requires any portion of a facade exceeding the prescribed maximum length of facade shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line. The applicant proposes a series of vertical facets, each of which will be setback less than 15' per the drawings and calculations on page 79 of the EDG packet.

The Board indicated potential support for this departure because the resulting design could help the project better meet the intent of Design Guidelines B-4 Design a Well-Proportioned & Unified Building and C-2 Design Facades of Many Scales. The Board noted their support would depend on the clear articulation and legibility of the vertical facets and the creation of compositional elements at multiple levels of scale.

6. **Green Street facade transparency requirements (23.49.056):** The Code requires blank facades on designated green streets to be no more than 15 feet wide. Bell Street is a Green Street. The applicant proposes a blank wall segment 35 feet wide on Bell Street.

The Board expressed concern regarding the limited activation of Bell Street and also recognized the compositional strength of the two fully glazed and clearly articulated stair towers. The Board indicated possible support for this departure if the resulting design would help the project better meet the intent of Design Guidelines B-4 Design a Well-Proportioned & Unified Building and C-1 Promote Pedestrian Interaction.

7. **Curb Cuts (23.54.030.F):** The Code designates a maximum of 1 two-way curb cut on streets where access is permitted in Downtown zones. Where two curb cuts are proposed they are required to be one-way and separated by a minimum of 40 feet. On 8<sup>th</sup> Ave, the applicant proposes a two-way curb cut and a second one-way curb cut for loading, separated by 5 feet.

The Board indicated preliminary support for this departure because the resulting design could help the project better meet the intent of Design Guidelines E-1 Minimize Curb Cut Impacts and E-3 Minimize the Presence of Service Areas.

## **DESIGN REVIEW GUIDELINES**

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

### **SITE PLANNING AND MASSING**

**A-1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.**

**A-1.1. Response to Context:** Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

- a. a change in street grid alignment that yields a site having nonstandard shape;
- b. a site having dramatic topography or contrasting edge conditions;
- c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
- d. access to direct sunlight—seasonally or at particular times of day;
- e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);



- f. views of the site from other parts of the city or region; and
- g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

**A-1.2. Response to Planning Efforts:** Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

**A-2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline’s present and planned profile.**

**A-2.1. Desired Architectural Treatments:** Use one or more of the following architectural treatments to accomplish this goal:

- a. sculpt or profile the facades;
- b. specify and compose a palette of materials with distinctive texture, pattern, or color; and
- c. provide or enhance a specific architectural rooftop element.

**A-2.2. Rooftop Mechanical Equipment:** In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

## ARCHITECTURAL EXPRESSION

**B-1 Respond to the Neighborhood Context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.**

**B-1.1. Adjacent Features and Networks:** Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a. a surrounding district of distinct and noteworthy character;
- b. an adjacent landmark or noteworthy building;
- c. a major public amenity or institution nearby;
- d. neighboring buildings that have employed distinctive and effective massing compositions;
- e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
- f. direct access to one or more components of the regional transportation system.

**B-1.2. Land Uses:** Also, consider the design implications of the predominant land uses in the area surrounding the site.

**B-2 Create a Transition in Bulk & Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.**

**B-2.1. Analyzing Height, Bulk, and Scale:** Factors to consider in analyzing potential height, bulk, and scale impacts include:

- a. topographic relationships;
- b. distance from a less intensive zone edge;
- c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
- d. effect of site size and shape;
- e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and

- f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes);
- g. street grid or platting orientations.

**B-2.2. Compatibility with Nearby Buildings:** In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

- h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
- i. architectural massing of building components; and
- j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

**B-2.3. Reduction of Bulk:** In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

- k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
- l. increasing building setbacks from the zone edge at ground level;
- m. reducing the bulk of the building's upper floors; and
- n. limiting the length of, or otherwise modifying, facades.

**B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

**B-3.1. Building Orientation:** In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

**B-3.2. Features to Complement:** Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

- a. massing and setbacks,
- b. scale and proportions,
- c. expressed structural bays and modulations,
- d. fenestration patterns and detailing,
- e. exterior finish materials and detailing,
- f. architectural styles, and
- g. roof forms.

**B-3.3. Pedestrian Amenities at the Ground Level:** Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

- h. public art installations,
- i. street furniture and signage systems,
- j. lighting and landscaping, and
- k. overhead weather protection.

**B-4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural**



**concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.**

**B-4.1. Massing:** When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- a. setbacks, projections, and open space;
- b. relative sizes and shapes of distinct building volumes; and
- c. roof heights and forms.

**B-4.2. Coherent Interior/Exterior Design:** When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. facade modulation and articulation;
- e. windows and fenestration patterns;
- f. corner features;
- g. streetscape and open space fixtures;
- h. building and garage entries; and
- i. building base and top.

**B-4.3. Architectural Details:** When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- j. exterior finish materials;
- k. architectural lighting and signage;
- l. grilles, railings, and downspouts;
- m. window and entry trim and moldings;
- n. shadow patterns; and
- o. exterior lighting.

## THE STREETScape

**C-1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.**

**C-1.1. Street Level Uses:** Provide spaces for street level uses that:

- a. reinforce existing retail concentrations;
- b. vary in size, width, and depth;
- c. enhance main pedestrian links between areas; and
- d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

**C-1.2. Retail Orientation:** Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

**C-1.3. Street Level Articulation for Pedestrian Activity:** Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

- e. open facades (i.e., arcades and shop fronts);
- f. multiple building entries;
- g. windows that encourage pedestrians to look into the building interior;
- h. merchandising display windows;

- i. street front open space that features art work, street furniture, and landscaping;
- j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

**C-2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.**

**C-2.1. Modulation of Facades:** Consider modulating the building facades and reinforcing this modulation with the composition of:

- a. the fenestration pattern;
- b. exterior finish materials;
- c. other architectural elements;
- d. light fixtures and landscaping elements; and
- e. the roofline.

**C-3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.**

**C-3.1. Desirable Facade Elements:** Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

- a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
- b. visibility into building interiors;
- c. limited lengths of blank walls;
- d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
- e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
- g. different textures, colors, or materials that break up the wall's surface.
- h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
- i. seating ledges or perches (especially on sunny facades and near bus stops); and
- j. merchandising display windows or regularly changing public information display cases.

**C-4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.**

**C-4.1. Entry Treatments:** Reinforce the building's entry with one or more of the following architectural treatments:

- a. extra-height lobby space;
- b. distinctive doorways;
- c. decorative lighting;
- d. distinctive entry canopy;
- e. projected or recessed entry bay;
- f. building name and address integrated into the facade or sidewalk;
- g. artwork integrated into the facade or sidewalk;
- h. a change in paving material, texture, or color;



- i. distinctive landscaping, including plants, water features and seating; and
- j. ornamental glazing, railings, and balustrades.

**C-4.2. Residential Entries:** To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

**C-5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.**

**C-5.1. Overhead Weather Protection Design Elements:** Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building;
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

**C-6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.**

**C-6.1. Alley Activation:** Consider enlivening and enhancing the alley entrance by:

- a. extending retail space fenestration into the alley one bay;
- b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
- c. adding effective lighting to enhance visibility and safety.

**C-6.2. Alley Parking Access:** Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider:

- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

**PUBLIC AMENITIES**

**D-1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

**D-1.1. Pedestrian Enhancements:** Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

**D-1.2. Open Space Features:** Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

- a. visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;
- b. walking surfaces of attractive pavers;
- c. pedestrian-scaled site lighting;
- d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
- e. areas for vendors in commercial areas;
- f. landscaping that enhances the space and architecture;
- g. pedestrian-scaled signage that identifies uses and shops; and
- h. site furniture, art work, or amenities such as fountains, seating, and kiosks.

**D-1.3. Residential Open Space:** Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

- i. courtyards that organize architectural elements while providing a common garden;
- j. entry enhancements such as landscaping along a common pathway;
- k. decks, balconies and upper level terraces;
- l. play areas for children;
- m. individual gardens; and
- n. location of outdoor spaces to take advantage of sunlight.

**D-2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.**

**D-2.1. Landscape Enhancements:** Landscape enhancement of the site may include some of the approaches or features listed below:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. include a special feature such as a courtyard, fountain, or pool;
- c. incorporate a planter guard or low planter wall as part of the architecture;
- d. distinctively landscape open areas created by building modulation;
- e. soften the building by screening blank walls, terracing retaining walls, etc;



- f. increase privacy and security through screening and/or shading;
- g. provide a framework such as a trellis or arbor for plants to grow on;
- h. incorporate upper story planter boxes or roof planters;
- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;
- k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
- l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

**D-2.2. Consider Nearby Landscaping:** Reinforce the desirable pattern of landscaping found on adjacent block faces.

- m. plant street trees that match the existing planting pattern or species;
- n. use similar landscape materials; and
- o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

**D-3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.**

**D-3.1. Public Space Features and Amenities:** Incorporate one or more of the following a appropriate:

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

**D-3.2. Intersection Focus:** Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

**D-4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

**D-4.1. Desired Signage Elements:** Signage should be designed to:

- a. facilitate rapid orientation,
- b. add interest to the street level environment,
- c. reduce visual clutter,
- d. unify the project as a whole, and
- e. enhance the appearance and safety of the downtown area.

**D-4.2. Unified Signage System:** If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. signs on blades attached to building facade; or
- c. signs hanging underneath overhead weather protection.

**D-4.3. Signage Types:** Also consider providing:

- d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

**D-4.4. Discourage Upper-Level Signage:** Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

**D-5 Provide Adequate Lighting:** To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

**D-5.1. Lighting Strategies:** Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

**D-6 Design for Personal Safety & Security:** Design the building and site to promote the feeling of personal safety and security in the immediate area.

**D-6.1. Safety in Design Features:** To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. provide adequate lighting;
- b. retain clear lines of sight into and out of entries and open spaces;
- c. use semi-transparent security screening, rather than opaque walls, where appropriate;
- d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
- e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- f. use ornamental grille as fencing or over ground-floor windows in some locations;
- g. avoid architectural features that provide hiding places for criminal activity;
- h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- i. install clear directional signage;
- j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- k. ensure natural surveillance of children’s play areas.

## VEHICULAR ACCESS AND PARKING

**E-1 Minimize Curb Cut Impacts:** Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

**E-1.1. Vehicle Access Considerations:** Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.



- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;
- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;
- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color; and
- g. provide sufficient queueing space on site.

**E-1.2. Vehicle Access Location:** Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

**E-2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.**

**E-2.1. Parking Structures:** Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

- a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
- b. Use the site topography to help reduce the visibility of the parking facility.
- c. Set the parking facility back from the sidewalk and install dense landscaping.
- d. Incorporate any of the blank wall treatments listed in Guideline C-3.
- e. Visually integrate the parking structure with building volumes above, below, and adjacent.
- f. Incorporate artwork into the facades.
- g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
- h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

**E-2.2. Parking Structure Entrances:** Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

- i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
- j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
- k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
- l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
- m. Locate the garage entry where the topography of the site can help conceal it.

**E-3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.**

**E-3.1. Methods of Integrating Service Areas:** Consider incorporating one or more of the following to help minimize these impacts:

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.
- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

#### **BOARD DIRECTION**

At the conclusion of the Early Design Guidance meeting, the Board recommended moving forward to MUP application.



1. Survey and Site Exhibits
2. EDG Package
3. EDG Comments
4. Community Outreach Summary

# COMMUNITY ENGAGEMENT PLAN – SECTION 07 Biomed Realty Group 2301 8th Ave & 2300 7th Ave

Provision of community engagement plan and documentation of all community engagement completed to date, including a report on public comments and how the proposal responds to them

## **Community Outreach**

Our outreach team liaised with the project team to develop a Community Open House Event and Community Outreach Plan including objectives, target audiences, event details, proposed agenda, collateral materials, announcement methods, communication elements and presentation approach. We are tracking communications with the project team with the intent of keeping the City of Seattle's Department of Neighborhoods (DON) staff up to date.

## **Community Outreach**

Our Community Outreach Plan, which was approved by the City's of Seattle's DON on June 6, 2021 included the following elements:

### **Website**

We created a website (<https://www.biomedoutreachseattle.com/>) that describes the proposed alley vacation and provides links to the virtual open house events. The project website also includes details about the project team, details surrounding zoning, context and site map, and relevant prior projects completed by the project team. We also included a link to the project e-mail address and details about the overall timeline. A link to provide comments was included on the site, along with a link to a project survey.

As of February 3, 2023, we have not received any inquiries from the public. The website received 75 unique visitors.

### **Online Survey**

We created an online survey to provide the community with the opportunity to provide specific feedback about the proposal. The survey will be live for the life of the alley vacation process, up to the final vote by City Council.

As of January 18, 2023, we received two responses to the survey. See the appendix for the survey questions and responses.

### **Letter**

We developed a community outreach letter and flyer that was mailed to 921 residents and businesses within a 500-foot radius of the project to inform them of the proposed alley vacation and invite them to the Virtual Open House events to provide feedback. The letter included contact information, as well as basic information that directed interested parties to the website and online survey. The letter was also emailed to all community groups listed on City of Seattle's South Lake Union Snapshot including the Cascade Neighborhood Council, Friends of Denny Park, Discover South Lake Union, Denny Triangle Neighborhood Association, the South Lake Union Community Council, the South Lake Union Chamber of Commerce, and Emergency Block Watches. We have also emailed and called Youth care/Orion Center to offer a briefing.

We conducted a briefing with the South Lake Union Community Council on November 15, 2022 and with the Belltown United Community Council on December 8, 2022. We are working with the Denny Triangle Neighborhood Association to set up a briefing in February 2023.

### **Virtual Open House Events**

We hosted two virtual open house events on Wednesday, October 26, 2022 and Thursday, October 27, 2022 to present the proposal and solicit feedback.

Two members of the public attended the first Open House and one person attended the second Open House.



## **Community Conversations**

In addition to the virtual open house events, we are in the process of implementing informal community group discussions with primary South Lake Union community groups, including developing an informal presentation to guide conversations. We followed up with recipients by phone/e-mail to gauge interest in conversations.

- South Lake Union Community Council
- Belltown United
- South Lake Union Chamber of Commerce
- Friends of Denny Park
- Youthcare/Orion Center
- Discover South Lake Union
- Denny Triangle Neighborhood Association

## **Provisions and Documentation**

All of our outreach contained the following information:

- Project overview / overview of proposed public benefits
- Project address
- Contact person and e-mail address
- SDCI numbers
- Where to find more information, such as the Seattle Services Portal
- Links/QR codes to website/online survey
- Request for feedback
- Privacy statement

## **Upcoming Additional Outreach**

In addition to the outreach plan approved by DON, the project team is in the process of also conducting the following additional outreach:

- Outreach to downtown-focused transportation and other community organizations such as Feet First, Transportation Choices Coalition, Cascade Bicycle Club, Greenways and Seattle Center.
- Outreach to these additional target organizations and follow-up to secure interest in walking tours of the project site.
- Outreach to local businesses and nearby residential buildings within close proximity of the project site.
- Send updated neighborhood letter with alley vacation information to the above-mentioned groups.
- Update project website with project tour request information, as well as email / phone contact info.
- Update the community project website used in alley vacation outreach to include new project details and walking tour request information.

# Appendix

## Outreach Letter



October 2022

Dear Neighbor,

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 2301 8th Ave, and 2300 7th Ave in Seattle's Denny Triangle neighborhood.

You can find more information on our website (scan QR Code):

BioMed Realty plans to develop the full block — from Denny Way to the North to Bell St to the South and from 8th Ave to 7th Ave to create two Class-A towers featuring ±600,000 square feet with four levels of underground parking.



### Project Summary:

This project proposes an alley vacation to allow for more efficient building and ground plane design for the public and future tenants. It allows for improved pedestrian flow, integration of landscape and lighting, more efficient below-grade structures, and substantial public benefits including completion of the 7th Ave protected bike lane, new open spaces, safer pedestrian circulation, an accessible through-block connection, and more.

### Upcoming Virtual Open House

Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

We are hoping you can join us for one of the **two virtual Open Houses** we will hold to discuss this further:

- 5:00 – 6:00 pm Wednesday, October 26<sup>th</sup>, 2022
- 5:00 – 6:00 pm Thursday, October 27<sup>th</sup>, 2022

During the Virtual Open House, we will present materials related to our project, the alley vacation, and our proposed public benefits package and answer any questions or comments you may have. We will also have a survey on the website that you can fill out to communicate what public benefits are most important to you. (Note: Because the alley vacation is a public process, information shared in these meetings by attendees will be considered public.) **Project information and the Zoom link to join the virtual Open House events** can be found at: [www.BiomedOutreachSeattle.com](http://www.BiomedOutreachSeattle.com)

### More information:

You can find our project survey here:



To find out more information about the project, please visit the Seattle Services Portal at <https://cosaccela.seattle.gov> and search by the project numbers **3039757-LU** and **3039734-LU**.

We value your input and look forward to speaking with you soon!

Sincerely,

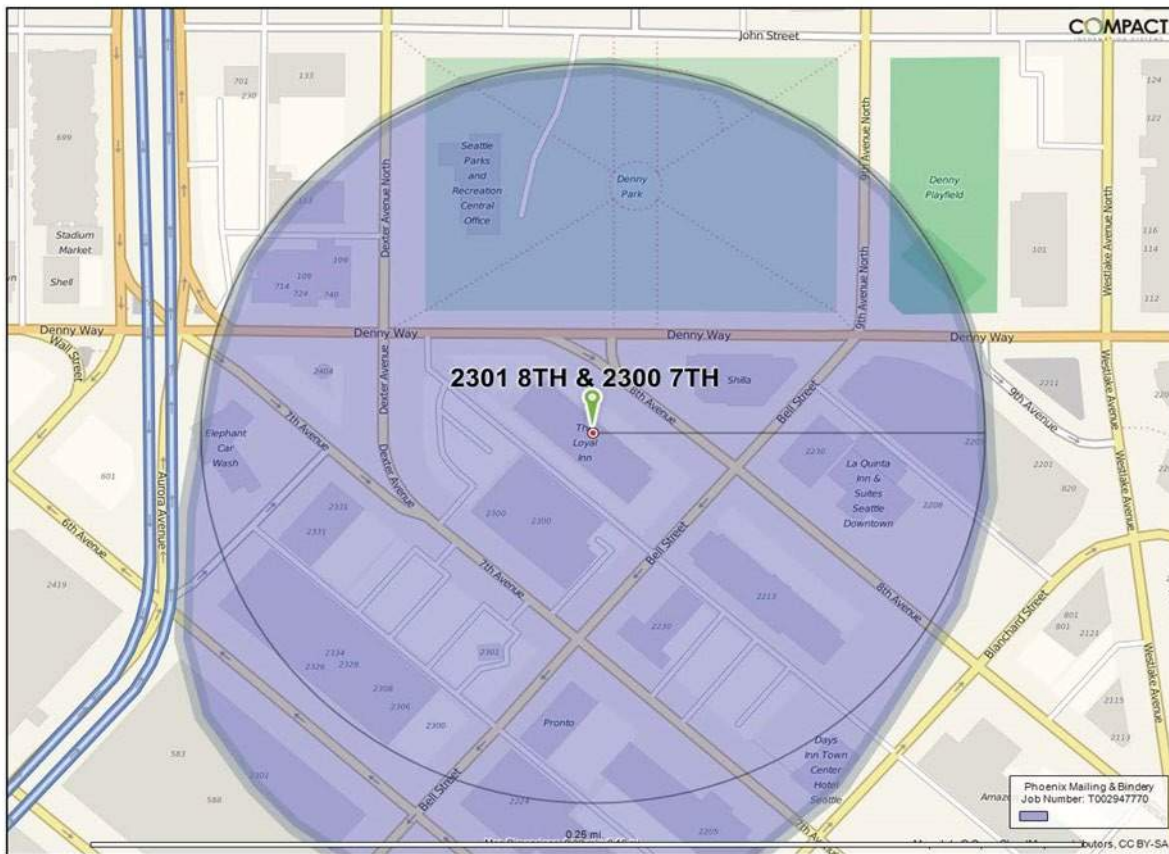
A handwritten signature in black ink, appearing to read 'Brad Rock'.

Brad Rock  
Development Director, BioMed Realty  
[Info@BioMedOutreachSeattle.com](mailto:Info@BioMedOutreachSeattle.com)



## Direct Mailing Distribution

The project letter was shared with **921 businesses and residents** within the Belltown/South Lake Union area. A map detailing the mailing radius and invoice confirming delivery follows.

MAILING MAP

MAILING INVOICE



2001 3rd Avenue, Seattle, WA 98121

206.441.0800 206.448.6412

[swiftly@swiftlydi.com](mailto:swiftly@swiftlydi.com)

**Invoice**

No. **83191**

Date 10/5/2022

Customer P.O. No.

Accounts Payable  
BioMed Realty  
201 Elliott AVE West  
Seattle WA 98112

QUANTITY	DESCRIPTION	AMOUNT
921	2301 8TH AND 2300 7TH	
921	Printed 4 Color on 70# Hammermill White Text 8.5" x 11" Two Sided & Tri-Fold	2,286.00
921	Printed Black Ink on #10 Envelopes One Sided	
921	Setup, Imprint List & Insert Into Envelope & Seal	
921	First Class Postage	
ORDERED BY NATALIE PRICE & BRAD ROCK		
8.5" x 11" PRINTING, MAILING, #10 ENVELOPE		
PLEASE PAY THIS INVOICE WITHIN THE TERMS OF NET 30 DAYS.		
NO STATEMENT WILL BE SENT.		
A \$15.00 LATE FEE WILL BE ADDED TO THIS INVOICE AFTER 30 DAYS.		
SUBTOTAL		2,286.00
TAX		234.32
SHIPPING		
TOTAL		2,520.32
AMOUNT DUE		2,520.32

White - Customer • Yellow - Remittance Copy



## WEBSITE CONTENT

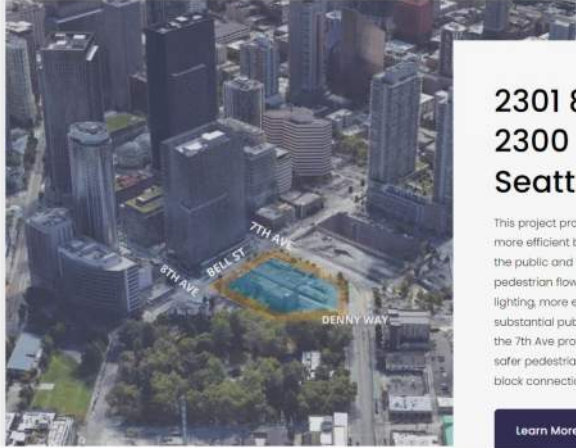
### Home Page

BiMedOutreachSeattle.com

Join Our Virtual Open House

Welcome to our Project Website, which is part of the City of Seattle's Required Outreach in advance of an alley vacation. While the project is in its early stages, the information on this site will give you a sense of the project vision, timelines and how we're approaching design.

Please feel free to take the Project Survey and/or leave Comments. Note that all information obtained will be part of the Documentation for this effort and is considered public comment.



### 2301 8th Ave & 2300 7th Ave, Seattle

This project proposes an alley vacation to allow for more efficient building and ground plane design for the public and future tenants. It allows for improved pedestrian flow, integration of landscape and lighting, more efficient below-grade structures, and substantial public benefits including completion of the 7th Ave protected bike lane, new open spaces, safer pedestrian circulation, an accessible through-block connection, and more.

[Learn More](#)

## Survey.

Take our online survey to share your thoughts about the project site and its components.

[Click HERE](#) to take our survey

## VIRTUAL NEIGHBORHOOD DISCUSSIONS

We are planning to host two virtual neighborhood discussions at the following dates and times for residents and businesses located near our proposed project, as well as any other interested community members. The information shared in each meeting will be the same.

**5:00–6:00 p.m. Wednesday, October 26, 2022**

\*\*\*Click [HERE](#) to join\*\*\* or dial +1 253 215 8782 US (Meeting ID #875 1222 4357)

**5:00–6:00 p.m. Thursday, October 27, 2022**

\*\*\*Click [HERE](#) to join\*\*\* or dial +1 253 215 8782 US (Meeting ID #889 4314 7866)

## Provide comments here.

Hello and thank you for visiting our 2301 8th Ave & 2300 7th Ave Project Required Outreach page. Please feel free to leave your comments here. All comments will be documented and submitted to the City as part of this process and are considered public comments.

[info@BioMedOutreachSeattle.com](mailto:info@BioMedOutreachSeattle.com)

2301 8th Ave & 2300 7th Ave, Seattle, WA 98121

Name \*

First Name

Last Name

Email \*

Message \*

Send

The letter below was mailed to all households and businesses within a 500 foot radius of the project site.



October 2022

Dear Neighbor,

As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 2301 8th Ave, and 2300 7th Ave in Seattle's Denny Triangle neighborhood.

You can find more information on our website (scan QR Code):

BioMed Realty plans to develop the full block — from Denny Way to the North to Bell St to the South and from 8th Ave to 7th Ave to create two Class-A towers featuring \$600,000 square feet with four levels of underground parking.



### Project Summary:

This project proposes an alley vacation to allow for more efficient building and ground plane design for the public and future tenants. It allows for improved pedestrian flow, integration of landscape and lighting, more efficient below-grade structures, and substantial public benefits including completion of the 7th Ave protected bike lane, new open spaces, safer pedestrian circulation, an accessible through-block connection, and more.

### Upcoming Virtual Open House

Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

We are hoping you can join us for one of the two **virtual Open Houses** we will hold to discuss this further:

- 5:00 – 6:00 pm Wednesday, October 26th, 2022
- 5:00 – 6:00 pm Thursday, October 27th, 2022

During the Virtual Open House, we will present materials related to our project, the alley vacation, and our proposed public benefits package and answer any questions or comments you may have. We will also have a survey on the website that you can fill out to communicate what public benefits are most important to you. (Note: Because the alley vacation is a public process, information shared in these meetings by attendees will be considered public.) Project information and the Zoom link to join the virtual Open House events can be found at: [www.BioMedOutreachSeattle.com](http://www.BioMedOutreachSeattle.com)

### More information:



You can find our project survey here:

To find out more information about the project, please visit the Seattle Services Portal at <https://vsasaccels.seattle.gov> and search by the project numbers 3039757-LU and 3039734-LU.

We value your input and look forward to speaking with you soon!

Sincerely,

Brad Rock  
Development Director, BioMed Realty  
[info@BioMedOutreachSeattle.com](mailto:info@BioMedOutreachSeattle.com)

## Contact us.

Note that emails are generally returned within 2-3 business days, and are subject to City of Seattle public disclosure.

[info@BioMedOutreachSeattle.com](mailto:info@BioMedOutreachSeattle.com)

2301 8th Ave & 2300 7th Ave, Seattle, WA 98121





Project  
Team

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DEVELOPER

Perkins&Will

ARCHITECT



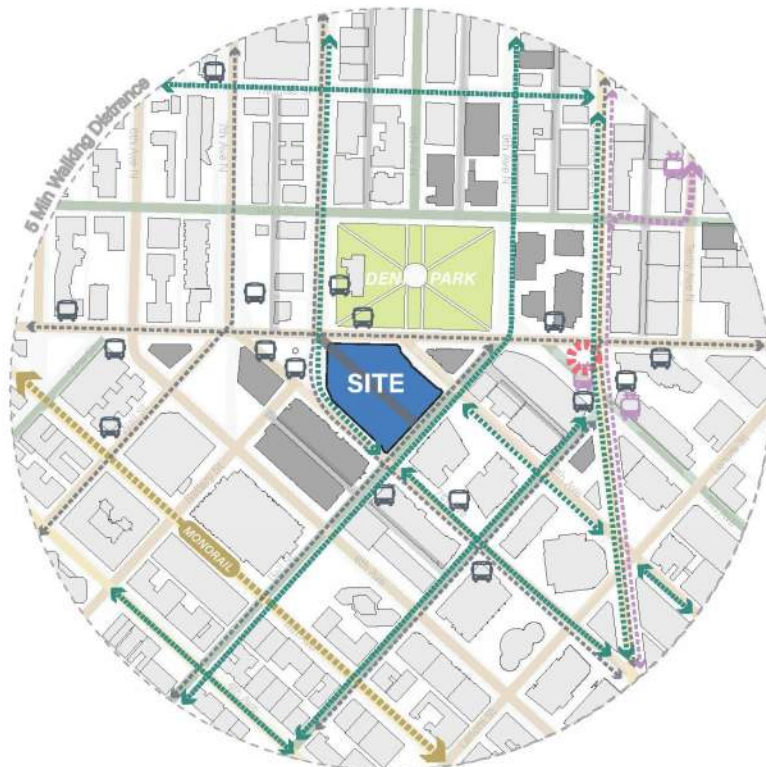
LANDSCAPE ARCHITECT

## Alley Vacation



## Denny Triangle Prime Location

- Site
- Existing building
- Proposed building
- Green Street
- Class II Pedestrian Street
- Class III Pedestrian Street
- Alley
- > Protected cycle track
- > Unprotected cycle track
- 🚌 Bus
- 🚗 Street Car
- 🚆 Monorail
- 🚶 Proposed link station





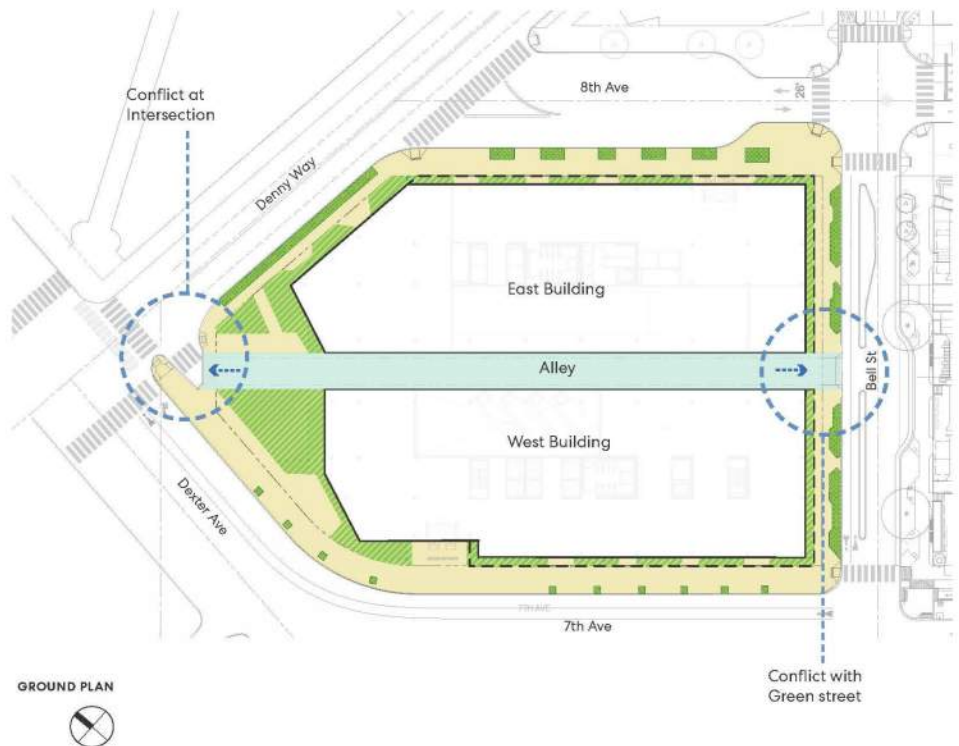
# Reasons for Alley Vacation Request

- Eliminates the pedestrian, bike and vehicular conflicts on Denny Way and the Bell Street Green Street
- Allows development to provide substantial public benefits, including completion of the 7th Ave protected bike lane (per the adopted 7th Ave Streetscape Plan)
- Allows for new open spaces and an accessible through-block connection (between 7th Ave and 8th Ave.)
- Allows for a more efficient below-grade structure and single garage entrance for vehicular and loading access
- Adds to the existing neighborhood character of the surrounding blocks. The FAR associated with a combined development and the ability to distribute it across the site allows for a more engaging, dynamic volume composition, and ensures more daylight and air for the buildings



BioMed Realty Perkins&Will SiteWorkshop  
LANDSCAPE ARCHITECTURE

# No Alley Vacation



GROUND PLAN

BioMed Realty Perkins&Will SiteWorkshop  
LANDSCAPE ARCHITECTURE

DENNY TRIANGLE | OCTOBER 2022 | 6

## Alley Vacation

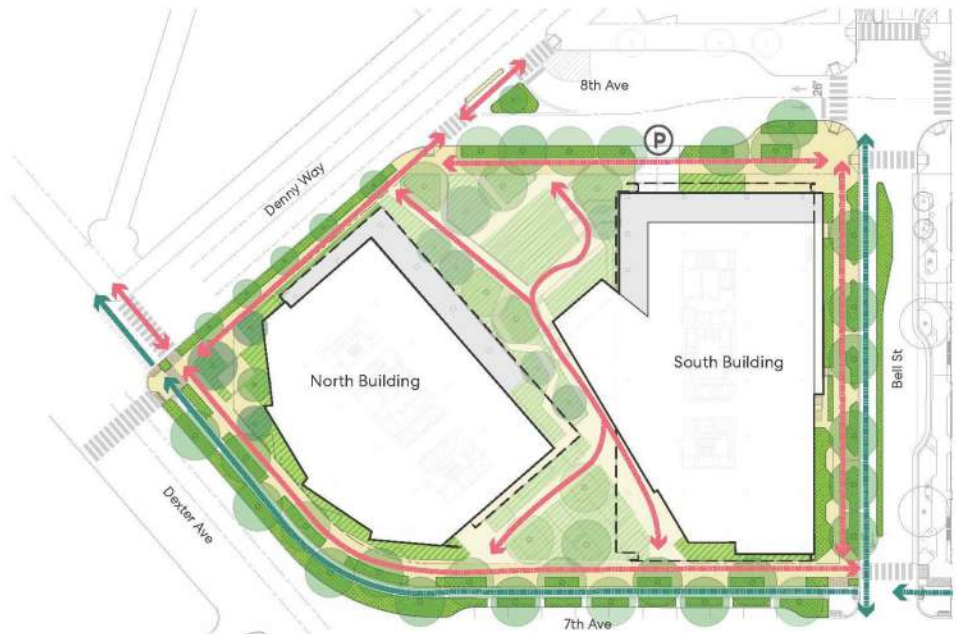
- Enhances site functionality
- Allows for a more efficient below grade structure
- Allows for a single point of entry for vehicular and loading access
- Eliminates the pedestrian, bike and vehicular conflicts on Denny Way and Bell Street Green Street



GROUND PLAN



## Additional Open Space and Safer Pedestrian Flow



- Pedestrian flow across development
- Bicycle flow across development

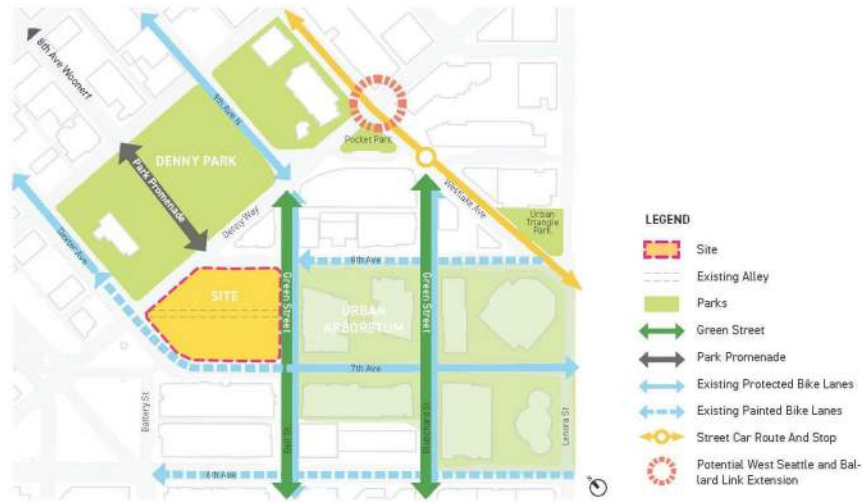
GROUND PLAN





# Nearhood Character

- Completes the 'Urban Arboretum' and creates a gateway to downtown
- Supports existing neighborhood pattern of ground-plane activation through open space and connection.
- Adds to the existing character of the surrounding blocks.
- Combined development FAR allows for distribution across the site and a more engaging, dynamic volume composition, as well as ensuring more daylight and air for the buildings.

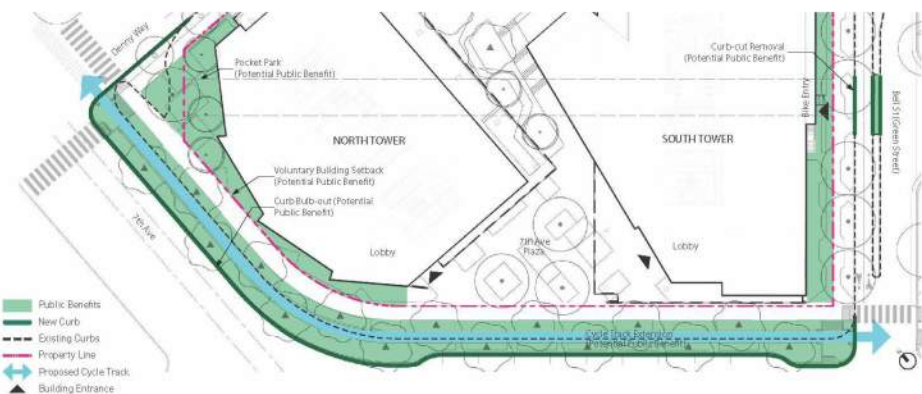


# Alley Vacation Public Benefits Overview



# Dexter and Denny Pocket park and Protected cycle track extension

The proposed extension of the 7th Ave Protected Bike Lane with its offset double row of trees create open spaces that are well protected from the adjacent right-of-way. The base of the North Tower along Dexter Ave provides a soft landing for the building skin, with places for people to sit and relax in a garden-like setting. At the corner of Dexter and Denny, a pocket park provides an additional public benefit with seating and additional planting that ties together the BMR site with Denny Park.



## Protected cycle track extension





## Protected cycle track extension

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## Dexter and Denny Pocket park



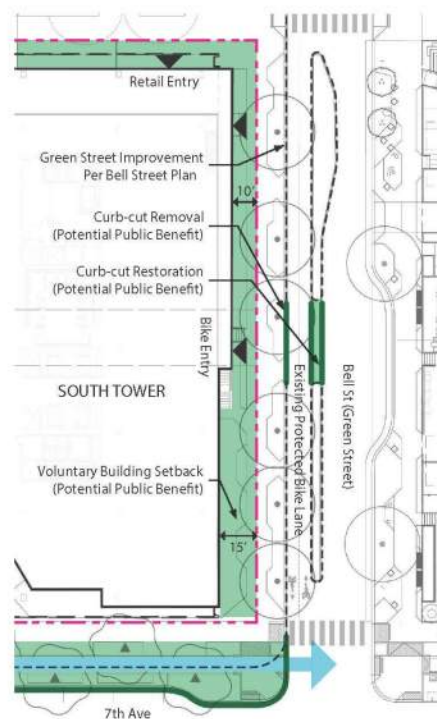
BioMed Realty Perkins&Will SiteWorkshop  
LANDSCAPE ARCHITECTURE

DENNY TRIANGLE | OCTOBER 2022 | 14

## Enhanced Green Street Widening and Landscaping

Bell Street improvements include bioretention planter, bike parking and quiet seating areas along this designated Green Street. The proposed building setback provides opportunities to integrate bioretention planters with a diverse planting palette along this street. A bike room entry has been integrated onto Bell Street frontage at the +100' elevation. Note the proposed improvements on Bell Street will follow the guidelines provided in the Bell Street Concept Plan.

- Public Benefits
- New Curb
- Existing Curbs
- Property Line
- Proposed Cycle Track
- Building Entrance



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LANDSCAPE ARCHITECTURE

DENNY TRIANGLE | OCTOBER 2022 | 15

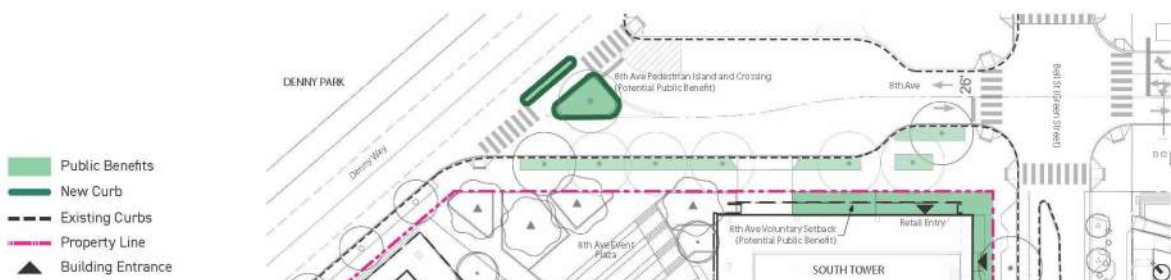


## Enhanced Green Street Widening and Landscaping



## 8th Ave Improvements

8th Ave. improvements include pedestrian island and crossing, enlarged right-of-way planters, and seating area along the street. The voluntary building setback will provide opportunities to integrate a diverse planting area with active outdoor retail space. A retail entry has been integrated onto 8th Ave frontage at the south tower.



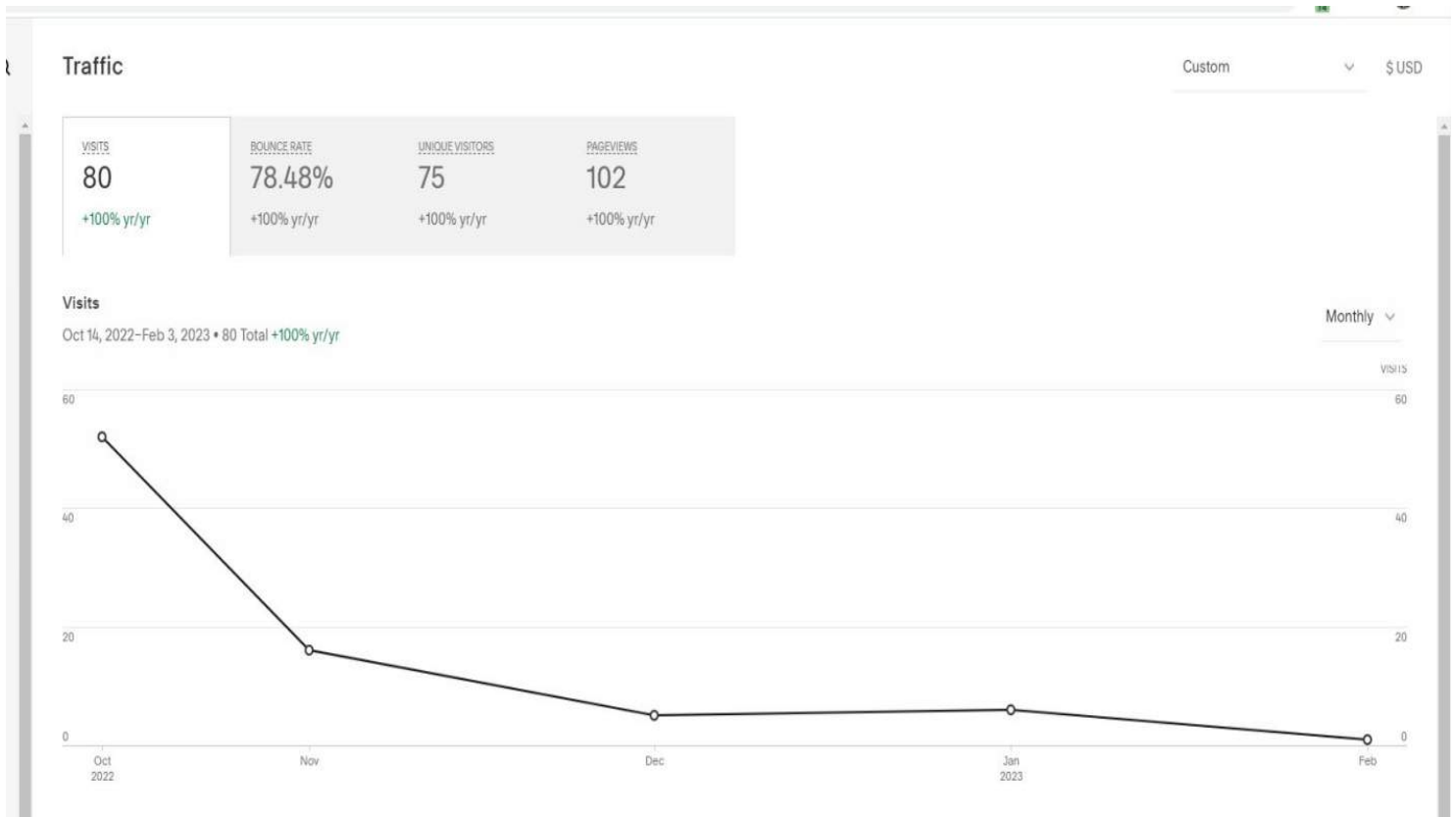
8th Ave  
Improvements







## WEBSITE ANALYTICS





## 2301 8<sup>th</sup> & 2300 7<sup>th</sup> Ave Alley Vacation Survey Text

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As you may know, BioMed Realty, a leading provider of real estate solutions for the life science and technology industries, has acquired two adjacent parcels at 2301 8th Ave, and 2300 7th Ave in Seattle's Denny Triangle neighborhood. BioMed Realty plans to develop the full block — from Denny Way to the North to Bell St to the South and from 8th Ave to 7th Ave to create two Class-A towers featuring ±600,000 square feet with three levels of underground parking.

This project proposes an alley vacation to allow for more efficient building and ground plane design for the public and future tenants. It allows for improved pedestrian flow, integration of landscape and lighting, more efficient below-grade structures, and substantial public benefits including completion of the 7th Ave protected bike lane, new open spaces, and an accessible through-block connection.

Consistent with the City of Seattle Department of Neighborhood's Outreach Requirements for alley vacations, we are seeking your feedback and input, regarding our proposed public benefits package for the alley vacation.

The four-question survey below will help us gauge public feedback on our proposed public benefits. We thank you in advance for your input.

PLEASE NOTE: as part of the City of Seattle's required outreach for Alley Vacations, all data collected within this survey is considered public information according to the Public Records Act. Please do not share any sensitive or personal information within your responses.

### 1. Enhancing Site Functionality

The Alley vacation will increase site functionality by:

- Allowing for a more efficient below-grade structure.
- Allowing for a single point of entry for vehicular and loading access.
- Eliminating the pedestrian, bike, and vehicular conflicts on Denny Way and Bell Street Green Street.
- Allows for new open spaces and an accessible through-block connection (between 7th Ave and 8th Ave.)

Do you support this new public benefit concept?

Yes

No

Comment box

### 2. Neighborhood Character

The alley vacation will enhance the character of the neighborhood by:

- Completing the Urban Arboretum and creating a gateway to downtown.
- Supporting the existing Denny Triangle pattern of ground-plane activation through open space and connection.
- Adding to the existing character of the surrounding blocks.
- Allowing greater distribution of FAR across the site to create a more engaging, dynamic volume composition, as well as ensuring more daylight and air for the buildings.

Do you support this new public benefit concept?

Yes

No

Comment box

### 3. Dexter and Denny Pocket Park and Protected Cycle Track

- The proposed extension of the 7th Ave Protected Bike Lane with its offset double row of trees creates open spaces that are well protected from the adjacent right-of-way. The base of the North Tower along Dexter Ave provides a soft landing for the building skin, with places for people to sit and relax in a garden-like setting.
- At the corner of Dexter and Denny, a pocket park provides an additional public benefit with seating and additional planting that ties together the BioMed Realty site with Denny Park.

Do you support this new public benefit concept?

Yes

No

Comment box

### 4. Enhanced Landscaping

- Bell Street improvements include a bioretention planter, bike parking, and quiet seating areas along this designated Green Street. The required 10' min. building setback provides opportunities to integrate bioretention planters with a diverse planting palette along this street. A bike room entry has been integrated onto Bell Street frontage at the +100' elevation. Note the proposed improvements on Bell Street will follow the guidelines provided in the Bell Street Concept Plan.

Do you support this new public benefit?

Yes

No

Comment box

### 5. 8<sup>th</sup> Avenue Improvements

- 8th Ave. improvements include a pedestrian island and crossing, enlarged right-of-way planters, and a seating area along the street. The voluntary building setback will provide opportunities to integrate a diverse planting area with active outdoor retail space. A retail entry has been integrated onto 8th Ave frontage at the south tower.

Do you support this new public benefit?

Yes

No

Comment box

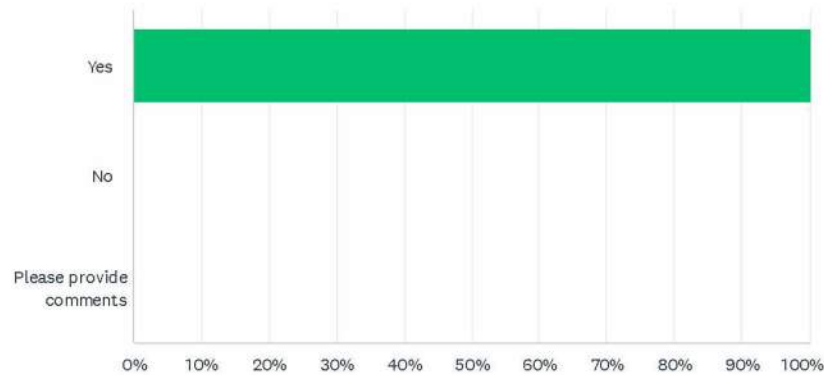
### 6. Is there anything else you would like to add?

Comment box



Q1 The alley vacation will enhance site functionality by: Allowing for a more efficient below-grade structure. Allowing for a single point of entry for vehicular and loading access. Eliminating the pedestrian, bike, and vehicular conflicts on Denny Way and Bell Street Green Street. Allowing for new open spaces and an accessible through-block connection (between 7th Ave and 8th Ave.) Do you support this new public benefit?

Answered: 2 Skipped: 0

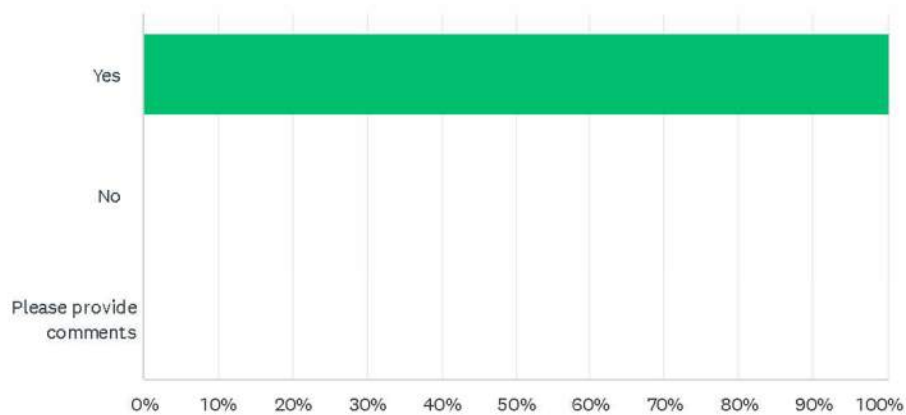


ANSWER CHOICES	RESPONSES
Yes	100.00% 2
No	0.00% 0
Please provide comments	0.00% 0
TOTAL	2

#	PLEASE PROVIDE COMMENTS	DATE
	There are no responses.	

Q2 The alley vacation will enhance the character of the neighborhood by:  
 Extending the pattern of green open plaza spaces from the south and  
 creating a gateway to downtown. Supporting the existing Denny Triangle  
 pattern of ground-plane activation through open space and connection.  
 Adding to the existing character of the surrounding blocks. Allowing greater  
 distribution of FAR across the site to create a more engaging, dynamic  
 volume composition, as well as ensuring more daylight and air for the  
 buildings. Do you support this new public benefit concept?

Answered: 2 Skipped: 0



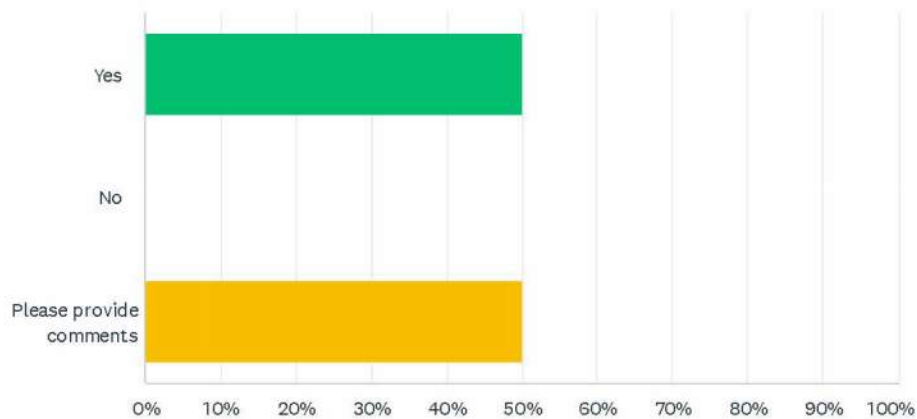
ANSWER CHOICES	RESPONSES
Yes	100.00% 2
No	0.00% 0
Please provide comments	0.00% 0
TOTAL	2

#	PLEASE PROVIDE COMMENTS	DATE
	There are no responses.	



Q3 The alley vacation will create a new pocket park at Dexter and Denny and a protected cycle track. The proposed extension of the 7th Ave Protected Bike Lane with its offset double row of trees creates open spaces that are well protected from the adjacent right-of-way. The base of the North Tower along Dexter Ave provides a soft landing for the building skin, with places for people to sit and relax in a garden-like setting. At the corner of Dexter and Denny, a pocket park provides an additional public benefit with seating and additional planting that ties together the BioMed Realty site with Denny Park. Do you support this new public benefit concept?

Answered: 2 Skipped: 0

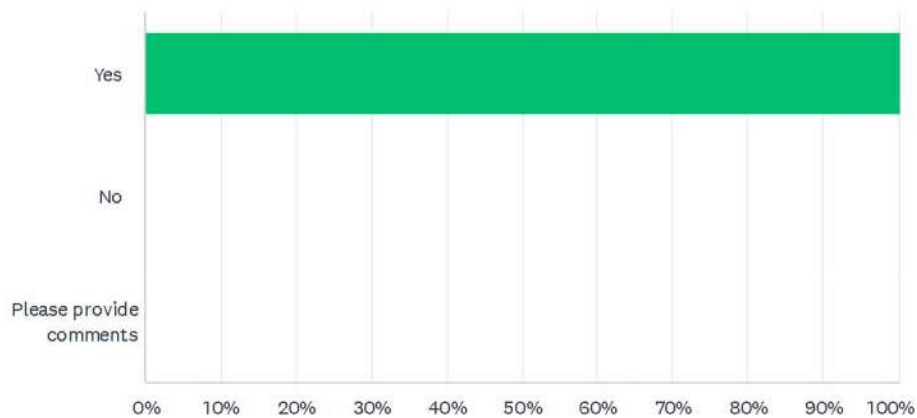


ANSWER CHOICES	RESPONSES	
Yes	50.00%	1
No	0.00%	0
Please provide comments	50.00%	1
TOTAL		2

#	PLEASE PROVIDE COMMENTS	DATE
1	As long as SOMEONE maintains the park. We don't need another neglected Seattle park.	10/18/2022 1:47 PM

Q4 The alley vacation will create enhanced landscaping and more: Planned Bell Street improvements include opportunities to integrate a bioretention planter with a diverse palette, bike parking, and quiet seating areas along this designated Green Street. A bike room entry has been integrated onto Bell Street frontage at the +100' elevation. Note the proposed improvements on Bell Street will follow the guidelines provided in the Bell Street Concept Plan. Do you support this new public benefit concept?

Answered: 2 Skipped: 0



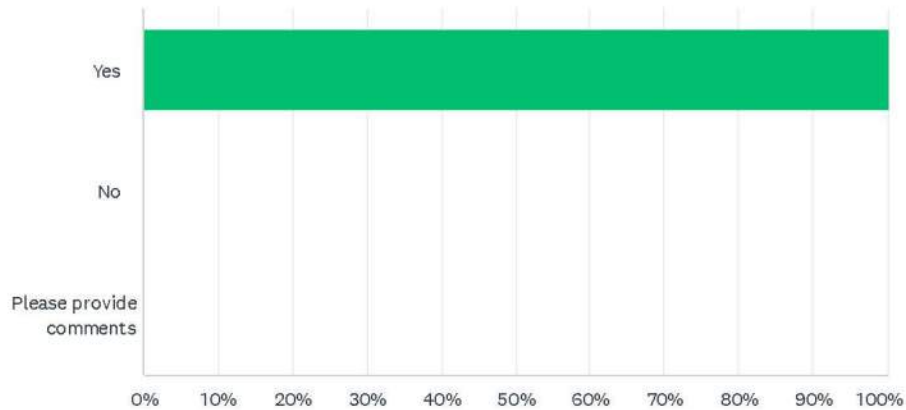
ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
Please provide comments	0.00%	0
TOTAL		2

#	PLEASE PROVIDE COMMENTS	DATE
	There are no responses.	



Q5 8th Avenue Improvements: 8th Ave. improvements include a pedestrian island and crossing, enlarged right-of-way planters, and a seating area along the street. The voluntary building setback will provide opportunities to integrate a diverse planting area with active outdoor retail space. A retail entry has been integrated onto 8th Ave frontage at the south tower. Do you support this new public benefit concept?

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	100.00% 2
No	0.00% 0
Please provide comments	0.00% 0
TOTAL	2

#	PLEASE PROVIDE COMMENTS	DATE
	There are no responses.	

## Q6 Is there anything else you would like to add?

Answered: 2 Skipped: 0

#	RESPONSES	DATE
1	As a neighbor, pleased to see continued development of this dense walkable mixed-use neighborhood.	10/19/2022 8:05 PM
2	I hope these improvements will be accompanied by regular maintenance similar to what Amazon does for their street level landscaping and public spaces.	10/18/2022 1:47 PM

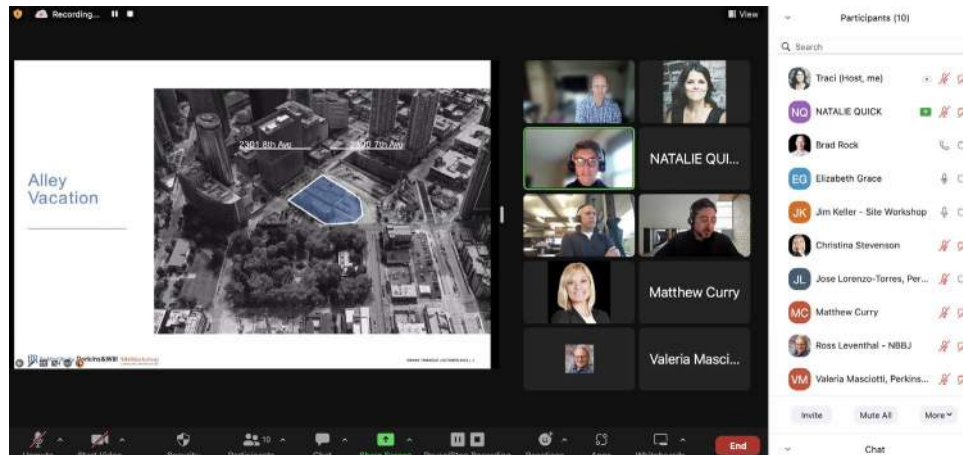


# ZOOM MEETINGS

## Meeting Attendees & Comments – Meeting #1

The project team held a Virtual Open House from 5:00 – 6:00 p.m. Wednesday, October 26, 2022.

About two members of the public attended.



### Open House #1 Comment Summary

- Ross Leventhal: It's been a while since a vacation has been approved. Is there any resistance from the city?
- Ross Leventhal: Seems like a huge improvement!
- Matthew Curry: Has any sort of use for these buildings been identified?
- Matthew Curry: Do you anticipate you'll have to offer an alternative that maintains the existing alley right of way?
- Matthew Curry: Can you speak to the height limitations with the zoning on the block?
- Matthew Curry: Would the north building be the lower of the two?
- Matthew Curry: I totally agree with your perspective on the tower height.
- Mathew Curry: I think the pocket park is a phenomenal feature and if that were accentuated to soften that corner and create a carryover with Denny Park, that would be fantastic
- Mathew Curry: How are you anticipating entry into and out of the site for parking?
- Mathew Curry: In the presentation you mentioned 8<sup>th</sup> Ave gets a lot of freight traffic?
- Mathew Curry: From my own experience, 8<sup>th</sup> Ave between Denny and Bell is a pretty quiet street and so I think there's a lot of opportunity to create a bit of a pedestrian experience there
- Mathew Curry: I was impressed with the idea of creating that sort of mid-crosswalk island at the intersection. Developer's propose little diamonds of land in areas and it always becomes a question mark of who's going to maintain in perpetuity – bringing to your attention because that's a question that always comes up with City; if you show you plan to maintain I think you'd get a good reception.
- Mathew Curry: I think this is a very exciting project and I look forward to working with you in whatever way we can; both Ross and I are engaged on SLU Community Council and could be representatives for you there.

## Meeting Attendees & Comments – Meeting #2

The project team held a Virtual Open House from 5:00 – 6:00 p.m. Thursday, October 27, 2022.

One member of the public attended.



### Open House #2 Comment Summary

- GEP: Will the north building be shorter or taller?
- GEP: How does the height compare to the Amazon building immediately south on Dexter?
- GEP: There seems to be a lot of focus about Alley Vacation in your permits and plans, which is a term I didn't know. Is this something that's difficult to obtain because you're eliminating a thoroughfare? Is it still in question if that will be granted? What is the plan if that isn't granted?
- GEP: What are the improvements are on Bell St?
- GEP: Do you have a best-case scenario for groundbreaking? Hopefully the Korean restaurant is not under construction at the same time as this project.
- GEP: The liquor store is a high-end spirits shop so if there's any way we can move them inside and give them a little face lift that would be super cool.



# Community Outreach: 2301 8<sup>th</sup> & 2300 & 7<sup>th</sup> Ave Alley Vacation

## Comment Summary

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### Comment Total:

- From Website: 0
- From Email: 0
- From Survey: 2 (see pages 21 – 26)
- From Virtual Community Open House: (see comments on pages 27 and 28)
- From November 15<sup>th</sup> meeting with The SLU Policy Committee: (see below)
- From December 8<sup>th</sup> meeting with Belltown United (see below)
- From February meeting with Denny Triangle Neighborhood Association (TBD)

### SLU POLICY COMMITTEE MEETING

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**From:** Matthew Curry <[mcurry@uw.edu](mailto:mcurry@uw.edu)>  
**Sent:** Wednesday, December 7, 2022 5:24 PM  
**To:** Ryan Bussard <[Ryan.Bussard@perkinswill.com](mailto:Ryan.Bussard@perkinswill.com)>  
**Cc:** natalie <[natalie@nataliequick.com](mailto:natalie@nataliequick.com)>; Christina Stevenson (<[cstevenson@oacsvcs.com](mailto:cstevenson@oacsvcs.com)>  
<[cstevenson@oacsvcs.com](mailto:cstevenson@oacsvcs.com)>; Brad Rock <[Brad.Rock@biomedrealty.com](mailto:Brad.Rock@biomedrealty.com)>; Elizabeth Grace  
<[Elizabeth.Grace@perkinswill.com](mailto:Elizabeth.Grace@perkinswill.com)>; Jack McCullough <[jack@mhseattle.com](mailto:jack@mhseattle.com)>; Katie Kendall  
<[kkendall@mhseattle.com](mailto:kkendall@mhseattle.com)>  
**Subject:** RE: 11.15.22 - BMR - Denny Triangle Presentation to SLUCC Policy Committee

Hi Ryan,

Sorry to say that we do not keep minutes of the meetings, only action items. My notes from the presentation indicate that it was well received and committee members were generally supportive, with enthusiasm for the pedestrian experiences that were illustrated on all street fronts. We agreed that we would continue to look for updates as the project progresses. There was also recommendation to reach out to other relevant community organizations, particularly the Denny Triangle Residents Association. That group has previously been led by Howard Anderson and Sabrina Villanueva, [svillanueva@cliseproperties.com](mailto:svillanueva@cliseproperties.com) .

Regards, Matt

---

**From:** Ryan Bussard <[Ryan.Bussard@perkinswill.com](mailto:Ryan.Bussard@perkinswill.com)>  
**Sent:** Tuesday, December 6, 2022 2:34 PM  
**To:** Matthew Curry <[mcurry@uw.edu](mailto:mcurry@uw.edu)>  
**Cc:** natalie <[natalie@nataliequick.com](mailto:natalie@nataliequick.com)>; Christina Stevenson (<[cstevenson@oacsvcs.com](mailto:cstevenson@oacsvcs.com)>  
<[cstevenson@oacsvcs.com](mailto:cstevenson@oacsvcs.com)>; Brad Rock <[brad.rock@biomedrealty.com](mailto:brad.rock@biomedrealty.com)>; Elizabeth Grace  
<[Elizabeth.Grace@perkinswill.com](mailto:Elizabeth.Grace@perkinswill.com)>; Jack McCullough <[jack@mhseattle.com](mailto:jack@mhseattle.com)>; Katie Kendall  
<[kkendall@mhseattle.com](mailto:kkendall@mhseattle.com)>  
**Subject:** 11.15.22 - BMR - Denny Triangle Presentation to SLUCC Policy Committee

Hi Matthew,

Thank you and the committee for your time and comments on our Denny Triangle Project on November 15th. I wanted to follow up with you to see if you or the committee have any additional questions regarding the project that we could help clarify? I also wanted to see if you have meeting minutes that you could forward that capture your committee's comments and your general support for the project.

Thx.

**Ryan**

**Ryan Bussard**

Design Director, Principal

t +12063816010 m +12068984614

**Perkins&Will**

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**BELLTOWN UNITED POLICY COMMITTEE MEETING**

**From:** Jim Keller <[jimk@siteworkshop.net](mailto:jimk@siteworkshop.net)>  
**Sent:** Monday, February 13, 2023 4:50 PM  
**To:** Elizabeth Grace <[Elizabeth.Grace@perkinswill.com](mailto:Elizabeth.Grace@perkinswill.com)>  
**Subject:** RE: Community engagement meetings

I was looking back at my notes and do not really see any on my end. My recollection is:

Belltown United Meeting: There was a member of the public that lives in the McKenzie Condos on 8<sup>th</sup> Ave and he was concerned about how the project would impact his view. He was supportive of the project and understands that development within his potential view is inevitable but was trying to understand the projects impacts on his home.

SLU Meeting. The SLU group was also supportive of the project and is looking forward to the positive impacts it will have on this vibrant neighborhood. They asked about the amount of retail I recall but acknowledged that there is a lot of retail in the neighborhood at ground level and perhaps this block did not need as much as the Amazon Blocks.

There was general agreement that the Alley was not super valuable and a robust public benefit package would be welcomed in lieu of two buildings with the alley in place.

Sorry I do not have more written down. Maybe Katie at MH?

**Jim Keller** Principal (he,him)  
**SiteWorkshop**  
mobile 206 909 2899 | [www.siteworkshop.net](http://www.siteworkshop.net)



