



## **BLOCK 21** Alley Vacation Proposal

Seattle City Transportation Committee  
November 24th, 2015

2200 7th Ave  
DPD #3018578

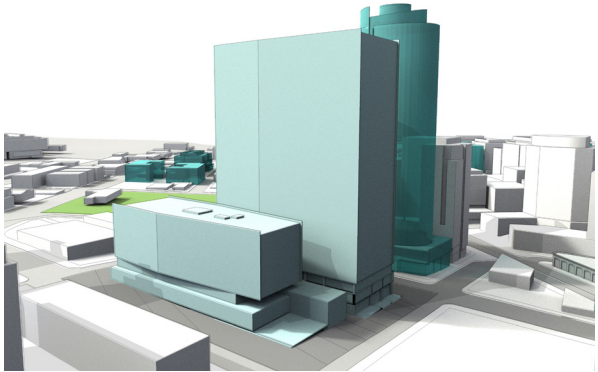
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No Alley Vacation

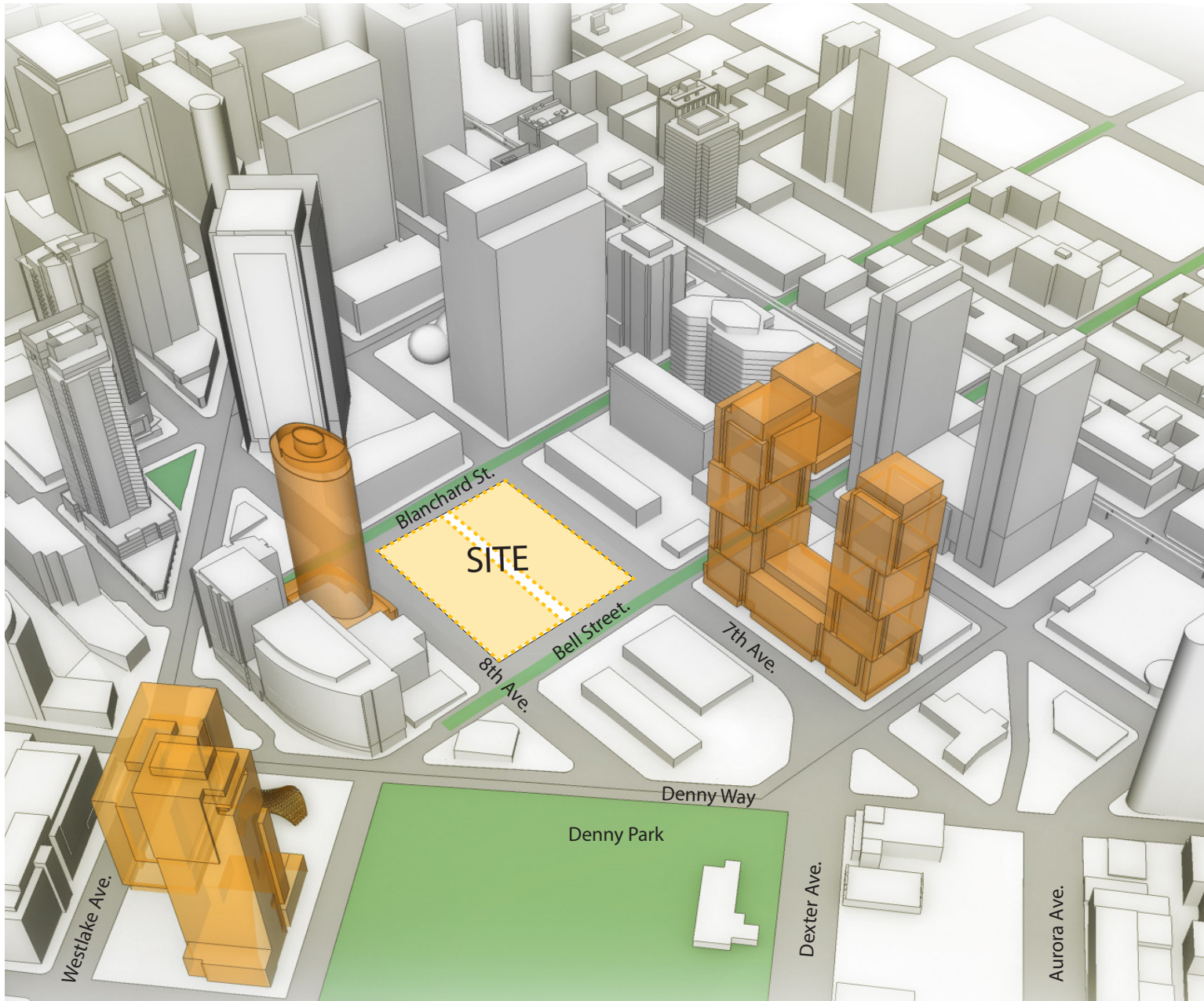
- 802,000 SF office
- 21,000 SF retail
- 823 parking spaces
- 20' parking/loading access on both Green Streets
- 5,760 SF Alley Remains
- 14,000 SF of open space



Full Alley Vacation

- 854,000 SF office
- 23,000 SF retail
- 877 parking spaces
- 12' wide exit-only on Bell Street, no vehicular access on Blanchard Street
- All loading internal to the building
- 29,000 SF of open space





-  Green Streets and Open Space
-  Future Proposed Development





View Looking North



View Looking South

## ENGAGEMENT WITH AND SUPPORT FROM THE COMMUNITY

- Denny Triangle Neighborhood Association
- Belltown Community Council Housing and Land Use Subcommittee
- South Lake Union Community Council Policy and Planning Committee

## DOWNTOWN SEATTLE DESIGN REVIEW BOARD

- Early Design Guidance Meeting #1 – November 18, 2014
- Early Design Guidance Meeting #2 – January 20, 2015
- UNANIMOUS APPROVAL (4-0) at Recommendation Meeting – September 8, 2015

## SEATTLE DESIGN COMMISSION

- Urban Design Merit approval with conditions – March 5, 2015
- Urban Design Merit review of conditions- May 7, 2015
- UNANIMOUS APPROVAL (8-0) of Urban Design Merit and Public Benefit- June 4, 2015

# AMAZON'S COMMITMENT TO REDUCING RELIANCE ON SINGLE OCCUPANCY VEHICLES

Reduce single-occupant vehicle trips during the peak commute period to 21%, comparable to DOC 1. Strategies include:

- Storage for 343 bikes (3.5x code), 11 showers per gender (10x code)
- Prohibit price reductions for all-day parking (e.g. "Early Bird" specials)
- Create flex-use passes that provide fewer days of parking than monthly parking
- Provide Orca passes to all employees working on site
- Provide free parking for registered van pools (# of van pools)
- Offer guaranteed ride home for members of registered carpool, vanpool or person taking transit to work
- Allow flexible working hours

## Live/Work

- 15% of Amazon employees live in the zipcode

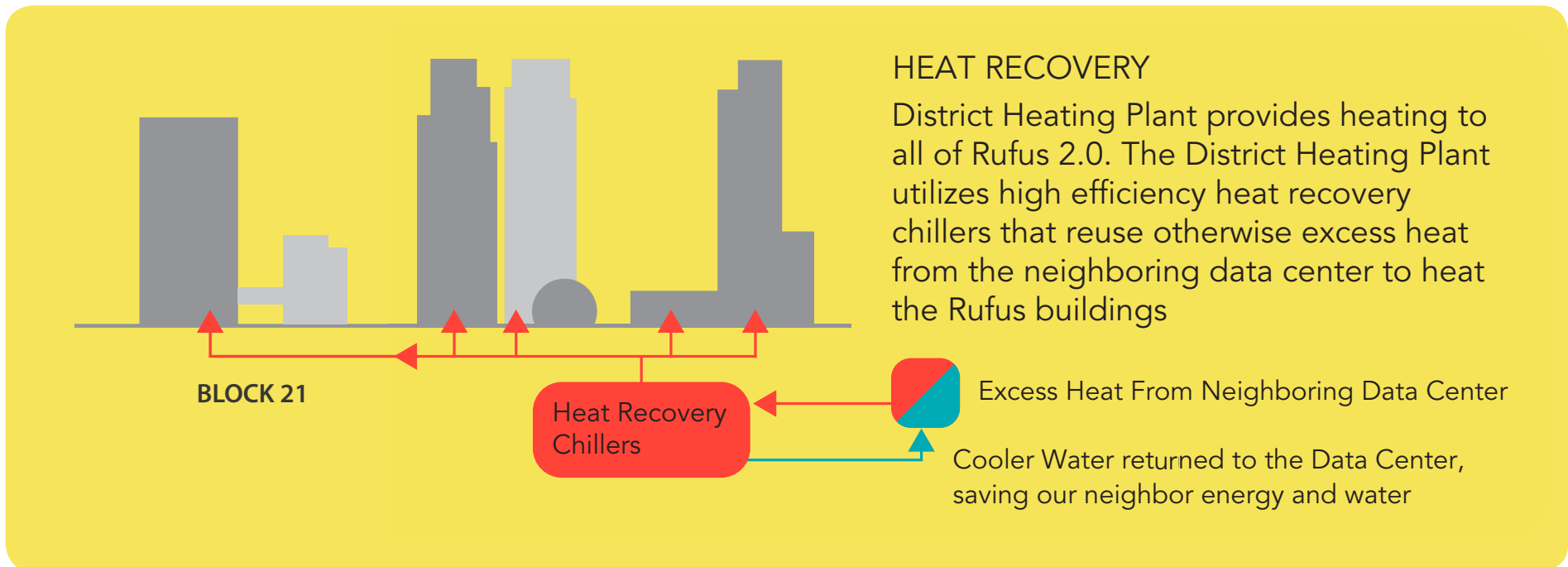
## Future Transit Improvements

- Working closely with SDoT as they implement the transit improvements funded by Prop 1
  - Extension of Rapid Ride C line from West Seattle into South Lake Union
  - Increase service on Route 40
  - Transit priority improvements on Westlake serving both Bus and Street Car transit
- Working with the community and Sound Transit to move forward with Sound Transit 3



SUSTAINABILITY GOALS

- Targeting LEED Gold-level certification
- Targeting connection into the Heat Transfer District Energy System reviewed with City Council in September 2014
- Projected 17% increase in efficiency over conventional energy plant
- Multi-tiered sustainability strategy addressing energy conservation,



## FAR BONUS FEATURES (LAND USE CODE)

- Purchase of Regional Development Credits (\$918,000)
- Contribution to Affordable Housing & Child Care (\$8,300,000)
- Purchase of 18,900 SF of Landmark TDRs
- 15,000 SF Urban Plaza

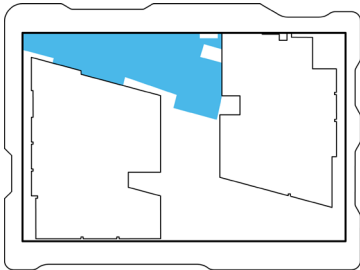
## ALLEY VACATION PUBLIC BENEFITS (SEATTLE CITY COUNCIL)

1. 12,000 SF 8th Avenue Hillclimb
2. Blanchard Street Setback
3. Bell Street Setback
4. 7th Avenue Improvements and Cycle Track
5. 8th Avenue Improvements
6. Blanchard Street Improvements
7. Bell Street Improvements
8. 8th & Bell Intersection
9. Bell Street Cycle Track
10. Bell Street Concept Plan

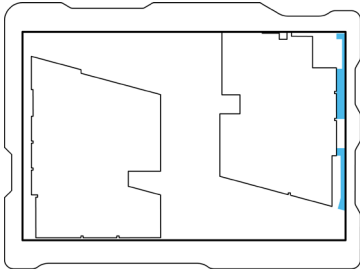


# PUBLIC BENEFITS OVERVIEW

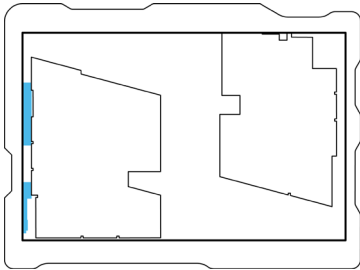
## ON-SITE



1 8th Ave Hillclimb

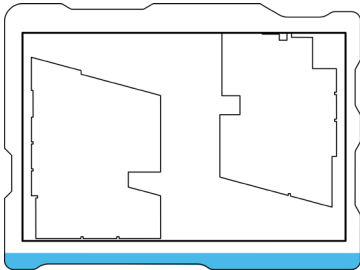


2 Blanchard Street Setback

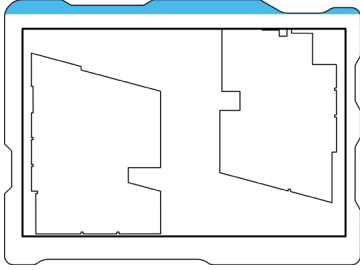


3 Bell Street Setback

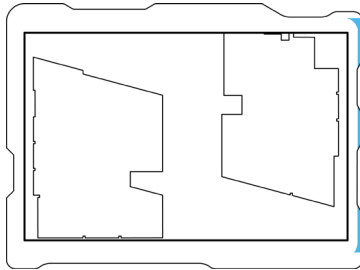
## PUBLIC R.O.W.



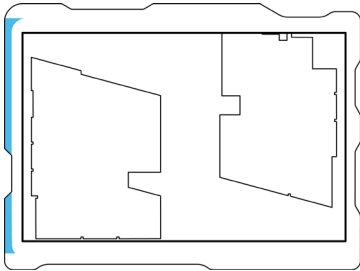
4 7th Ave Improvements & Cycle Track



5 8th Ave Improvements

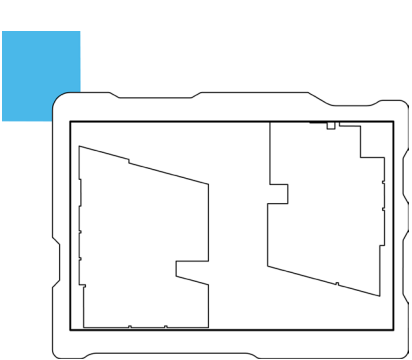


6 Blanchard Street Improvements

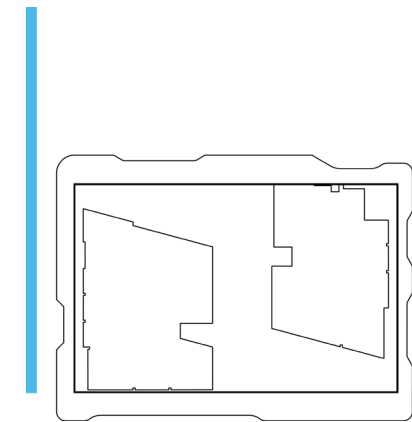


7 Bell street Improvements

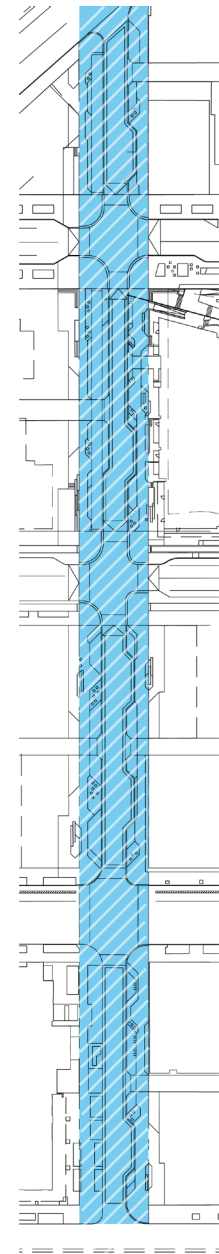
## OFF-SITE



8 8th & Bell Intersection



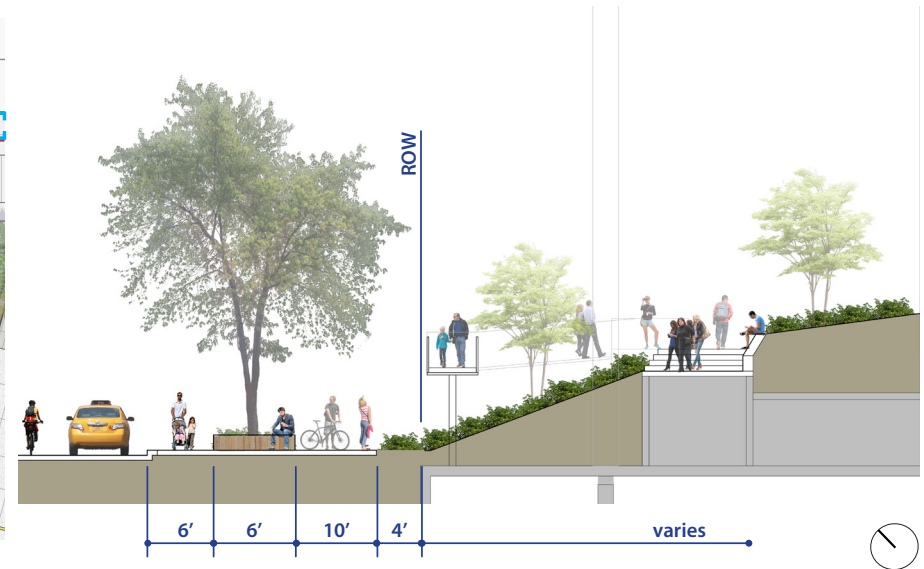
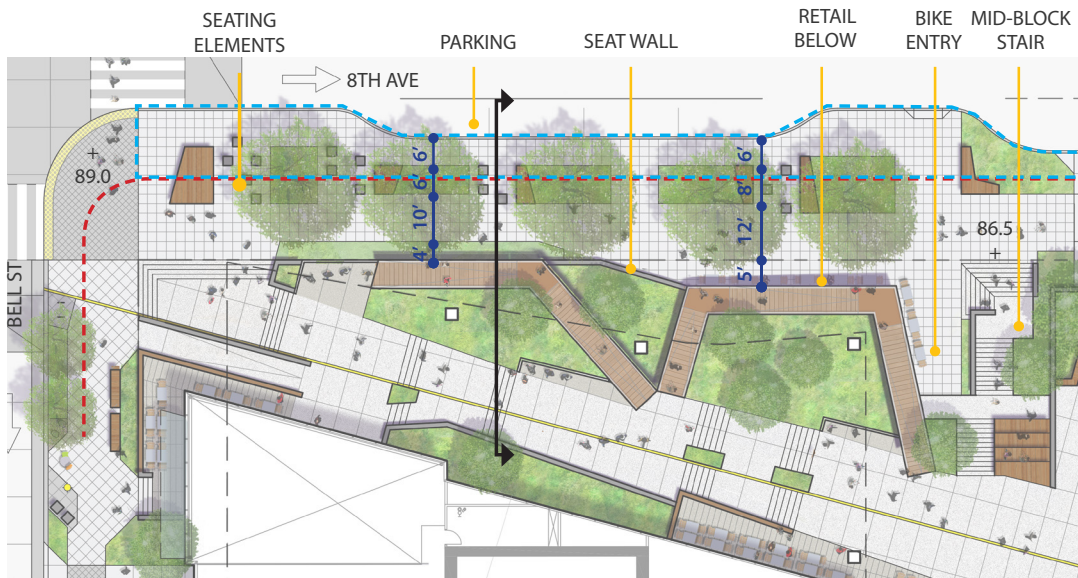
9 Bell Street Cycle Track



10 Bell Street Concept Plan

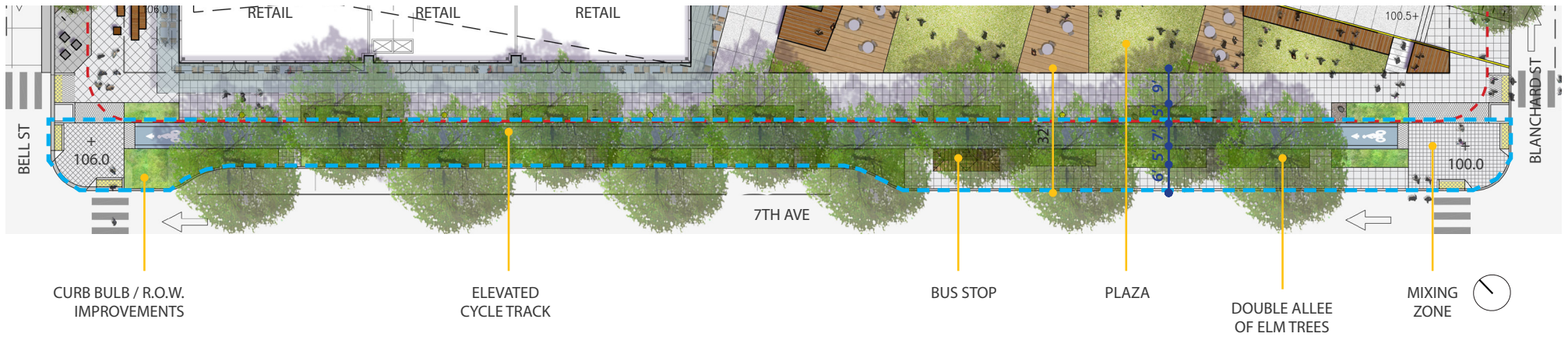
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# 1 8TH AVENUE HILLCLIMB



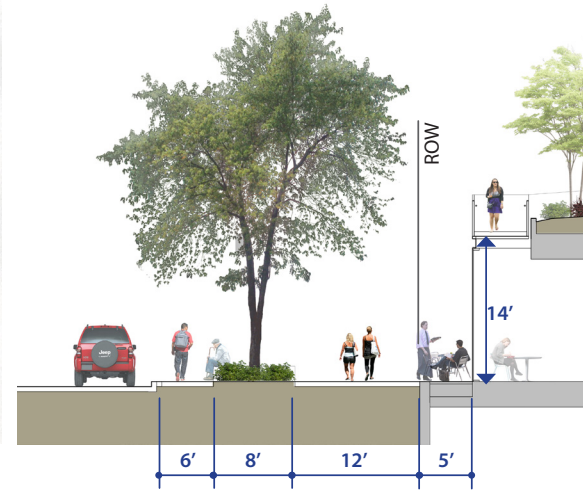
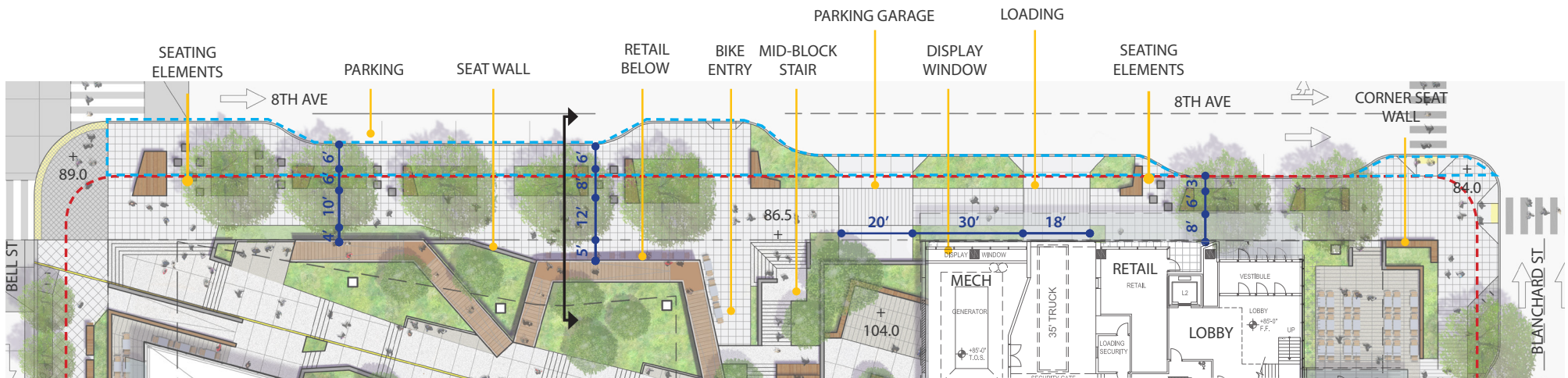
## PUBLIC BENEFIT: 1. 8TH AVE HILLCLIMB (12,000 SF)

- 12,000 sf publicly accessible open space including:
  - Accessible route from corner of 8<sup>th</sup> & Bell to mid-block plaza
  - 2854 SF of planting
  - 10 trees
  - 132 LF seating elements



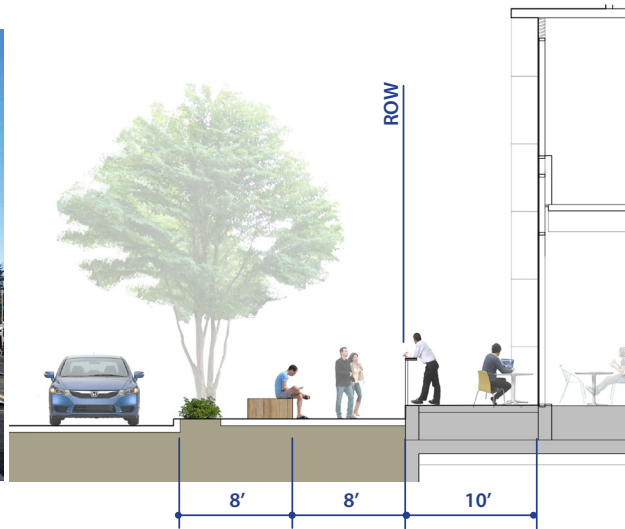
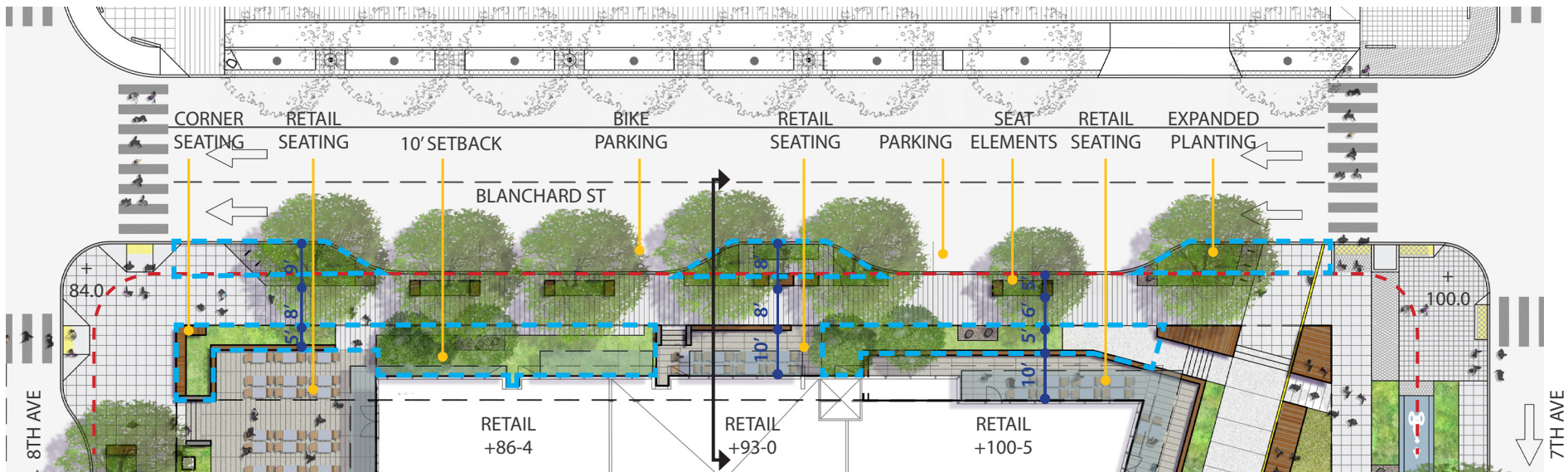
**PUBLIC BENEFIT:**  
4. 7TH AVE ROW (4,700 SF)

- 4,700 sf expanded pedestrian streetscape including:
  - 1,366 SF of planting
  - 7' wide elevated cycle track running the length of the block
  - 6 street trees (11 total new trees)
  - Bus stop
  - 5 pedestrian light fixtures
  - Enhanced curb bulbs at each corner



**PUBLIC BENEFIT:**  
5. 8TH AVE ROW (3,300 SF)

- 3,300 sf expanded pedestrian streetscape including:
  - 663 SF of planting
  - 5 street trees (7 total new trees)
  - 4 pedestrian light fixtures
  - 74 LF seating elements
  - Enhanced curb bulbs at each corner

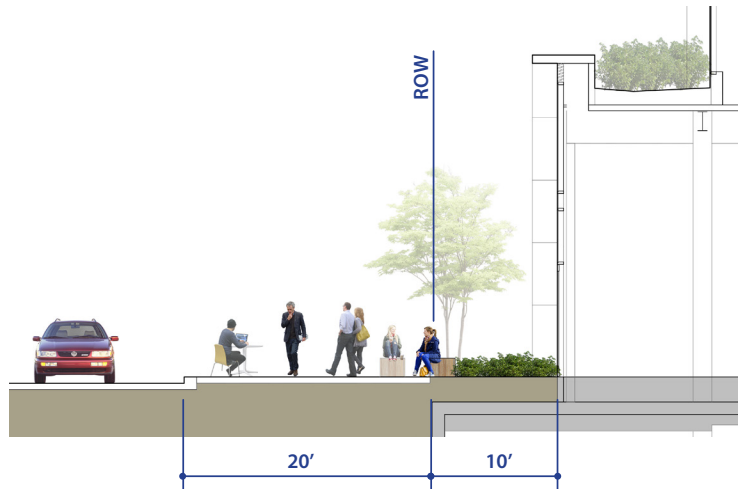
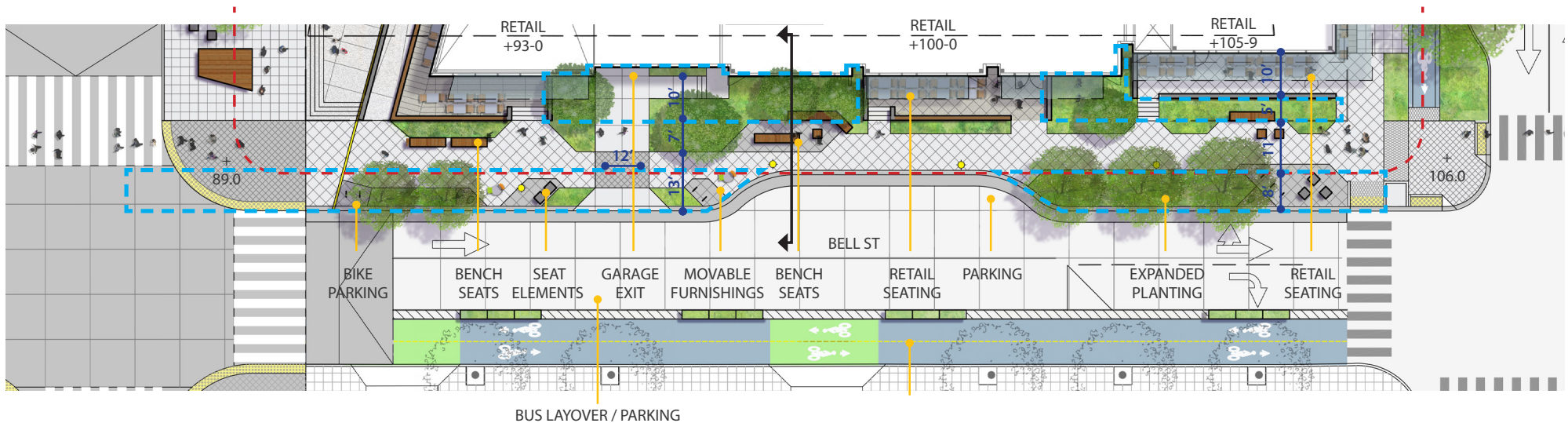


**PUBLIC BENEFIT:**  
2. GREEN STREET SETBACK (1,100 SF)

- 1,100 sf setback along the Blanchard Green Street including:
  - 935 SF of planting
  - 5 trees
  - 59 LF seating elements

**PUBLIC BENEFIT:**  
6. BLANCHARD STREET ROW (750 SF)

- 750 sf expanded pedestrian streetscape including:
  - 258 SF of planting
  - 4 street trees
  - (7 total new trees)
  - 4 pedestrian light fixtures
  - 74 LF seating elements
  - Enhanced curb bulbs at each corner



**PUBLIC BENEFIT:**  
3. GREEN STREET SETBACK (1,000 SF)

- 1,000 sf setback along the Blanchard Green Street including:
  - 877 SF of planting
  - 4 trees
  - 20 LF seating elements

**PUBLIC BENEFIT:**  
7. BELL STREET ROW (1,800 SF)

- 1,800 sf expanded pedestrian streetscape including:
  - 441 SF of planting
  - 4 street trees (5 total new trees)
  - 4 pedestrian light fixtures
  - 10 LF seating elements
  - Enhanced curb bulbs at each corner

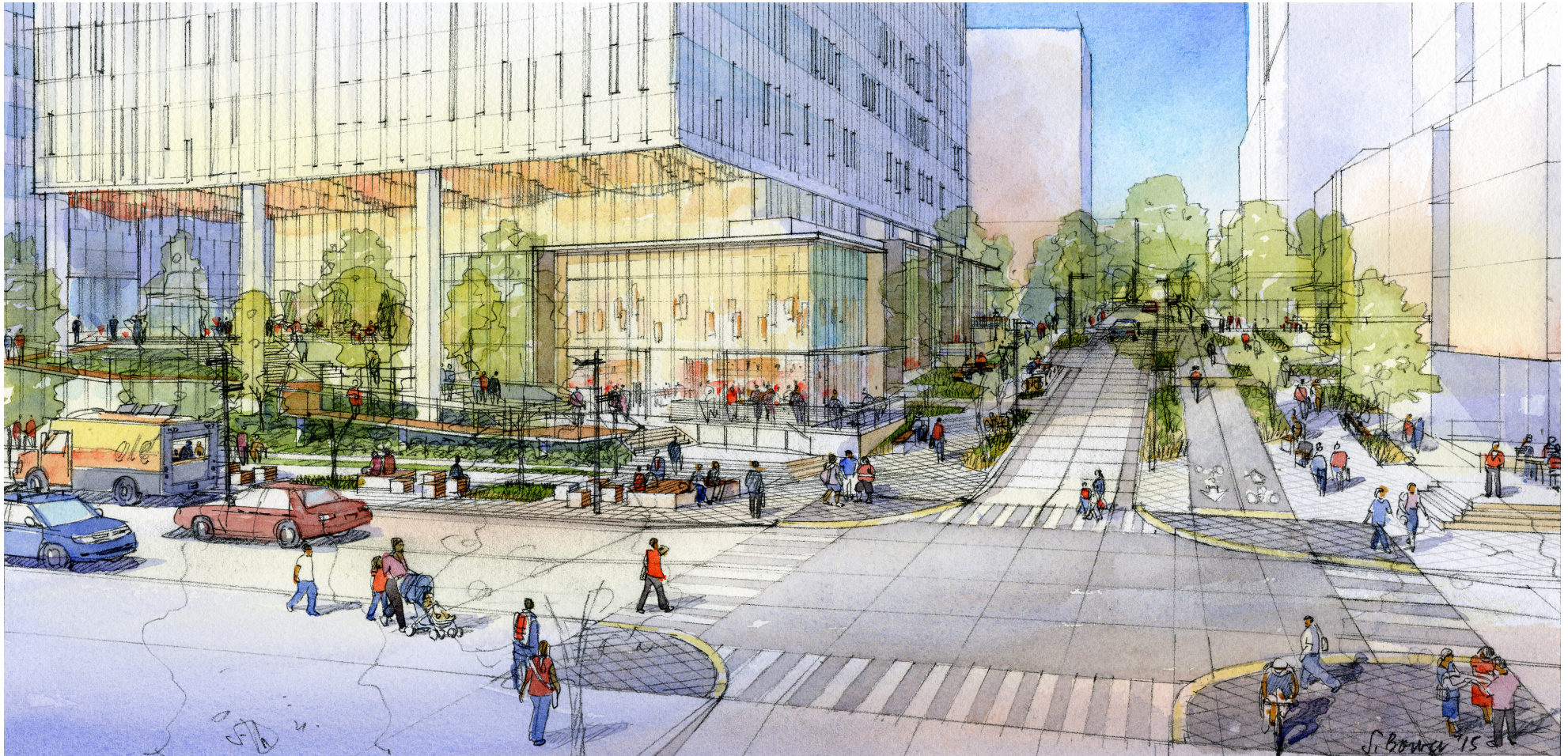
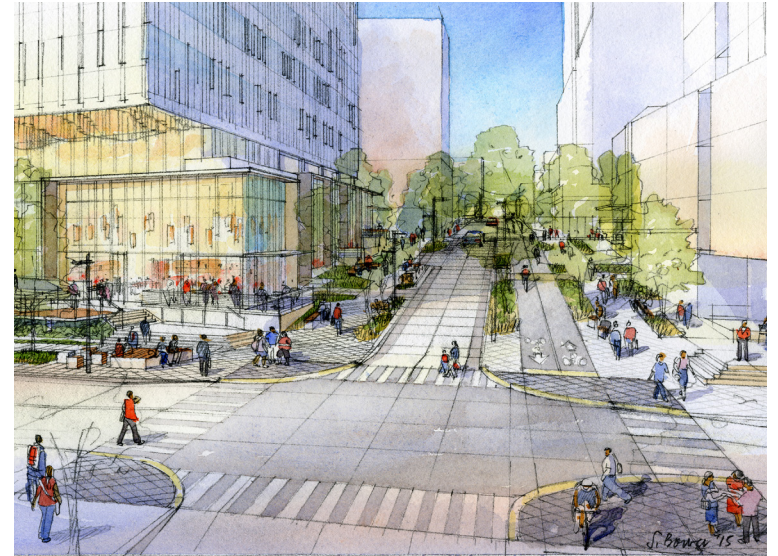
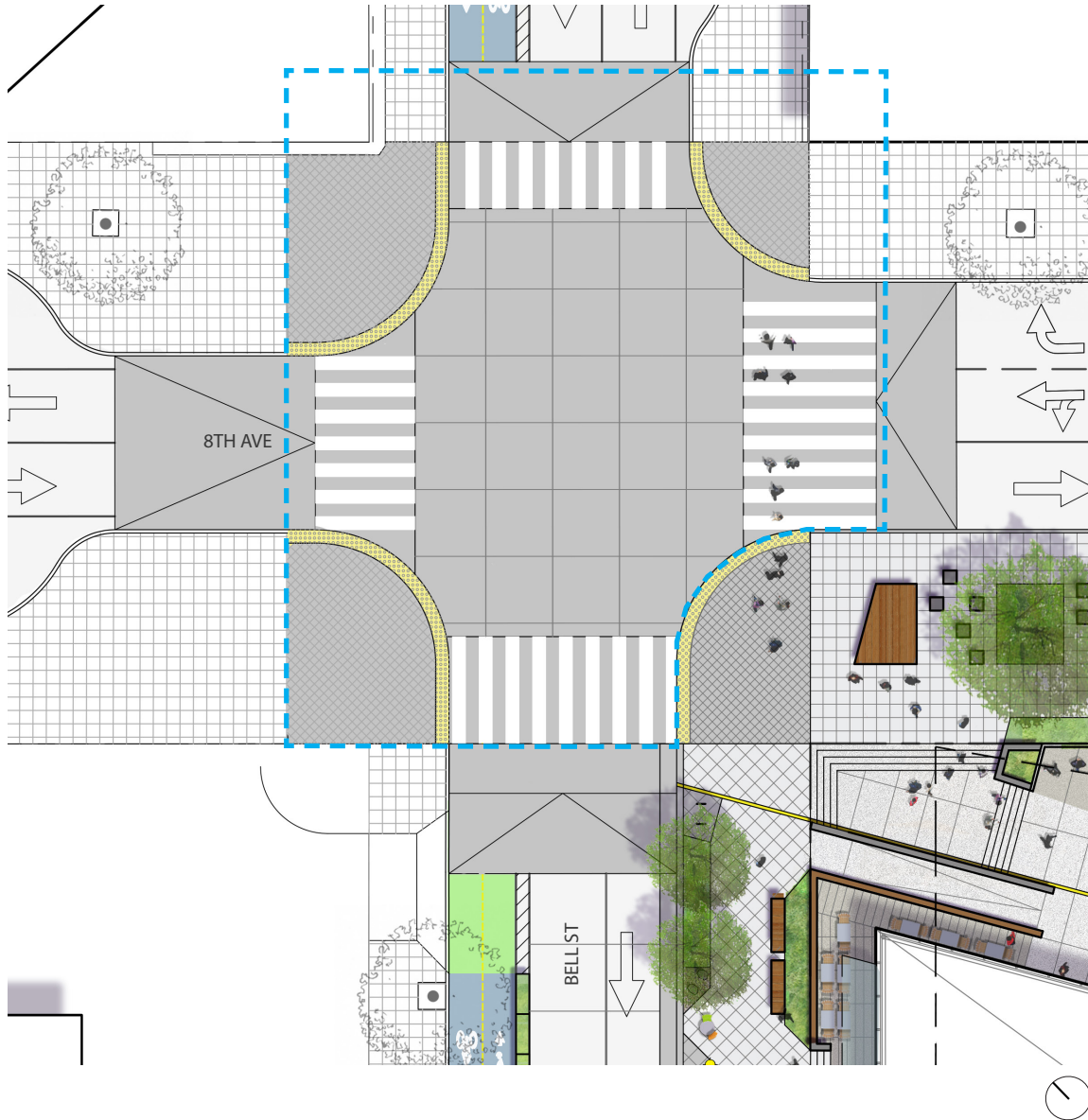


Illustration showing Block 21 improvements with full implementation of Bell Street concept plan, including work by others



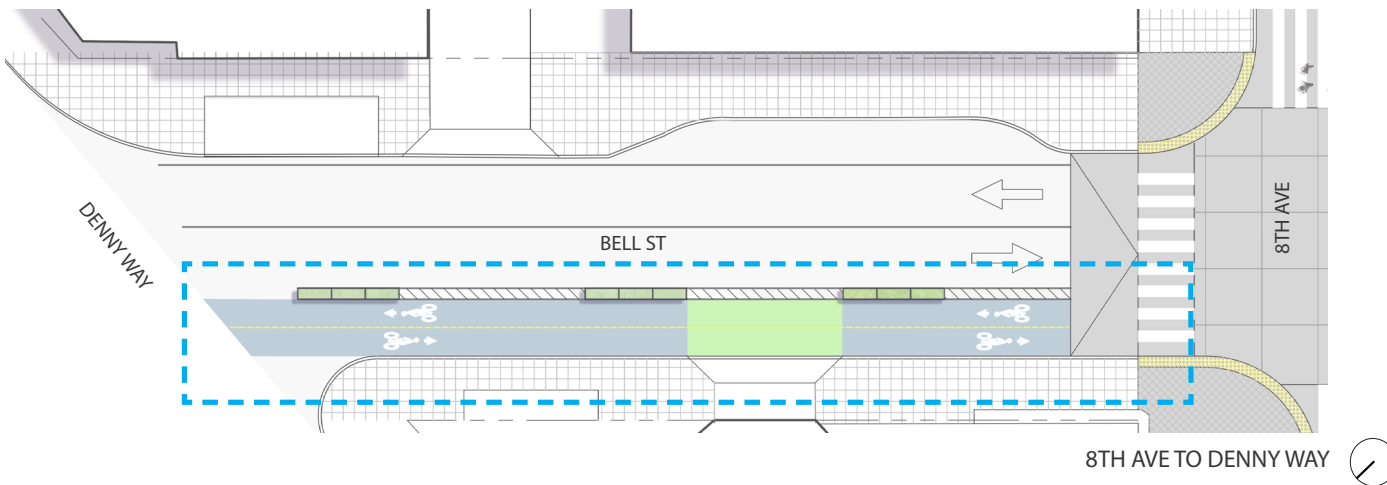
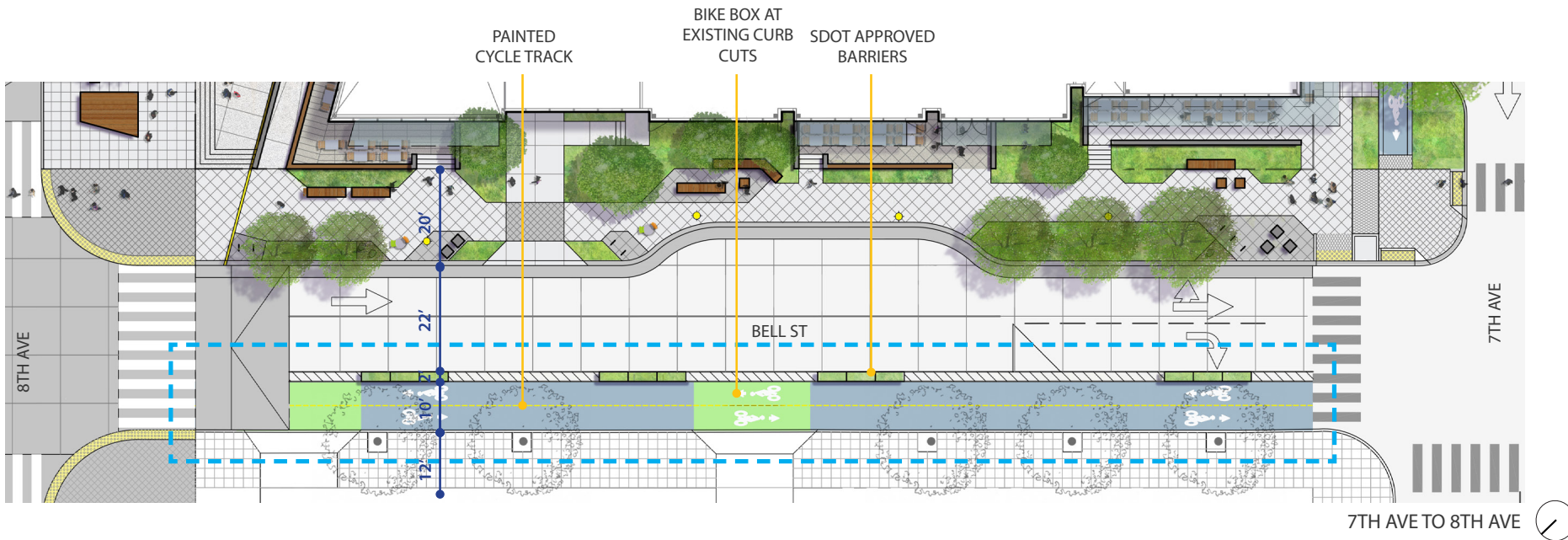


View of Bell Street Concept Plan

**PUBLIC BENEFIT:**  
8. 8TH & BELL INTERSECTION (5,350 SF)

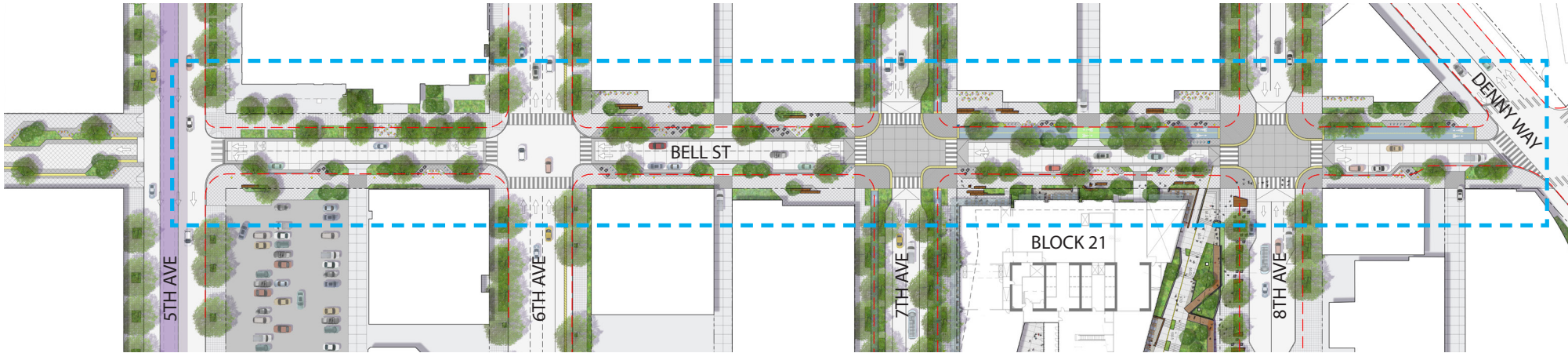
- 5,350 sf improved intersection and sidewalk to enhance pedestrian safety

# 9 BELL STREET CYCLE TRACK



**PUBLIC BENEFIT:**  
9. CYCLE TRACK (4,500 SF)

- 4,500 SF buffered bike lane on the north side of Bell Street from Denny to 7<sup>th</sup> including:
  - Design consistent with the Center City Bike Network
  - Buffered element to be planter or similar element approved by SDOT and maintained by applicant



**PUBLIC BENEFIT:**  
10. BELL STREET CONCEPT PLAN

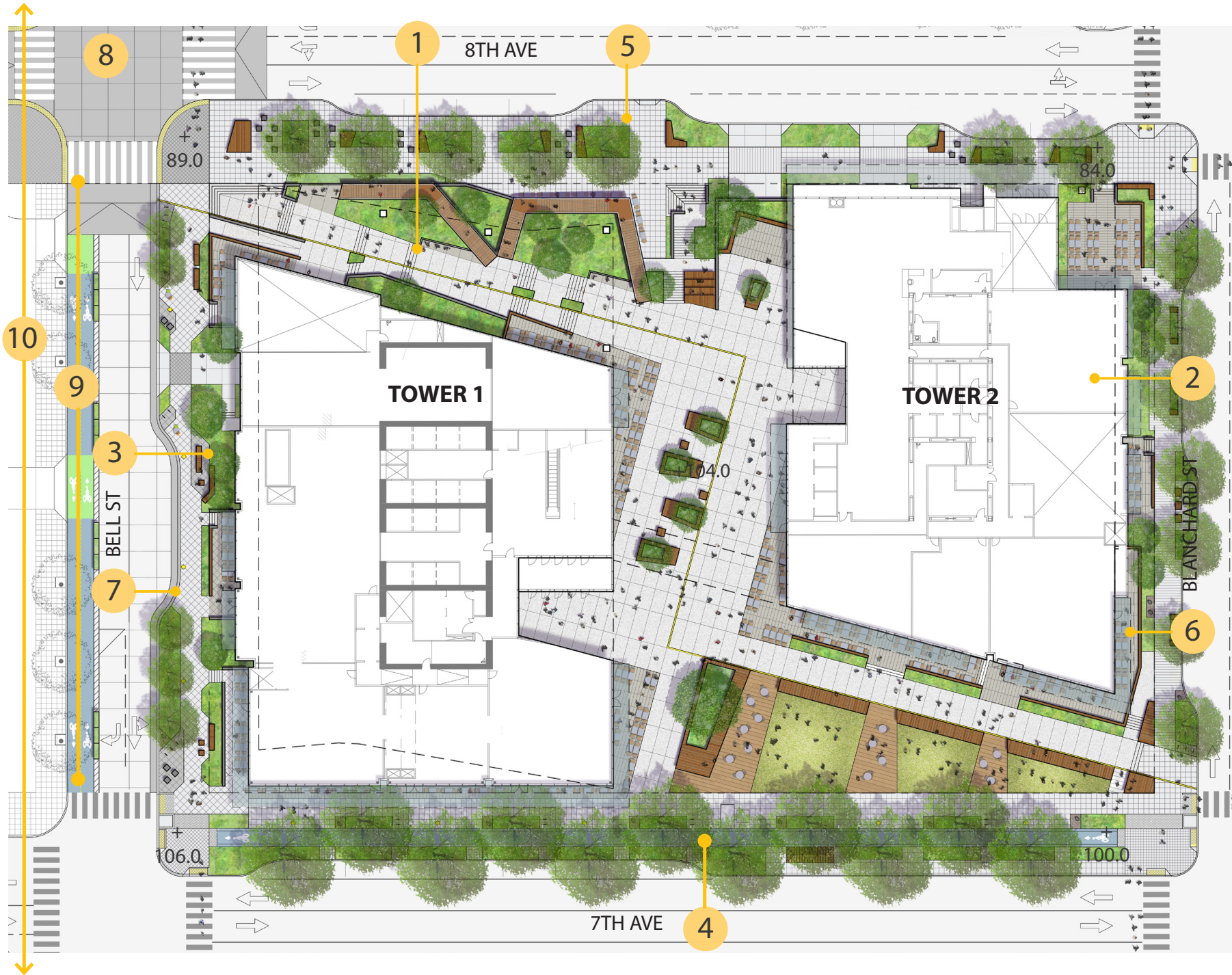
- Development of conceptual street plan from 5<sup>th</sup> Ave to Denny Way to be adopted by Joint Director’s Rule by SDoT and DPD.
- Purpose of this street concept plan is to inform future development and to reinforce the Bell Street Park design character.

# PUBLIC BENEFIT OVERVIEW

	PUBLIC BENEFIT	DESCRIPTION	CITY REQUIREMENT	PROPOSED ON-SITE BENEFIT	PROPOSED OFF-SITE BENEFIT
1	<b>8th Ave Hillclimb</b>	<ul style="list-style-type: none"> <li>12,000 sf publicly accessible open space including:                             <ul style="list-style-type: none"> <li>Accessible ramp from corner of 8<sup>th</sup> &amp; Bell to mid-block plaza</li> <li>2854 SF of planting</li> <li>10 trees</li> <li>132 LF seating elements</li> </ul> </li> </ul>	None	12,000 SF	
2	<b>Blanchard Street Setback</b>	<ul style="list-style-type: none"> <li>1,100 sf setback along the Blanchard Green Street including:                             <ul style="list-style-type: none"> <li>935 SF of planting</li> <li>5 trees</li> <li>59 LF seating elements</li> </ul> </li> </ul>	None	1,100 SF	
3	<b>Bell Street Setback</b>	<ul style="list-style-type: none"> <li>1,000 sf setback along the Blanchard Green Street including:                             <ul style="list-style-type: none"> <li>877 SF of planting</li> <li>4 trees</li> <li>20 LF seating elements</li> </ul> </li> </ul>	None	1,000 SF	
4	<b>7th Ave Improvements &amp; Cycle Track</b>	<ul style="list-style-type: none"> <li>4,700 sf expanded pedestrian streetscape including:                             <ul style="list-style-type: none"> <li>1,366 SF of planting</li> <li>7' wide elevated cycle track running the length of the block</li> <li>6 street trees (11 total new trees)</li> <li>Bus stop</li> <li>5 pedestrian light fixtures</li> <li>Enhanced curb bulbs at each corner</li> </ul> </li> </ul>	None		4,700 SF
5	<b>8th Ave Improvements</b>	<ul style="list-style-type: none"> <li>3,300 sf expanded pedestrian streetscape including:                             <ul style="list-style-type: none"> <li>663 SF of planting</li> <li>5 street trees (7 total new trees)</li> <li>4 pedestrian light fixtures</li> <li>74 LF seating elements</li> <li>Enhanced curb bulbs at each corner</li> </ul> </li> </ul>	None		3,300 SF
6	<b>Blanchard Street Improvements</b>	<ul style="list-style-type: none"> <li>750 sf expanded pedestrian streetscape including:                             <ul style="list-style-type: none"> <li>258 SF of planting</li> <li>4 street trees (7 total new trees)</li> <li>4 pedestrian light fixtures</li> <li>74 LF seating elements</li> <li>Enhanced curb bulbs at each corner</li> </ul> </li> </ul>	None		750 SF
7	<b>Bell Street Improvements</b>	<ul style="list-style-type: none"> <li>1,800 sf expanded pedestrian streetscape including:                             <ul style="list-style-type: none"> <li>441 SF of planting</li> <li>4 street trees (5 total new trees)</li> <li>4 pedestrian light fixtures</li> <li>10 LF seating elements</li> <li>Enhanced curb bulbs at each corner</li> </ul> </li> </ul>	None		1,800 SF
8	<b>8th &amp; Bell Intersection</b>	<ul style="list-style-type: none"> <li>5,350 sf raised intersection and sidewalk to enhance pedestrian safety</li> </ul>	None		5,350 SF
9	<b>Bell Street Cycle Track</b>	<ul style="list-style-type: none"> <li>4,500 SF buffered bike lane on the north side of Bell Street from Denny to 7<sup>th</sup> including:                             <ul style="list-style-type: none"> <li>Design consistent with the Center City Bike Network</li> <li>Buffered element to be planter or similar element approved by SDoT and maintained by applicant.</li> </ul> </li> </ul>	None		4,500 SF
10	<b>Bell Street Concept Plan</b>	<ul style="list-style-type: none"> <li>Development of conceptual street plan from 5<sup>th</sup> Ave to Denny Way to be adopted by Joint Director's Rule by SDoT and DPD.</li> <li>Purpose of this street concept plan is to inform future development and to reinforce the Bell Street Park design character.</li> </ul>	None		NA
<b>SUBTOTAL</b>				<b>14,100 SF (40.9%)</b>	<b>20,400 SF(59.1%)</b>

**Total Area of Public Benefits: 34,500 SF**  
 (Area of Alley Vacation: 5,760 SF)

# PUBLIC BENEFIT OVERVIEW



# ECONOMIC BENEFITS OF THE PROJECT



<b>Public Revenues</b>	<b>Projected</b>
Affordable Housing and Child Care Fund.....	\$8.3M
WSST for Construction.....	\$37.0M
B&O Tax.....	\$2.6M
Permit Fees.....	\$0.9M
Alley Vacation Fees.....	\$4.8M
<b>Projected Total:</b>	<b>\$53.6M</b>

## Other Ongoing Economic Benefits

- Increase in real estate property tax revenues as values increase
- Replacement of old clay tile utility infrastructure | Cost over \$4M
- Purchase of \$918,000 Regional Development Credits

## Projected Design and Construction Jobs

- More than 1,300 jobs related to design and construction
- 2,530,000 labor hours
- \$165,000,000 labor dollars

## Projected Long Term Employment Growth

- 3,300 potential new jobs in Denny Triangle
- Multiplier effect for new employment at all wage and skills levels