

BLOCK Z

Alley Vacation Presentation
BRE-BMR 8th LLC - INNOV8



TRANSPORTATION AND SEATTLE PUBLIC UTILITIES COMMITTEE
MAY 16TH 2023

Project Description

- Two office/lab towers for approximately 690,000sf above grade. Main entries off 7th Ave.
- Building services, loading dock and garage are all located below grade with access from 8th Ave.
- Four levels of below grade structured parking with space for 621 cars, including 51 EV chargers.
- Bicycle parking: 310 long term parking and 62 short term.
- Accessible through block connection linking two publicly accessible private plazas, one along 7th and the other along 8th Ave.

Construction of the project will be phased.

- Current phasing plan assumes minimal gap between phases. Market conditions may impact phasing.
- Phase 1: North Building with 18 stories above grade and below grade parking, loading podium.
- Phase 2: South Building with 11 stories above grade.



REASON FOR VACATION

The alley vacation allows for an enhanced urban design by adding publicly accessible open space and improved building form. The primary reasons for the alley vacation are to:

Improve Pedestrian and Bike Safety

Consolidation of multiple curb cuts into a single access point reducing conflicts with bikes and pedestrians

Create Meaningful Public Space

Opportunity to build on the legacy of publicly accessible mid-block open spaces that add to the diversity of open space in the neighborhood.

Improve Accessibility

An accessible mid-block pedestrian connection between 7th and 8th Avenues continuing the pattern in the neighborhood.

Enhance the Right-of-Way

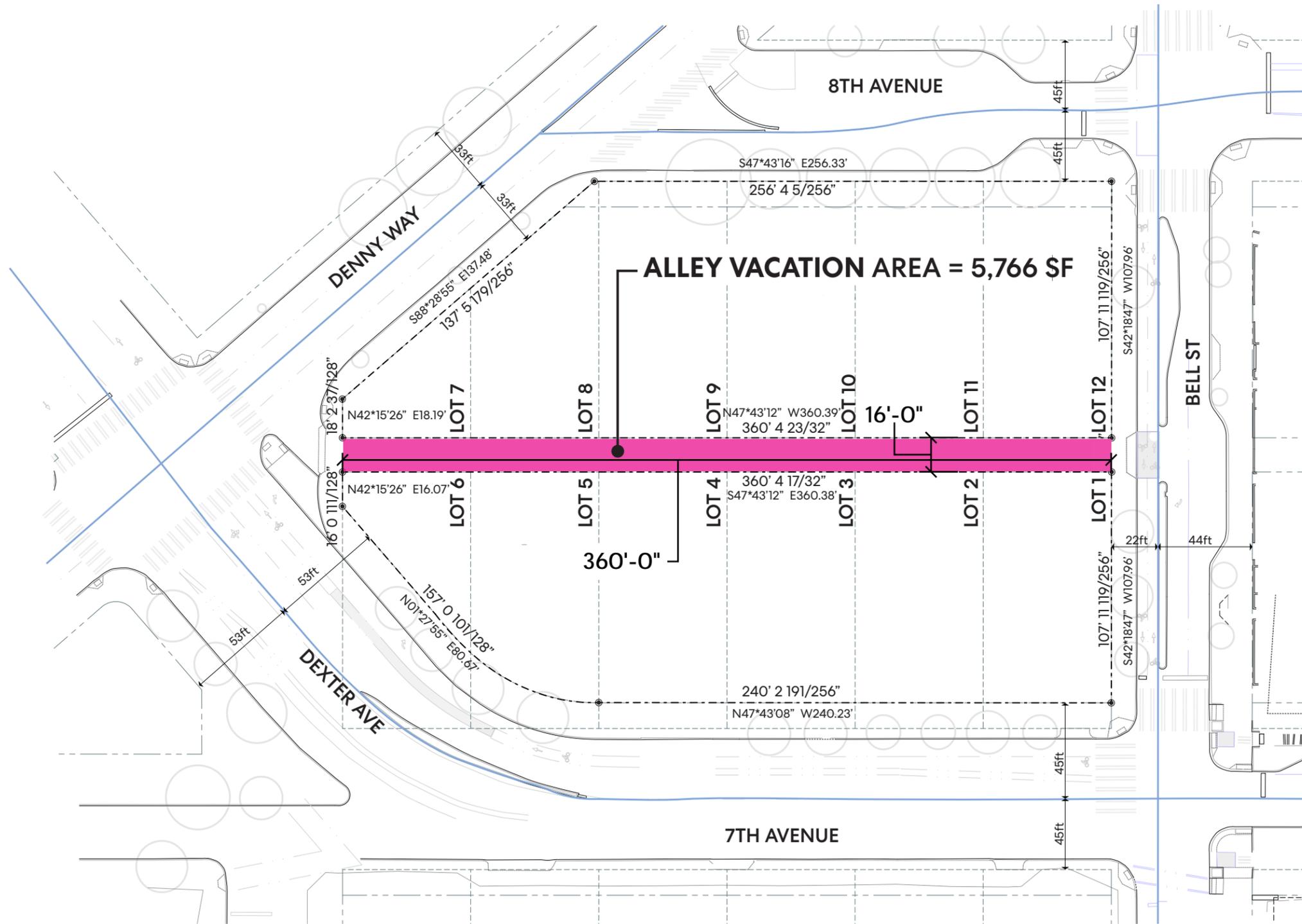
Public benefits include new and improved bike facilities, enhanced ROW improvements, and additional tree canopy.

Increase Development Potential

The developer receives additional FAR in exchange for the purchase of the property at fair market value and implementation of the public benefit package



Parcel



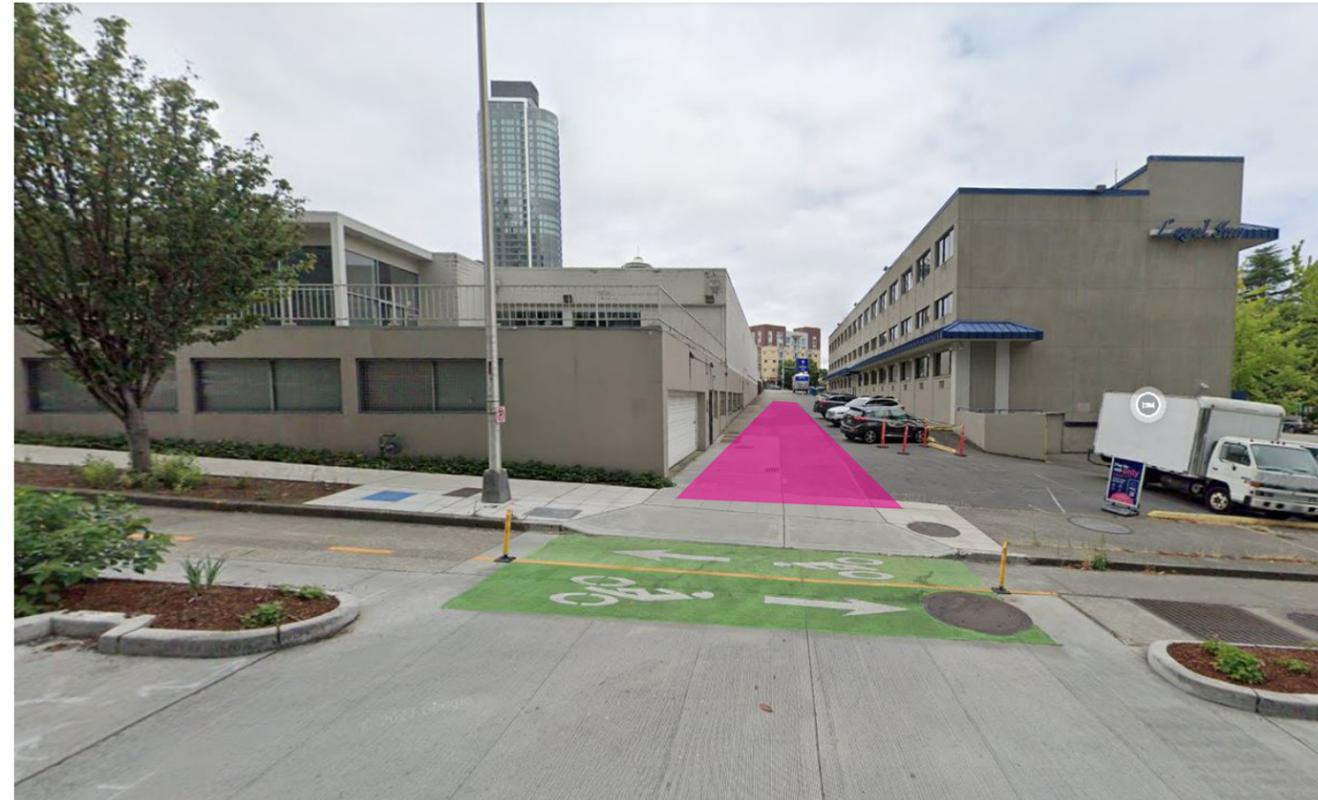
Project Address
2320 7th Ave (North Tower)
2300 7th Ave (South Tower)
Seattle, WA 98121



CONTEXT PHOTOS



Existing alley



Existing connection at Bell Street protected bike lane



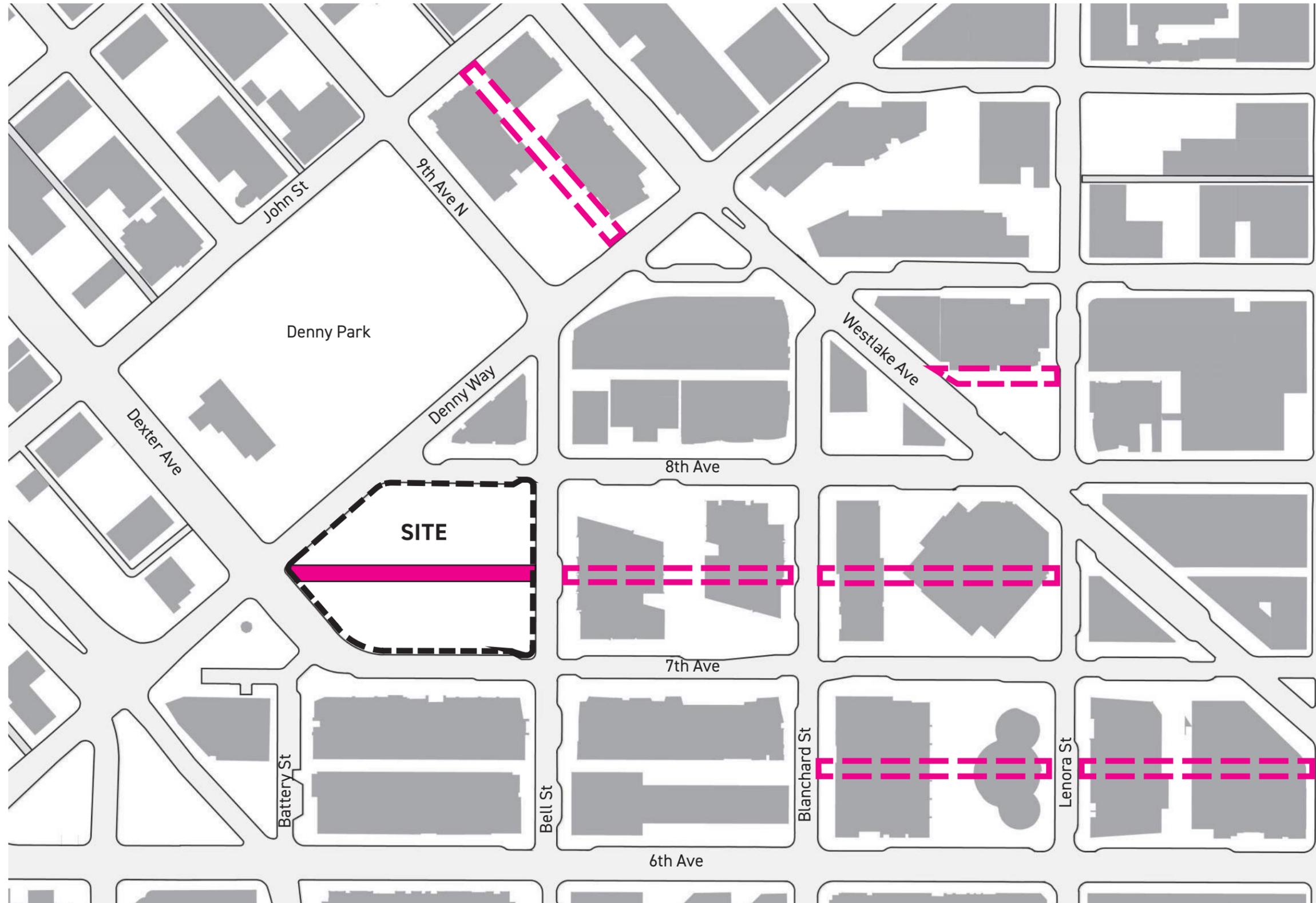
Existing alley connection to Denny Way - Looking South



Existing alley connection to Denny Way - Looking Northwest

*The alley requested for vacation is highlighted in pink

PREVIOUS ALLEY VACATIONS

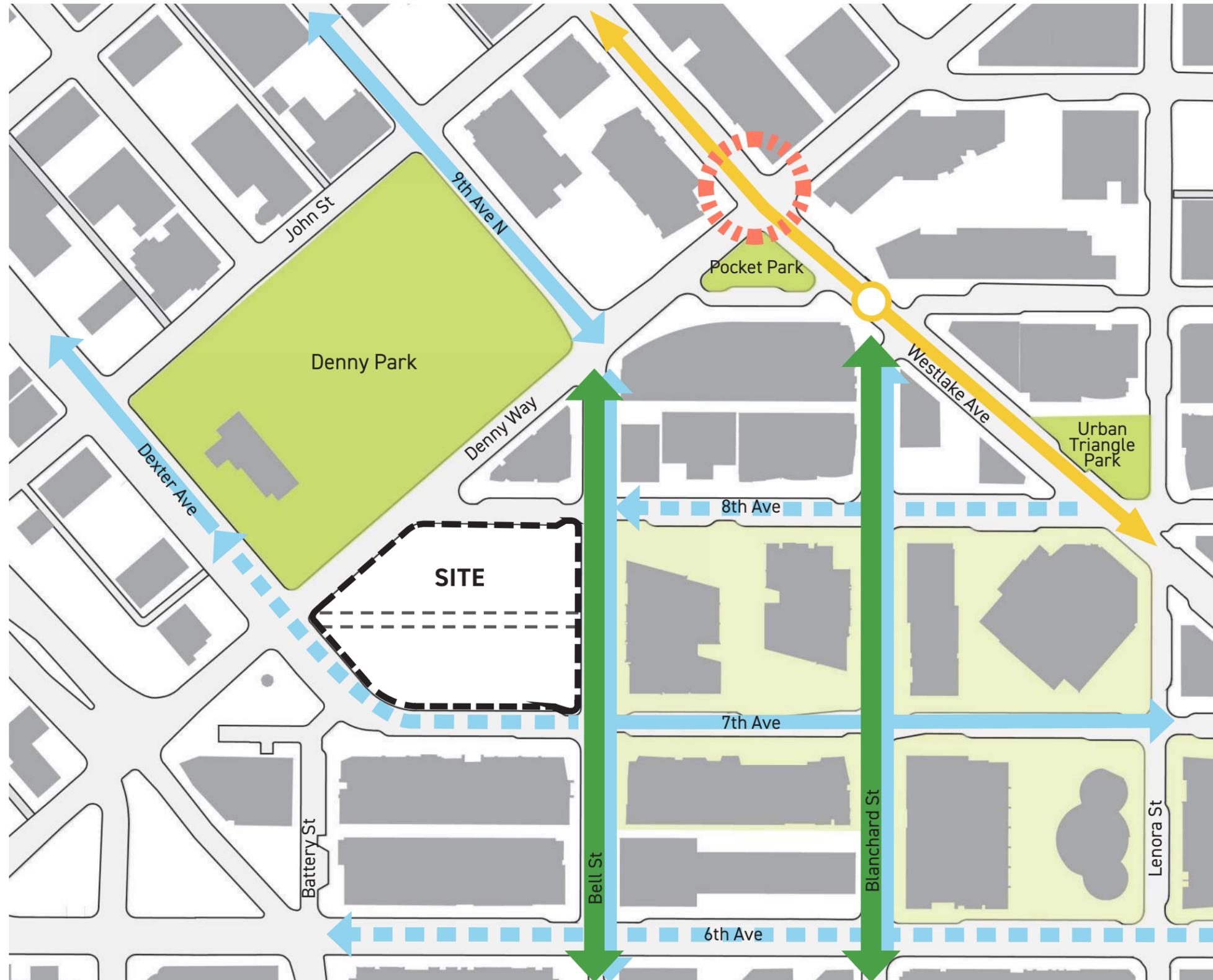


LEGEND

-  Existing Alley
-  Vacated Alley



CONTEXT MAP

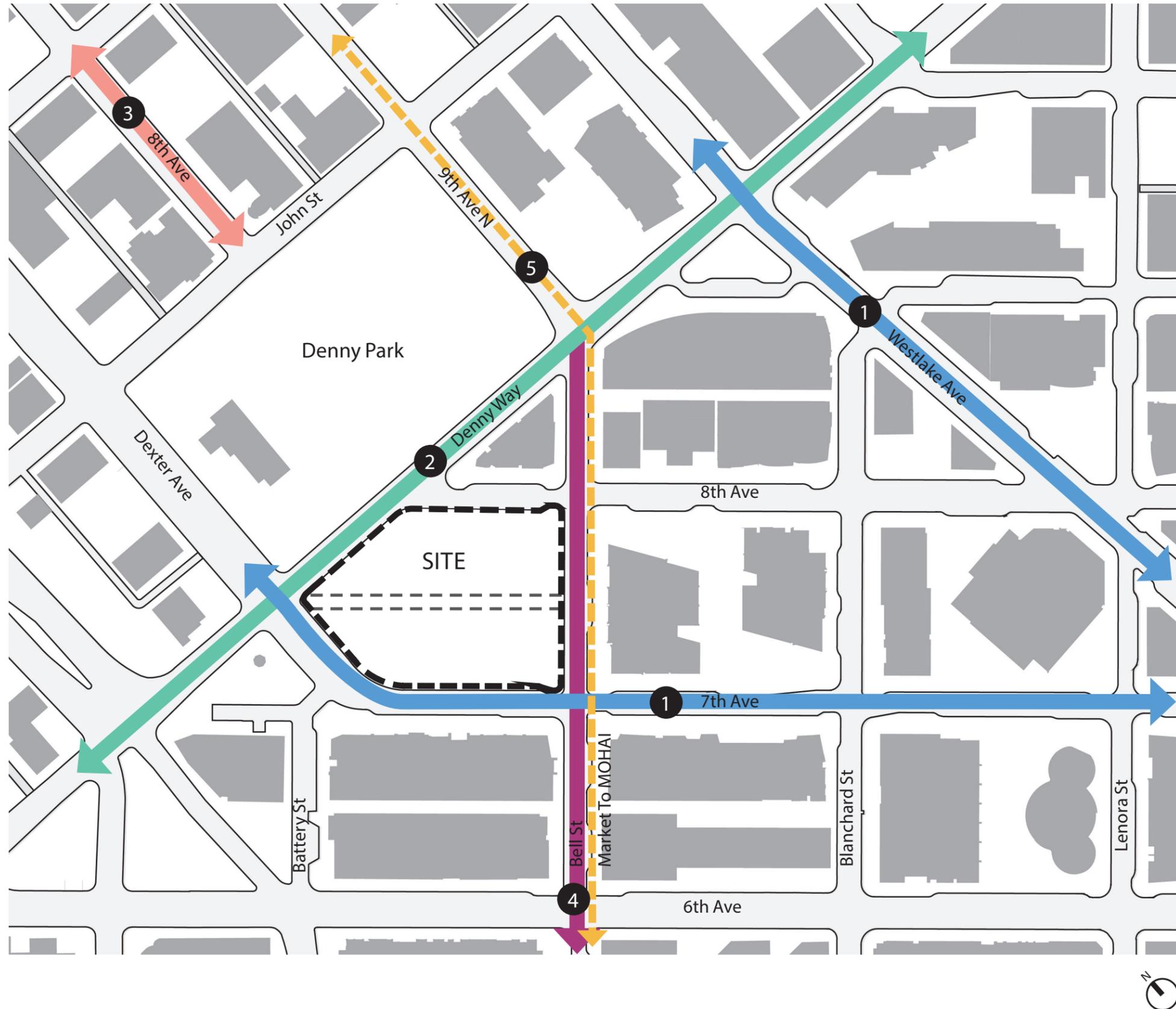


LEGEND

-  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



PRIOR NEIGHBORHOOD PLANNING INITIATIVES



LEGEND

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

COMMUNITY ENGAGEMENT PLAN

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

BRIEFINGS TO DATE

Belltown United Community Council
(November 2022)

- A member of the public that lives in the Mckenzie Condos, was supportive of the development but was trying to understand the project’s impact on his home.

South Lake Union Community Council Briefing
(December 2022)

- A community member from the SLUCC Policy Committee noted that members were supportive with enthusiasm for the pedestrian experiences that were illustrated on all street fronts.
- They would like to receive updates as the project progresses.
- A member noted that there is a lot of retail in the neighborhood at ground level and this block did not need as much as the Amazon Blocks.

Denny Triangle Neighborhood Association
(March 2023)

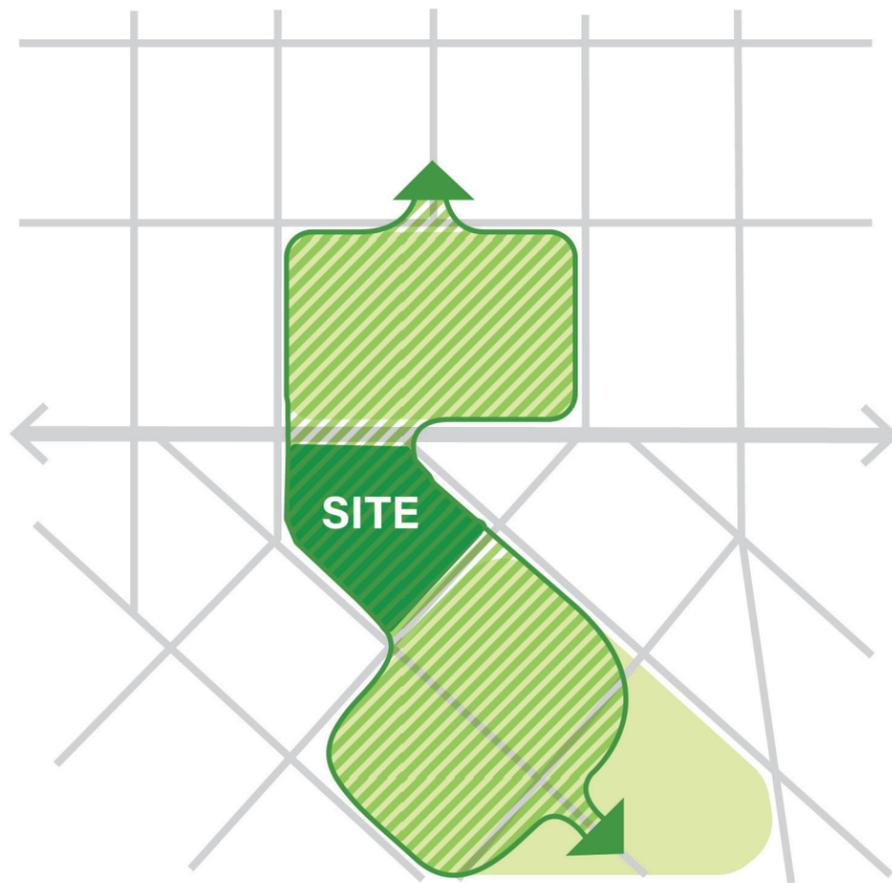
- Strong support for the design and public benefit package. They would like the team to present at their quarterly meeting in spring/summer.
- Recommendation to pursue coordination with Market to MOHAI group and to consider using the Market to MOHAI yellow for furnishings along Bell St.

Seattle Neighborhood Greenways
(April 2023)

- The mid-block passage creates a useful pedestrian shortcut.
- Recommendation to work with SDOT on the protected bike lane design at the intersection of Dexter and Denny.
- Opportunity for a protected intersection where the sidewalk-grade protected bike lane transitions to the street-grade lane.

SITE OPPORTUNITIES

1. Connect Green Space



2. Diversify Open Space Opportunities

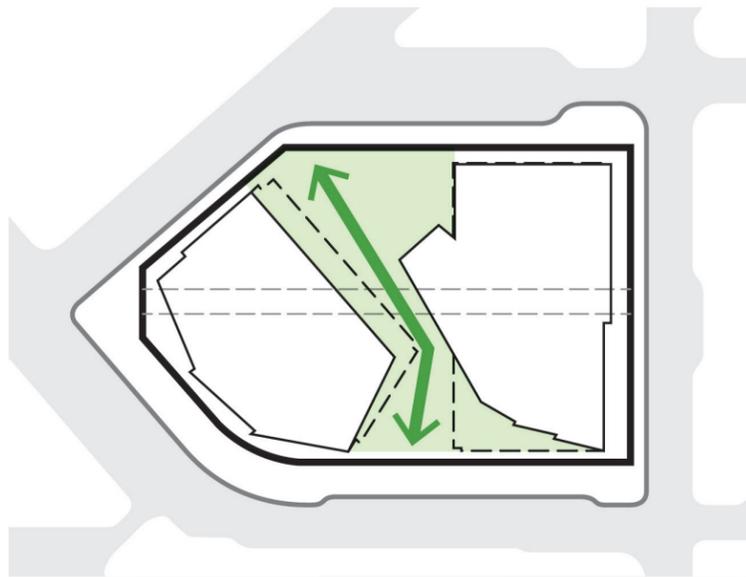


3. Create Mid-block Porosity

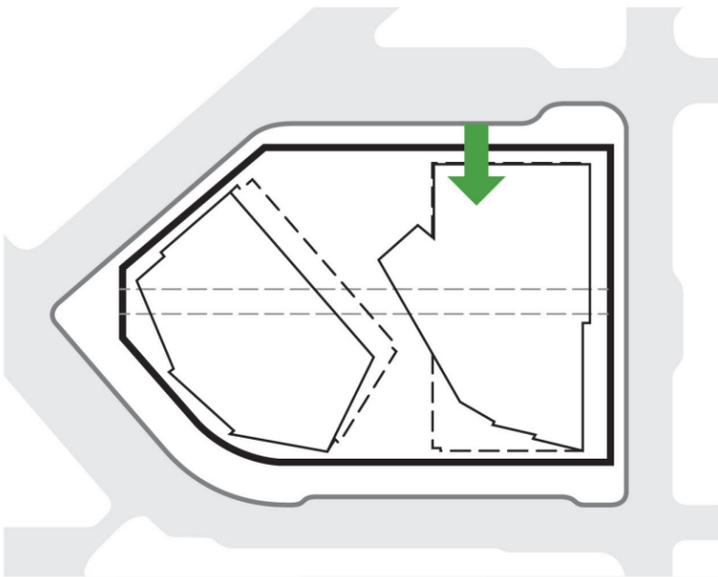


PUBLIC REALM ENHANCEMENTS

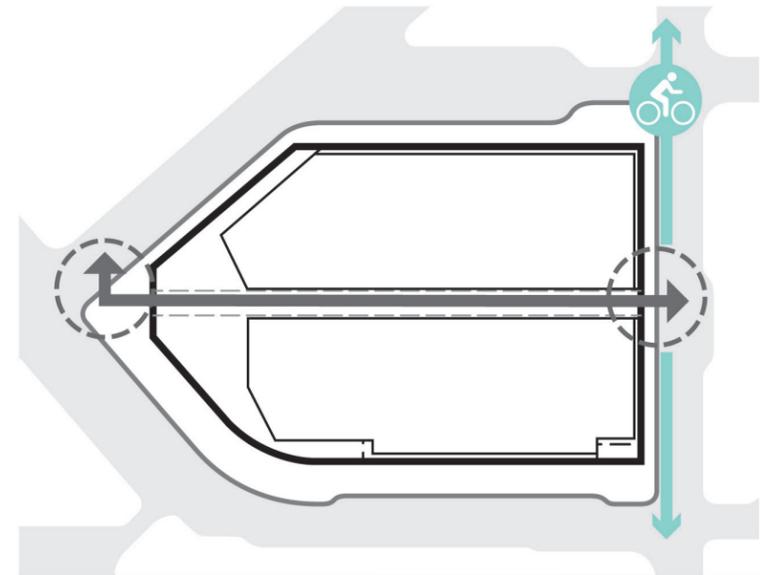
1. Create Mid-Block Connection



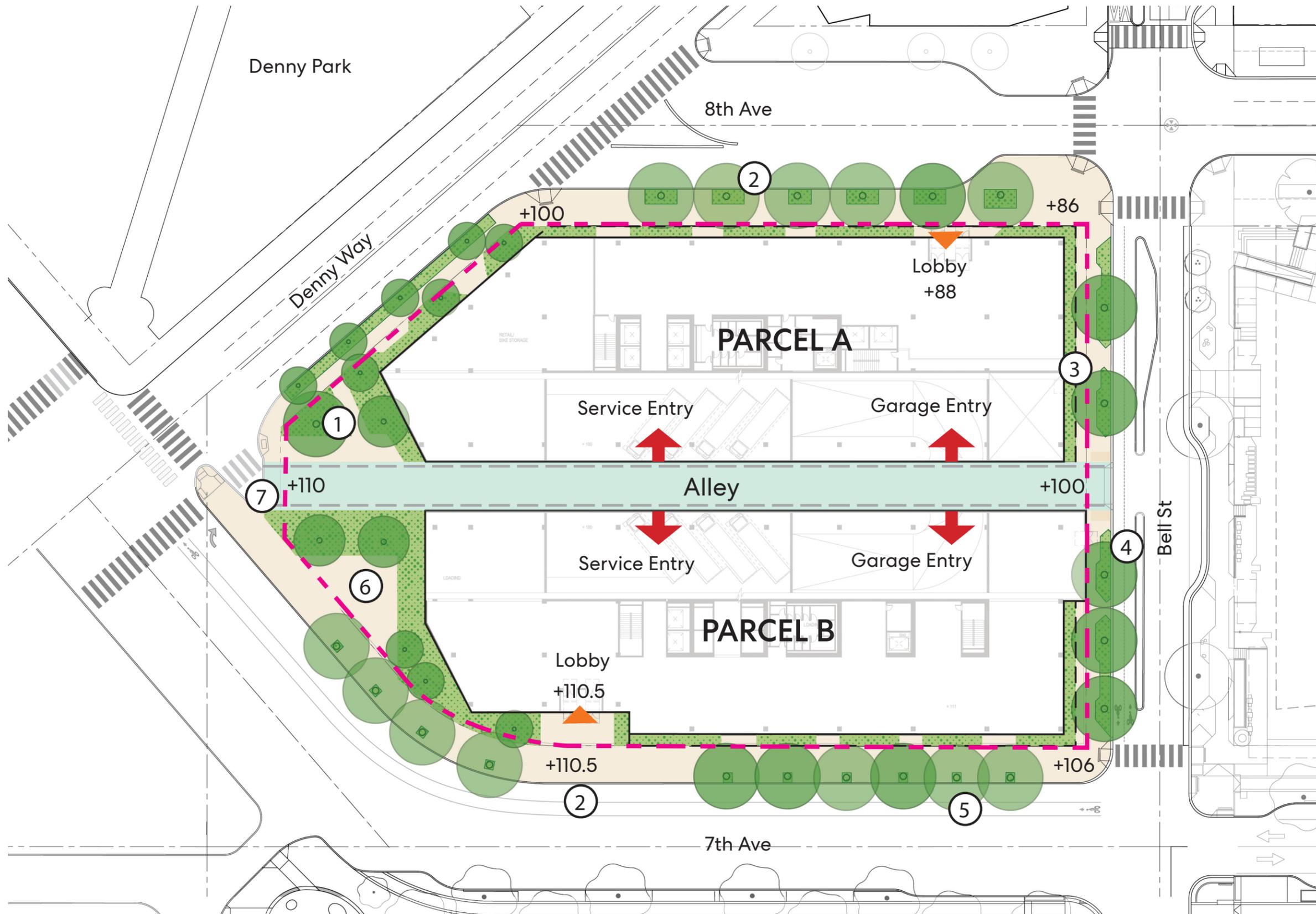
2. Consolidate Parking and Loading Entries



3. Reduce Conflicts at Alley and Denny Way



NO ALLEY VACATION - SITE PLAN

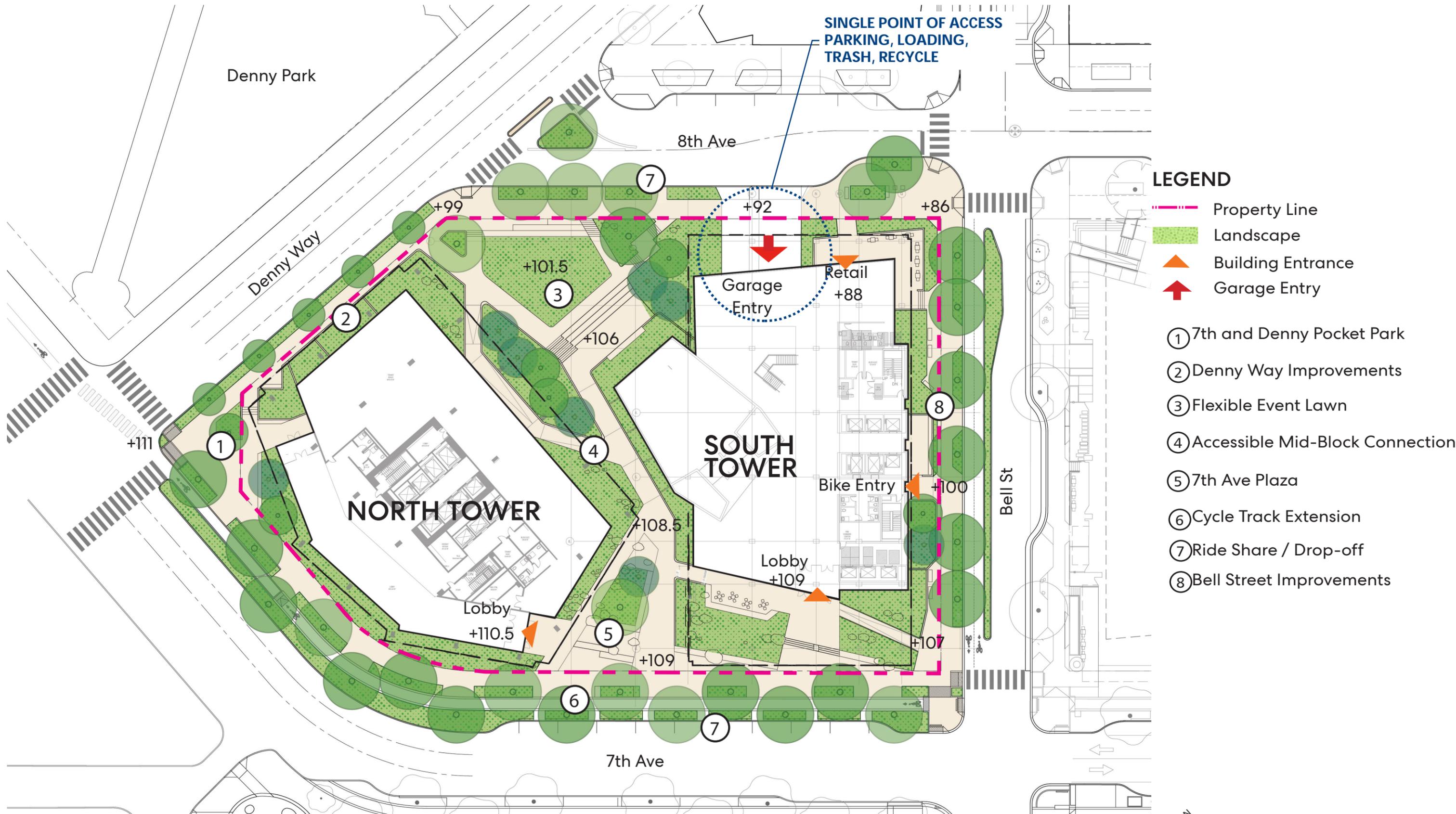


LEGEND

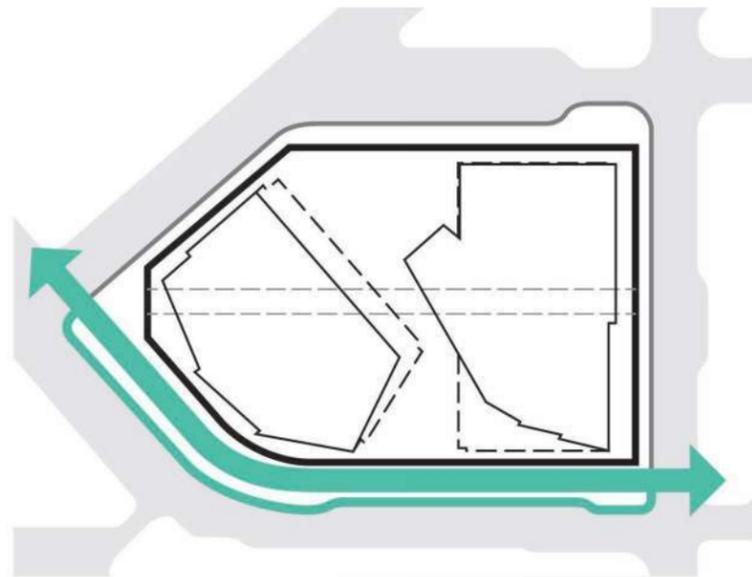
-  Property Line
-  Landscape
-  Building Entrance
-  Garage Entry
- ① Denny Way Building Setback and Pocket Park
- ② Drop-off / Ride-Share
- ③ Bell Street Building Setback
- ④ Bell St Protected Bike Lane
- ⑤ Existing Bike Lane
- ⑥ 7th Ave Building Setback & Pocket Park
- ⑦ Existing Alley Access Near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



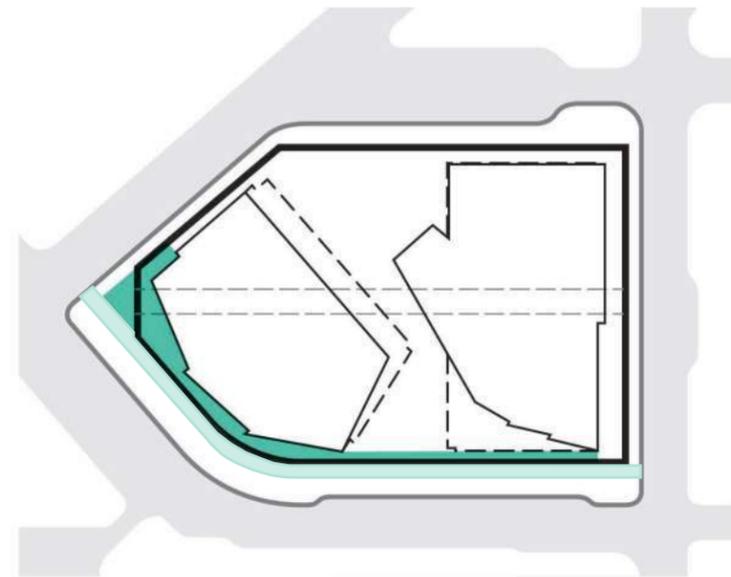
ALLEY VACATION - SITE PLAN



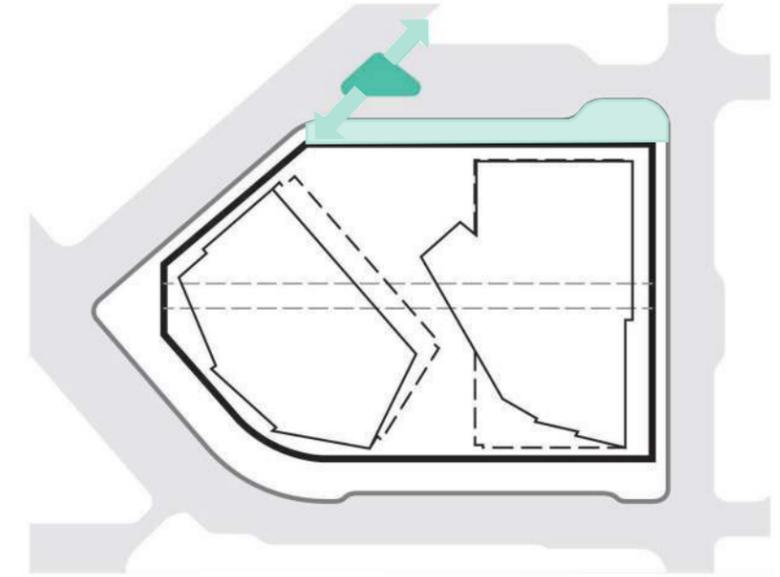
PUBLIC BENEFITS OVERVIEW



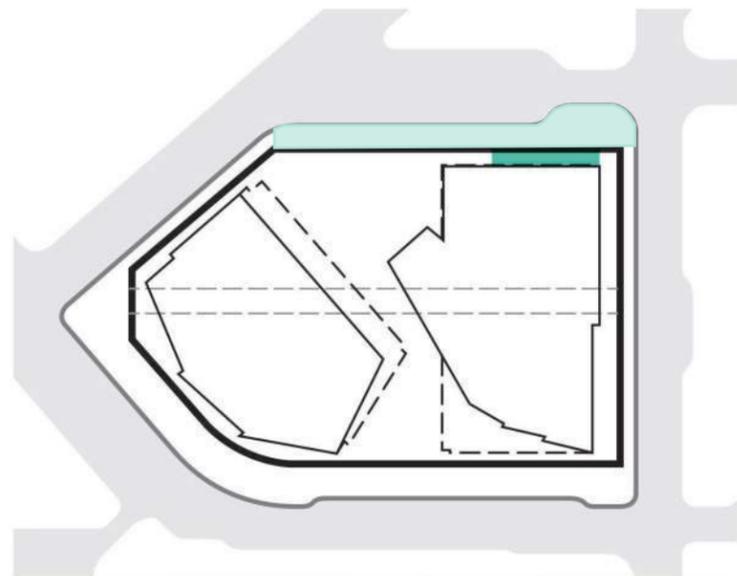
1. 7th Ave Cycle Track and Bulb-out



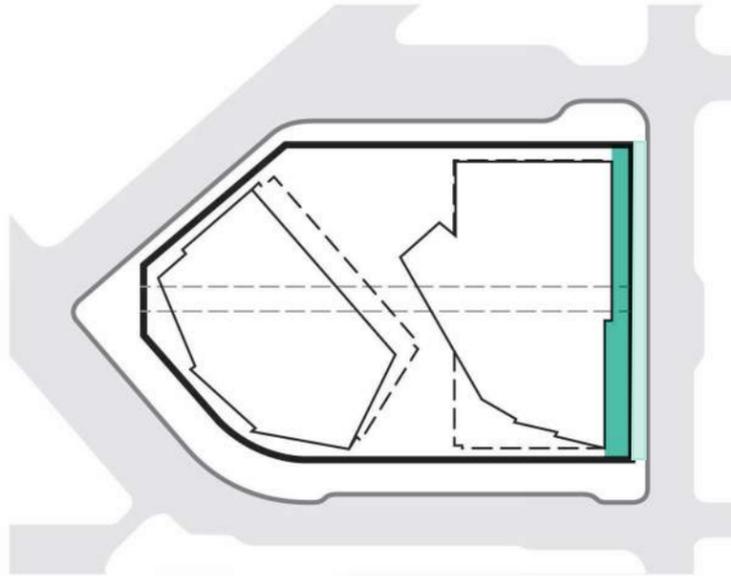
2. Pocket Park and Voluntary Setback



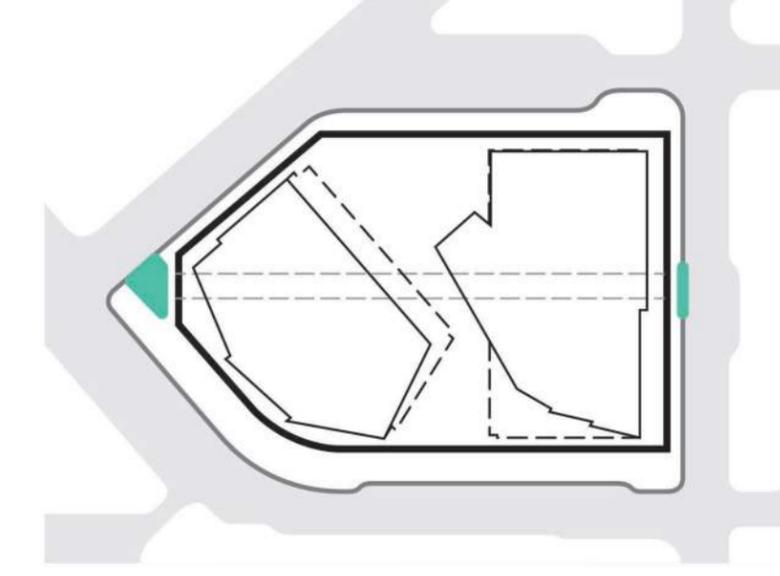
3. 8th Ave Pedestrian Island and Crossing



4. 8th Ave Building Setback



5. Bell Street Building Setback



6. Bell and Denny Curb-cut Removal and Restoration

Public Benefit
Required SIP Work

COMMENTS FROM SDC

OPEN SPACES

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

TRAFFIC AND CIRCULATION

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

BUILDING MASSING AND ORIENTATION

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

PEDESTRIAN ENVIRONMENT

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

DESIGN TEAM RESPONSES

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

THANK YOU!