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CITY CLERK

March 10, 2017

To: Councilor Mike O'Brien – City of Seattle
From: Michael Chaplin – Westbank

RE: 1200 Stewart Project
Subject: Alley Vacation Public Benefit

Dear Mike,

We are pleased to introduce Westbank to you, to present our 1200 Stewart project and its associated alley vacation public benefit and to request an extension of our alley vacation approval, which expires on July 19, 2017. We request a 5-year extension of the approval, to July 1, 2022. As a matter of history, the 1200 Stewart project was originally entitled in 2012 and included two residential towers, a large hotel, a private club, and a porte cochere/loading dock that required three separate curb cuts. The project also included a vacation of the alley that runs between Stewart and Denny Ways, which provided mainly on-site public benefits. The alley vacation was conditionally approved by the City Council in June 2010, and was extended for 2 years by the City Council in 2015.

Westbank purchased the property in 2015 and pursued a new MUP application to fit our vision for the property, which includes two residential towers and retail use at the base. Significantly, no hotel or porte cochere are included with our project, reducing the number of curb cuts for the entire project to one. In the same location as the alley exists today is a pedestrian walkway/gallery that allows people to cut through the project in generally the same pedestrian pattern as they do today (from Stewart to Denny). We have received Design Review approval for our project and expect our Master Use Permit decision to be issued early this Spring. We will be under construction this spring.

As part of the entitlement process, Westbank did extensive neighborhood outreach and met with the South Lake Union Community Council, held a project discussion at Mirabella, met individually with John Pehrson and met with the Cascade Park Enhancement team. We enjoy full community support for the project, and are proud that the community came to speak in favor of the project at Design Review.

The changes to the project include re-envisioning the public benefit package to include more on-and off-site benefits than previously proposed. We have worked with Michael Jenkins from the Design Commission and Beverly Barnett from SDOT to ensure that our benefits are consistent with (and in our opinion, better than) the previously-approved packet. The following is a brief summary of our commitment to public benefit for the 1200 Stewart project, as it compares to the previous project:

Project Stewart LLC
2107 Elliott Avenue -Suite 206
Seattle, WA 98121

On-site/right-of-way frontage public benefits:

- Denny Way frontage
 - Minimum sidewalk width of 16 feet (building setback 5 feet at ground level from property line to accomplish this)
 - Average seven (7) foot landscaped buffer from traffic, 1200 s.f. more than previously proposed
 - Interpretive under lit benches
 - Interpretive paving
 - Decorative stone paving (300 s.f. more than previously proposed)
 - Reduced walking distance between Yale Bulb and Denny to 30' minimum
 - Increased retail frontage (almost 100%)

- Minor St Frontage
 - Create curb bulb at Virginia/Denny/Minor to calm traffic and reduce crossing widths
 - Minimum sidewalk width of 16 feet (building setback five feet at ground level from property line to accomplish this)
 - Two bike racks with additional bike parking within the garage.
 - Landscaping 500 s.f. in excess of required minimum, 200 s.f. more than previous proposal
 - Decorative paving (600 s.f. more than previously proposed)
 - Retail frontage increased to almost 100%
 - Reduced curb cuts from 3 to 1

- Stewart Street Frontage
 - Two bike racks with additional bike parking within the garage.
 - Minimum sidewalk width of 18' (building setback 4 feet at ground level from property line to accomplish this)
 - Decorative paving with inground lighting elements, 1200 s.f. more than previous proposal
 - Retail frontage increased to almost 100%
 - New enhanced bus shelters (2) with benches (1 previously proposed)

- Yale Triangle/Frontage
 - Linear bulb reduces one traffic lane on Yale
 - Bulb reduces crossing width between Stewart/Yale and Denny/Yale to 30'
 - Stone pathway with interpretive under lit bench
 - Landscaping and hardscaping complement heavy urban/transit traffic in triangle, 120 s.f. more landscaping, 100 s.f. more decorative paving

Off-site public benefits

Previously no off-site public benefits were proposed. The project team has changed this approach and has worked closely with the South Lake Union Community Council to discuss neighborhood projects that could become part of public benefits. As such, Westbank is making a \$200,000 contribution to SLUCC to become a founding partner for the Westlake Microparks project . More information can be found about this project here: <http://www.sluchamber.org/blog/slu-chamber-blog-182/post/micro-parks-of-westlake-avenue-north-1701> The microparks are a key part of the “Lake To Bay Greenway” that was recently adopted by SDOT, which was a project conceived by the Seattle Parks Foundation.

Westbank

We have also provided a summary of Westbank’s projects in North America. As you can see, all of Westbank’s projects achieve a high level of design and incorporate heavy public benefits. 1200 Stewart is Westbank’s first project in Seattle, and we are proud of its level of design and detail.

In summary, the 1200 Stewart project as currently designed exceeds the public benefits that were previously required by the City Council for the alley vacation. We have worked closely with the community to additionally identify an off-site benefit for the neighborhood with maximum impact, as our contribution will be a catalyst for the Westlake Microparks project. We appreciate your time and attention to our project.

Regards,

Michael Chaplin
Westbank Projects PP (US) Corp

Project Stewart LLC
2107 Elliott Avenue -Suite 206
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1200 Stewart Street
Alley Vacation | Public Benefit Package

TABLE OF CONTENTS

Site Context Plan	4
1200 Stewart Proposed Site Plan	5
Aerial Comparison	6-7
Public Benefits Summary Plans	8-9
Public Benefits Quantifications	10-11
Landscape Areas Comparison Diagram	12
Hardscape Areas Comparison Diagram	13
Sidewalk Widths Comparison Diagram	14
Additional Features Comparison Diagram	15
Denny Way and Yale Avenue Streetscape	16-19
Minor Avenue and Stewart Street Streetscape	20-23





SITE CONTEXT PLAN



1200 Stewart



1200 STEWART SITE PLAN (2017 PROPOSAL)





2010 PROPOSAL - ISOMETRIC VIEW FROM INTERSECTION OF STEWART ST & YALE AVE



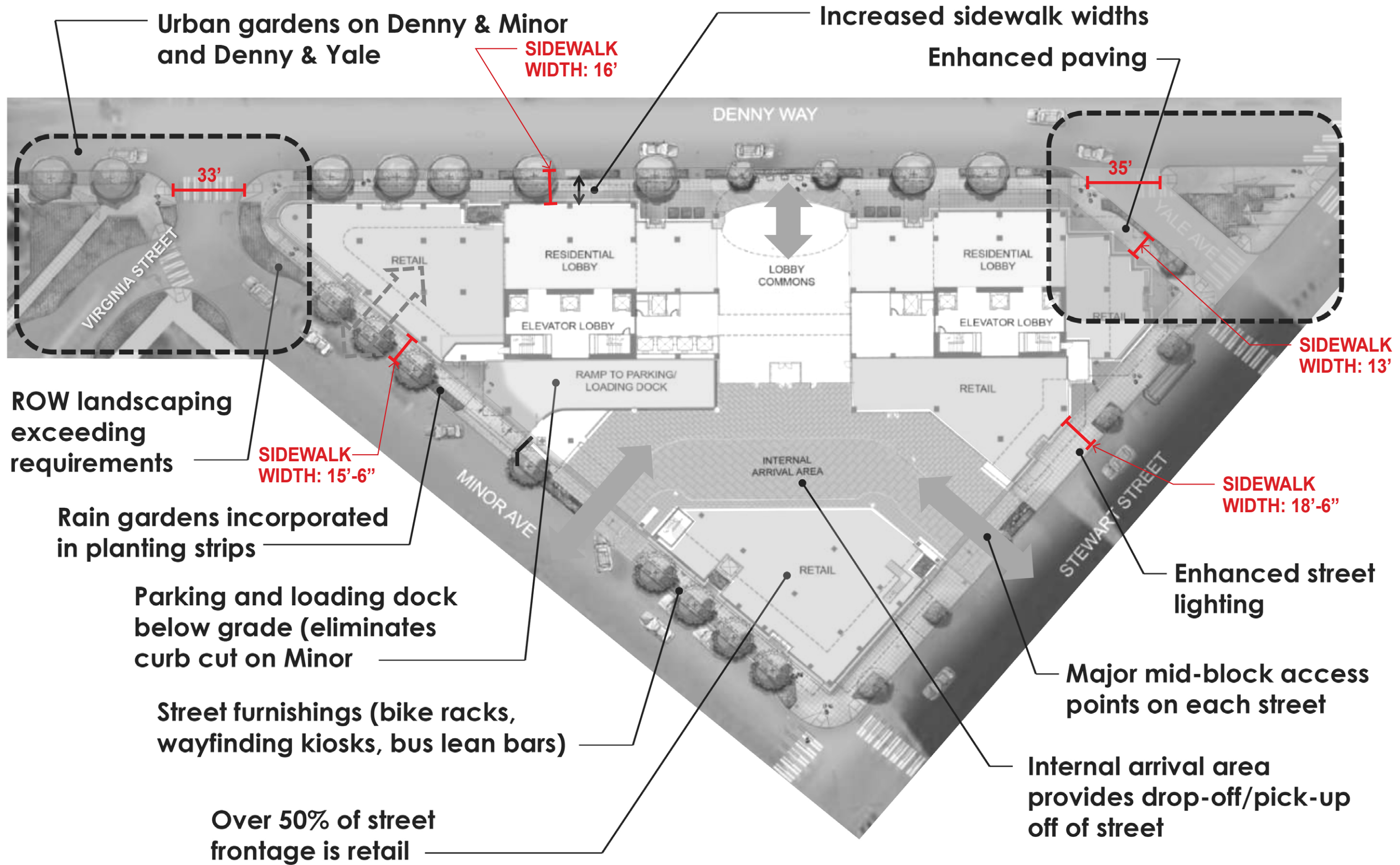
1200 Stewart

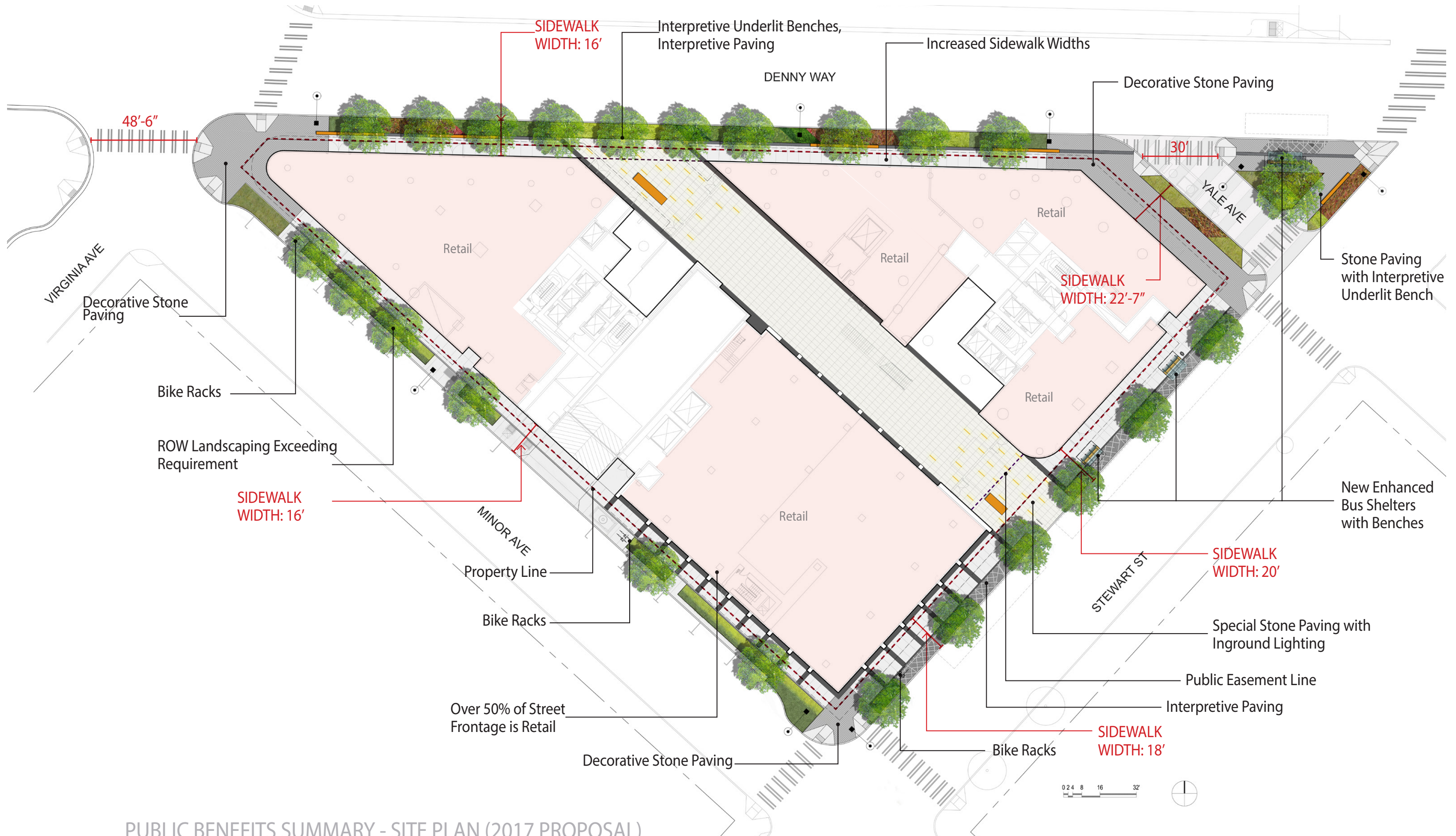


2017 PROPOSAL - ISOMETRIC VIEW FROM INTERSECTION OF STEWART ST & YALE AVE



1200 Stewart





PUBLIC BENEFITS SUMMARY - SITE PLAN (2017 PROPOSAL)



1200 Stewart Landscape Concept

The Landscape Design at 1200 Stewart creates a contemporary, high quality public realm gateway to the Denny Triangle Neighborhood. The landscape is comprised of granite, basalt and concrete unit paving, underlit seat walls, strong rows of street trees with graphic plant massings in the boulevards, and custom designed bus shelters.

Denny Way is emphasized with new Zelkova trees underplanted with a continuous linear massing of Redtwig Dogwood and ornamental grasses. Special stone paving highlights the corners of Yale and Virginia. Along Stewart, two new oaks supplement the existing street trees, and the urban grid of Denny Triangle is abstracted in patterned sandblasted concrete surrounding the two custom bus shelters. This same pattern is repeated on the bench tops along Denny. The pedestrian island at Stewart and Denny features unit paving, a custom designed bus shelter, wood topped seating, a new conifer tree and a lush garden with a stone pathway passing through it. Along Minor Avenue are new Oak Trees with underplanted massings of ornamental grasses. Cast in Place concrete with graphic stone banding emphasizes the Retail at the corner of Stewart and Minor. A midblock 'carpet' of white granite spans between buildings from curb to curb from Denny to Stewart, highlighting the atrium as a major public indoor/outdoor space.

Public Benefits Exceeding 2010 Proposal

- Increased sidewalk widths
- Elimination of 2 curb cuts, one on Stewart St. & one on Minor Ave.
- Reduced Yale Ave. pedestrian crossing length
- Increased retail frontage along sidewalks
- Elimination of auto court at ground level
- Current position of the alley has been designed as an extension of the sidewalk, providing a connection between Denny Way & Stewart St.
- Founding partner in Westlake Microparks through funding of \$200,000
- Enhanced bus stops and shelters with wayfinding signage and seating
- Interpretive benches and paving on Denny Way and Stewart St. representing the pattern of Denny Triangle

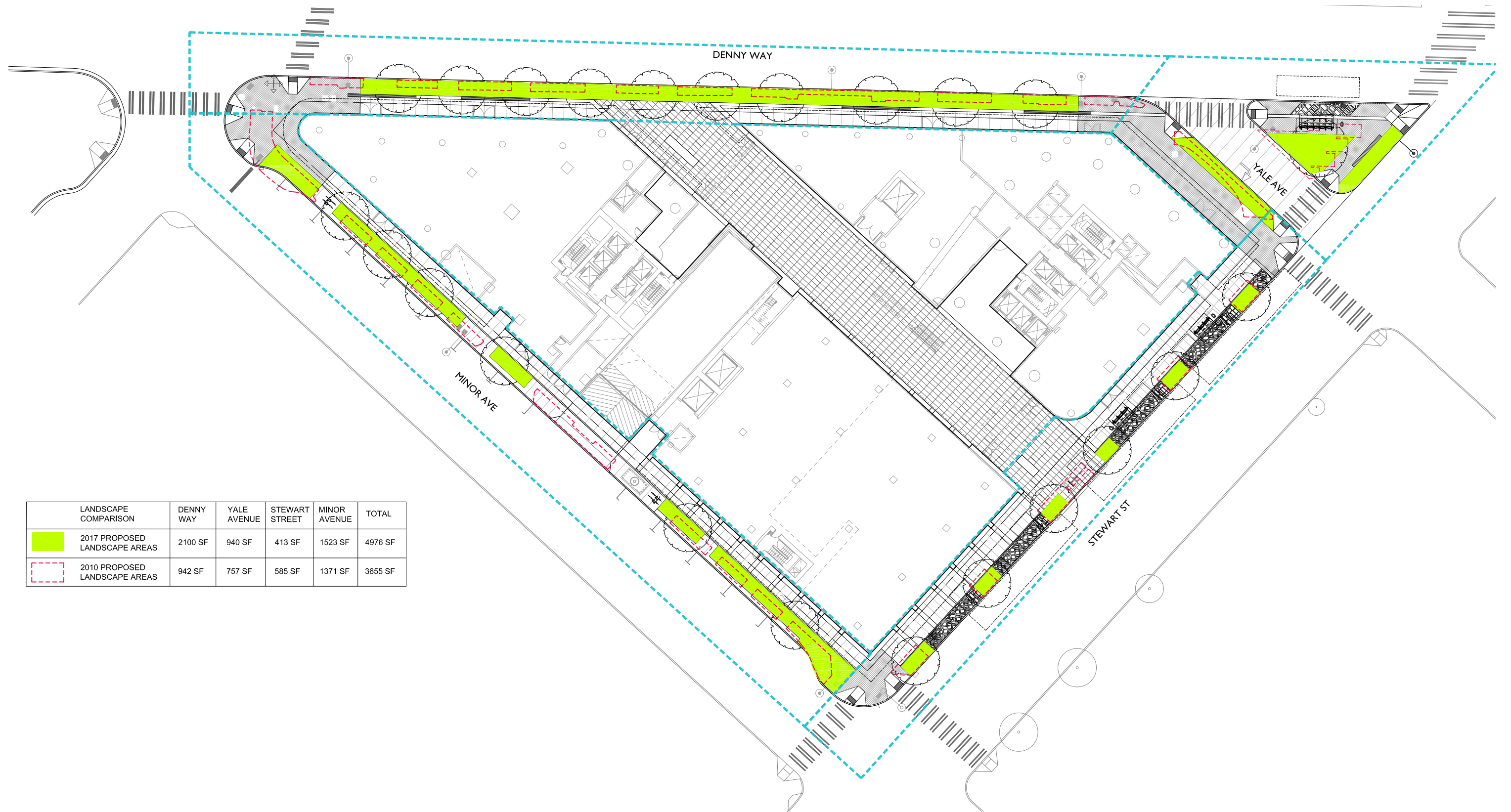


Public Benefits	Description	Existing Quantity	City Required Quantity	Proposed (2010)	Proposed (2010) recalculated by PFS *B	Proposed (2017)	Exceeds (2017)	Comments	
#1	Denny Way							*A - Exceeded value based on recalculation by PFS. 2017 version has more planting and decorative paving than the 2010 version, therefore less regular hardscape.	
	Landscaping				942 sf *B	2,100 sf	1,158 sf *A		
	Decorative Pavers				1,508 sf *B	1,774 sf	266 sf *A		
	Regular Hardscape				3,661 sf *B	1,944 sf			
#2	Yale Avenue							*B - 2010 proposed area calculations do not match PFS's calculations of 2010 proposed areas: see Public Benefit Comparison Diagram (pg. 12 & 13)	
	Landscaping				757 sf *B	940 sf	183 sf *A		
	Decorative Pavers				2,097 sf *B	2,208 sf	111 sf *A		
	Regular Hardscape				0 sf *B	0 sf			
#3	Stewart Street							2017 version has less landscaping due to the requirement for extended bus loading zones.	
	Landscaping				585 sf *B	413 sf			
	Decorative Pavers				862 sf *B	2,619 sf	1,757 sf *A		
	Regular Hardscape				3,176 sf *B	2,378 sf			
#4	Minor Avenue								
	Landscaping				1,371 sf *B	1,523 sf	152 sf *A		
	Decorative Pavers				792 sf *B	1,303 sf	511 sf *A		
	Regular Hardscape				2,323 sf *B	3,493 sf	1,170 sf *A		
	Total Landscaping	97 sf	1,602 sf	5,987 sf	3,655 sf *B	4,976 sf	1,321 sf *A		
	Total Decorative Pavers	0 sf	0 sf	1,010 sf	5,259 sf *B	7,904 sf	2,645 sf *A		
	Total Regular Hardscape				9,160 sf *B	7,815 sf			
	Total Hardscape				14,419 sf *B	15,719 sf	1,300 sf *A		
	Total Area Between Building and Curb				21,769 sf *B	22,000 sf	231 sf *A		
#5	Street Amenities								
	Street Trees		5	23	23	23	Same		
	Sidewalk Widths	Varies (11' to 15')	18' on Stewart, 12' on Denny, Minor, Yale	Varies (13' to 18.5')		Varies (16' - 22' 7")	Wider		
	Interpretive Paving	0 sf	0 sf	0 sf		1151 sf	New Addition		
	New Enhanced Bus Shelters	1 Metro Standard	1 Metro Standard	1 Enhanced Structure		3 Enhanced Structures	2		
	Pedestrian Wayfinding Signage	0	0	3		3			Three wayfinding signs incorporated with new enhanced bus shelters
	Bus Stop Lean Bars on Stewart	0	0	8		0			Lean bars substituted with 3 new enhanced bus shelters
	Decorative Seating on Denny / Seat Walls	0	0	160 lf		183 lf	17 lf		Seating quantity includes interpretive benches on Denny Way (138 lf) and regular benches (45 lf)
	Benches-LED Underlighting	0	0	0		200 lf	New Addition		
	In-Ground Lighting at Galleria Entrances	0	0	0		51 lf	New Addition		
	Bus Shelter Overhead Lighting	0	0	0		34 lf	New Addition		
	Pedestrian Light Poles at Bus Stops	0	0	7		0			Using LED strip lights under benches, in-ground lighting at galleria entrances & overhead lighting at bus shelters instead
Bike Racks	0	0	5		6	1			
Reduced Pedestrian Crossing Distance at Minor & Denny (Traffic Calming Measure)	110 ft	110 ft	33 ft		48.5 ft		Reduced values due to landscape & paving designed by SCL Denny Substation and approved by SDOT		
Reduced Pedestrian Crossing Distance at Denny & Yale (Traffic Calming Measure)	60 ft	60 ft	35 ft		30 ft				
#6	Loading Dock Located Below Grade	N/A	No	Yes		Yes			
#7	Retail Frontage on Property Line	240 lf	0 lf	608 lf		708 lf	100 lf		
#8	Major Mid-Block Access Points to Building (Vehicular)	2	1	3		1			
#9	Elimination of Porte Cochere					Yes	New Addition		
#10	Curb cuts along Minor & Denny			2		1			
#11	Westlake Micro Parks-Private Sector Partner	N/A	No	No		Financial Contribution	New Addition		
#12	Consistency with Denny Way Corridor Study	No	No	Yes		Yes			

- The public benefit quantification matrix summarizes the comparison between the 2010 proposed plan and the 2017 proposed plan.
- New proposed elements, not included in the 2010 plan are highlighted green.

PUBLIC BENEFITS QUANTIFICATION MATRIX COMPARISON -2017.03.09

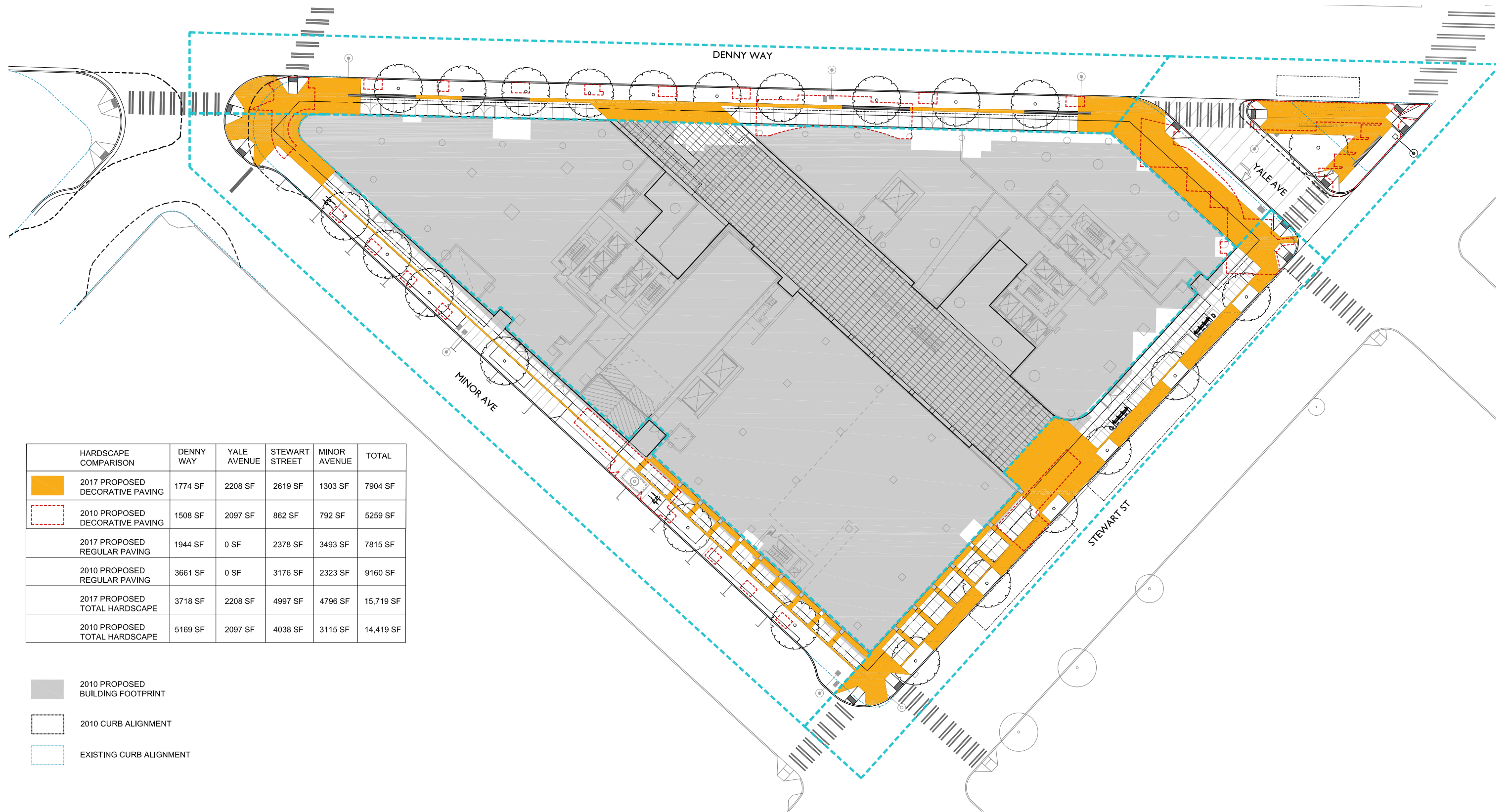








LANDSCAPE COMPARISON	DENNY WAY	YALE AVENUE	STEWART STREET	MINOR AVENUE	TOTAL
2017 PROPOSED LANDSCAPE AREAS	2100 SF	940 SF	413 SF	1523 SF	4976 SF
2010 PROPOSED LANDSCAPE AREAS	942 SF	757 SF	585 SF	1371 SF	3655 SF

LANDSCAPE AREAS COMPARISON DIAGRAM



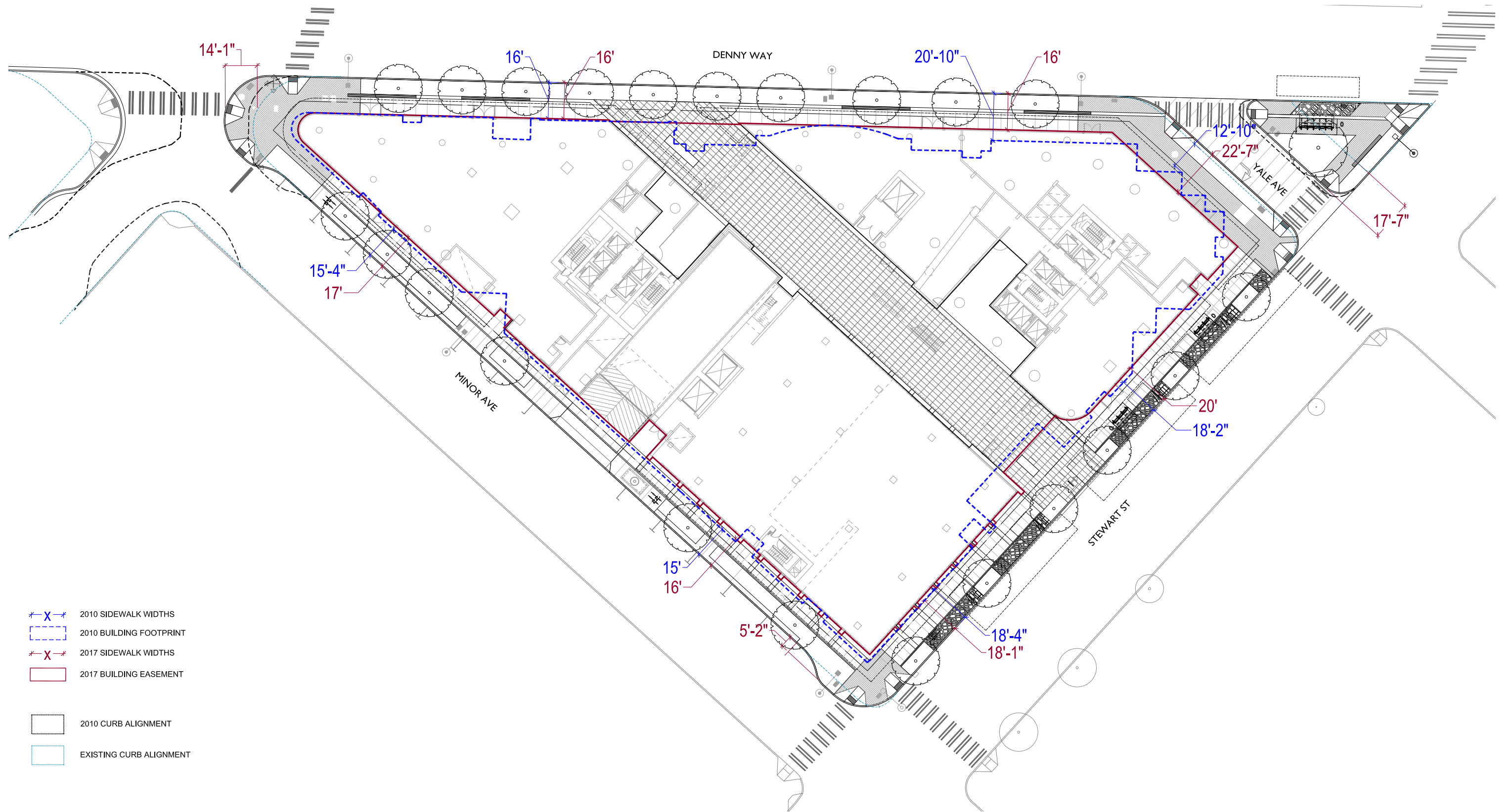


HARDSCAPE COMPARISON	DENNY WAY	YALE AVENUE	STEWART STREET	MINOR AVENUE	TOTAL
 2017 PROPOSED DECORATIVE PAVING	1774 SF	2208 SF	2619 SF	1303 SF	7904 SF
 2010 PROPOSED DECORATIVE PAVING	1508 SF	2097 SF	862 SF	792 SF	5259 SF
2017 PROPOSED REGULAR PAVING	1944 SF	0 SF	2378 SF	3493 SF	7815 SF
2010 PROPOSED REGULAR PAVING	3661 SF	0 SF	3176 SF	2323 SF	9160 SF
2017 PROPOSED TOTAL HARDSCAPE	3718 SF	2208 SF	4997 SF	4796 SF	15,719 SF
2010 PROPOSED TOTAL HARDSCAPE	5169 SF	2097 SF	4038 SF	3115 SF	14,419 SF

-  2010 PROPOSED BUILDING FOOTPRINT
-  2010 CURB ALIGNMENT
-  EXISTING CURB ALIGNMENT

HARDSCAPE AREAS COMPARISON DIAGRAM

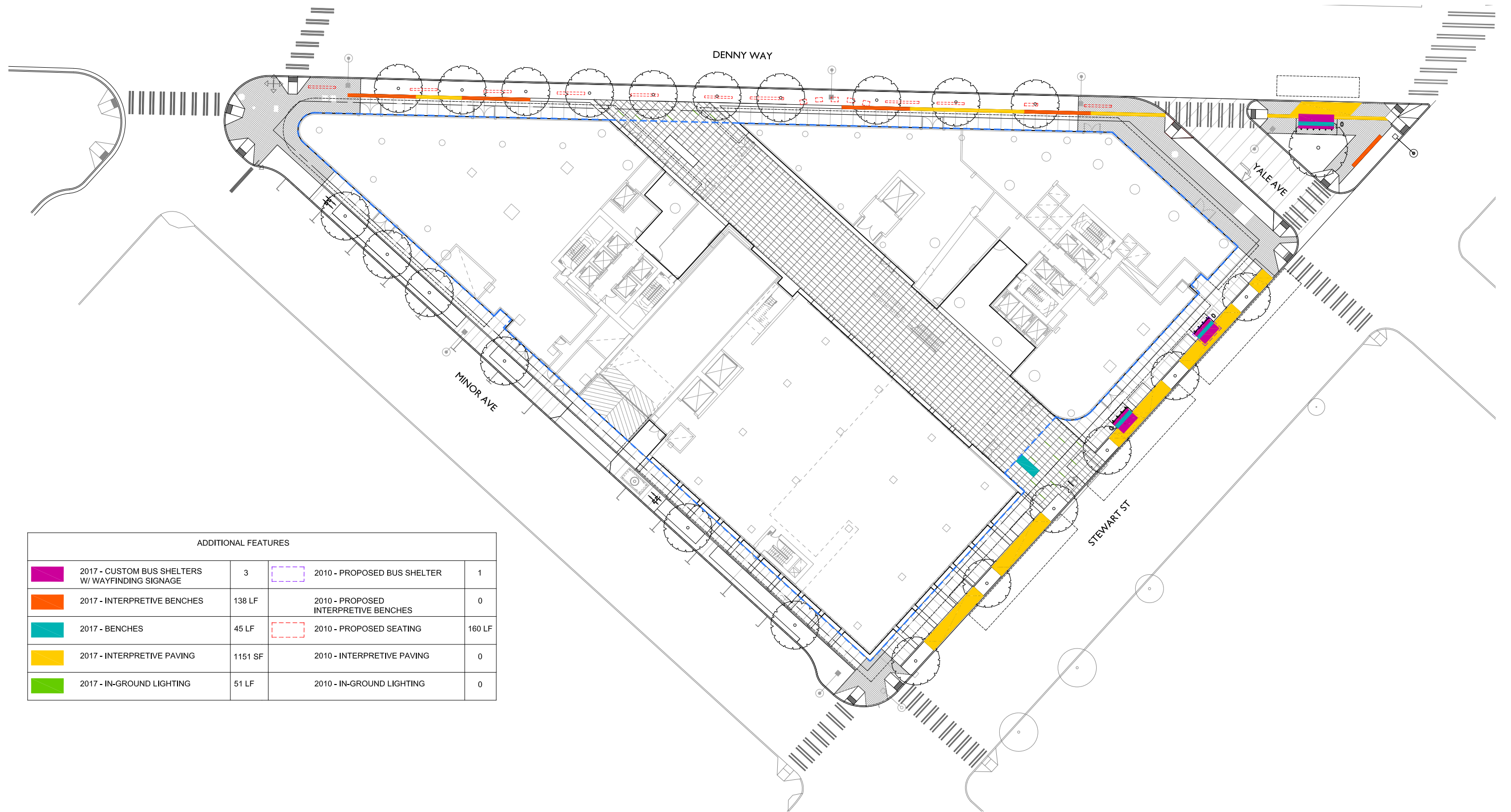














SIDEWALK WIDTHS COMPARISON DIAGRAM



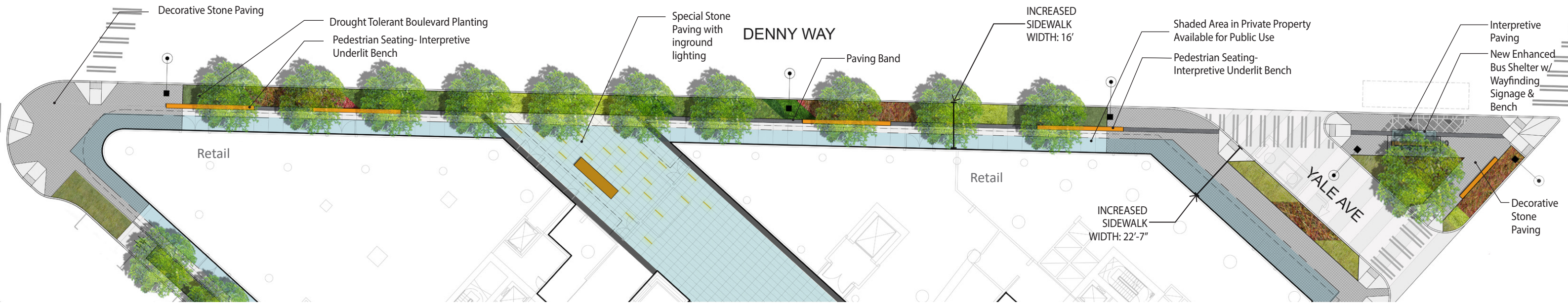
1200 Stewart



ADDITIONAL FEATURES					
	2017 - CUSTOM BUS SHELTERS W/ WAYFINDING SIGNAGE	3		2010 - PROPOSED BUS SHELTER	1
	2017 - INTERPRETIVE BENCHES	138 LF		2010 - PROPOSED INTERPRETIVE BENCHES	0
	2017 - BENCHES	45 LF		2010 - PROPOSED SEATING	160 LF
	2017 - INTERPRETIVE PAVING	1151 SF		2010 - INTERPRETIVE PAVING	0
	2017 - IN-GROUND LIGHTING	51 LF		2010 - IN-GROUND LIGHTING	0

ADDITIONAL FEATURES COMPARISON DIAGRAM





Special Stone Paving with inground lighting



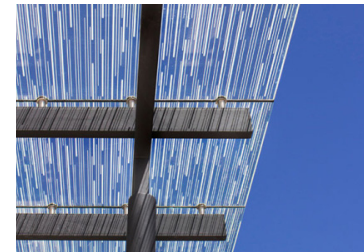
Interpretive Paving Band



Underlit Bench



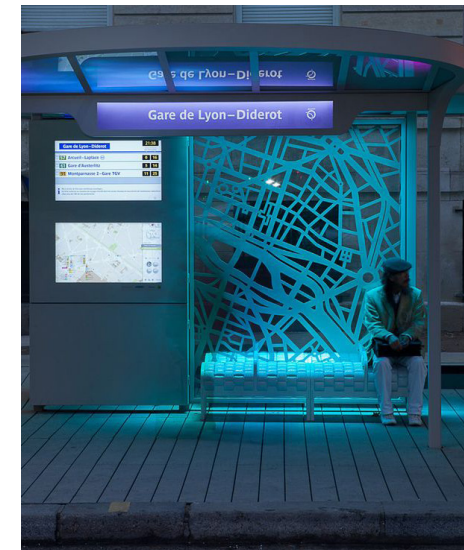
Wide Tree Canopy



Glass Canopy



Drought Tolerant Boulevard Planting



Bus Shelter With Wayfinding Signage

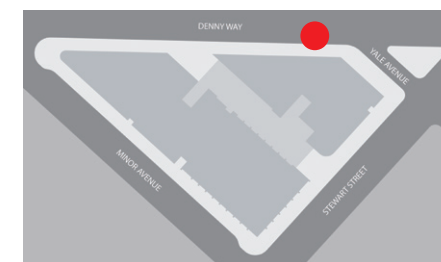
DENNY WAY AND YALE AVENUE STREETScape



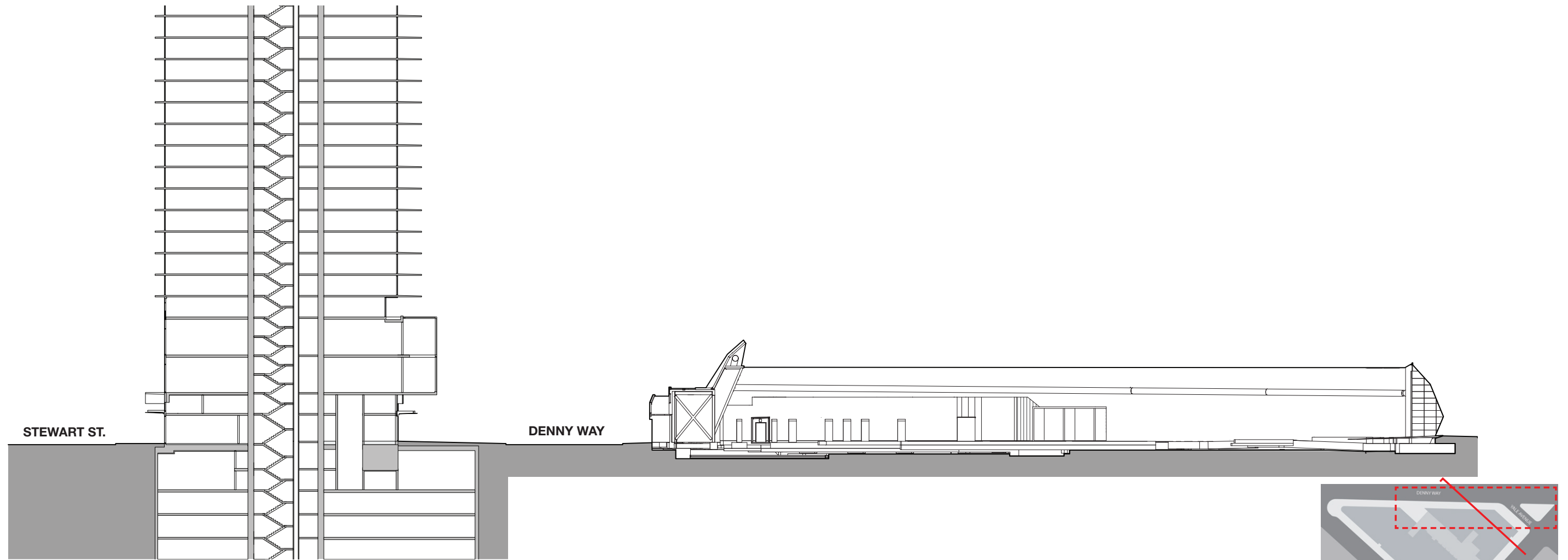
1200 Stewart



DENNY WAY PERSPECTIVE - LOOKING WEST



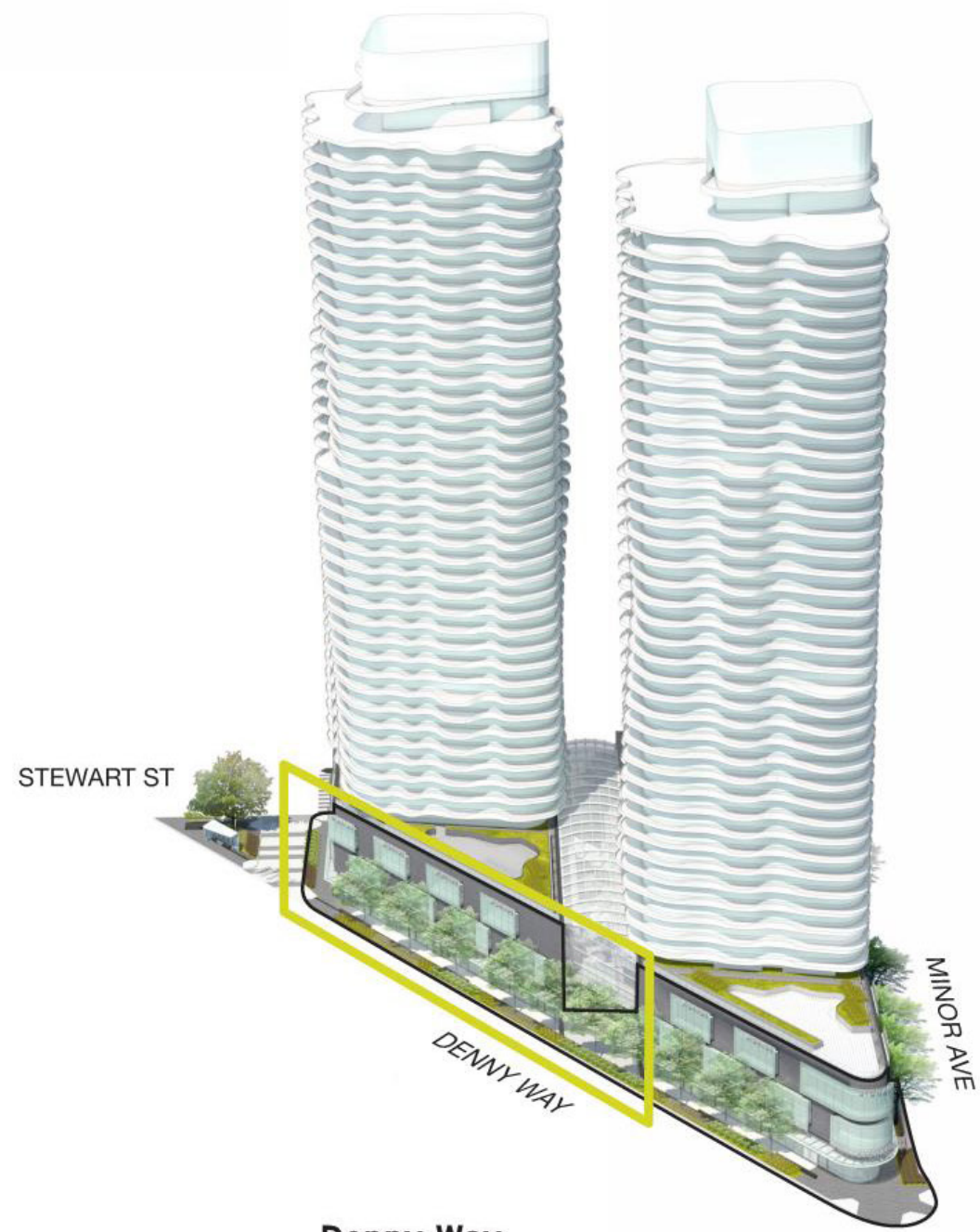
1200 Stewart



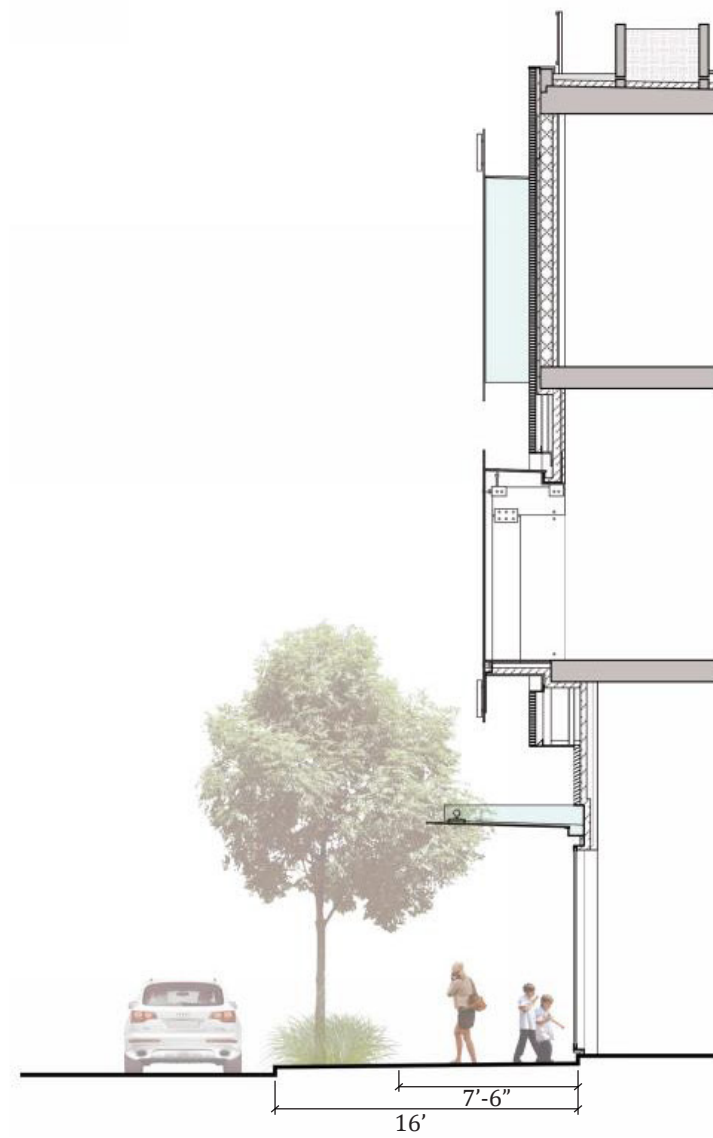
DENNY WAY AND YALE AVENUE ELEVATION AND SECTION THROUGH DENNY WAY



1200 Stewart



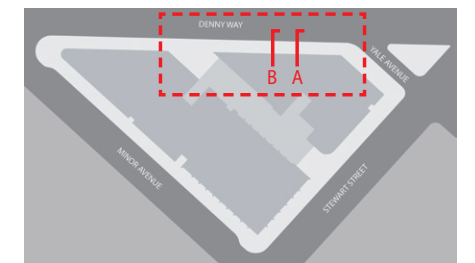
Denny Way



Section A



Section B



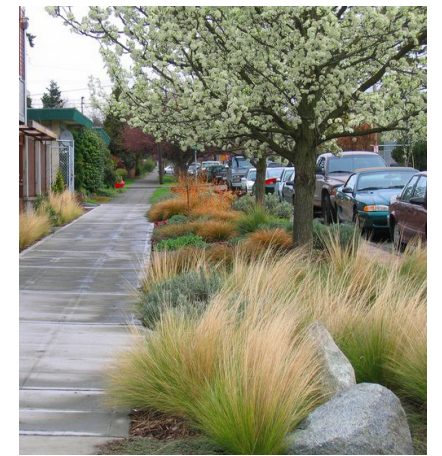
DENNY WAY AND YALE AVENUE SECTIONS



1200 Stewart



Bus Shelter With Wayfinding Signage



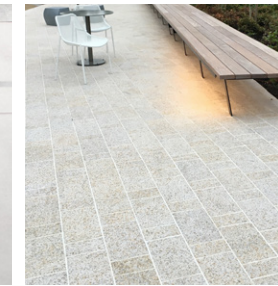
Drought Tolerant Boulevard Planting



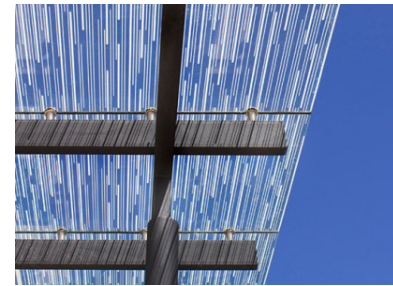
Bike Racks



Interpretive Paving



Special Stone Paving with inground lighting



Glass Canopy Weather Protection



Underlit Benches

MINOR AVE AND STEWART STREET STREETScape



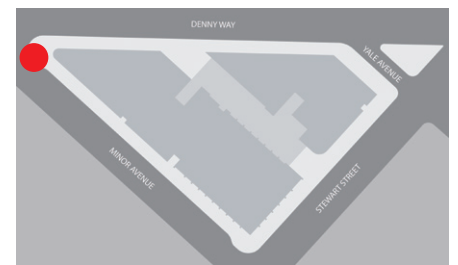
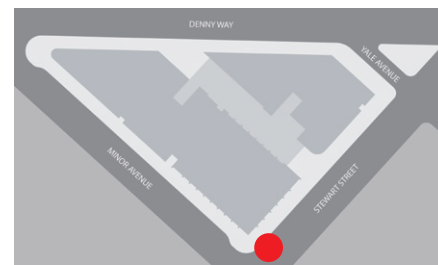
1200 Stewart



STEWART STREET PERSPECTIVE - LOOKING NORTHWEST



MINOR AVENUE PERSPECTIVE - LOOKING SOUTHEAST

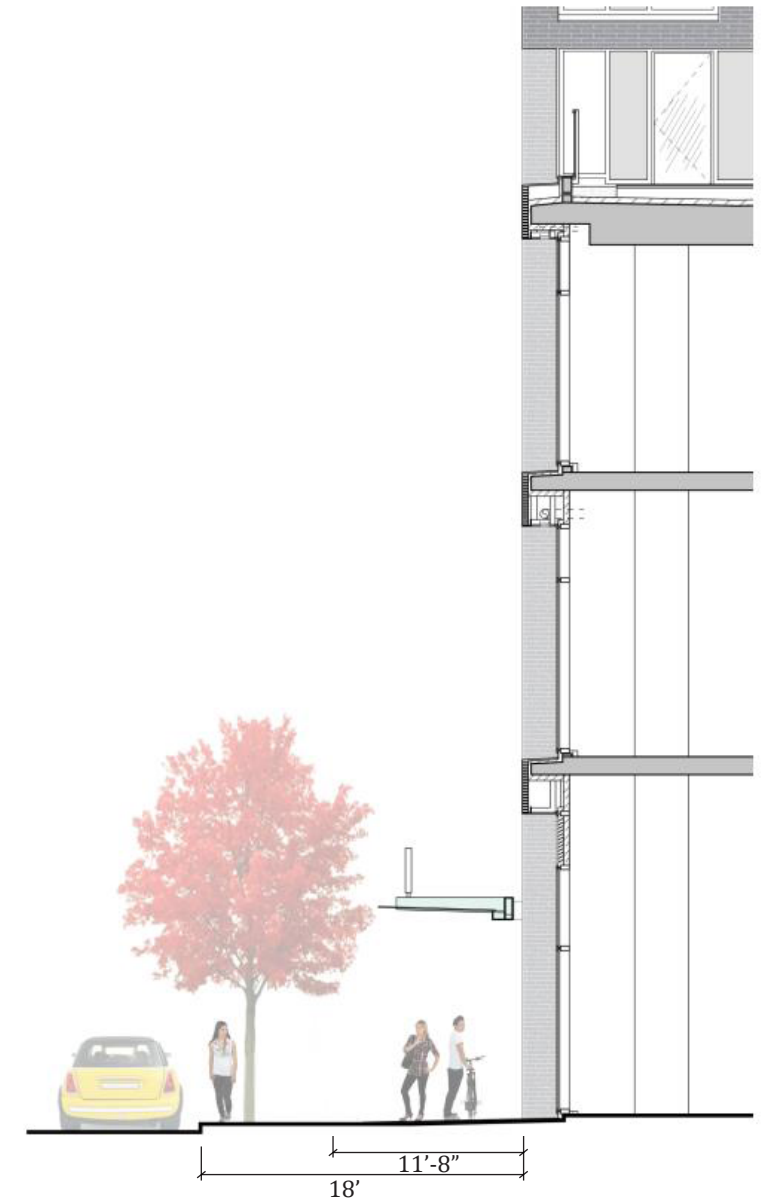




Stewart Street



Section A



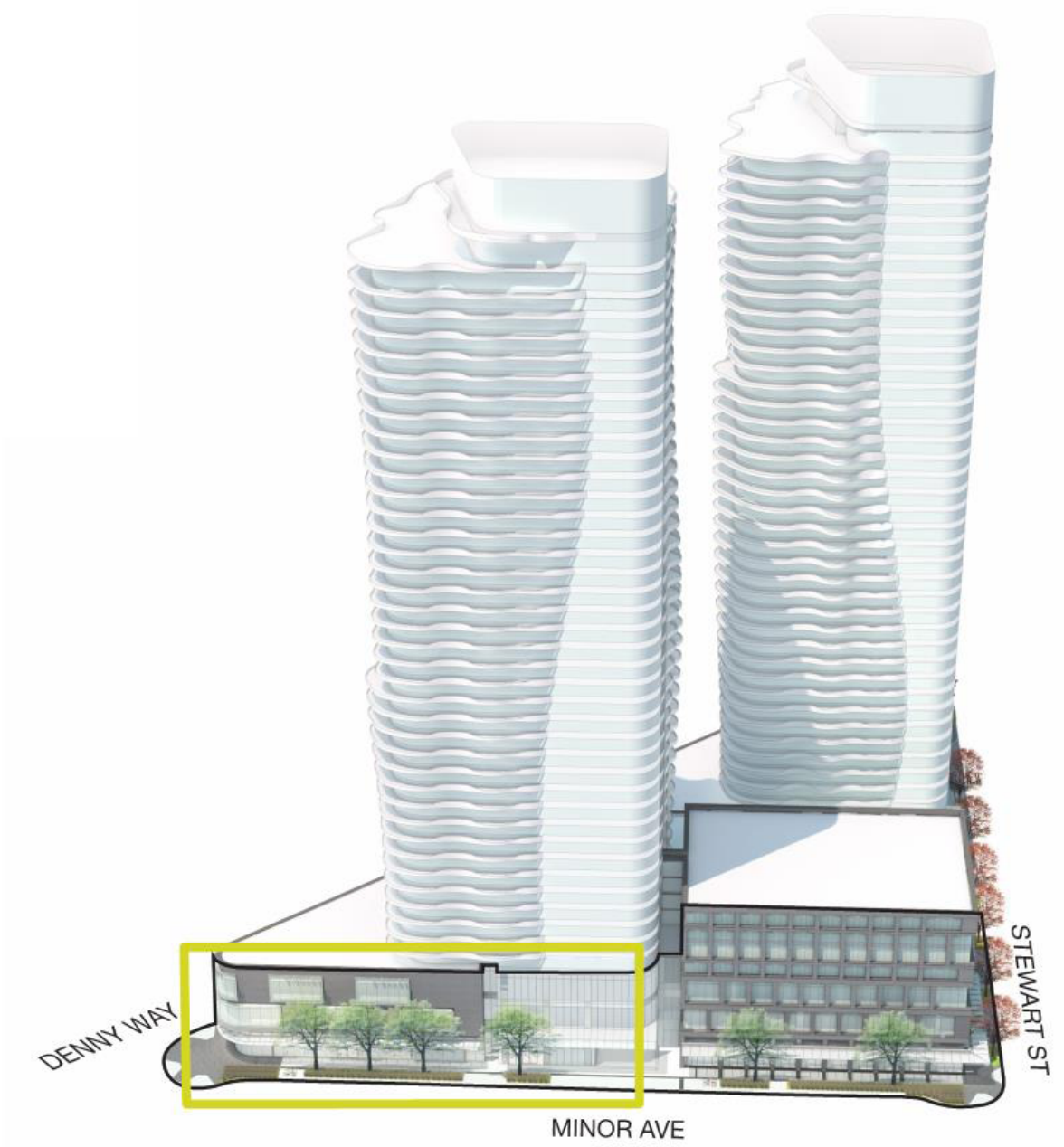
Section B



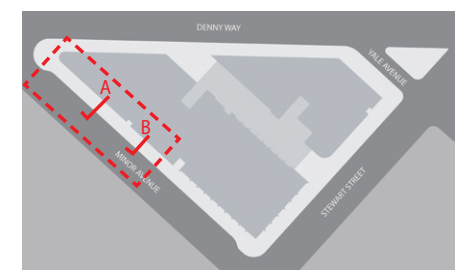
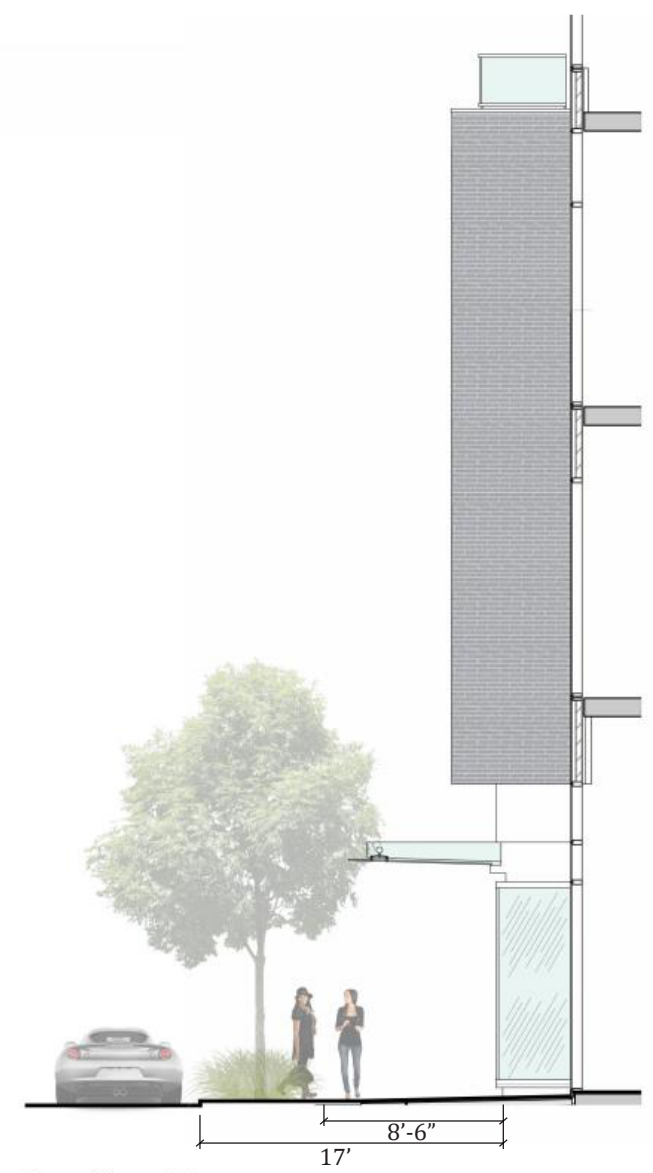
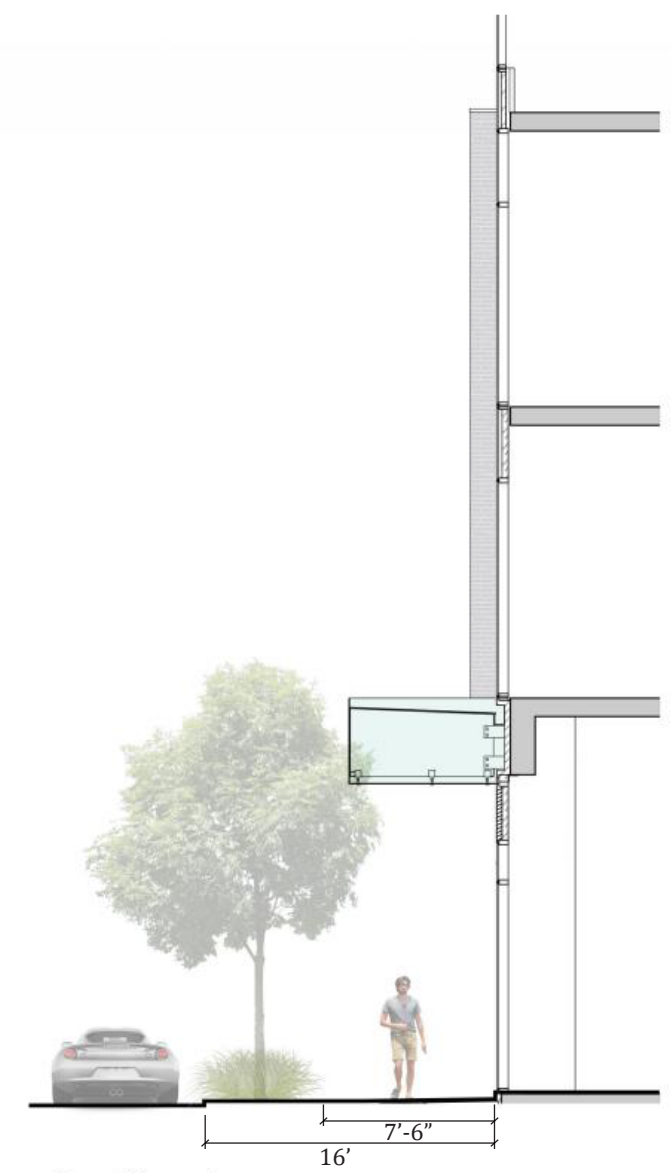
STEWART STREET SECTIONS



1200 Stewart



Minor Avenue



MINOR AVENUE SECTIONS



1200 Stewart