



SOUTH LAKE UNION BLOCK 89

NOVEMBER 20, 2014

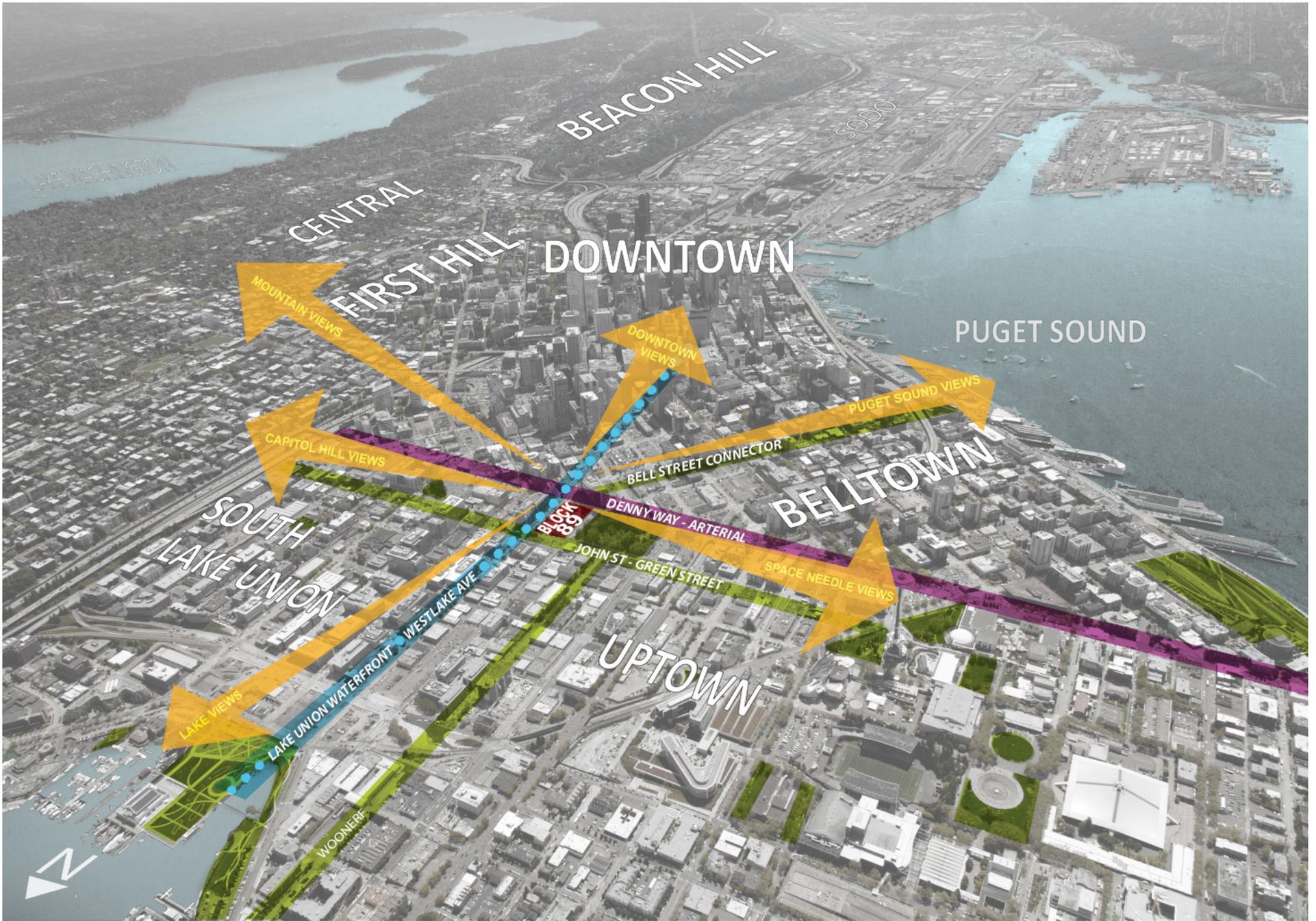
DESIGN COMMISSION
URBAN MERIT

DPD MUP (SUBTERRANEAN ALLEY
VACATION)

#3017320 (111 WESTLAKE AVE. N)
#3017321 (110 9TH AVE. N)

DPD MUP (NO ALLEY VACATION)

#3017687 (111 WESTLAKE AVE. N)
#3017686 (110 9TH AVE. N)



DEVELOPMENT OBJECTIVES

LOT AREA

WEST LOT AREA = 40,379 (FAR BASE: 5 MAX: 7)

NOTE: INCLUDING 4' ALLEY EASEMENT

EAST LOT AREA = 38,887 (FAR BASE: 5 MAX: 7)

ALLEY AREA = 5,760

DEVELOPMENT

OFFICE BUILDING (18 LEVELS)

420,000 GSF 24,000 GSF MAX FLOOR PLATE

RESIDENTIAL BUILDING (40 LEVELS)

460,000 GSF 10,500 GSF MAX **FLOOR PLATE**

RETAIL (GROUND LEVEL)

30,000 GSF

TOTAL 910,000 GSF

PARKING (4-6 LEVELS)

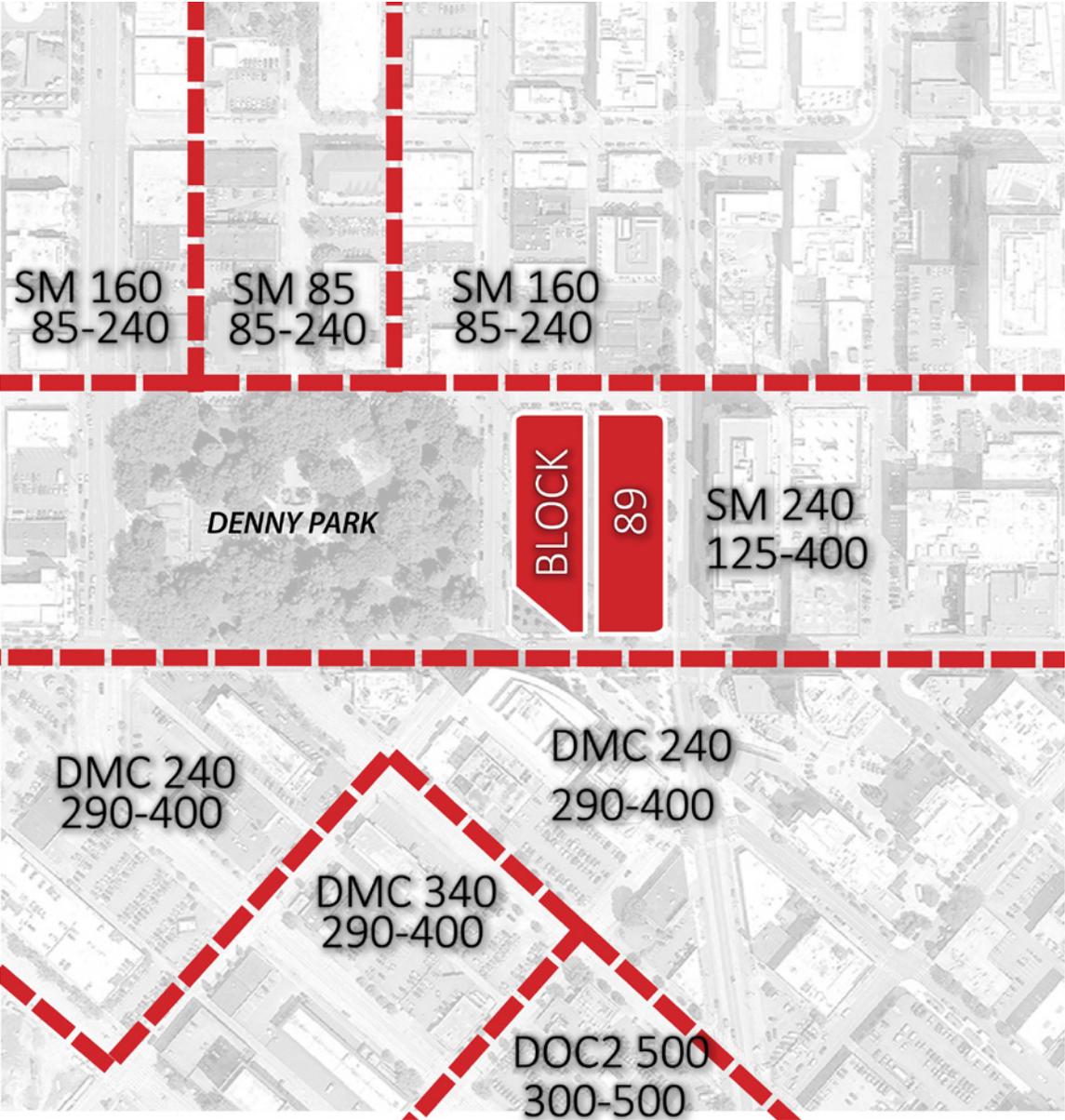
800 STALLS

VICINITY MAP



NEIGHBORHOOD CONTEXT

ZONING MAP

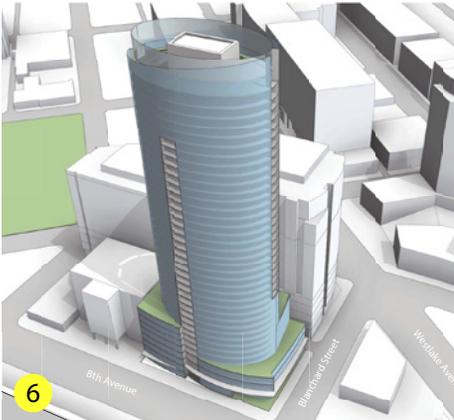
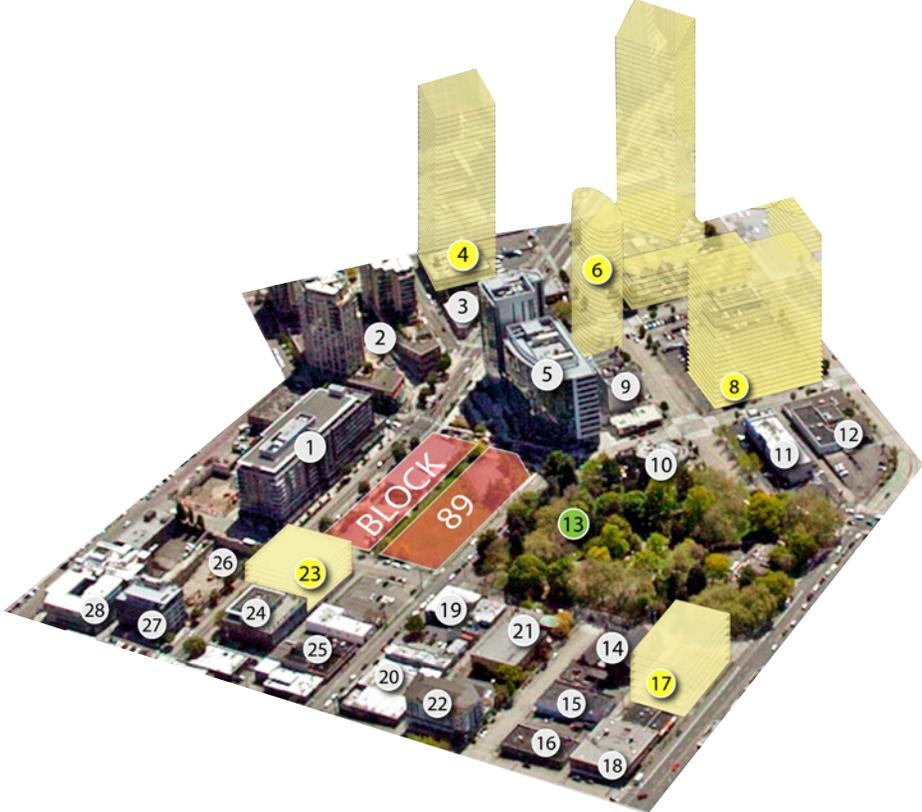


NEIGHBORHOOD CONTEXT

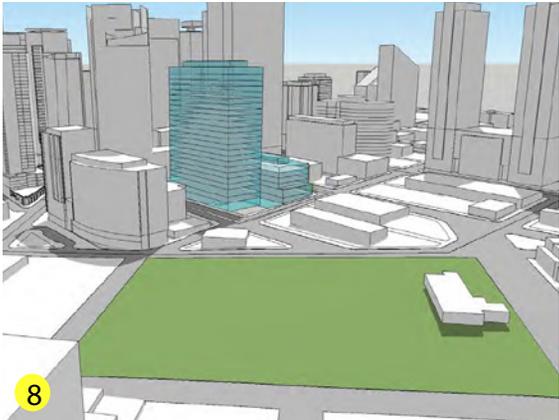
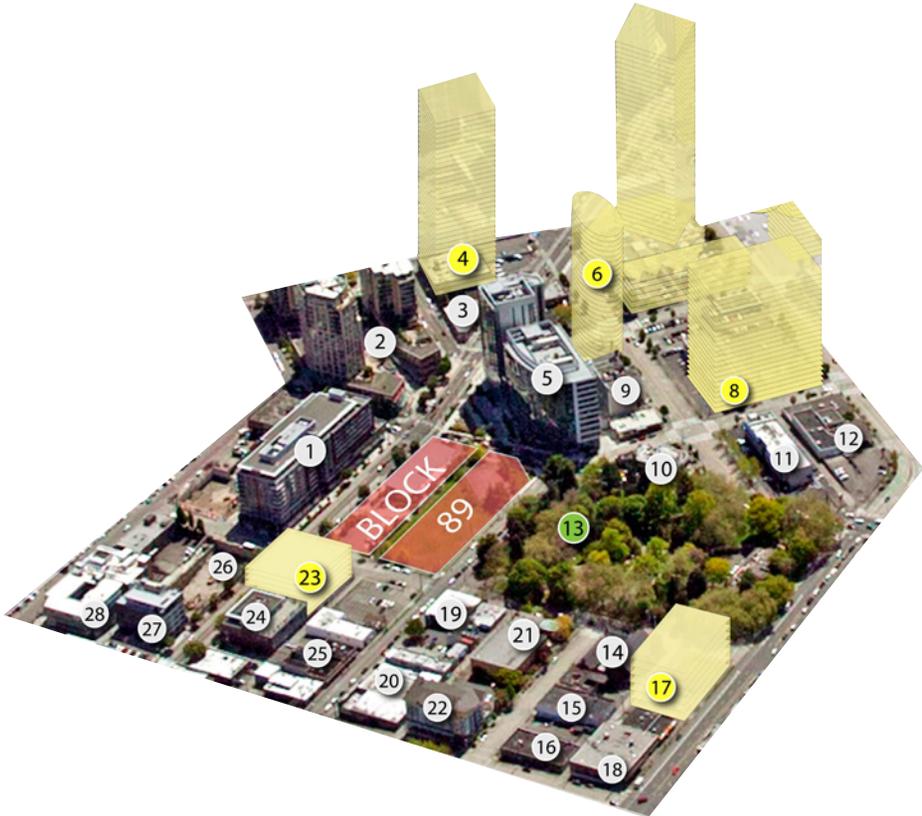


- 1 Residential, 11 Story Rollin Street Apartments
- 2 Residential/Hotel/Retail, 15 Story 2200 Westlake
- 3 Retail, 1 Story
- 4 Residential/Retail, 40 Story 9th & Lenora
- 5 Office/Residential/Retail, 19 Story 2201 Westlake
- 6 Residential, 40 Story 2220 8th Avenue
- 8 Office/Retail, future 26 Story Block 21
- 9 Office, 7 Story
- 10 Retail, 1 Story Shilla Korean BBQ
- 11 Hotel, 2 Story
- 12 Office/Retail, 1 Story
- 13 Denny Park
- 14 Religious, 2 Story Denny Park Lutheran Church
- 15 Office/Retail, 2 Story
- 16 Office/Retail, 2 Story
- 17 Residential, 6 Story Compass on Dexter
- 18 Office/Retail, 2 Story
- 19 Office, 2 Story
- 20 Retail, 1 Story
- 21 Religious, 2 Story Unity Church of Truth
- 22 Residential, 6 Story Denny Park Apartments
- 23 Residential/Retail, 7 Story
- 24 Office/Retail, 4 Story Sellen Construction
- 25 Office/Retail, 1 Story
- 26 Office/Retail, 6 Story Umpqua Bank, Homegrown
- 27 Office/Retail, 5 Story
- 28 Office/Retail, 4 Story Weber Marketing Group

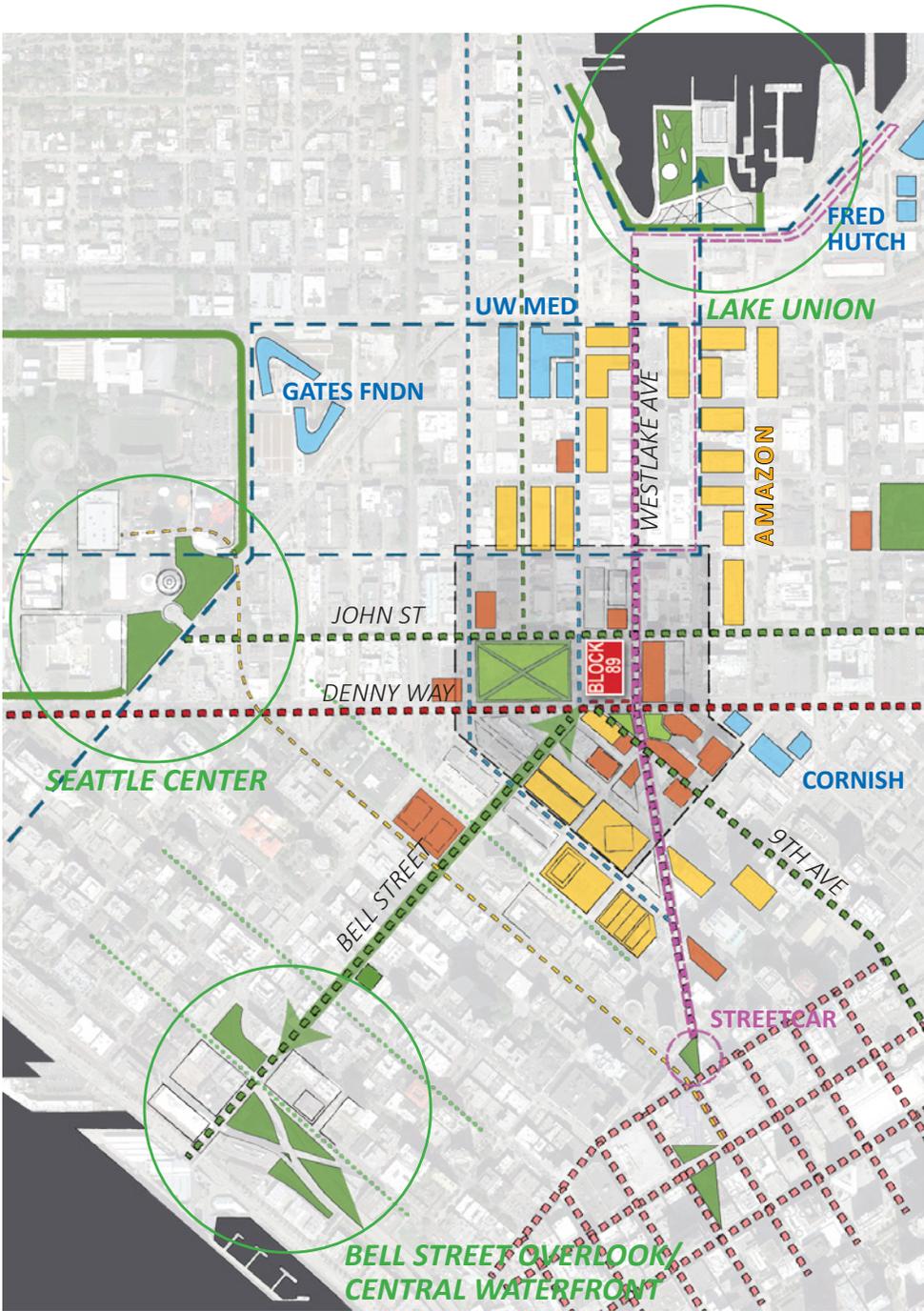
SITE PHOTOS



SITE PHOTOS



NEIGHBORHOOD CONNECTIVITY



- AMAZON
- INSTITUTIONAL
- RESIDENTIAL
- OPEN SPACE/PARKS
- LAKE-TO-BAY TRAIL
- ARTERIAL
- GREEN STREET
- STREET CAR
- BICYCLE
- DOWNTOWN RETAIL/
HOTEL CORE STREETS



1). SEATTLE LAND USE CODE

- Current zoning requirements (height, bulk, total FAR)
- Street classification
- Street level use
- Facade requirements
- Lot coverage

2). CITY OF SEATTLE COMPREHENSIVE PLAN



- Urban center/village strategy
- Open space network
- South Lake Union- neighborhood planning concepts

3). NEIGHBORHOOD PLANS

- South Lake Union neighborhood plan



*SOUTH LAKE UNION STREET
CONCEPT PLANS-JOHN STREET*



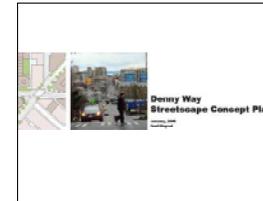
*SOUTH LAKE UNION REZONE
LEGISLATION*



*SOUTH LAKE UNION
URBAN DESIGN
FRAMEWORK*



*SOUTH LAKE UNION
NEIGHBORHOOD
PLAN*



*DENNY WAY STREETScape
CONCEPT PLAN*

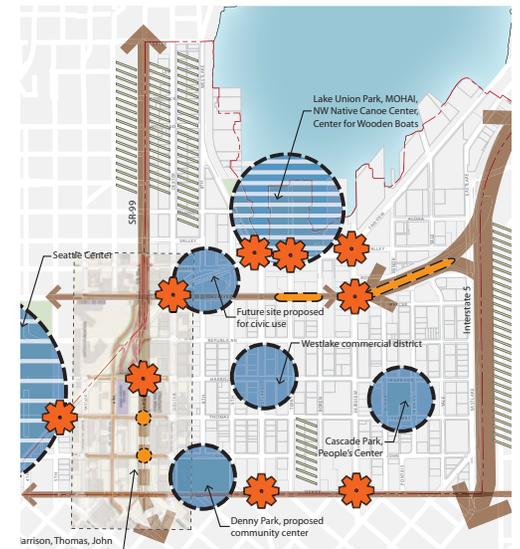
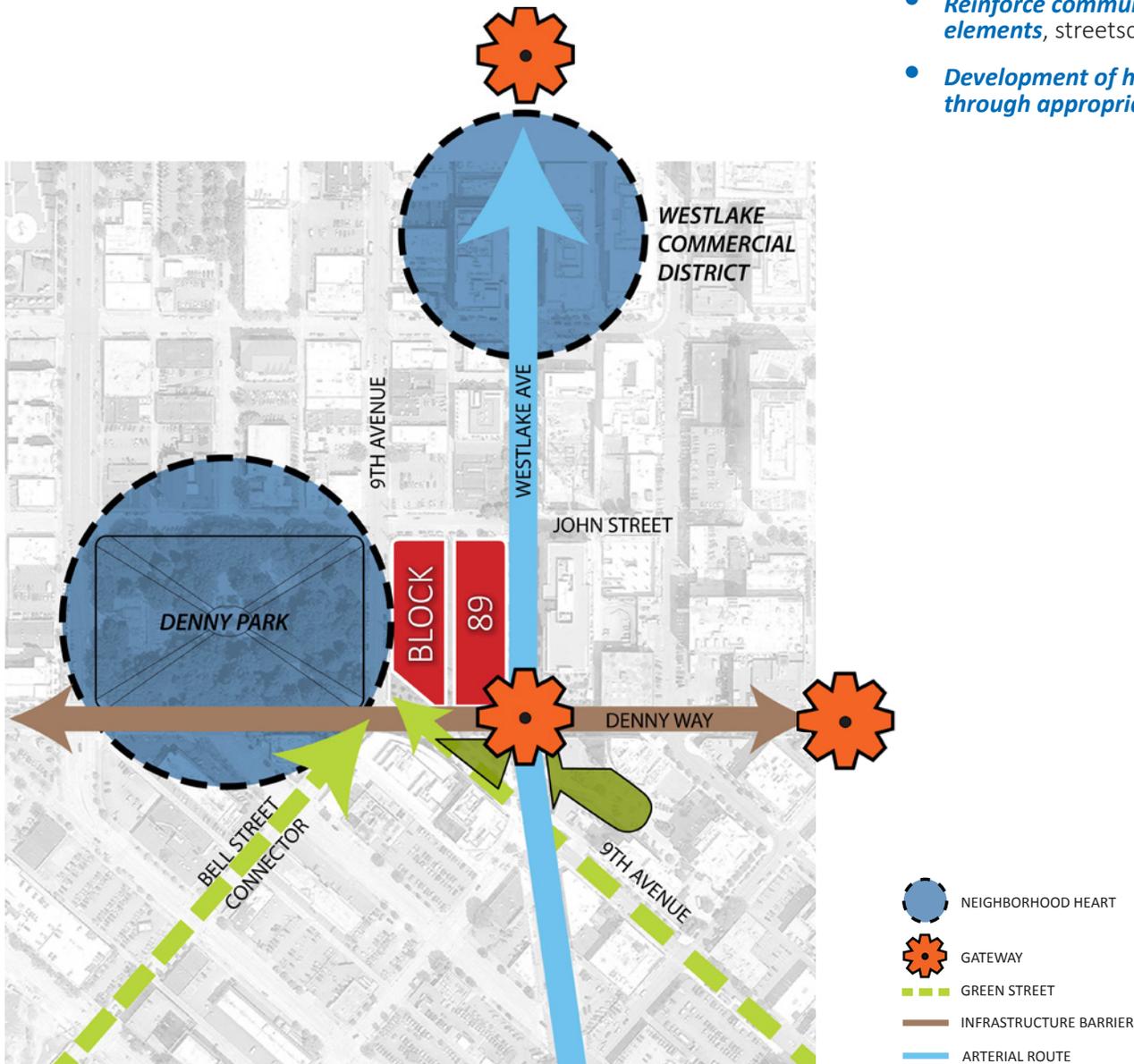
4). CITY OF SEATTLE STREET VACATION POLICIES

- Transportation guideline
- 1.1F Alleys Guideline
- 3.7 Subterranean Vacations

NEIGHBORHOOD CONTEXT

GATEWAYS, HEARTS, EDGES

- Reinforce *community gateways* through the use of *architectural elements*, streetscape features, *landscaping*, and/or signage.
- Development of *heart locations* should enhance their central character through appropriate uses and architecture



NEIGHBORHOOD CONTEXT

STREET CHARACTER

BOULEVARD STREETS (WESTLAKE AVE. N. & DENNY WAY)

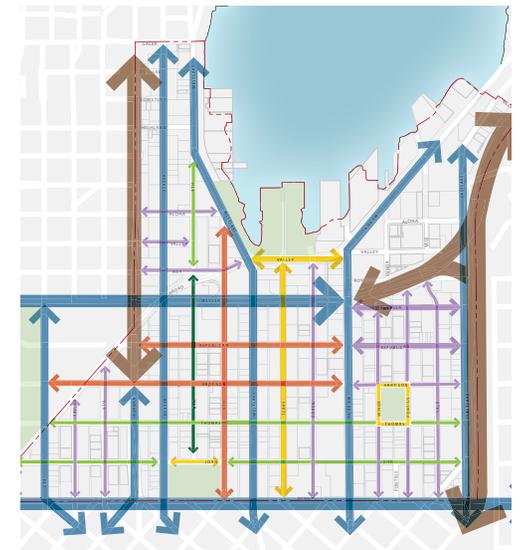
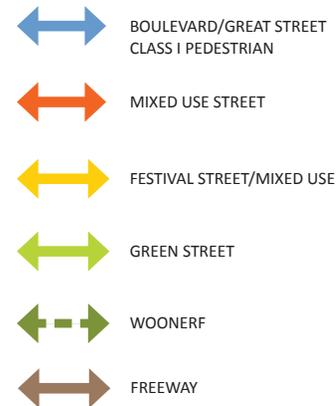
- Streets of grand scale or importance. The pedestrian environment should be **vibrant with wide sidewalks and active uses**.

MIXED USE STREETS (9TH AVE. N.)

- Typical downtown streets with a **mix of residential, commercial, and retail**

GREEN STREETS (JOHN STREET)

- **Low intensity streets that prioritize pedestrian and bike mobility** over automobiles.



NEIGHBORHOOD CONTEXT

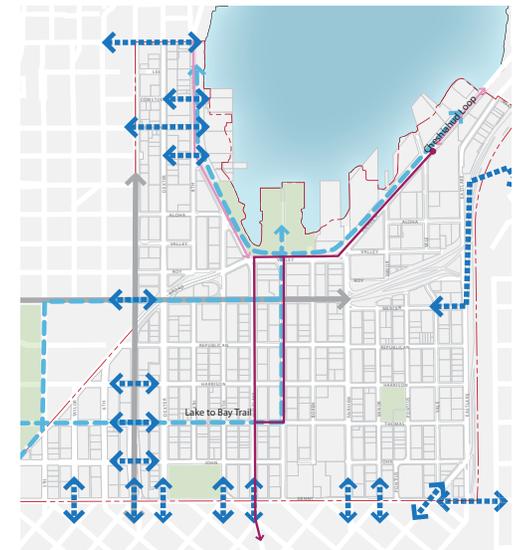
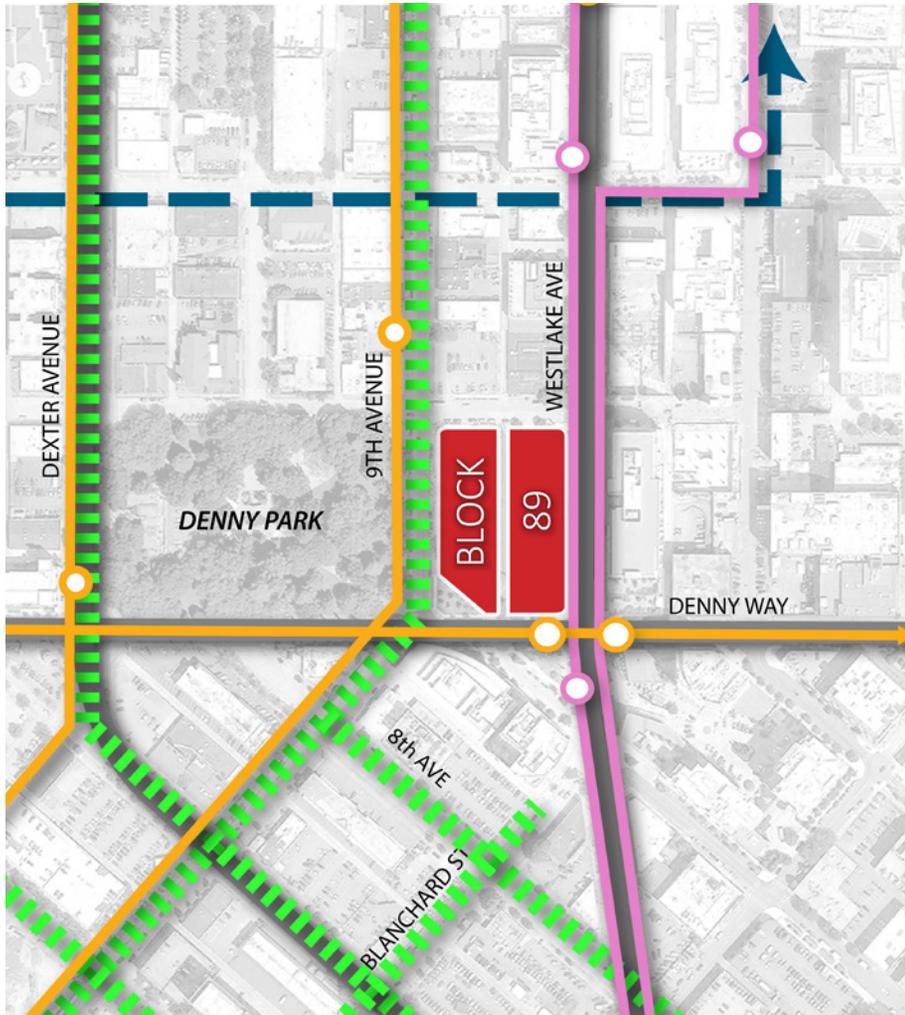
NEIGHBORHOOD CONNECTIONS

SAFER AND MORE LEGIBLE CROSSINGS AT DENNY

- More crossing points and improvements to existing crossings should be incorporated into streetscape improvements along Denny.

SOUTH LAKE UNION STREETCAR:

- Provides a reliable connection between Downtown and South Lake Union



NEIGHBORHOOD CONTEXT

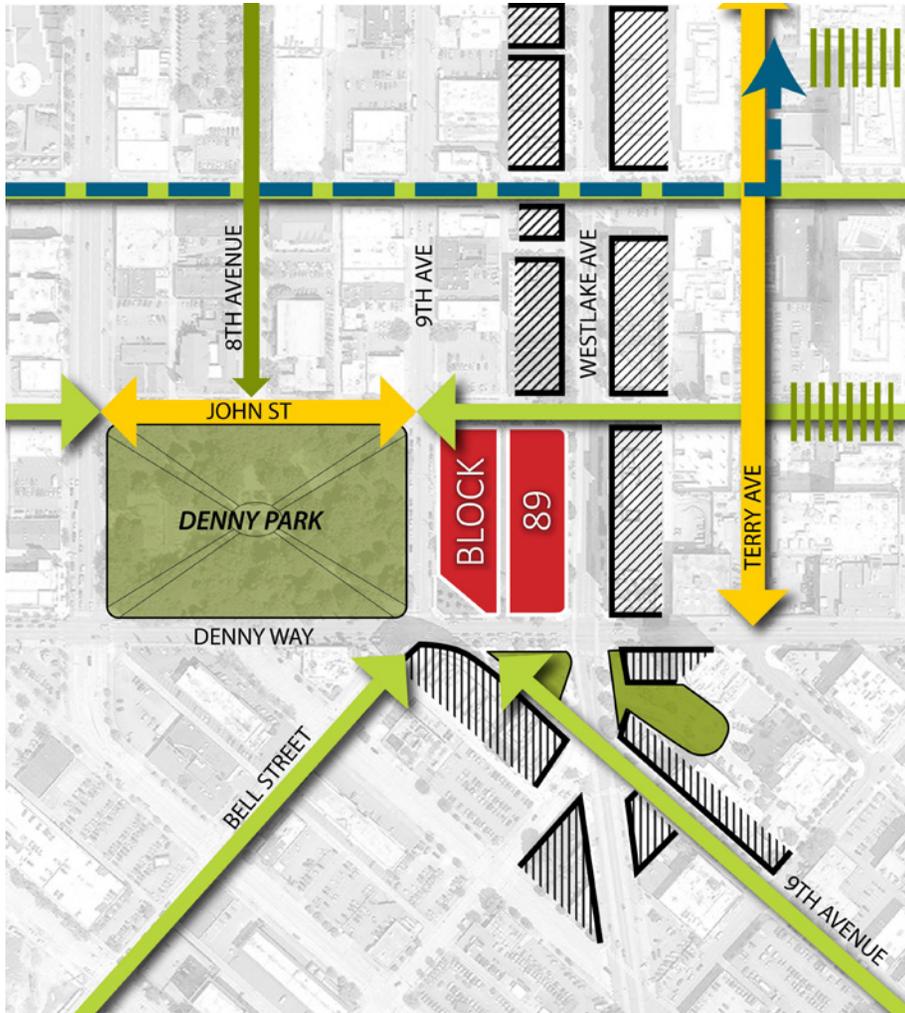
PUBLIC SPACE NETWORK | DENNY WAY STREET SCAPE

PUBLIC SPACE NETWORK:

- Public spaces offer the greatest benefits when they form a network relating to three key elements: parks/open space, major pedestrian/bike routes, and residential focus areas. Through-block connections are encouraged.

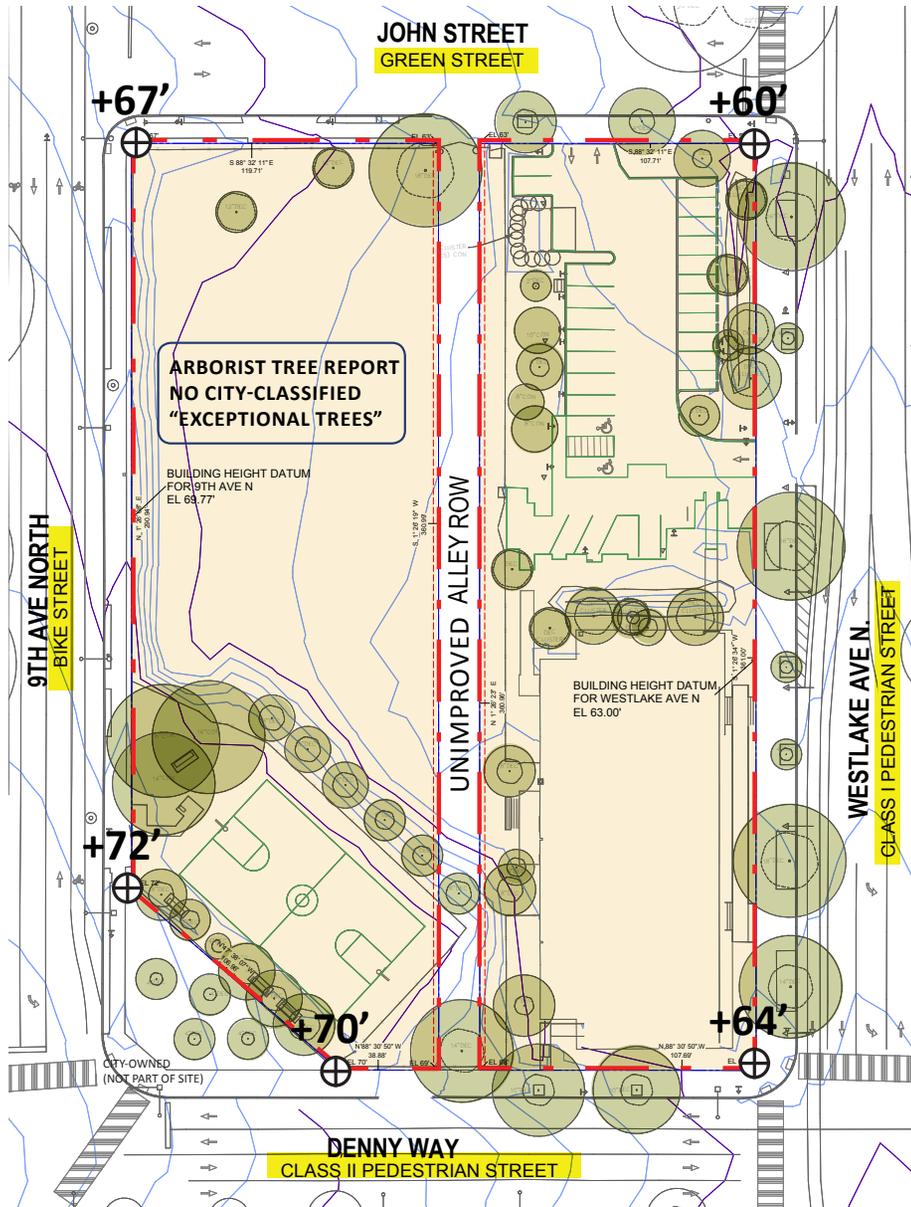
DENNY WAY STREETSCAPE:

- Pedestrian zones on north side of Denny should be 10' in width and accommodate a more direct east/west walking path not encumbered by angled intersections.
- Facade activation should be focused at corners and intersections. Facade activation such as retail and entrances should be placed at these key locations.
- The proposed Westlake Avenue concept focuses on making the **Westlake and Denny intersection** one of Seattle's great urban intersections and explores **opening a strong linkage between the streetcar and a series of public accessible open spaces.**



EXISTING CONDITIONS SITE PLAN

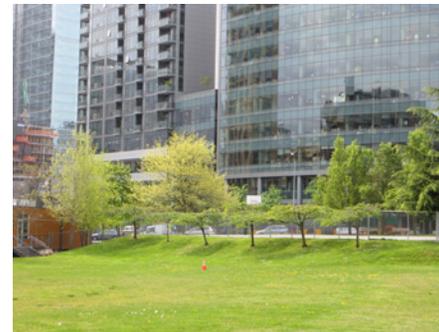
TOPOGRAPHIC TREE SURVEY



SLU DISCOVERY CENTER
(AT DENNY/WESTLAKE)



SPORTS COURT
(LOOKING NORTH ACROSS DENNY)



PLAY FIELD
(LOOKING SOUTH)



PARKING LOT
(LOOKING SOUTH AT JOHN ST.)

TOPOGRAPHY: 12 FT ELEVATION DROP FOR SW TO NE CORNER
8 FT ELEVATION DROP BETWEEN THROUGH-BLOCK ON 9TH AVE. N.
TO THROUGH-BLOCK ON WESTLAKE AVE. N.

 THROUGH BLOCK PEDESTRIAN

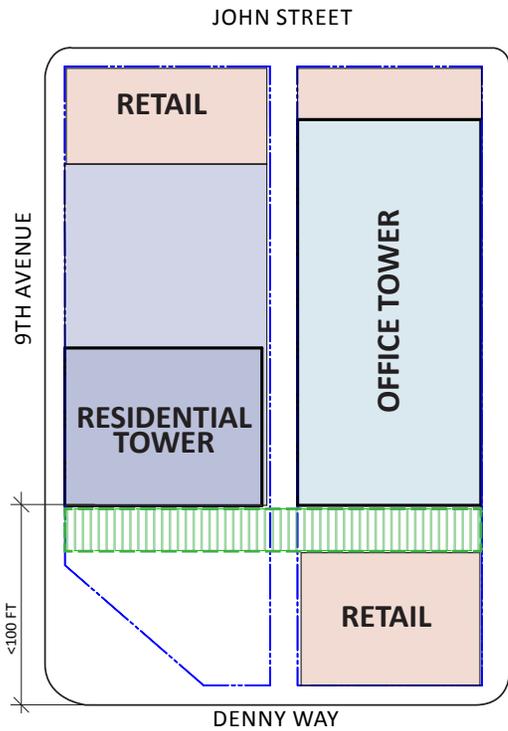
 OFFICE

 RESIDENTIAL

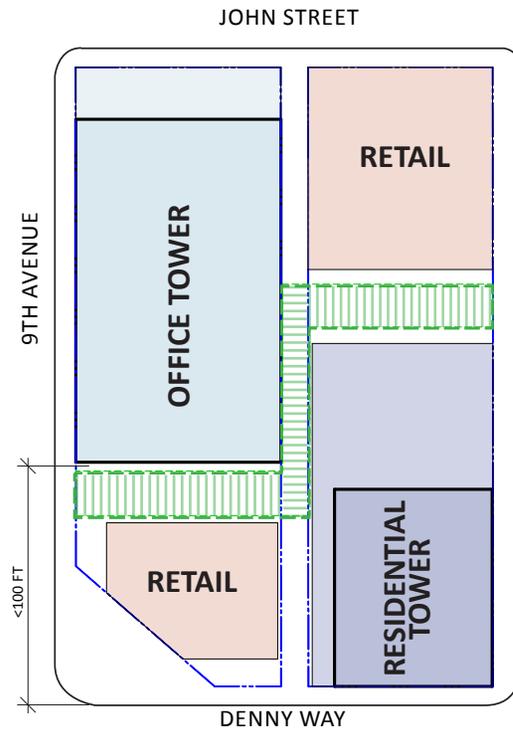
 RETAIL

BUILDING SITING STUDIES

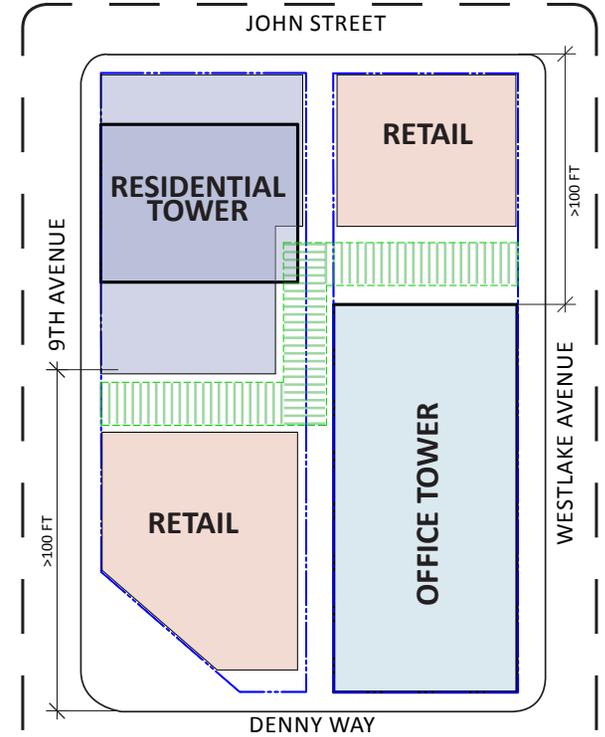
AS REVIEWED AND APPROVED AT EARLY DESIGN GUIDANCE



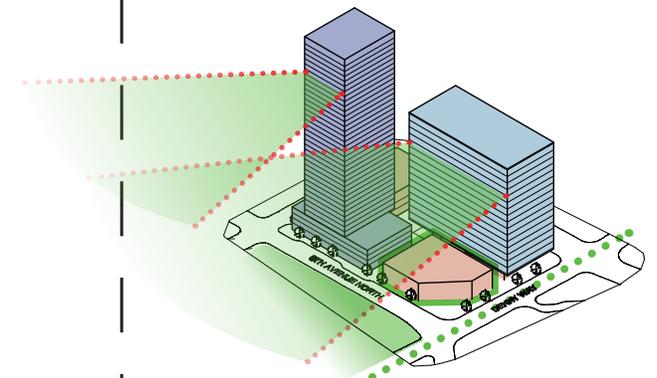
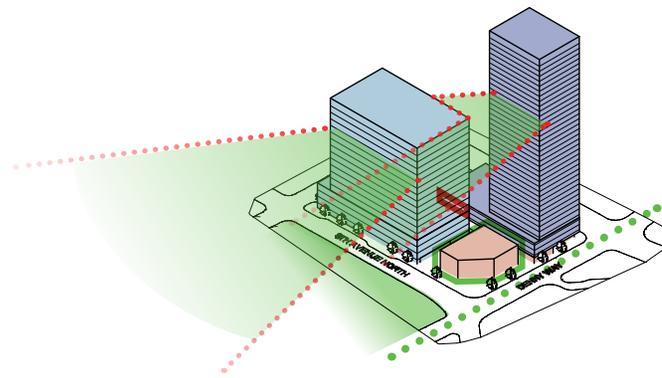
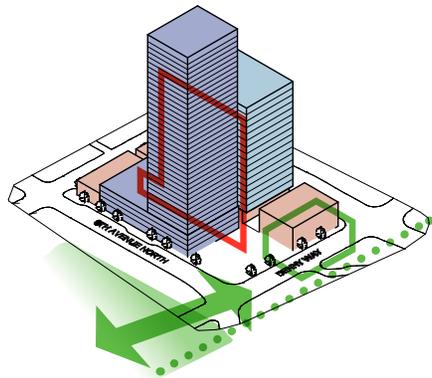
STUDY A



STUDY B



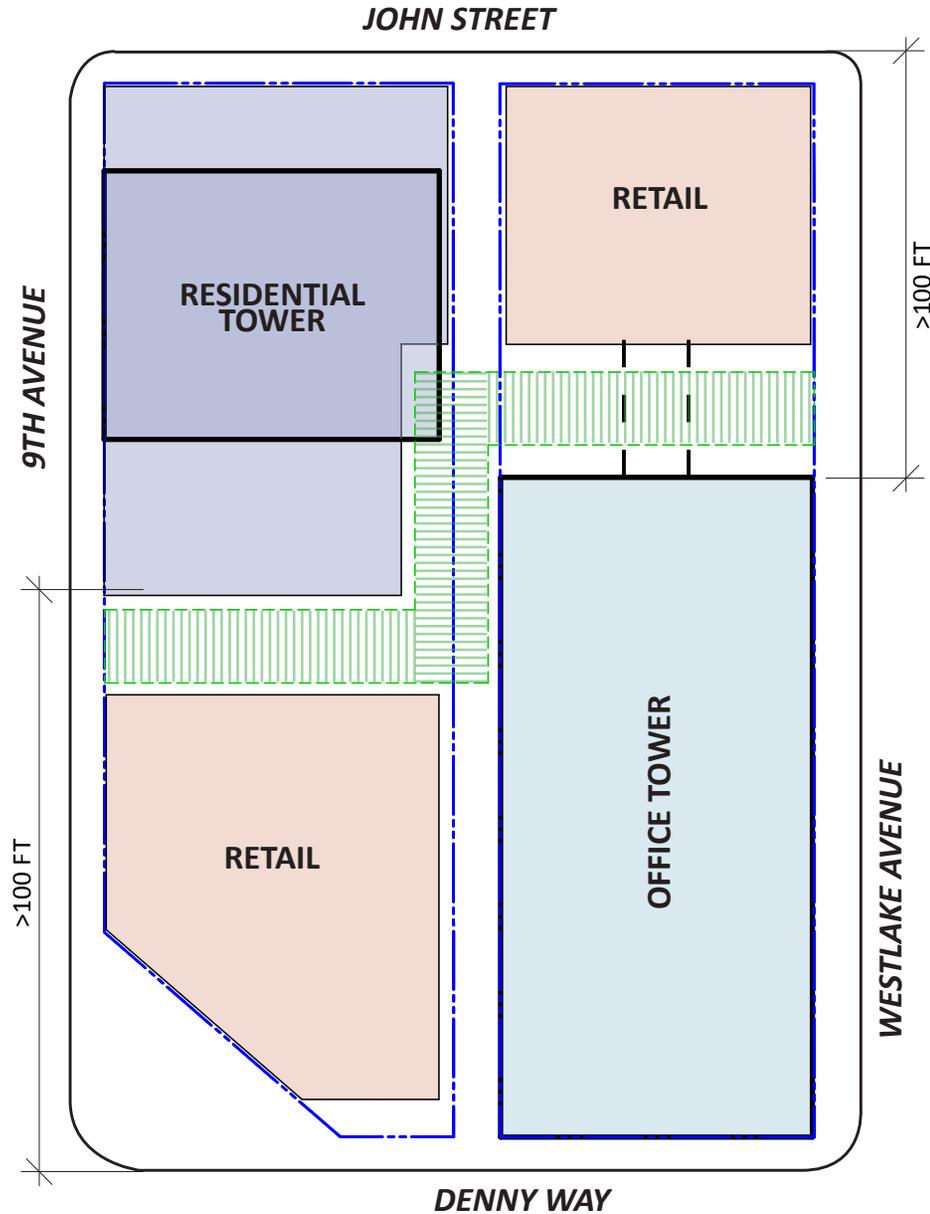
STUDY C



PREFERRED

THROUGH BLOCK PEDESTRIAN
OFFICE

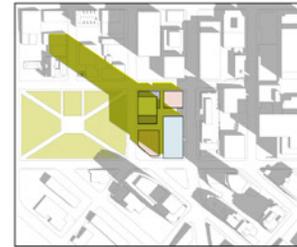
RESIDENTIAL
RETAIL



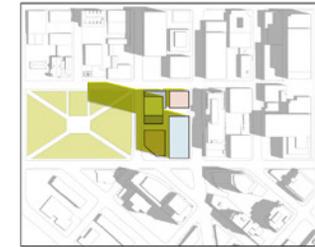
PREFERRED BUILDING SITING

- Residential frontage on Denny Park-‘Eyes on Park’, *reinforces mixed-use (Class II/Bicycle Street)*.
- Commercial office on Westlake *reinforces commercial/retail frontage on Boulevard/Great Street (Class I/Pedestrian)*.
- Stand-alone retail at NE corner *contributes to scale and vitality of Westlake Ave* by reinforcing scale, height, and frontage of many existing commercial/retail buildings along Westlake Ave. North.
- Minimal tower overlap *maximizes views and daylight for both office and residential* and *establishes clear delineation for through-block access*.
- Placement of Residential tower *minimizes shadows on the Park* to AM hours only.
- Placement of towers *maximizes opportunity to establish open space on SW corner* for sun exposure, and create visual terminus of Bell Street corridor.

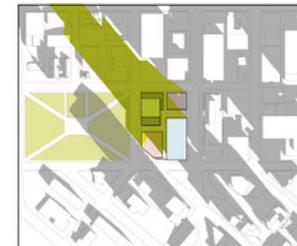
EQUINOX (MARCH / SEPTEMBER)
9:00am



SUMMER SOLSTICE (JUNE)
9:00am



WINTER SOLSTICE (DECEMBER)
9:00am

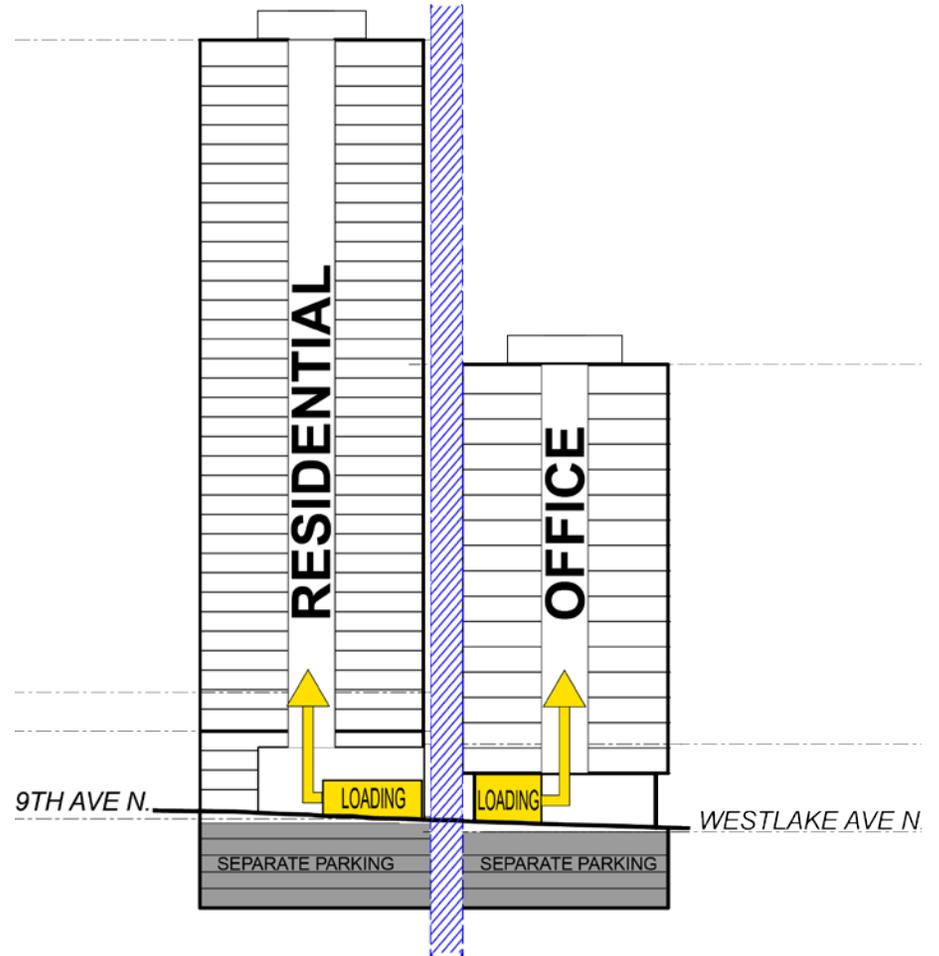
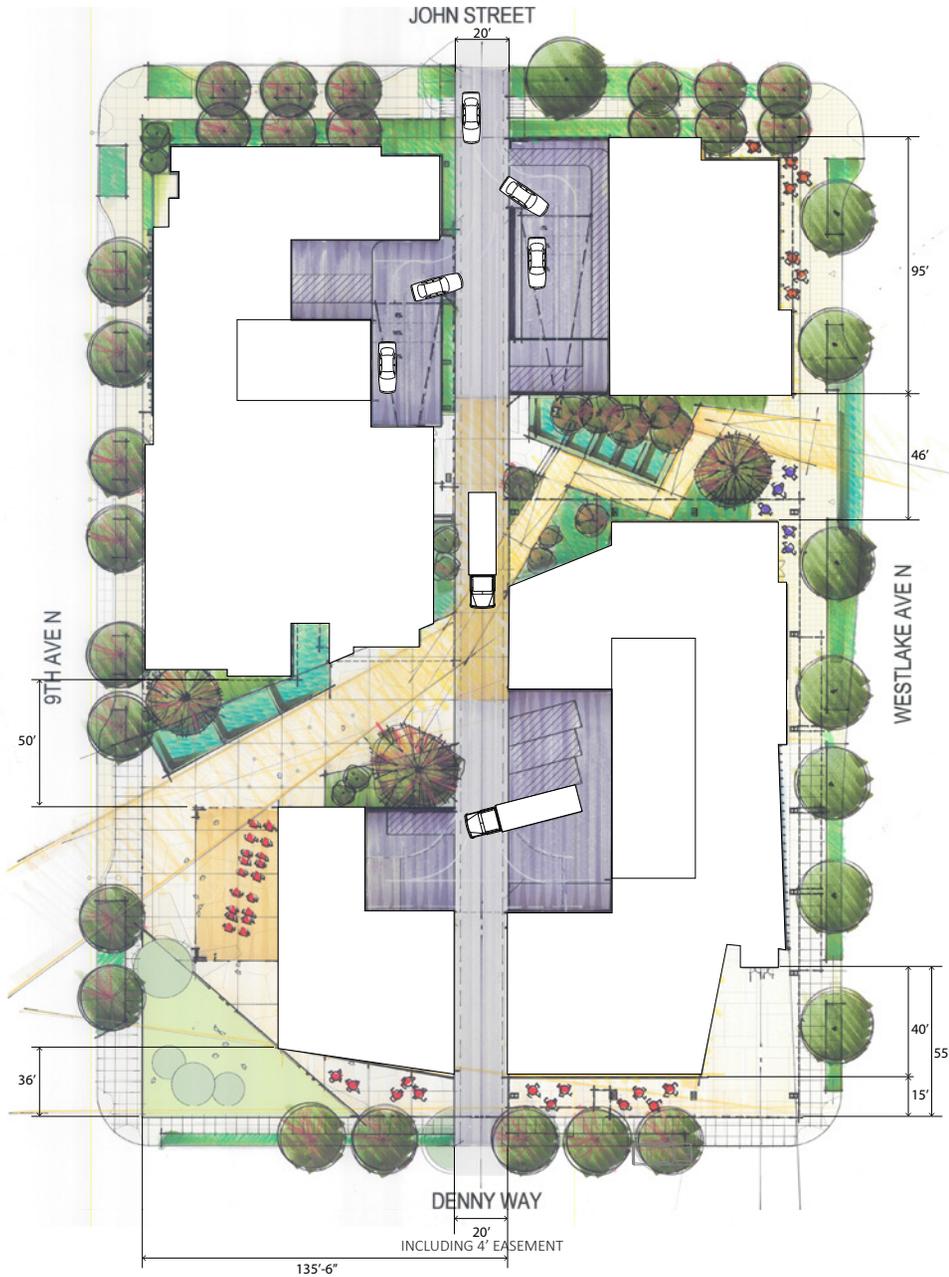


EQUINOX (MARCH / SEPTEMBER)
12:00pm



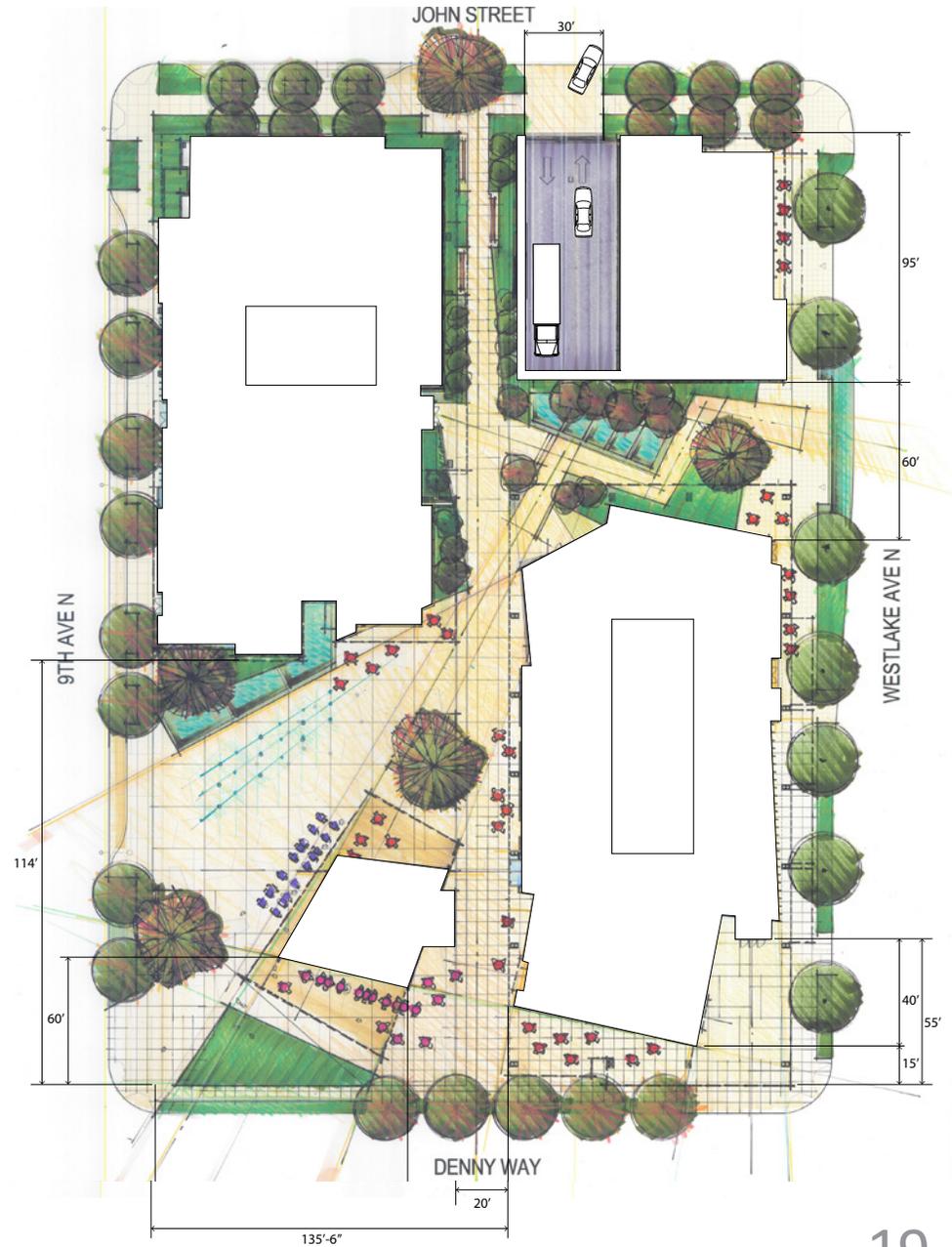
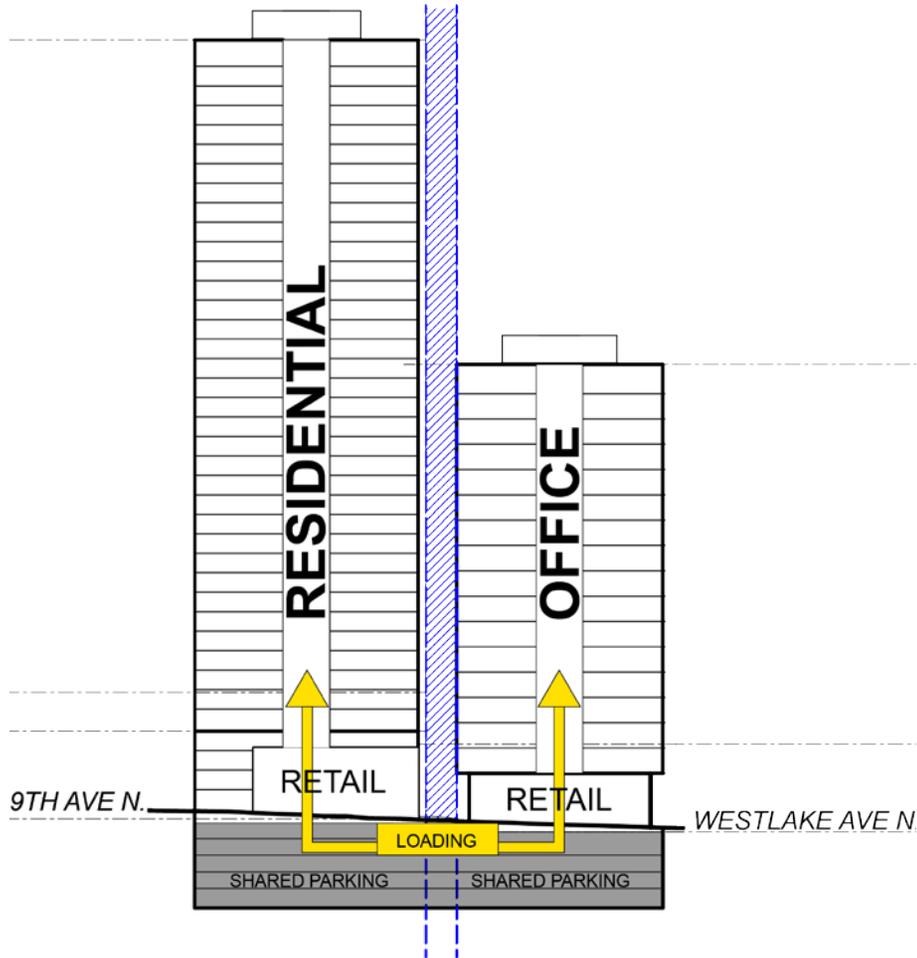
SITE PLAN/BUILDING SECTION

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY VACATION)



SITE PLAN/BUILDING SECTION

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



SITE COMPARISON FACTORS

VEHICLE ACCESS

- Parking and service
- Metrics

PEDESTRIAN ACCESS

- Through, within, and around site

OPEN SPACE

- Required/provided
- Opportunities

RETAIL

- Public frontage
- Pedestrian focus

FRONTAGE/INTERACTION WITH OPEN SPACE

- Neighborhood
- Compliance with planning principles



VEHICLE ACCESS

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY VACATION)

TYPICAL ALLEY DEVELOPMENT SCHEME

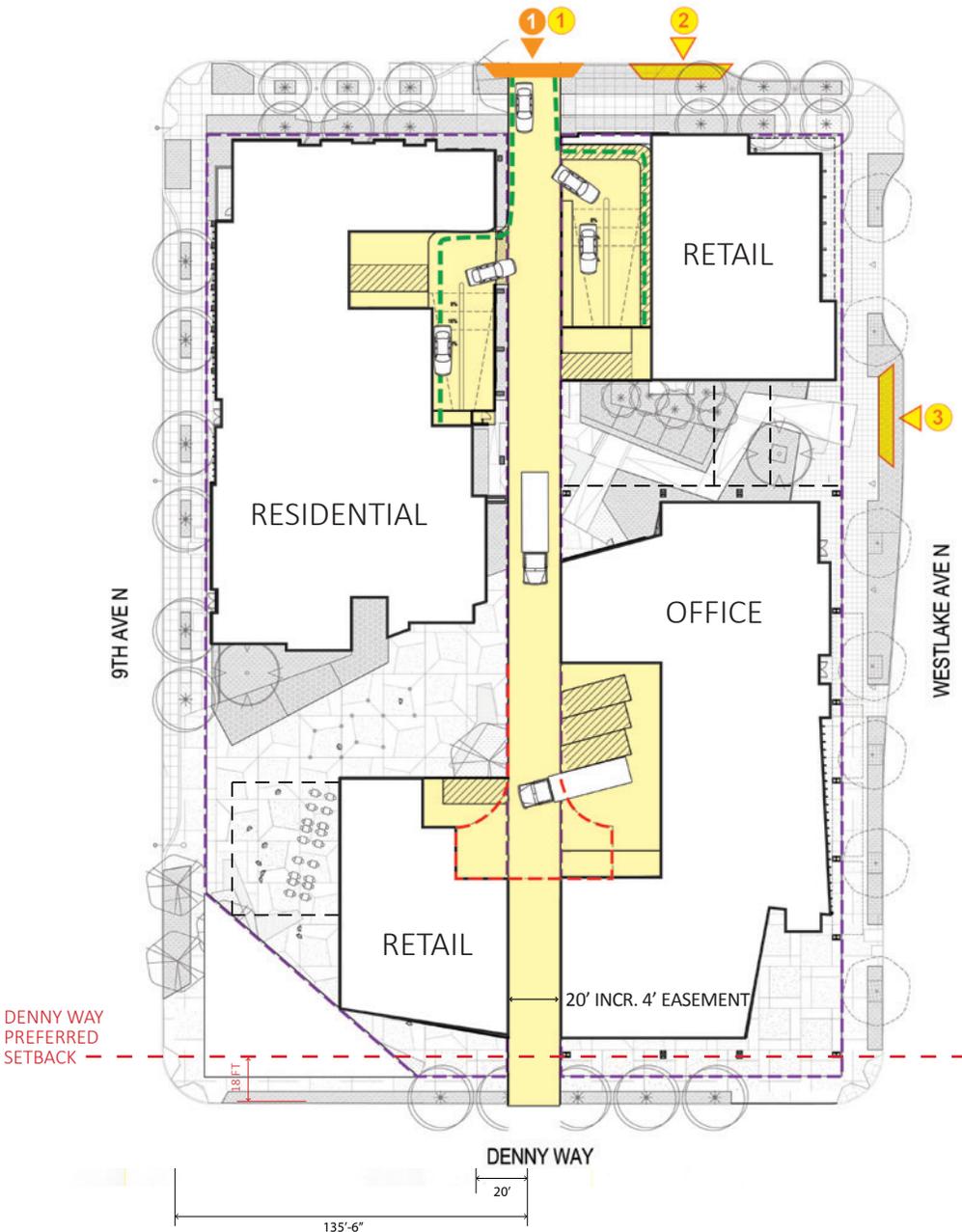
- **Multiple vehicle access points for parking and service to and from the site is via the improved alley right-of-way**, including 4' easement, accessed from John St. and, per SDOT, no access/egress at Denny Way due to traffic and operational constraints on Denny
- Access to below grade parking for the east and west parcels is from the alley.
- Access to **multiple at-grade loading, garbage/recycle and truck maneuvering is also from the alley.**
- Through-block **pedestrian crossing** (required by Land Use Code for a site of this size) **shares the alley R.O.W. with service trucks for office and retail buildings** at south quadrants of east and west parcels.

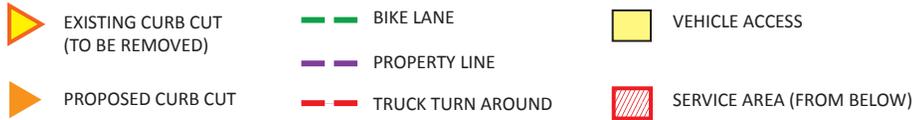
DISADVANTAGES FOR PUBLIC

- Loss of opportunity to create north-south pedestrian connection within alley.
- Introduces **potential conflict with pedestrian use of through-block pedestrian crossing.**

DISADVANTAGES FOR DEVELOPMENT

- Necessitates **separate parking below grade structures on east and west parcels.**
 - Duplicate ramp systems
 - Redundant loading/service infrastructure
- Creates **front door (streets)/back door (alley) condition** for office, residential and retail.
- **Displaces potential ground floor retail space for loading/service functions.**
- Alley is developed/improved as **vehicle R.O.W. in character and use.**





VEHICLE ACCESS

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)

WITH SUBTERRANEAN ALLEY VACATION

- **All parking, loading, garbage/recycle and truck maneuvering is below-grade,** with vehicle access via a **single access point/curb cut at John St.** and **no vehicle movement or access at the ground level** of the entire site. **All below grade parking and service is contiguous for east/west parcels.**
- **DPD has already approved this site access, allowing access from a curb cut on John Street** just east of the alley, in lieu of requiring vehicle access from the alley.
- **Does not include any increase in F.A.R. over typical alley development scheme**

ADVANTAGES FOR PUBLIC

- **Significant increase in publicly accessible open space, connectivity, and integration with South Lake Union framework aspirations.**
- Significant increase in opportunities for **activation and programming of publicly accessible open space.**
- **Enhanced orientation, visibility, access, and development of vehicle-free open space.**
- Public surface **R.O.W. is improved and maintained by development** as contiguous part of pedestrian realm.
- **Future use of alley R.O.W. by city** (Note: R.O.W. surface can revert back to vehicle use with modifications by development).
- Southwest corner **developed as publicly accessible open space**

ADVANTAGES FOR DEVELOPMENT

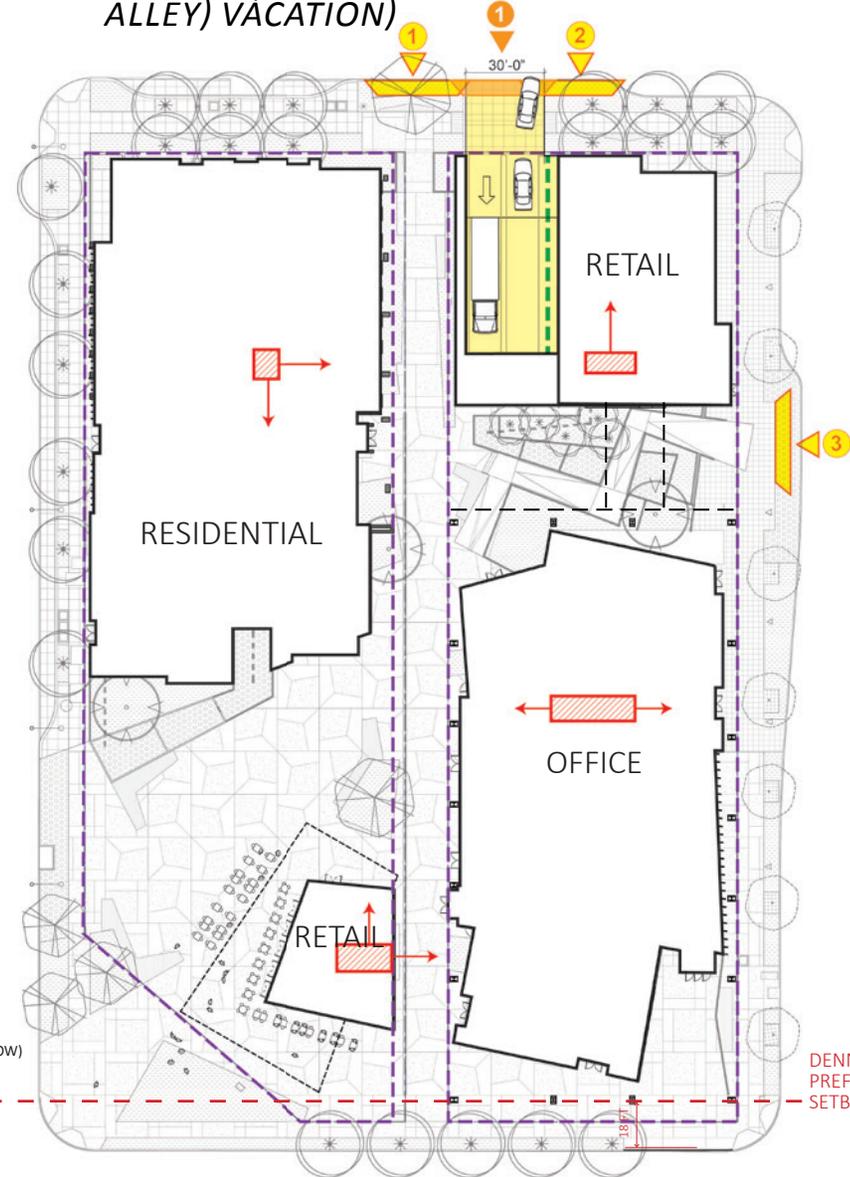
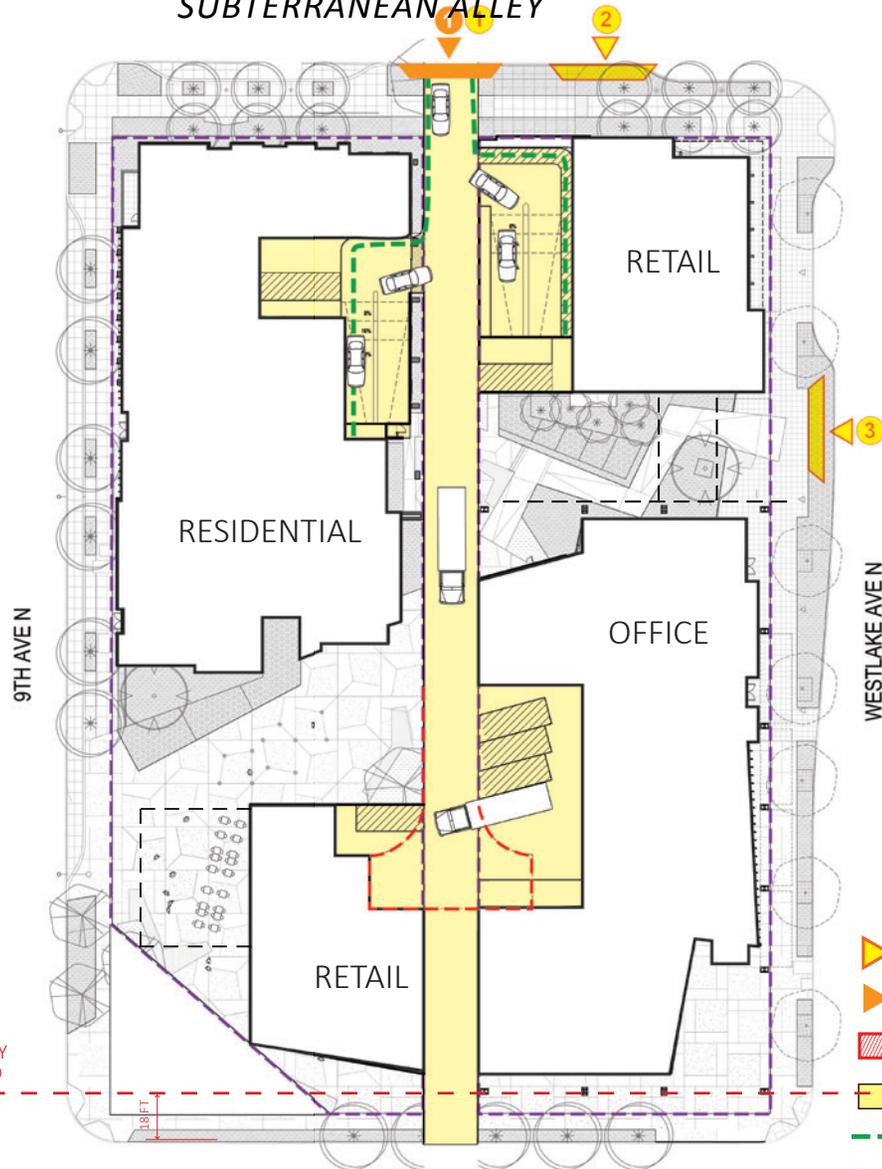
- **Consolidation of below grade parking/services with no redundancy in ramps, loading docks, control systems, monitoring.**
- **Internal Access to all buildings** from below grade service.
- **Provides 360° frontage for ground floor spaces** (suitable for retail uses).
- Increases opportunities for **flexibility in planning/design of ground floor spaces.**



VEHICLE ACCESS COMPARISON

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)

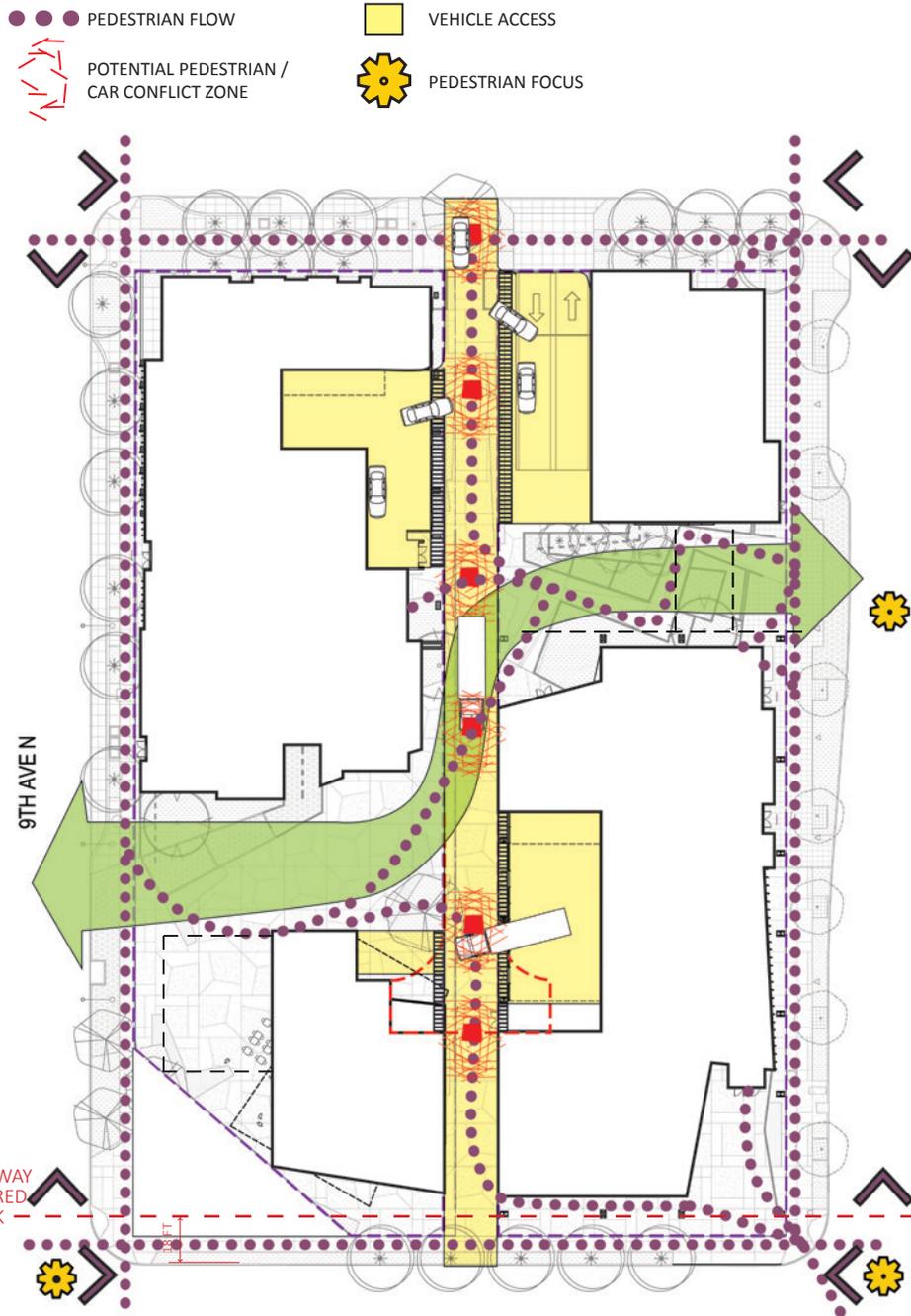
PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



- EXISTING CURB CUT (TO BE REMOVED)
- PROPOSED CURB CUT
- SERVICE AREA (FROM BELOW)
- VEHICLE ACCESS
- BIKE LANE
- PROPERTY LINE
- TRUCK TURN AROUND

TOTAL BELOW-GRADE BUILD-OUT: **348,000 GSF**
8,000 GSF ABOVE-GRADE LOADING/VEHICLE ACCESS
828 PARKING SPACES
17,500-19,000 GSF RETAIL

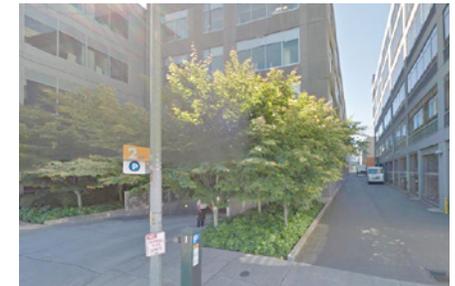
TOTAL BELOW-GRADE BUILD-OUT: **363,000 GSF** (INCLUDING 4.5 LEVELS WITHIN ALLEY R.O.W. @ 5,760 SF = **25,920 SF**)
836 PARKING SPACES
17,500-19,000 GSF RETAIL



PEDESTRIAN ACCESS

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY VACATION)

- **Addresses Denny Way streetscape plan by increasing pedestrian/landscape zone and setting back the ground floor.** Linkage between Streetcar/Westlake Ave. and Deny Park is not optimized due to buildout of SW retail bldg and segmented open spaces.
- **Through-block pedestrian movement compromised by service and alleyway.** (Note: Through block pedestrian crossing is required by the Land Use Code for a site of this size.)
- **Pedestrian movement is focused towards street edges** due to service and 'back of house' nature of buildings at center of site.
- **Alleys take on vehicular-dominant character** to accommodate service, garbage/recycle and parking functions.



TYPICAL SW IMPROVED ALLEY R.O.W. FOR VEHICLE/SERVICE ACCESS



- **Reinforces Denny Way streetscape concept by setting back the ground floor and creating strong linkages between streetcar/Westlake Ave. and Denny Park with a series of publicly accessible open spaces.**
- **Pedestrian realm is increased as improvements are designed for pedestrian use.**
- **Through-block pedestrian movement is optimized** and free of cars and service conflicts.
- Pedestrian movement is permeated throughout the site due to the “Front Door” nature of all buildings faces.
- **Better pedestrian connections throughout site** with pedestrian emphasis in alley R.O.W..
- **More visual/physical permeability of site for public use/access**



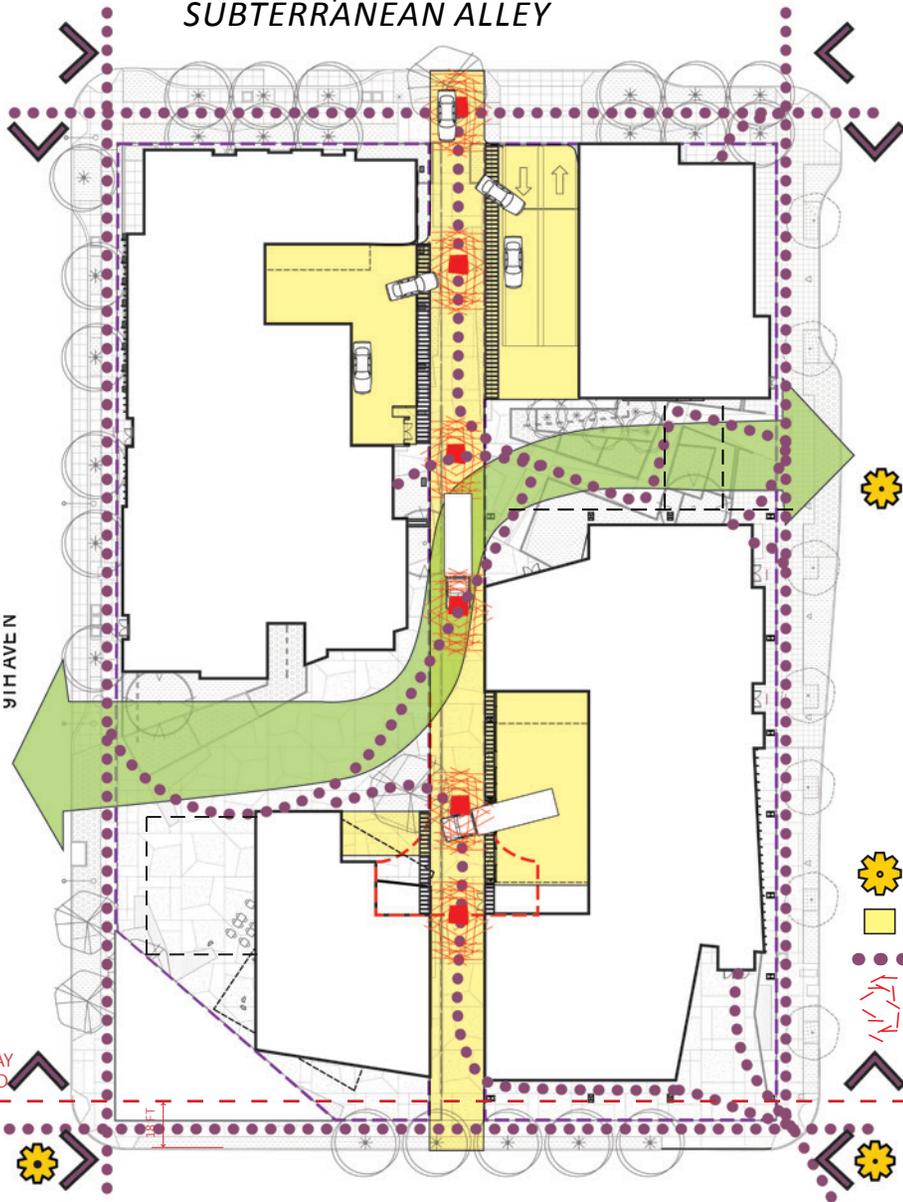
PEDESTRIAN ACCESS

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)

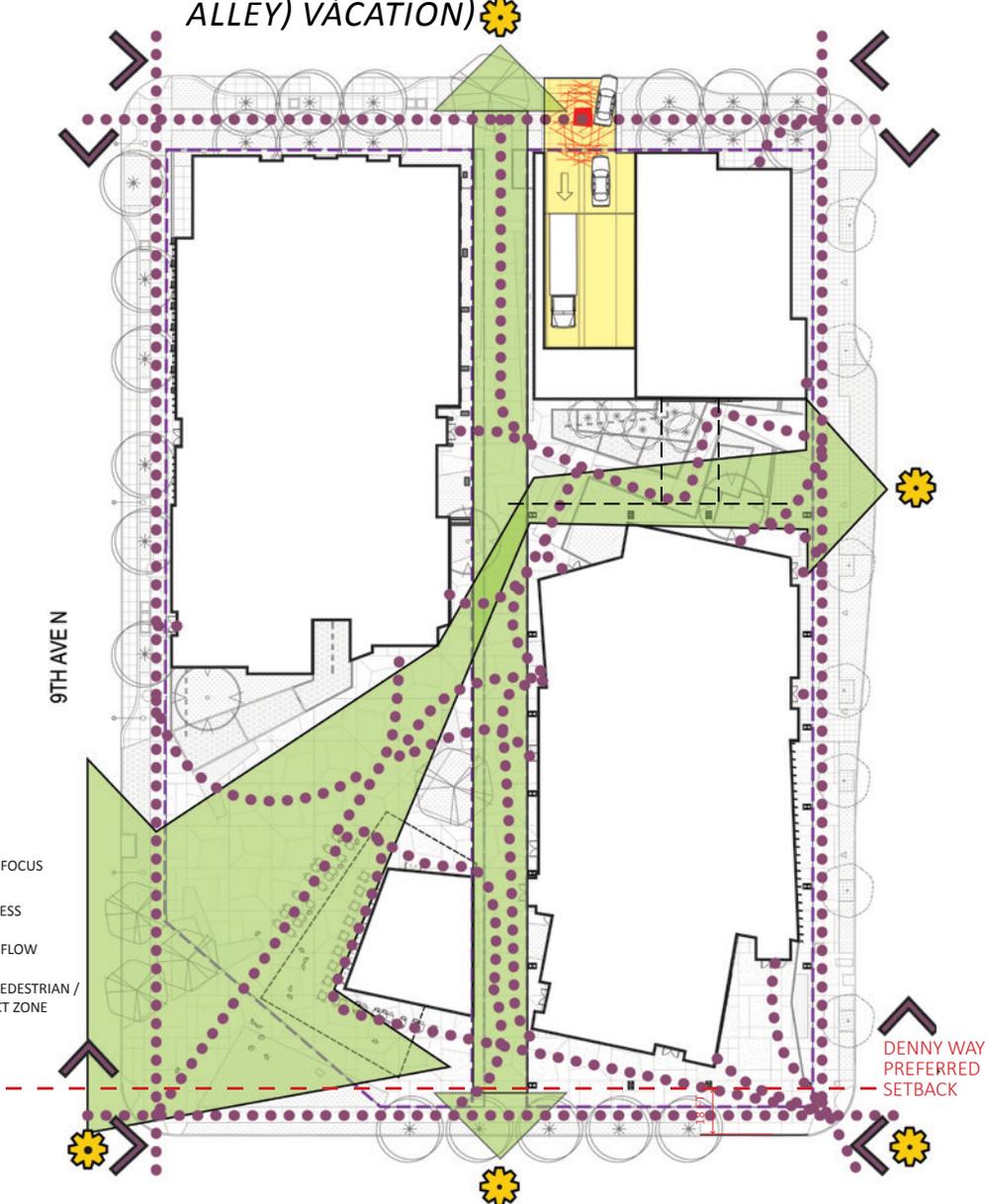


PEDESTRIAN ACCESS COMPARISON

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)



PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY) VACATION



-  PEDESTRIAN FOCUS
-  VEHICLE ACCESS
-  PEDESTRIAN FLOW
-  POTENTIAL PEDESTRIAN / CAR CONFLICT ZONE



RETAIL ENTRIES



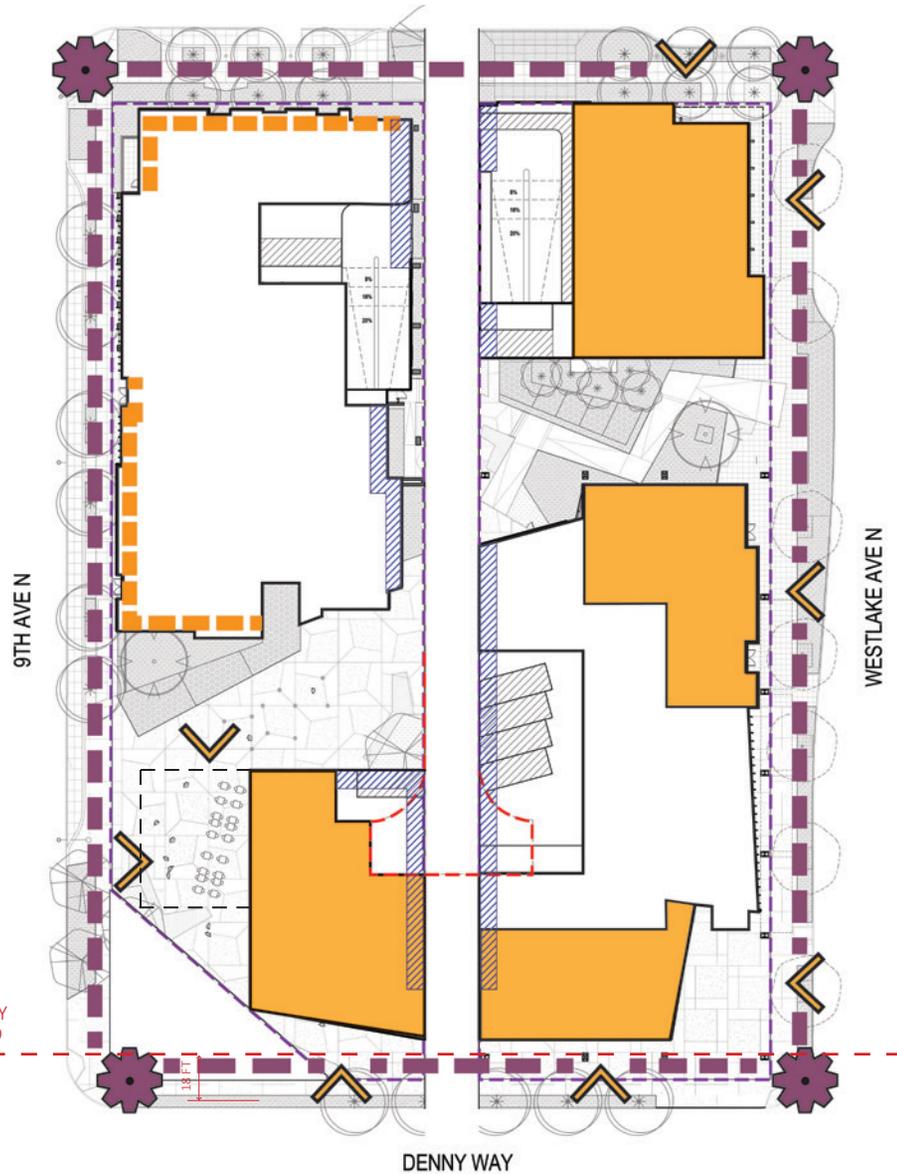
PEDESTRIAN FOCUS



ACTIVE FRONTAGE



BACK OF HOUSE FRONTAGE



RETAIL

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY VACATION)

- Retail is oriented towards fronting streets and through-block (typical office/retail development).
- Retail has 'Front of House' and 'Back of House' nature due to service location at center of block and vehicle character of alley.



TYPICAL STREET FRONTING GROUND-LEVEL RETAIL





RETAIL ENTRIES



PEDESTRIAN FOCUS



ACTIVE FRONTAGE



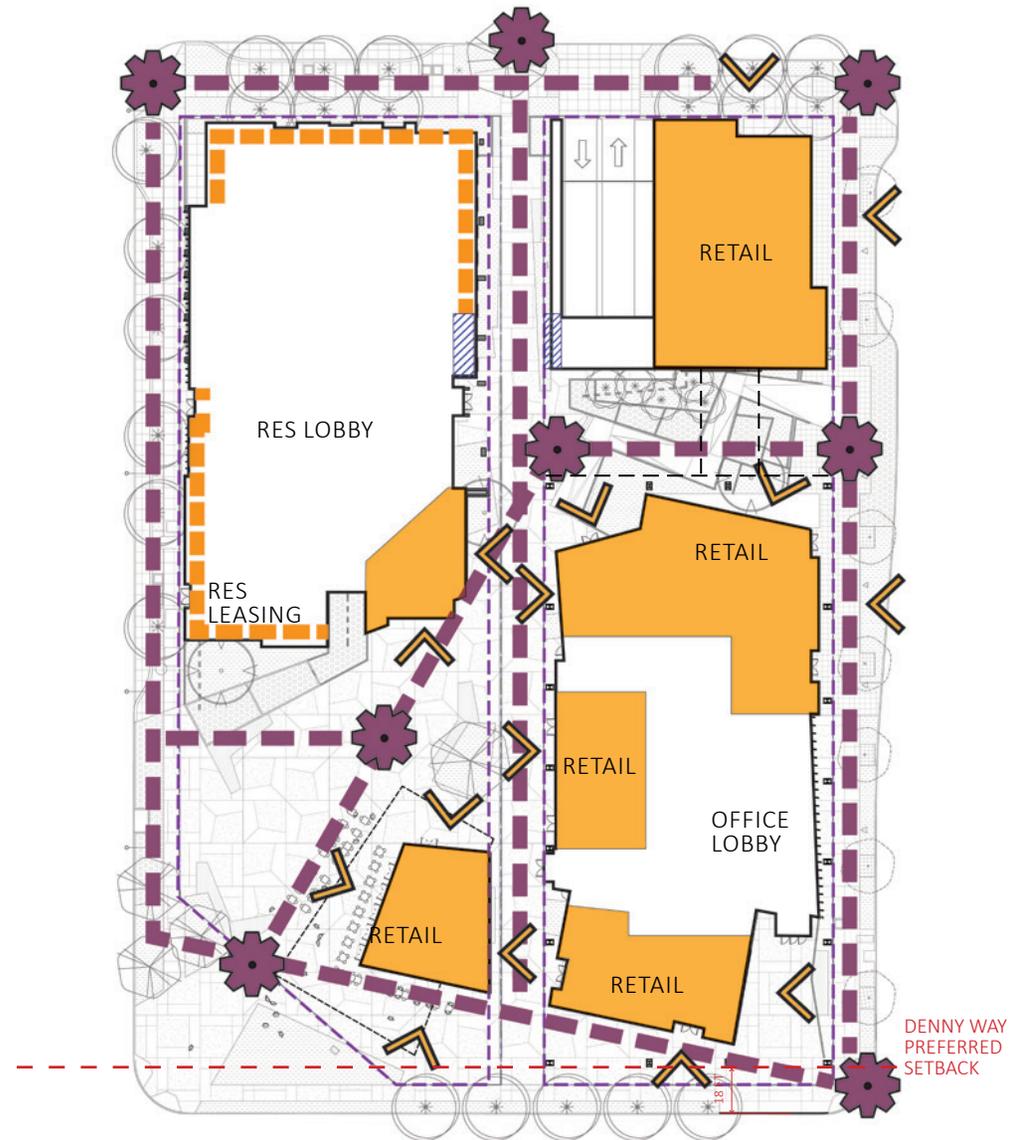
BACK OF HOUSE FRONTAGE

- *Retail has 360° exposure to streets, open spaces, through-block connection, and pedestrian "Alley".*
- Streets and open space is activated by *retail use fronting all edges.*
- *Retail frontage is distributed throughout site, allowing development of more open space and reinforcing through-block circulation/activation.*



RETAIL

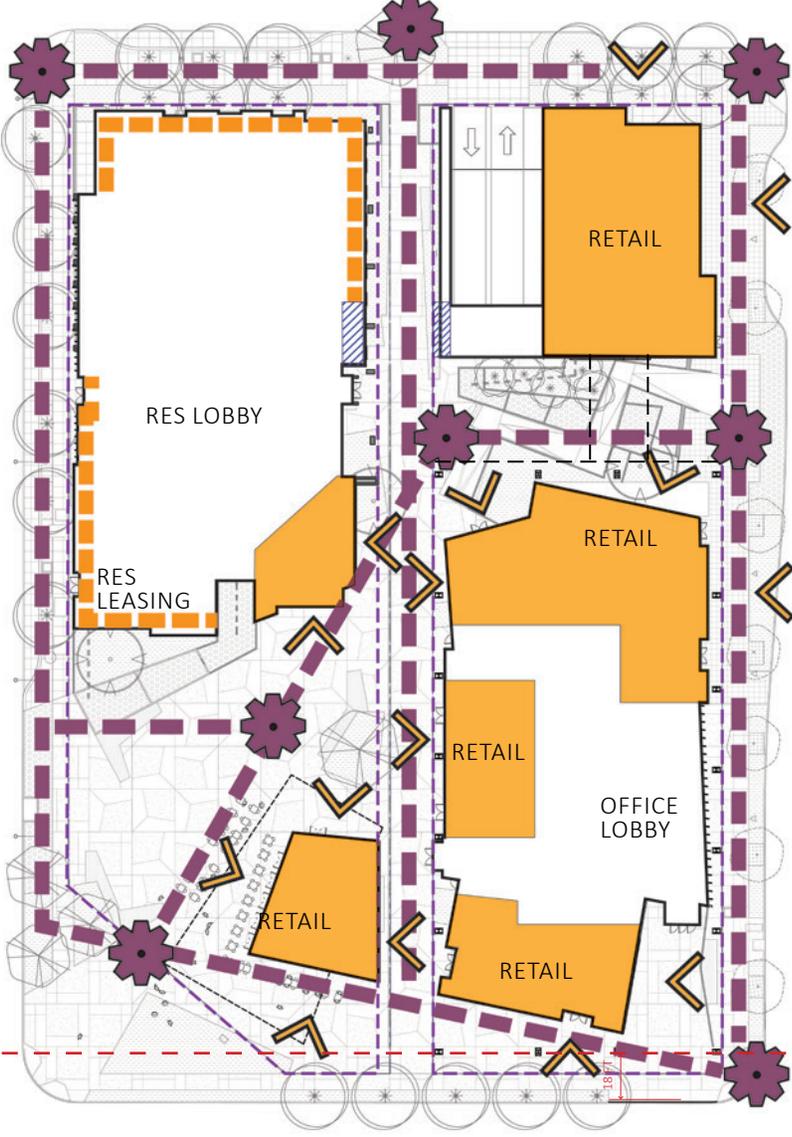
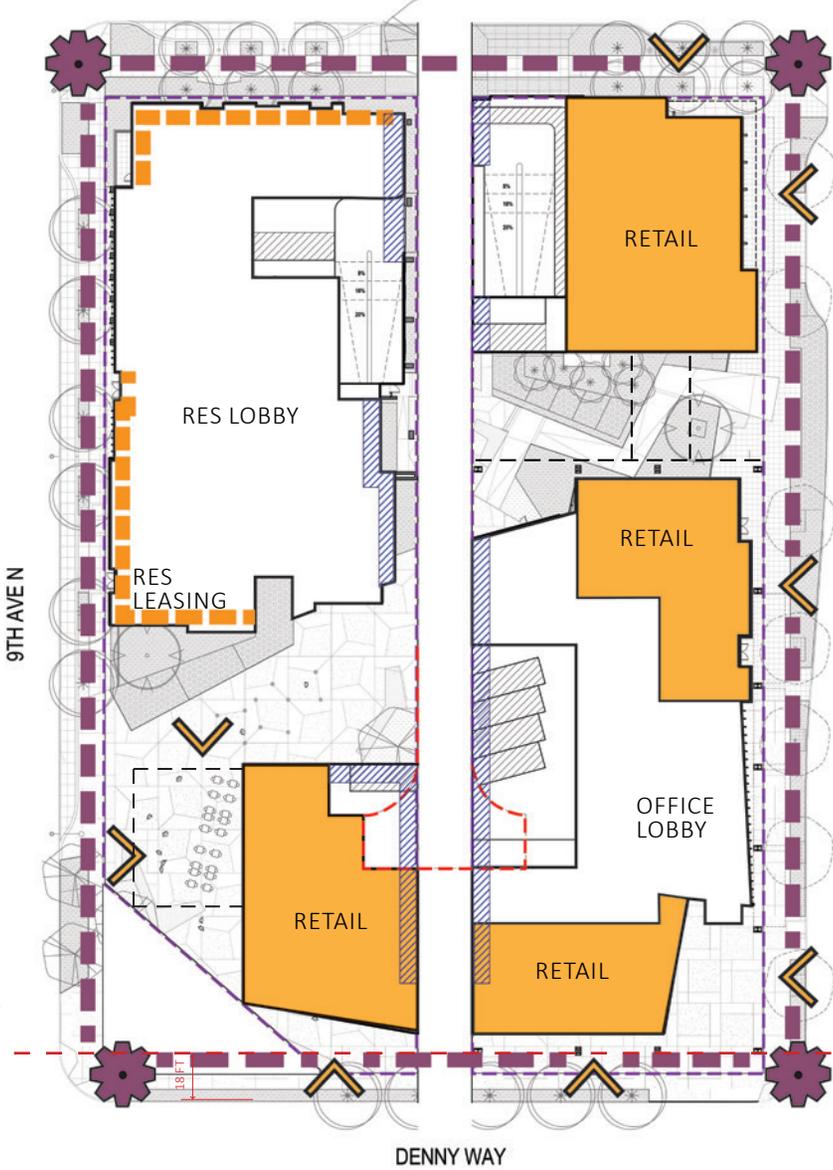
PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



RETAIL COMPARISON

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



WESTLAKE AVE N

-  RETAIL ENTRIES
-  ACTIVE FRONTAGE
-  PEDESTRIAN FOCUS
-  BACK OF HOUSE FRONTAGE

DENNY WAY PREFERRED SETBACK

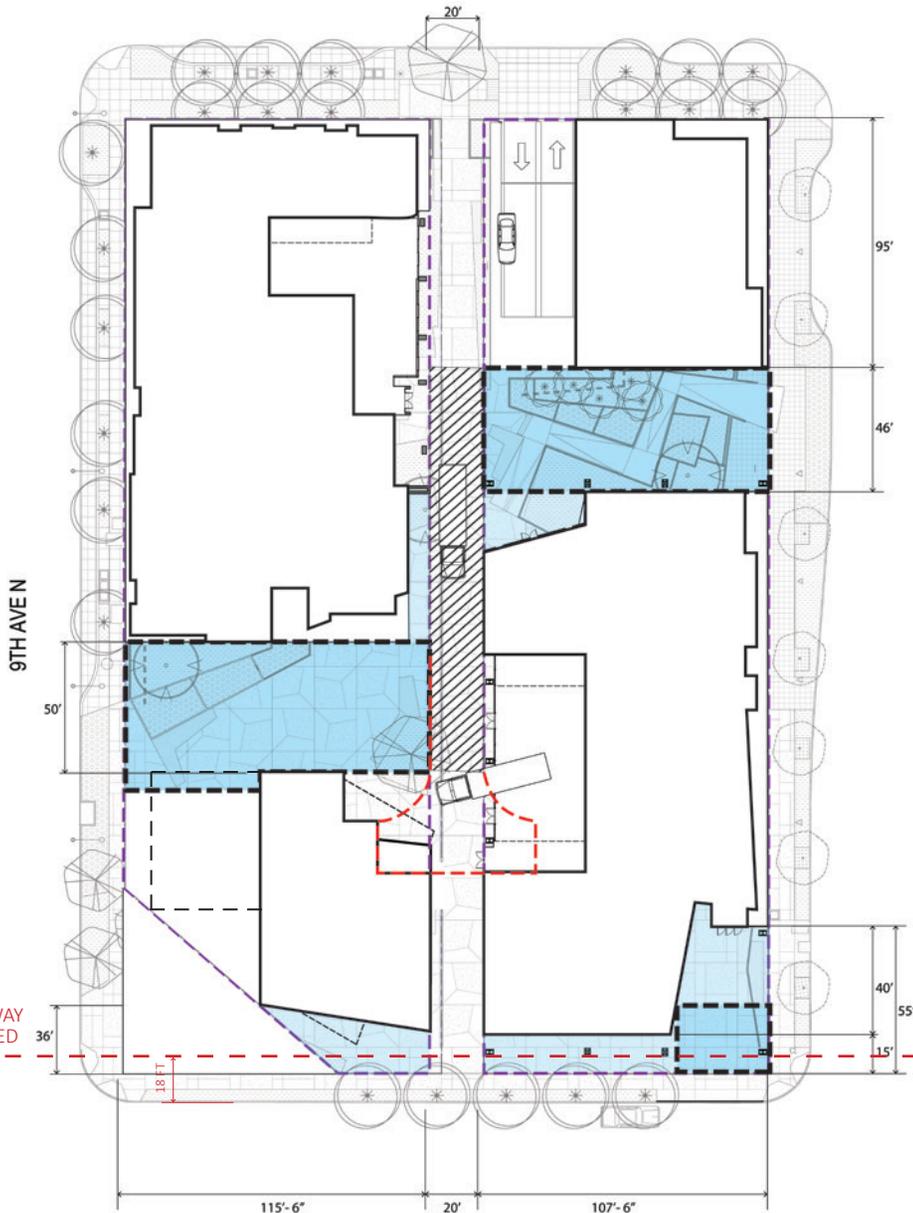
DENNY WAY PREFERRED SETBACK

REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE = 11,889 SF

WEST PARCEL = EAST PARCEL =
 15% OF 40,379 = 15% OF 38,887 =
 6,056.85 SF 5,833.05 SF

ADDITIONAL, NON-REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE
 (NOTE: PEDESTRIAN THROUGH-BLOCK CROSSING COUNTS TOWARDS REQUIRED OPEN SPACE)

R.O.W. IMPROVED PER ZONING REQUIREMENT FOR THROUGH-BLOCK CONNECTION



DENNY WAY PREFERRED SETBACK

OPEN SPACE

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)

The development option provides open spaces on both the east and west parcels in addition to a Pedestrian Through-Block Crossing in **compliance with the Seattle Land Use Code**. These open spaces are located approximately at mid-block and are connected via a portion of the alley – **creating a mix of function between pedestrian and vehicle**. While they provide opportunities for pocket parks as described in the South lake Union Framework Plan, **they also present challenges in terms of scale, connectivity, integration with larger open space network and location:**

- The scale of the open space in context with full development on the east and west parcels creates spaces that are **potentially too small to provide a genuine sense of being publicly accessible/welcoming**.
- Given the vehicular functions within the alley, the open spaces **do not provide a contiguous sense of place that would justify placement of retail and activating program space**.
- The separation of the open spaces **diminishes the opportunity for a sense of contiguous pedestrian-related publicly accessible open space**.
- The presence of a retail structure at the southwest corner visually closes off the site and provides **minimal opportunity to respond to the visual terminus of the Bell Street Woonerf**.



REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE = 11,889 SF

| | |
|-----------------|-----------------|
| WEST PARCEL = | EAST PARCEL = |
| 15% OF 40,379 = | 15% OF 38,887 = |
| 6,056.85 SF | 5,833.05 SF |

ADDITIONAL, NON-REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE
(NOTE: PEDESTRIAN THROUGH-BLOCK CROSSING COUNTS TOWARDS REQUIRED OPEN SPACE)

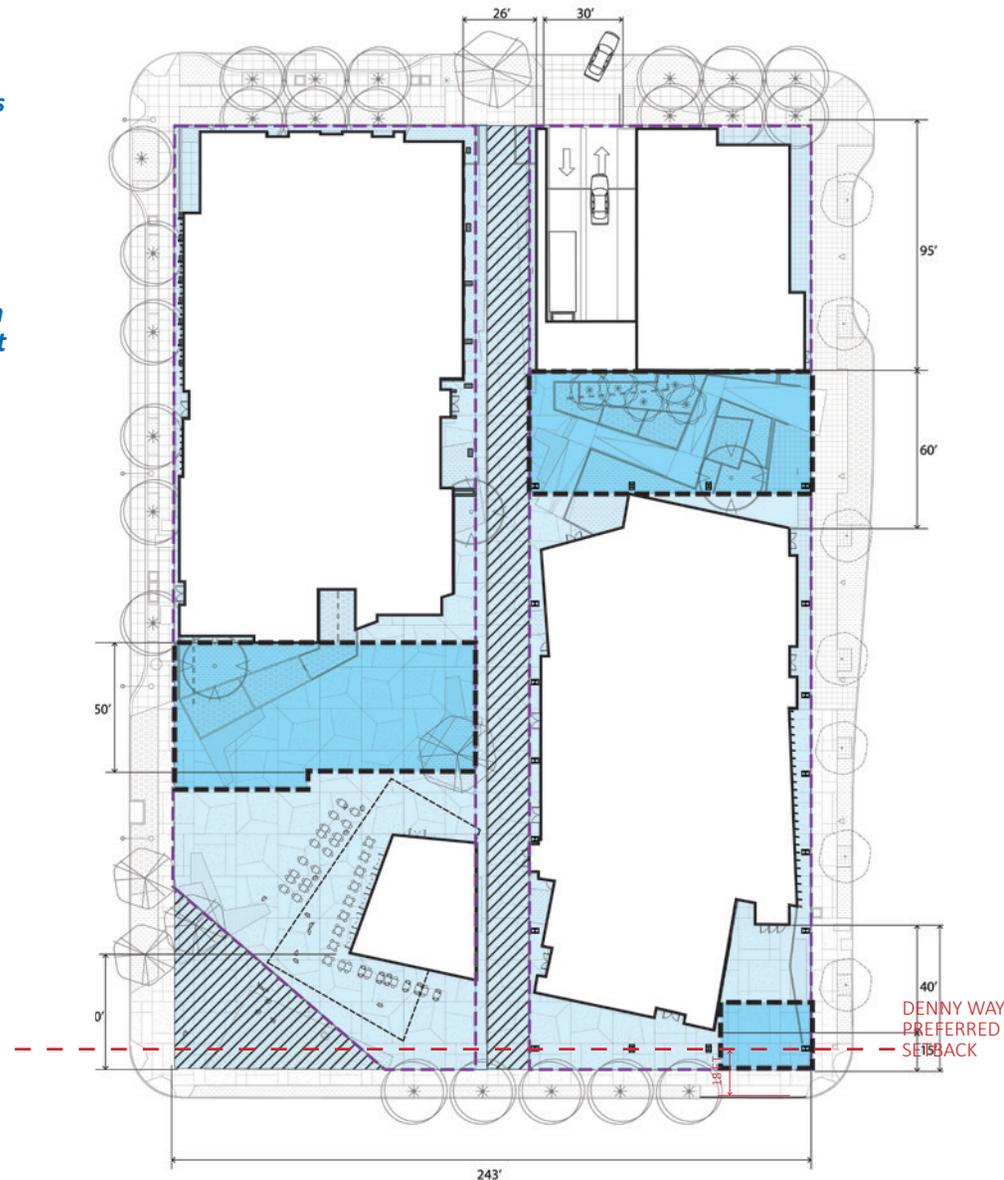
CITY OF SEATTLE R.O.W. INCORPORATED INTO CONDITIONS.
PUBLICLY ACCESSIBLE OPEN SPACE WITH IMPROVEMENTS AS POTENTIAL PUBLIC BENEFITS PACKAGE

OPEN SPACE

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)

The development option provides publicly accessible open space on both sides of the alley right-of-way and utilizes the surface for exclusive pedestrian use – connecting this space directly to the streets in both north/south and east/west directions. Importantly, the **major contiguous open space has southwest orientation with exceptional opportunities to meet aspirations for open space network connectivity, formation and enhancement of gateways and heart locations, and enhancement of pedestrian-only spaces in this heart/gateway location.**

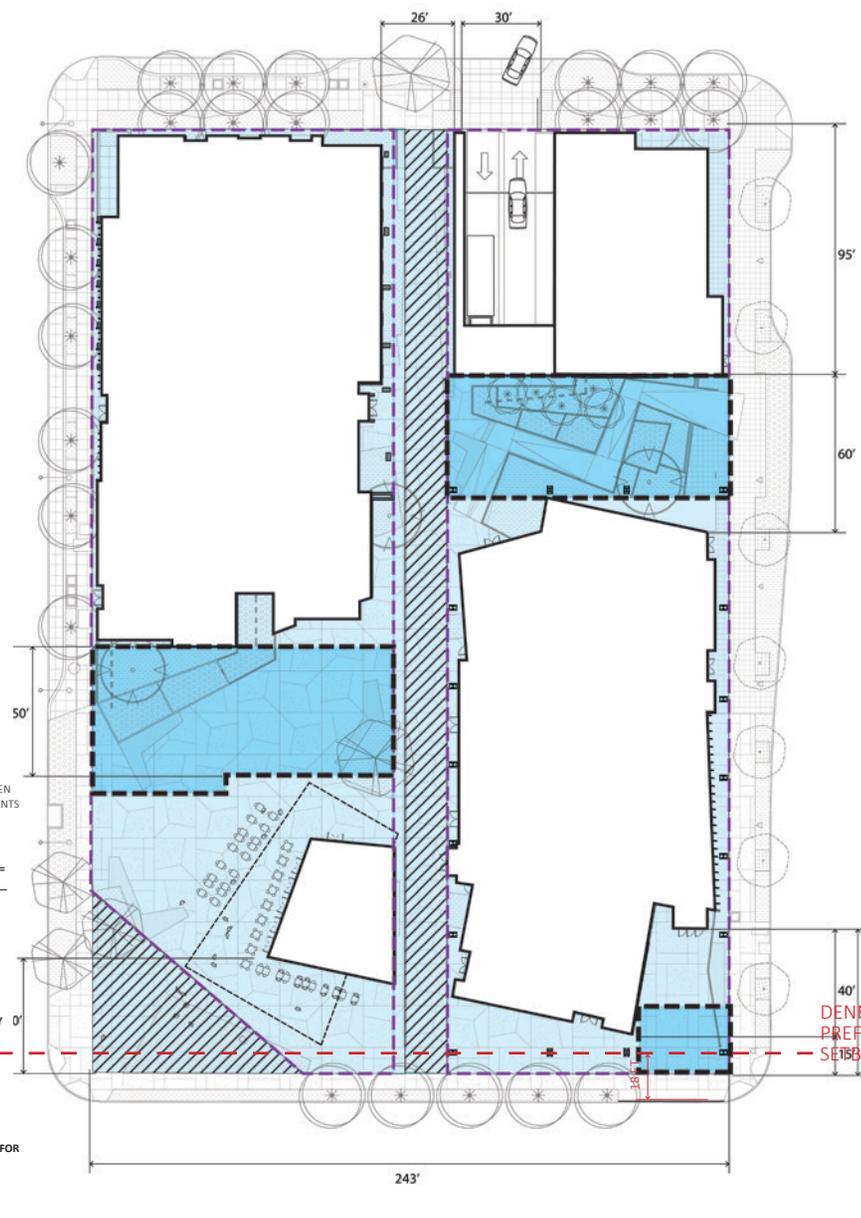
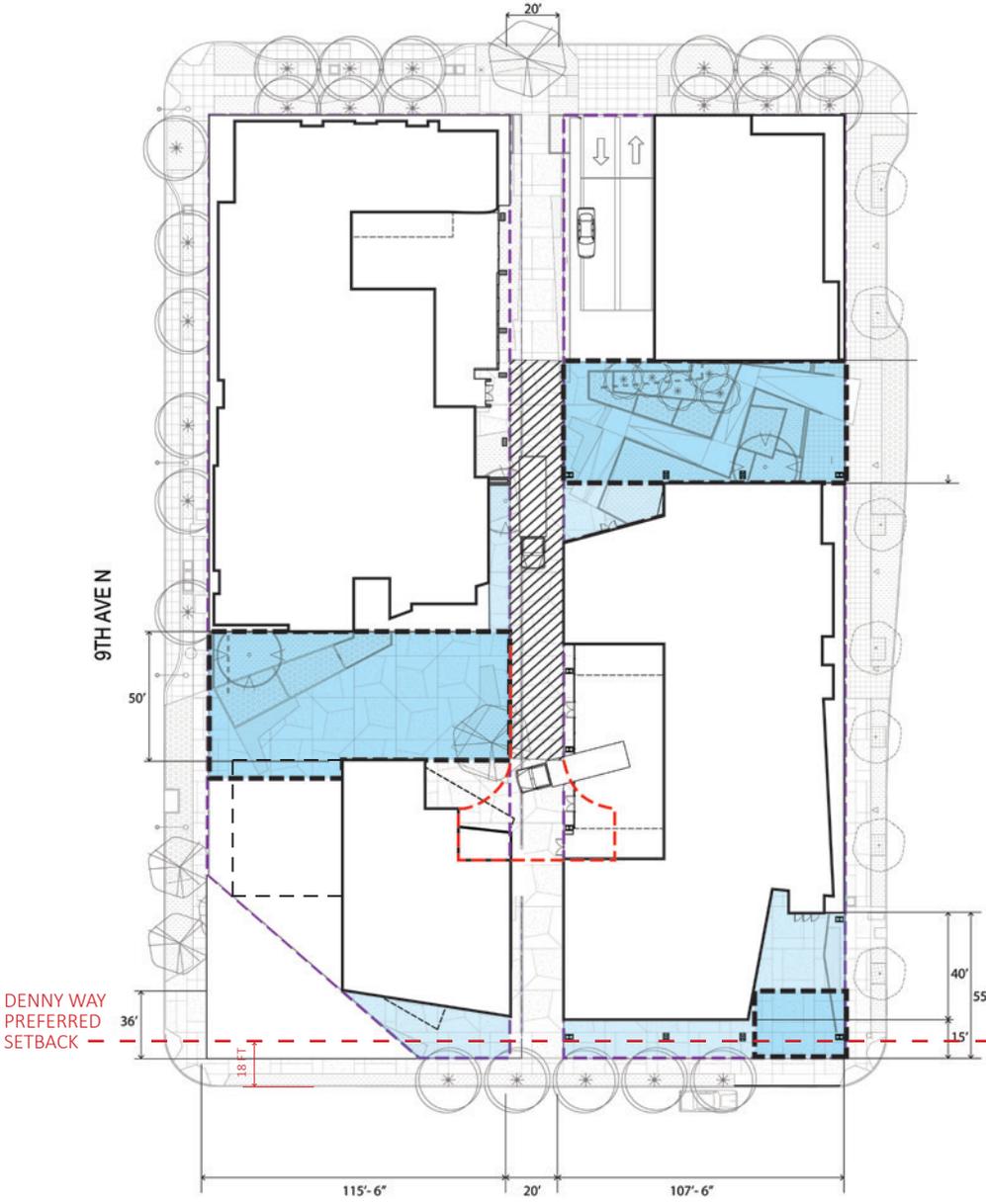
- The scale and location of the open space is appropriate in the context of the two large towers that border the north and east boundaries of the site.
- The open space establishes an important visual linkage and compatibility with Denny Park, the Bell Street Woonerf, the Westlake Triangle, and the important intersection of Westlake Ave. N. and Denny Way.
- The open space works in concert with the setback along Denny Way to provide an **expanded pedestrian zone in compliance with the recommendations in the Denny Way Streetscape Plan.**
- The open space, with the inclusion of a small retail and exuberant “shelter structure” is **publicly accessible and activated for both programmed and passive uses over extended hours.**



OPEN SPACE COMPARISON

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)

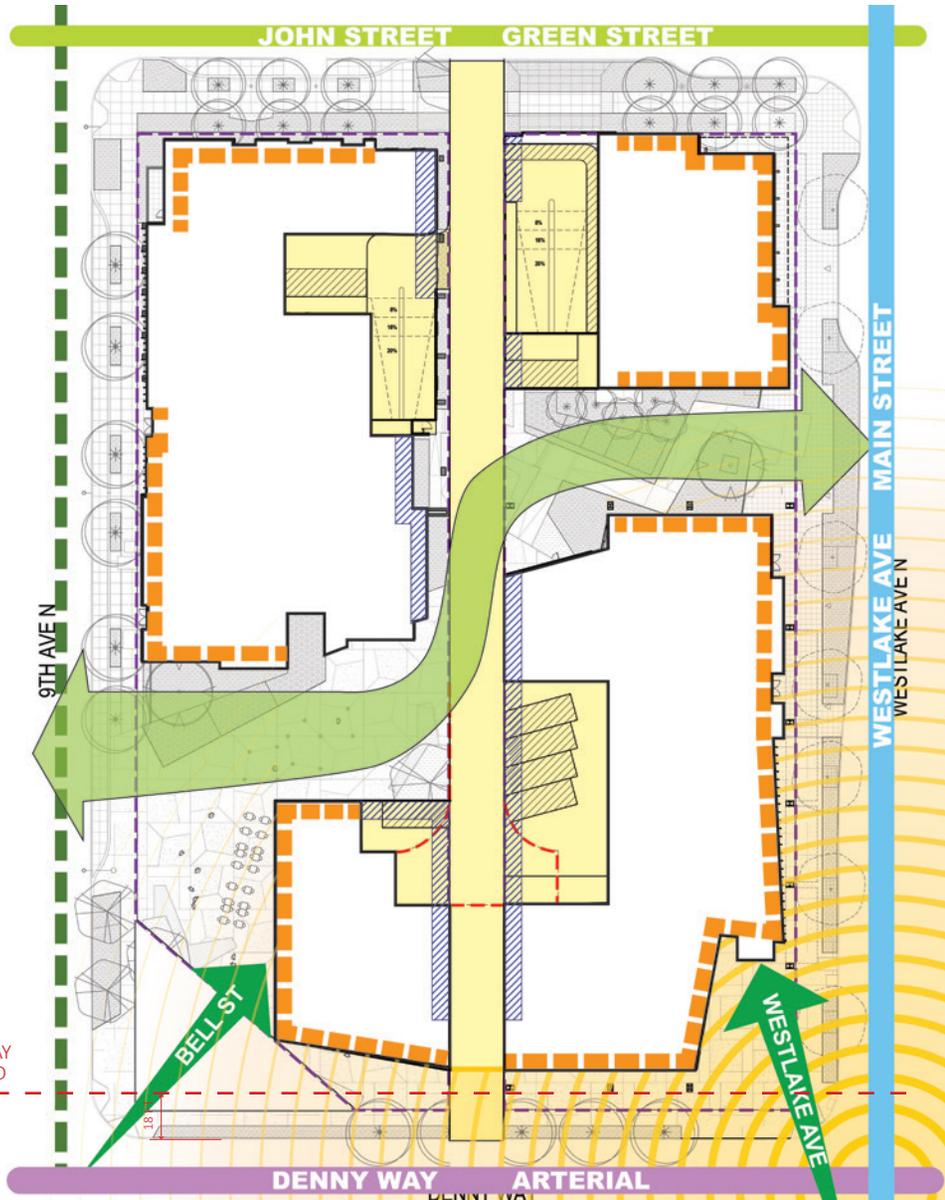
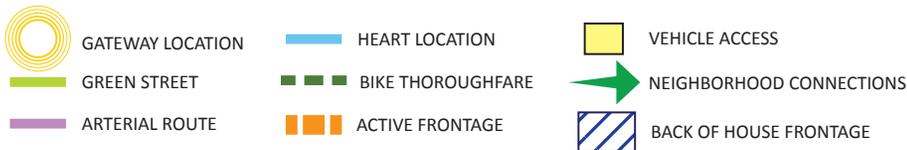
PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



-  CITY OF SEATTLE R.O.W. INCORPORATED INTO CONDITIONS. PUBLICLY ACCESSIBLE OPEN SPACE WITH IMPROVEMENTS AS POTENTIAL PUBLIC BENEFITS PACKAGE
-  REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE = 11,889 SF
 - WEST PARCEL = 15% OF 40,379 = 6,056.85 SF
 - EAST PARCEL = 15% OF 38,887 = 5,833.05 SF
-  ADDITIONAL, NON-REQUIRED PUBLICLY ACCESSIBLE OPEN SPACE (NOTE: PEDESTRIAN THROUGH-BLOCK CROSSING COUNTS TOWARDS REQUIRED OPEN SPACE)
-  R.O.W. IMPROVED PER ZONING REQUIREMENT FOR THROUGH-BLOCK CONNECTION

DENNY WAY PREFERRED SETBACK

DENNY WAY PREFERRED SETBACK

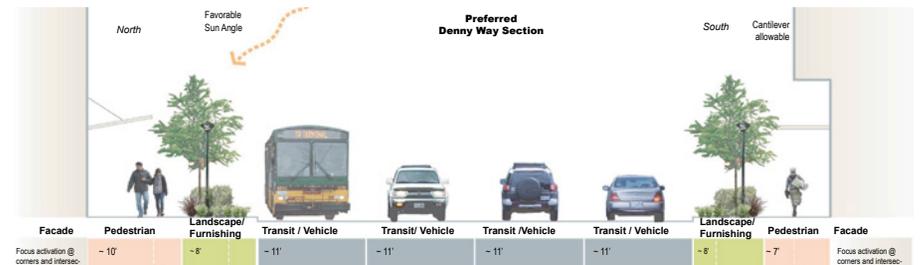


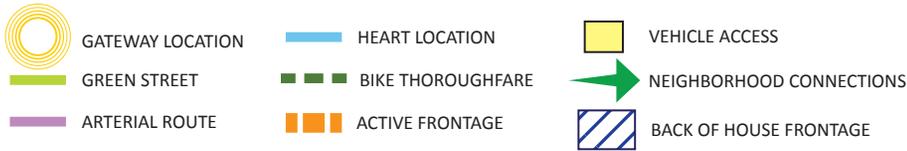
DENNY WAY
PREFERRED
SETBACK

URBAN DESIGN

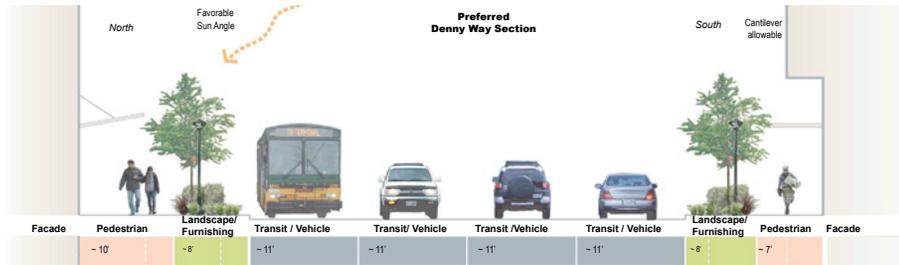
TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)

- **Concept provides framework for a competent urban design and architectural response consistent with many South Lake Union full block developments** with street/avenue orientation of building entrances, retail, and alley access for vehicles and services.
- Retail activates Class I and Class II pedestrian streets, and through-block crossing provides east/west pedestrian access through site, but with limitations.
 - **Pedestrian/Vehicle conflict at alley crossing.**
 - **Limited opportunities to create significant publicly accessible open space** and visual/physical connectivity between streets and open space.
 - Limited opportunities to encourage/welcome pedestrian flow north/south within alley R.O.W.
 - **Considerable back-of-house fronting on alley R.O.W.** (parking access, loading/garbage, etc.).
 - **No welcoming pedestrian access through site from John St.** (Green Street) or Denny Way (Great Street).
- Retail and building entrance opportunities create **“Front Door - Back Door” character on blocks.**



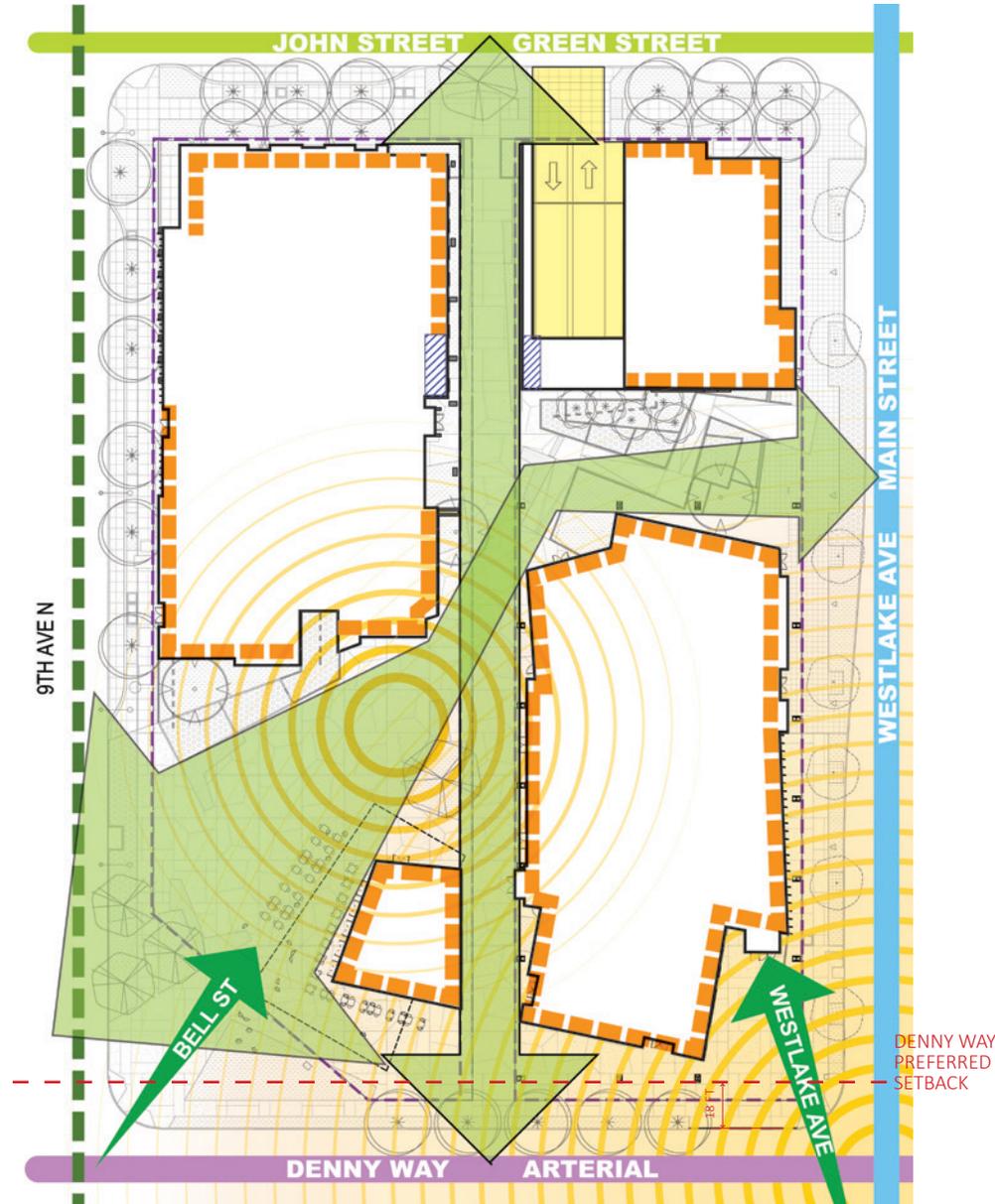


- **Concept removes all project vehicles from ground floor at site and creates opportunities for full pedestrian development of alley right-of-way with ability to revert to vehicle access for City use (if necessary) with modifications by developer, such as removal of landscape planters and trees at end of alley.**
- The concept creates opportunities for full block development to become nexus between South Lake Union Denny triangle and Downtown with:
 - **Southwest facing publicly accessible open space accessed from four directions.**
 - **Increased visual and physical permeability through and within site.**
 - **Open space activation with 360° retail frontage.**
 - **Visual/physical connectivity between intersection of Westlake/Denny and Denny Park**
 - **North/south pedestrian access from John Street and Denny Way within Alley R.O.W..**
 - Open space provides active **terminus to Bell Street woonerf** and contemplated pedestrian circulation between Belltown, Denny Triangle, and South Lake Union.
 - **Provides publicly accessible link between the heart locations of Denny Park and Westlake Ave**, and establishes powerful gateway to/from South Lake Union at intersections of Westlake and Denny and 9th Avenue/Bell Street and Denny.



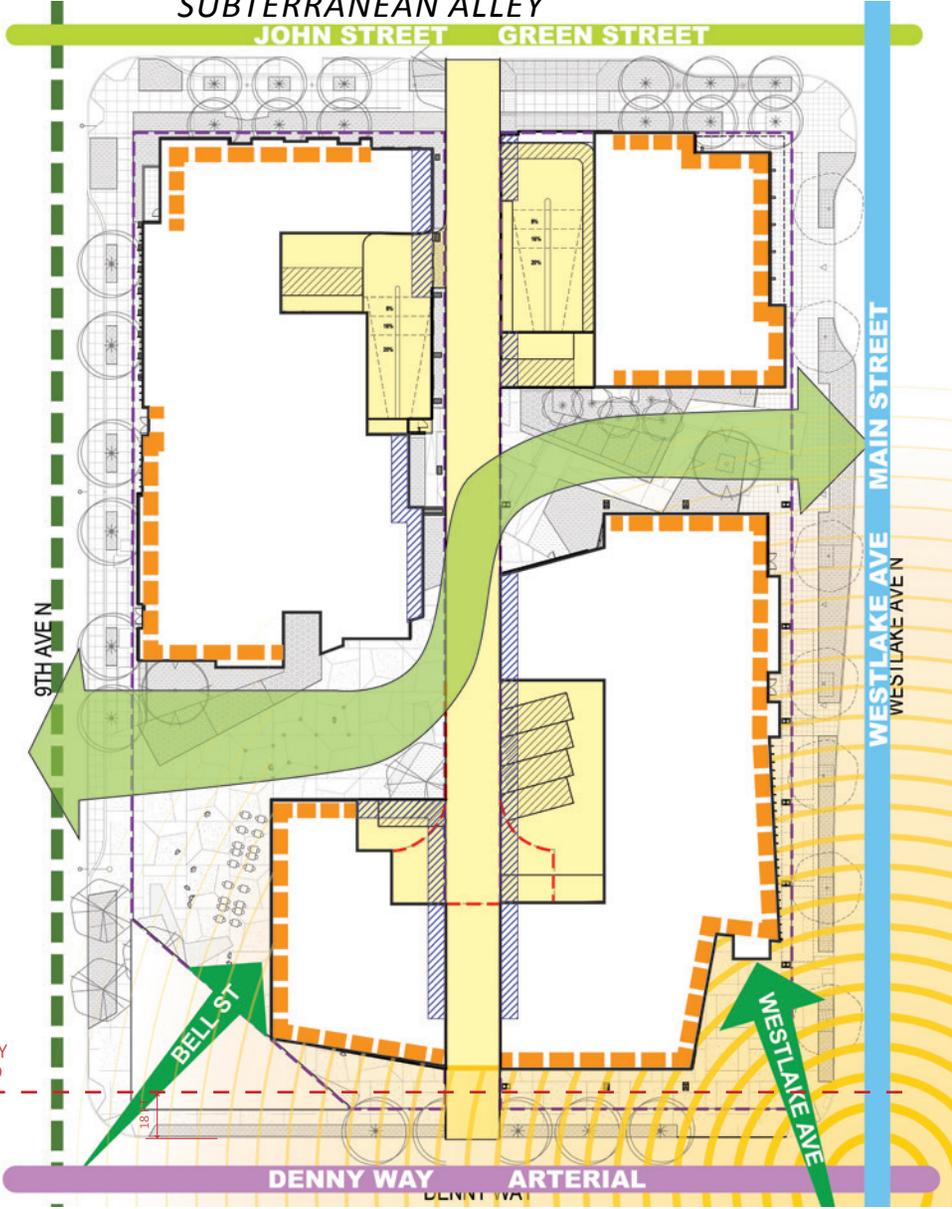
URBAN DESIGN

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



URBAN DESIGN

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)



PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)

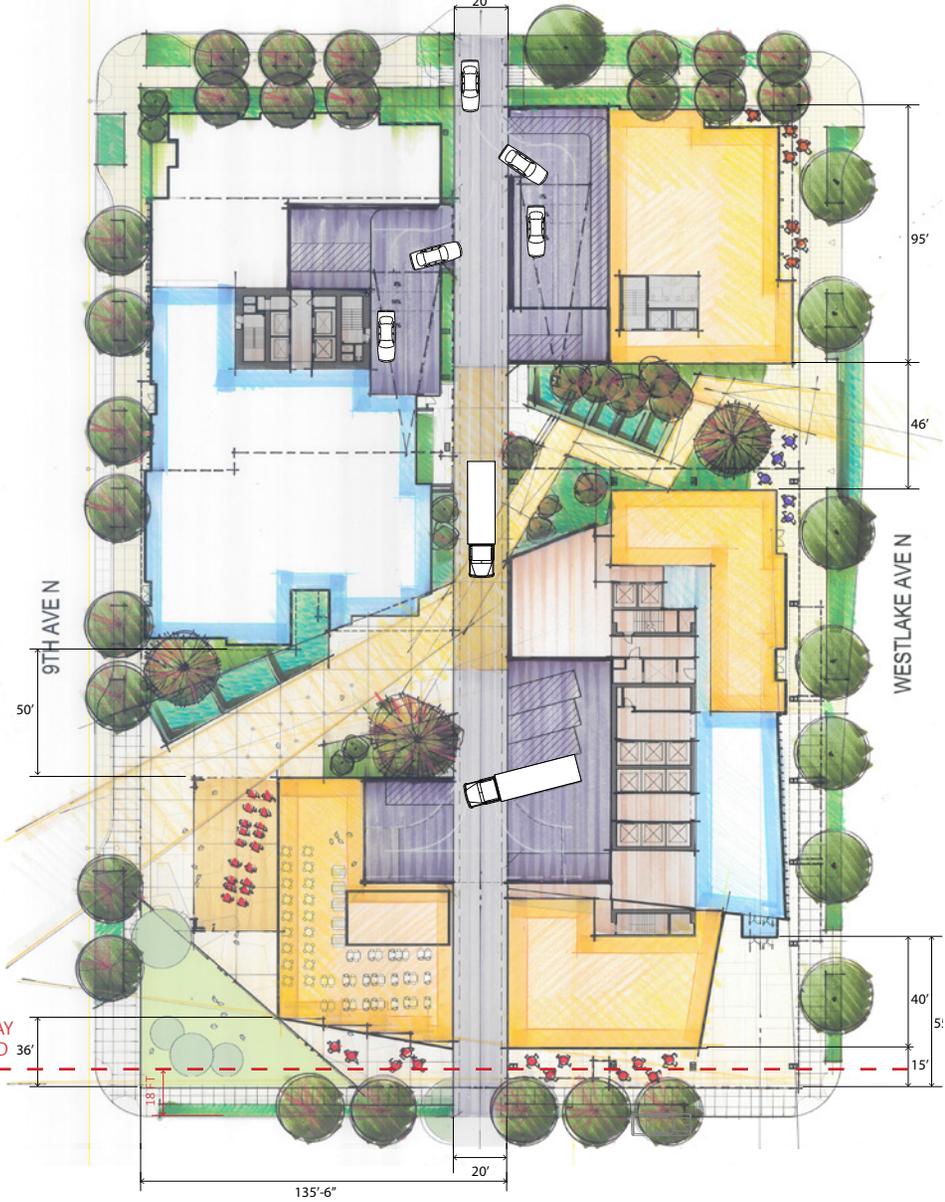


- ACTIVE FRONTAGE
- ARTERIAL ROUTE
- BIKE THOROUGHFARE
- HEART LOCATION
- GATEWAY LOCATION

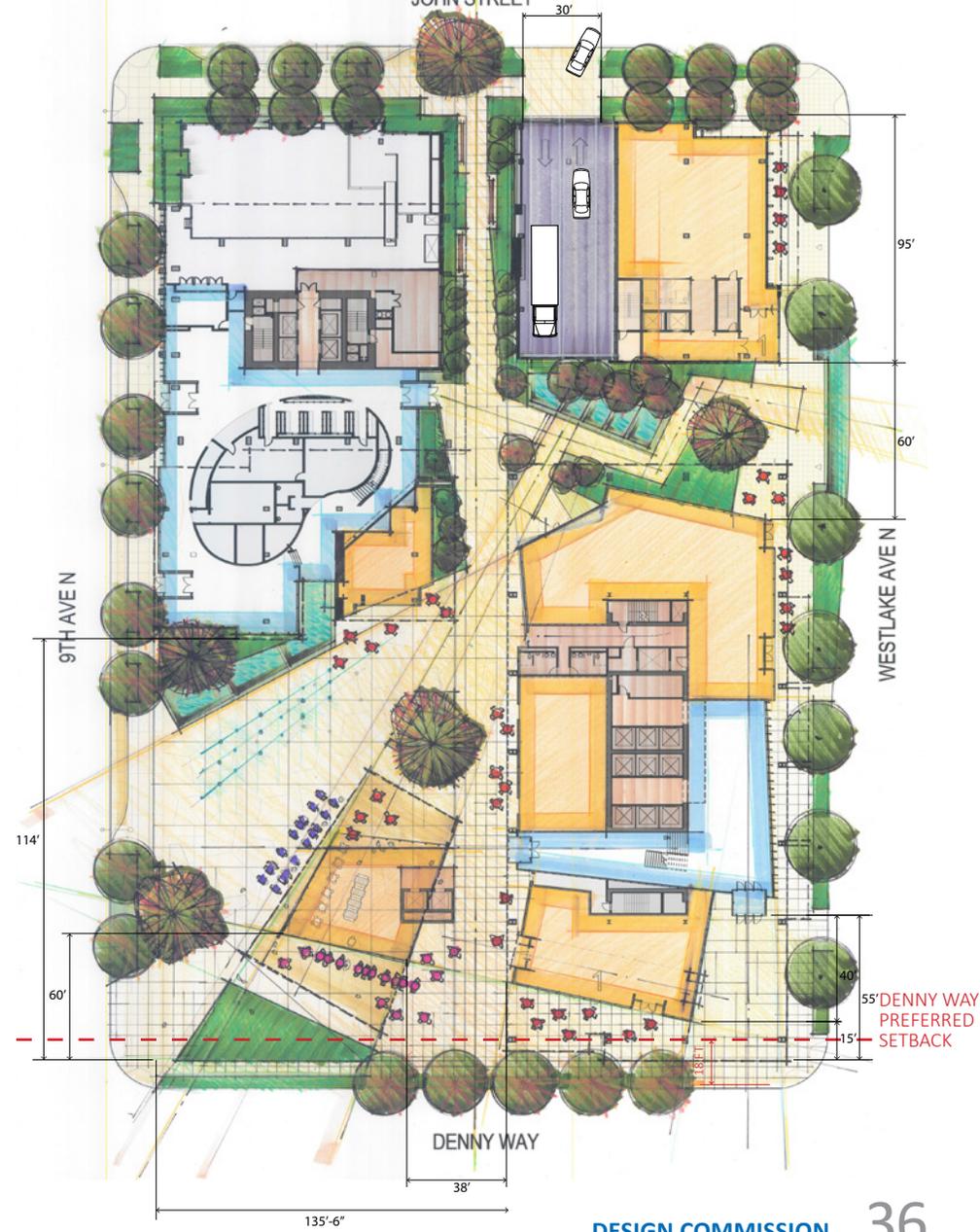
- NEIGHBORHOOD CONNECTION
- VEHICLE ACCESS
- BACK OF HOUSE FRONTAGE
- GREEN STREET

SITE PLAN COMPARISON

TYPICAL ALLEY DEVELOPMENT SCHEME (WITHOUT SUBTERRANEAN ALLEY)



PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY) VACATION



WHY BETTER FOR THE DEVELOPMENT

Concentrates all services and parking below grade accessed via one entrance/egress from John Street.

- *Reduced redundancy in parking ramps*
- *Consolidated loading/services* in centralized below-grade location for all buildings within the site
- Reduces depth of excavation for below-grade parking
- *Maximizes usable space at ground level for retail and other viable uses rather than vehicles/service*

WHY SUBTERRANEAN ALLEY VACATION AND NOT FULL ALLEY VACATION

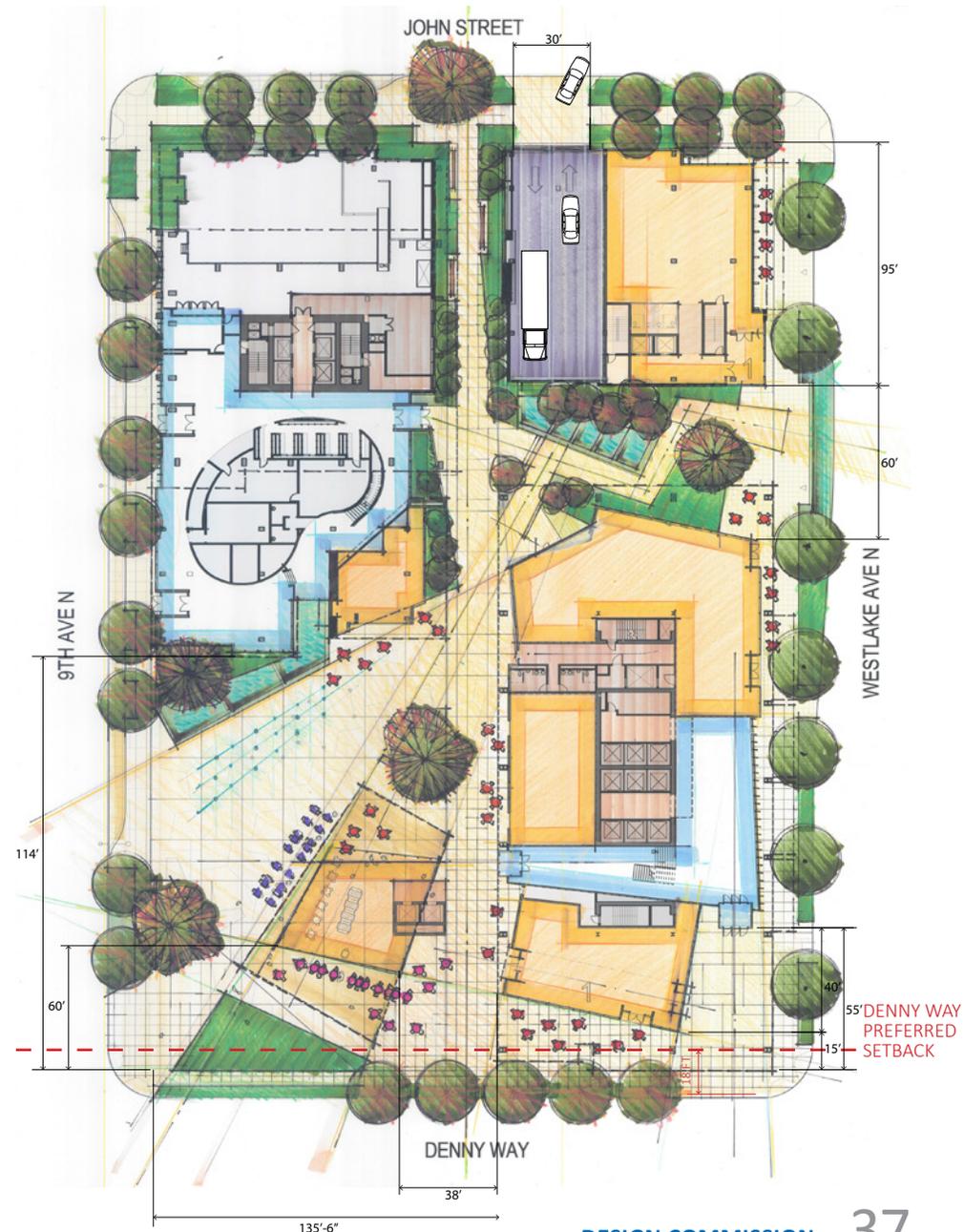
A subterranean alley vacation is being sought in order to put all parking, loading, and services fully below grade. The project is seeking no additional F.A.R. or material development increase. The overall building massing remains the same in both the vacation and no-vacation schemes.

A full alley vacation would net *additional FAR capacity of approximately 40,000 GSF* that would be distributed on the site as allowed.

- Reduces opportunities to fully address important principles for pedestrian circulation, open space, neighborhood connectivity and Denny Way Streetscape plans
- Provides flexibility to the City in the unlikely event surface use of the alley right-of-way might be required [alley right-of-way could revert to traditional alley use (vehicle access, etc.) with modifications by the development.
- Given the currently proposed build-out, *this FAR could only be constructed in the SW quadrant – essentially eliminating all but the minimal required open space.*

SUMMARY

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



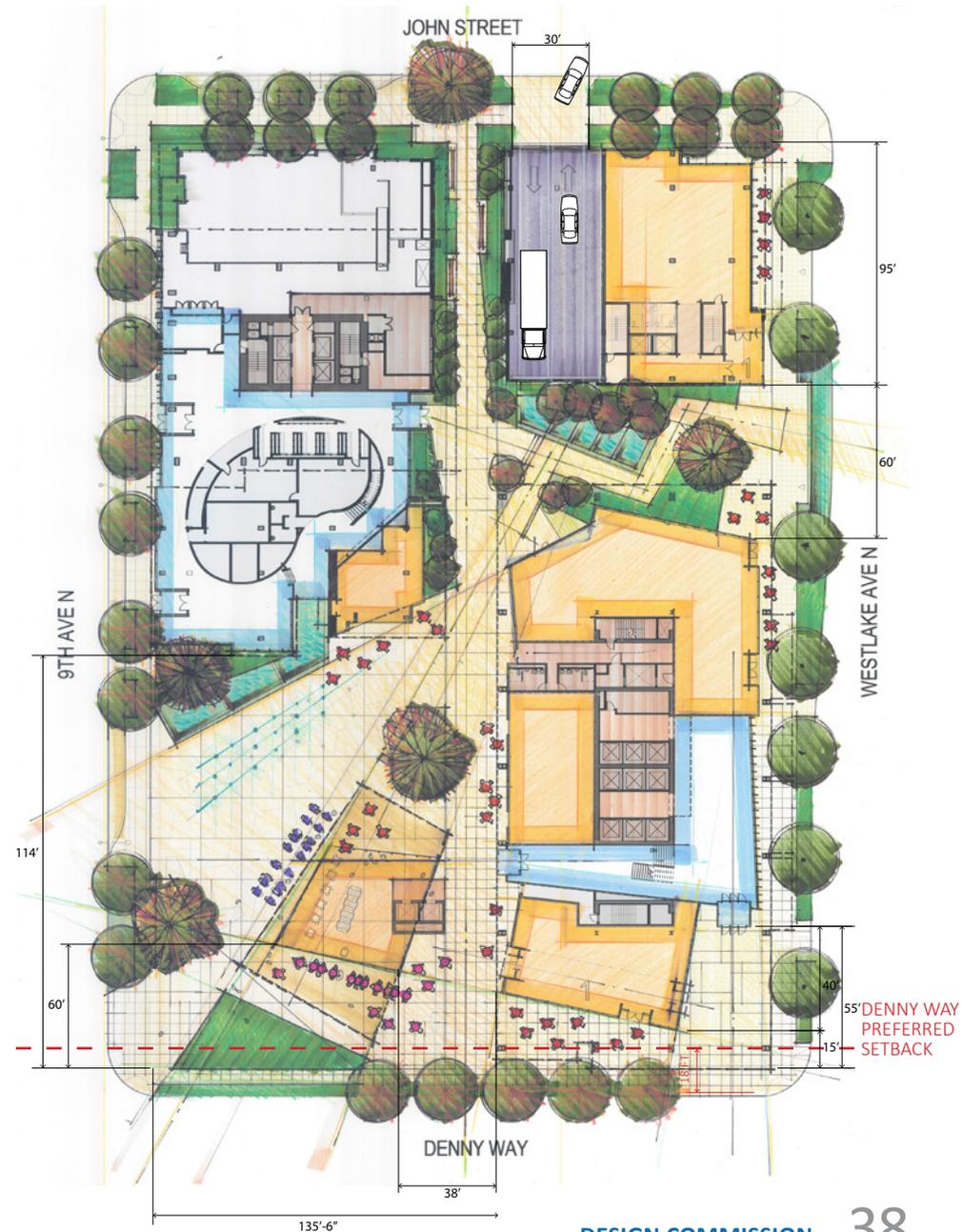
WHY BETTER FOR THE PUBLIC:

Block 89 is unusual within the South Lake Union Neighborhood and the City. It forms the nexus between South Lake Union and the Denny Triangle and forms the gateway into and out from each. **The development as proposed with the subterranean alley vacation creates a vehicle-free active pedestrian open space that is oriented to full sun exposure and in alignment with the Bell St. terminus, enhances the publicly accessible east/west connection between Westlake Ave. N. and Denny Park,** and delivers on the aspirations of the South Lake Union Framework Plan for this exceptional site.

- **Maximizes publicly accessible and contiguous open space**
- **Eliminates all pedestrian/vehicle conflict zones within the site**
- **Maintains public ownership of the above-grade right-of-way** that will be improved and maintained by the development
- Provides flexibility for the City to utilize the alley right-of-way for future vehicle use with modifications by the development, if it were to become necessary
- **Subterranean alley vacation is consistent with Street Vacation Policies on Urban Design Merit**
- There are no current or known projected uses by the City for traditional alley right-of-way uses on this site:
 - Services for the entire site is provided below grade
 - Loading, garbage/recycle are provided below grade
 - No continuity to alleys south of the site, and limited continuity to alleys north of the site

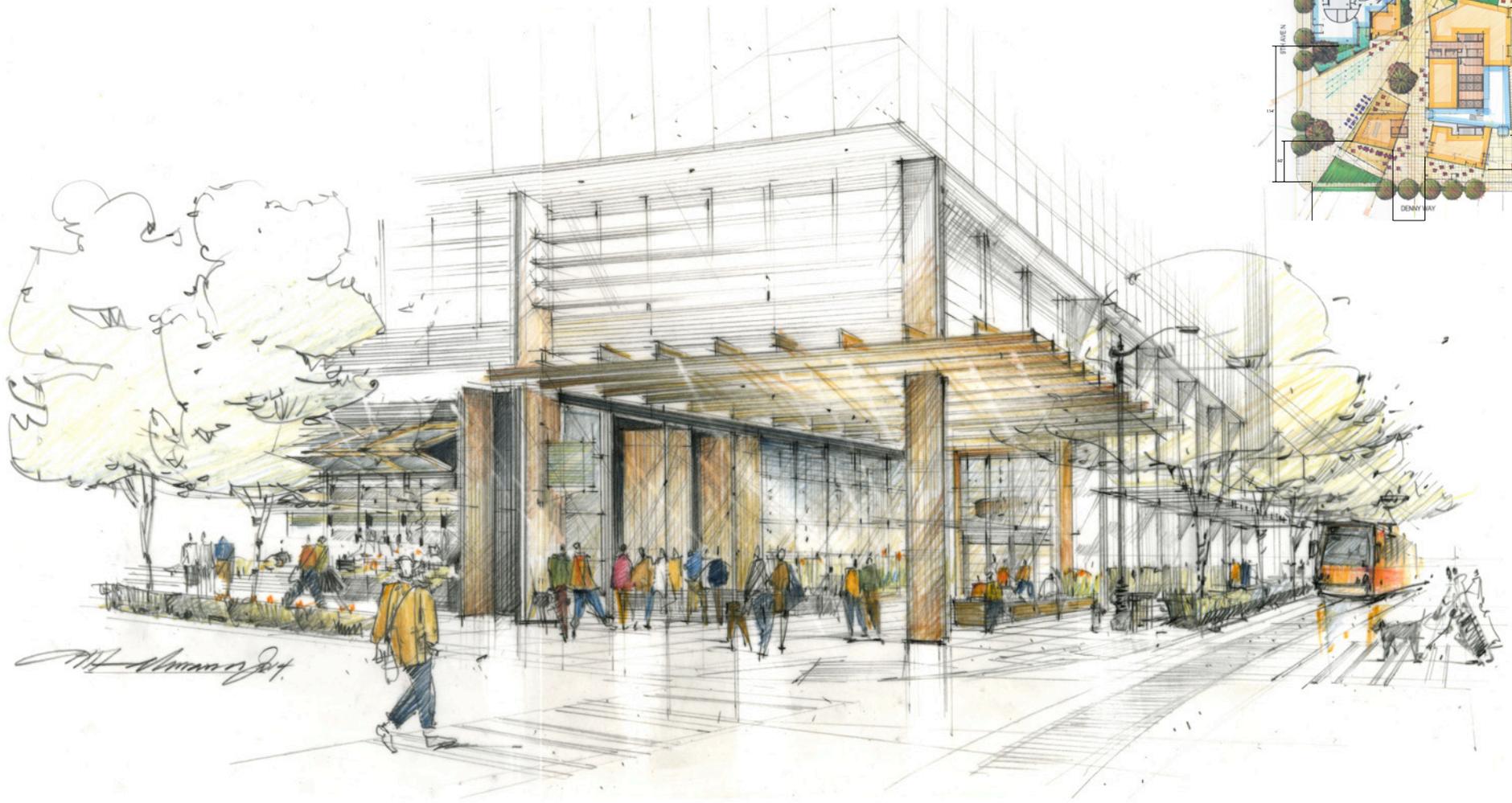
SUMMARY

PEDESTRIAN ALLEY DEVELOPMENT SCHEME (WITH SUBTERRANEAN ALLEY VACATION)



STREETSCAPE PERSPECTIVES

LOOK SOUTH AT INTERSECTION OF WESTLAKE/DENNY



STREETSCAPE PERSPECTIVES

LOOKING WEST ALONG NORTH SIDE OF DENNY WAY



STREETSCAPE PERSPECTIVES

LOOKING SOUTH FROM JOHN STREET AT PEDESRIAN "ALLEY"



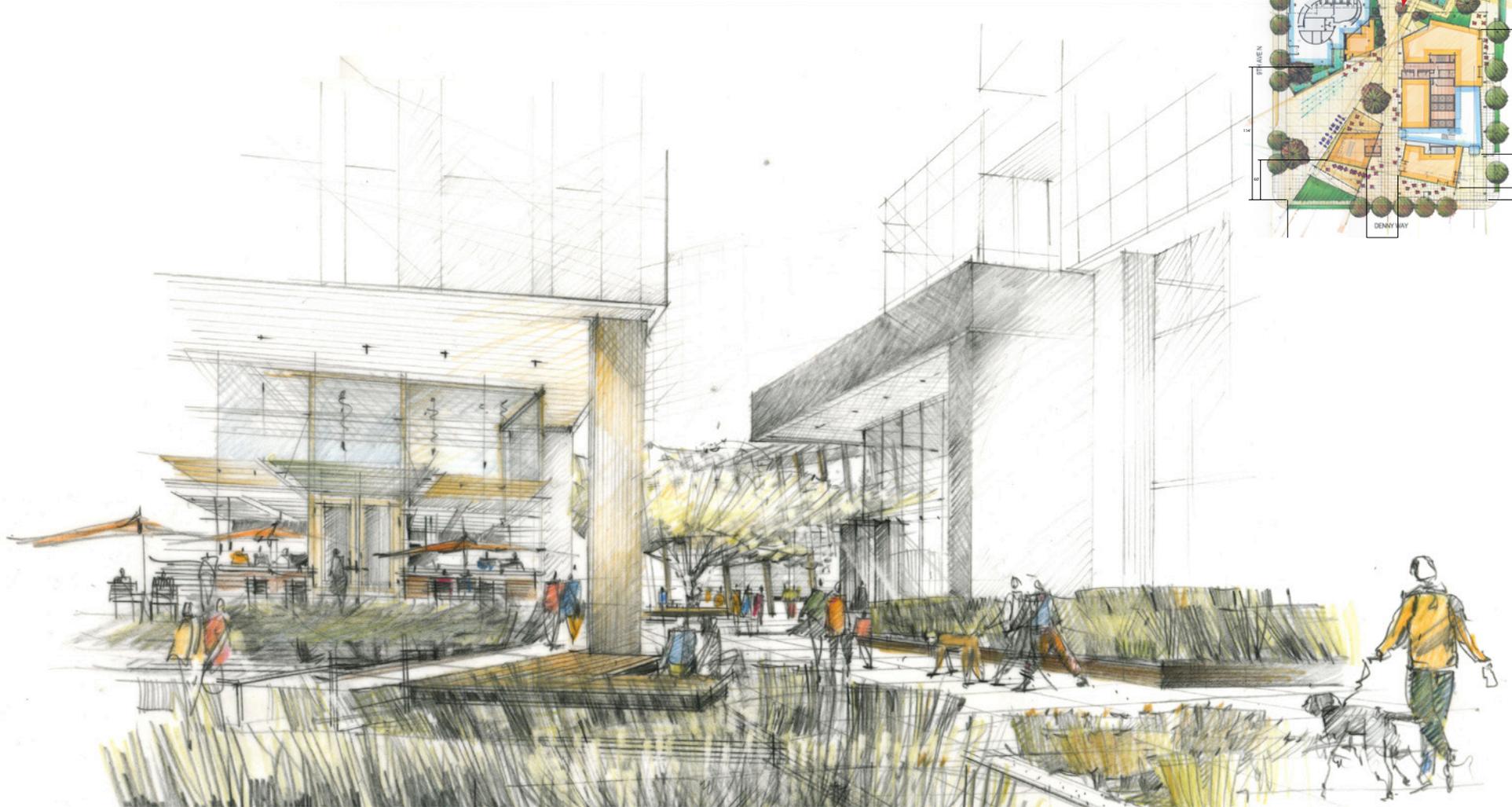
STREETSCAPE PERSPECTIVES

LOOKING WEST FROM WESTLAKE MIDBLOCK



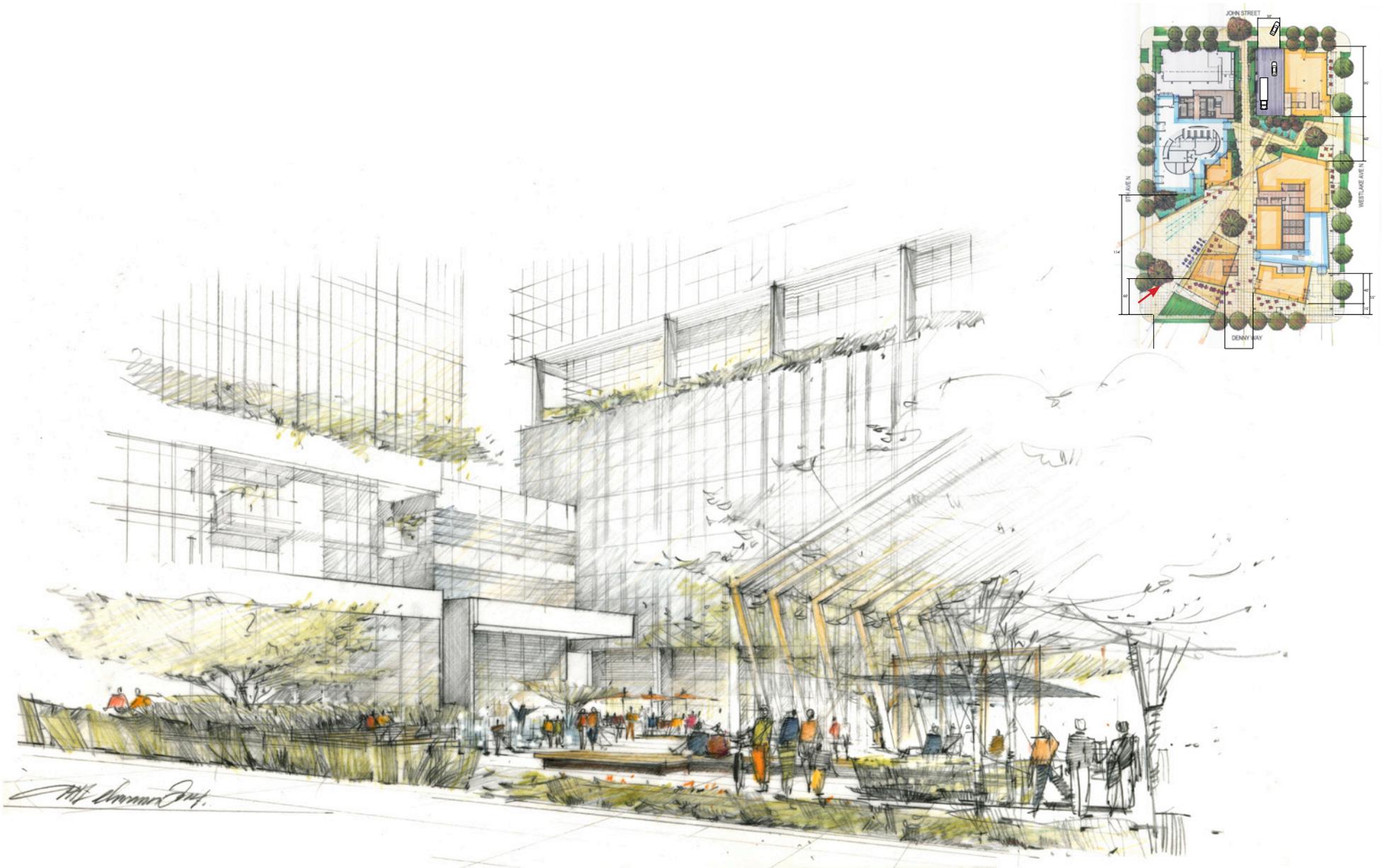
STREETSCAPE PERSPECTIVES

LOOKING SOUTH FROM THROUGH-BLOCK/ALLEY



STREETSCAPE PERSPECTIVES

LOOKING NORTHEAST FROM 9TH AVENUE TOWARDS OPEN SPACE



VACATION POLICIES

TRANSPORTATION GUIDELINE 1.1F ALLEYS

| POLICY | RESPONSE |
|--|--|
| <p>Primary purpose of alleys is to provide access to individual properties for loading functions</p> <p>Alleys may provide other public purposes & benefits: pedestrian & bicycle connections, commercial/public uses.</p> | <p>By shifting loading functions from alley to a single, consolidated curb cut on John St., alley is primarily for pedestrian & bicycle connections, with flanking retail & public open space uses</p> <p>DPD has approved access from John St. curb cut instead of from the alley, finding that consolidated access on John “would best disperse site traffic to the grid” & allows for enhanced pedestrian experience in alley</p> |
| <p>Alley vacations may not interrupt established pattern, such as continuity through a number of blocks or a grid, which is a consistent feature of neighborhood scale</p> | <p>Subterranean vacation maintains continuity of alley/scale pattern in the grid north of Denny Way</p> |
| <p>Alleys in Commercial zones to be preserved except where loading & access retained on petitioner’s property & number of curb cuts not increased due to vacation</p> | <p>All loading & access retained on petitioner’s property; no increase in curb cuts; in fact, a single curb cut serves entire block vacation; no change to scale, massing, or building orientation due to vacation</p> |

VACATION POLICIES

PARTIAL VACATION GUIDELINE 3.7

| POLICY | RESPONSE |
|---|--|
| Vacations of undeveloped street rights-of-way shall generally be discouraged | Not applicable. Proposed subterranean vacation is for alley R.O.W., not a street. |
| Sub surface vacations may be approved only when protection against future impairment of surface right-of-way and utility functions is provided and city is adequately protected from potential liability resulting from failure of surface due to problems with underlying structure. | <p>The proposal includes provisions for the surface of the alley to be modified (removal of landscape planters and trees at terminus of alley R.O.W.) if city vehicle access is needed in the future (no impairment of surface R.O.W.).</p> <p>According to utility providers, no existing utilities in the alley need to be retained (serving only existing discovery center). Utility providers have been consulted and have confirmed there are no plans to use the alley R.O.W. in the future for utility infrastructure.</p> <p>An indemnity for liability would be included in the property use and development agreement.</p> |

VACATION POLICIES

LAND USE GUIDELINE 4.1

| POLICY | RESPONSE |
|---|--|
| Evaluate long & short term effects of changes in development potential due to vacation | Vacation does not change development potential; no increase in floor area due to vacation; no change to scale, massing, or building orientation due to vacation |
| Consistency with Comprehensive Plan | Proposal is consistent with Comprehensive Plan & specifically implements recent South Lake Union zoning changes |
| Compatibility of size, scale & character of development with existing & potential development | <p>Properties between Denny & John allowed higher heights under South Lake Union zoning, as a transition from Downtown. Project is consistent with existing & potential development.</p> <p>Two towers allowed on this block. To reduce shading on Park and avoid tower overlap, smaller office tower located on SE & larger residential tower on NW.</p> <p>Generous setbacks & plazas maintained along Denny, with lower scale at SW retail structure. Pushing office tower to north to increase Denny setback would create tower overlap.</p> <p>Towers have N-S orientation in response to Rollin Street Flats & street grid north of Denny.</p> |
| Compare post-vacation lot size & configuration with surrounding properties & local patterns | Vacation does not change perceived lot size or configuration of properties |

THE END