



**public trust**

**Perkins&Will**

**Land Use Project SDCI 3038156-EG | [Design Commission Meeting 1](#) | November 17, 2022**

# 01

**development goals**

site introduction

urban design context

proposed project

public trust

public benefits

# 01

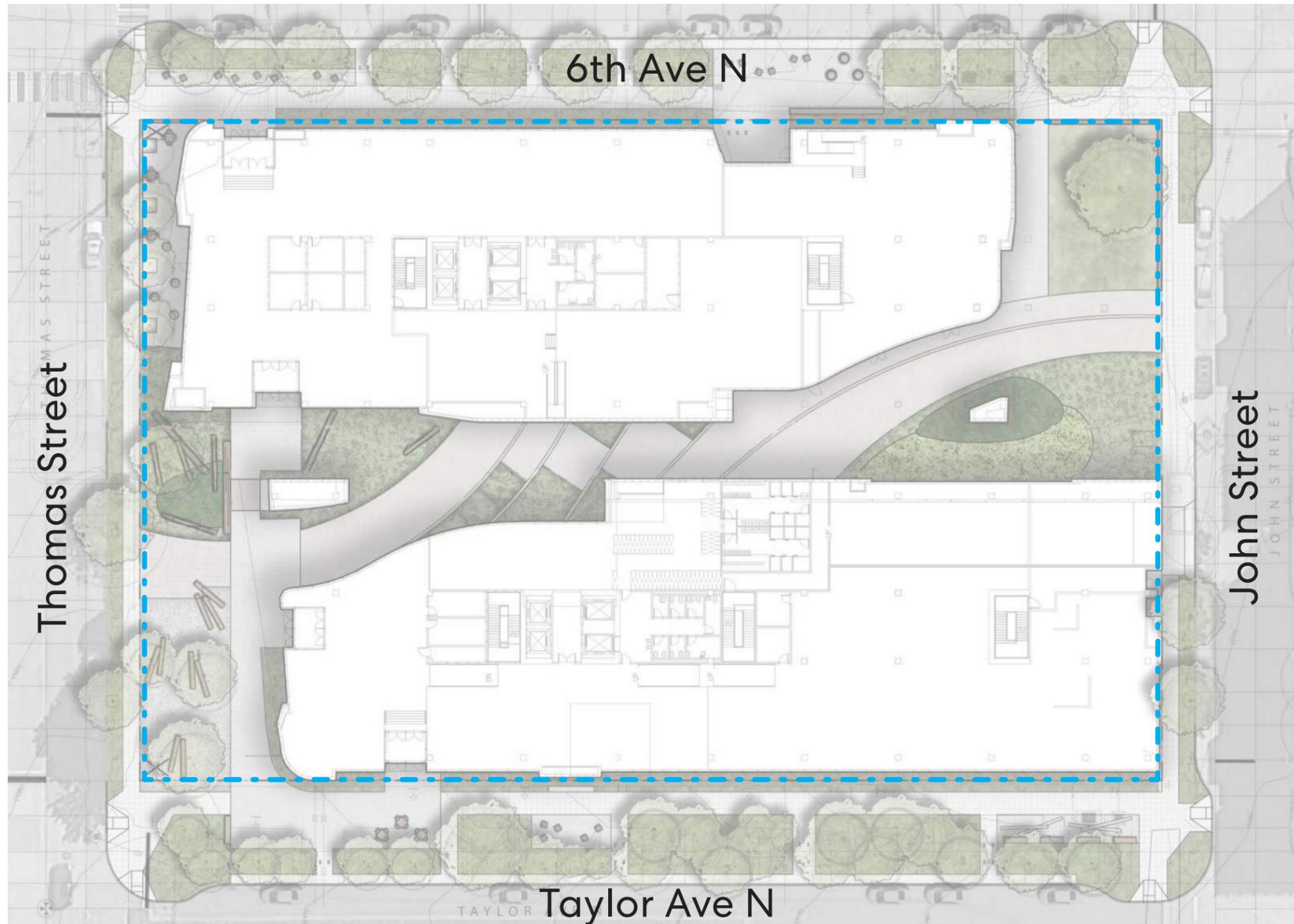
## development goals

- objectives
- proposal
- process



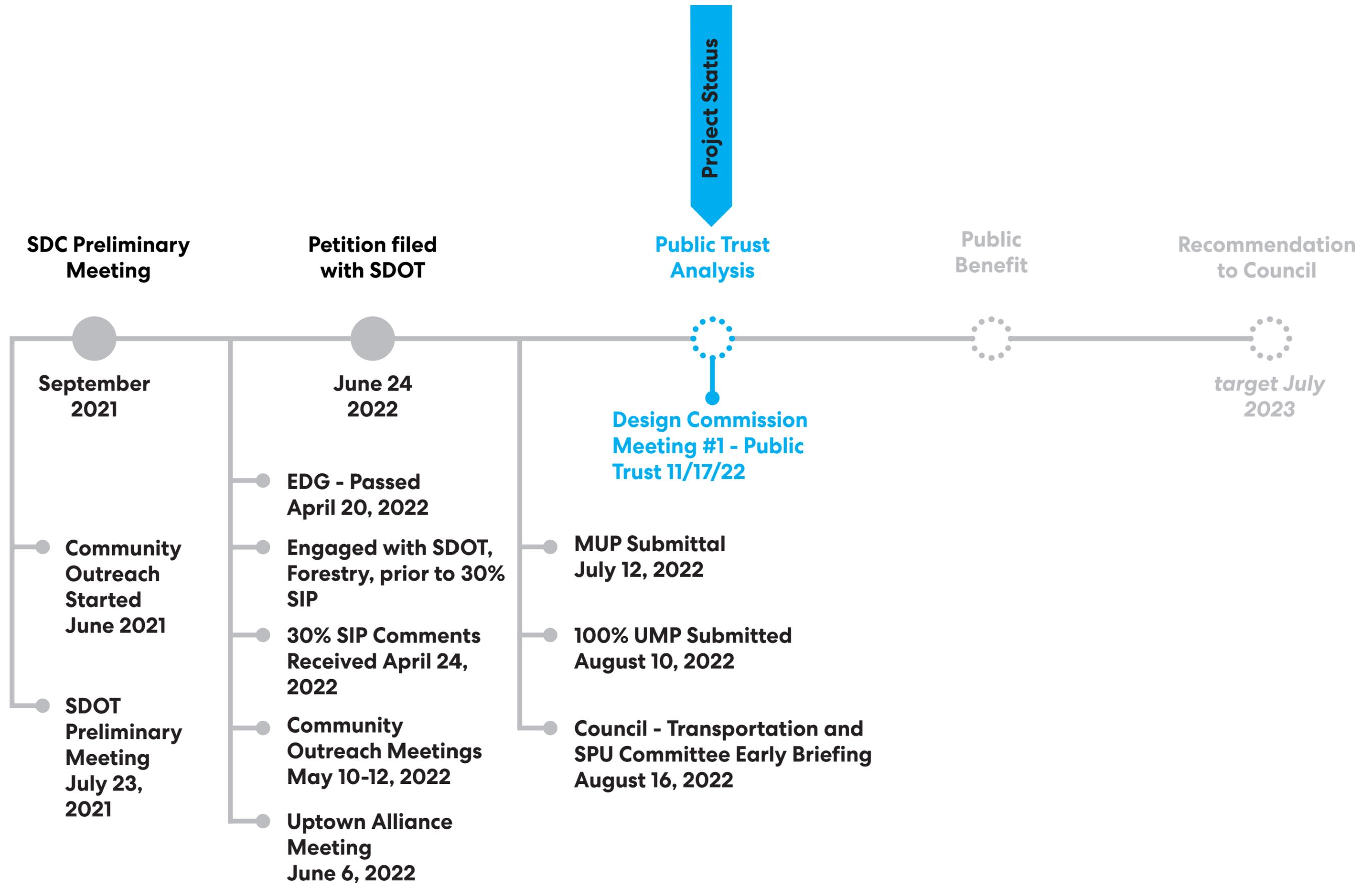
## objectives

- neighborhood integration
- historic references
- emphasis on pedestrian realm
- enhancing site functionality
- green street connection
- neighborhood fabric



## proposal

- two high-rise buildings: 8 & 9 stories for life sciences tenants
- alley vacation
- enhanced open space
- dedicated pedestrian connection



## Agency Outreach and Early Coordination

- July 2021 - early project coordination meeting with SDCI, SCL, SPU, and SDOT
- SPU Solid Waste submitted in June 2022, project is working towards resubmittal in November 2022
- The project team is currently working towards resubmittal and design resolution on comments received. Feedback has been provided via the SPU Solid Waste review, MUP process, and from the alley vacation petition itself:

## Alley Vacation Comments Received to Date

Comment	Response
<p><b>SDOT Urban Forestry</b></p> <ul style="list-style-type: none"><li>• Alley currently contains substantial Utility infrastructure. Vacation of the alley will require this Utility infrastructure to be moved, the proposed re-location of the Utilities must not impede the ability for installation of code required street trees and associated soil volume requirements on all adjacent frontages.</li></ul>	<p>Noted. Utility revisions are being coordinated with City agencies and street tree soil volumes are included in the proposed landscape approach.</p>
<p><b>SPU</b></p> <ul style="list-style-type: none"><li>• Alley currently contains substantial Utility infrastructure. Vacation of the alley will require this Utility infrastructure to be moved, the proposed re-location of the Utilities must not impede the ability for installation of code required street trees and associated soil volume requirements on all adjacent frontages.</li></ul>	<p>Correct, upon successful completion of alley vacation petition, drainage structure to be removed.</p>

## Alley Vacation Comments Received to Date (cont.)

Comment	Response
<p><b>SPU Solid Waste</b></p> <ul style="list-style-type: none"> <li>While SPU solid waste is supportive of the alley vacation/closure for 200 Taylor Ave N. and 205 6th Ave. as a general concept, we have significant concerns with the solid waste plans that the applicant team has provided thus far. Given the concerns outlined below, we cannot support the alley vacation until these concerns are addressed.</li> </ul>	<p>Noted, project team had a coordination call with SPU on 10/20/2022 to review current design.</p>
<ul style="list-style-type: none"> <li>Both properties- The height of the entire garage where trucks are driving must be minimum 14' overhead clearance.</li> </ul>	<p>Project has been revised to include 14'-0" minimum clearance at all truck drive aisles and circulation paths.</p>
<ul style="list-style-type: none"> <li>Both properties- they must provide the specs of the truck they used for AutoTurn analysis.</li> </ul>	<p>Truck size has been coordinated and is based on the SPU basis of design for roll-off compactors. Truck size noted in revised submittal package.</p>
<ul style="list-style-type: none"> <li>200 Taylor- the proposed location of the garbage and food/YW compactors would require SPU trucks to swing too close or in some case, into a structural column. This must be rectified.</li> </ul>	<p>This was a drawing legibility issue that has been resolved.</p>
<ul style="list-style-type: none"> <li>205 6th- We need minimum 16' OH where the dual compactor is</li> </ul>	<p>Dual compactor has been eliminated and low profile compactors proposed so that 14'-0" minimum is the required clear height.</p>
<ul style="list-style-type: none"> <li>205 6th – We need more space on the sides of the compactors, so the SPU trucks can safely load/unload.</li> </ul>	<p>Noted. Project layout has been revised to accommodate.</p>

## **The project's Community Outreach Plan was approved by Seattle Department of Neighborhoods in April, 2022 and includes the following:**

- **Electronic / Digital Methods**

- Note: all methods are provided in English, Traditional Chinese, Spanish, Vietnamese
- Website
- On line Survey

- **Printed Outreach**

- Note: all methods are provided in English, Traditional Chinese, Spanish, Vietnamese
- Direct Mail to Residents and Businesses (over 750 letters sent to the community within a 500 foot radius of the project site)

- **Project Hotline**

- Note: provided in English, Traditional Chinese, Spanish, Vietnamese
- Includes a voicemail script and option for community members to leave a voicemail with feedback

- **Virtual Open House Meetings**

- Two open house meetings organized using Zoom as a virtual platform

- **Community Conversations**

- outreach occurred to community groups in Uptown and South Lake Union, presentation occurred with the Uptown Alliance Group

# 02

development goals  
**site introduction**  
urban design context  
proposed project  
public trust  
public benefits

# 02

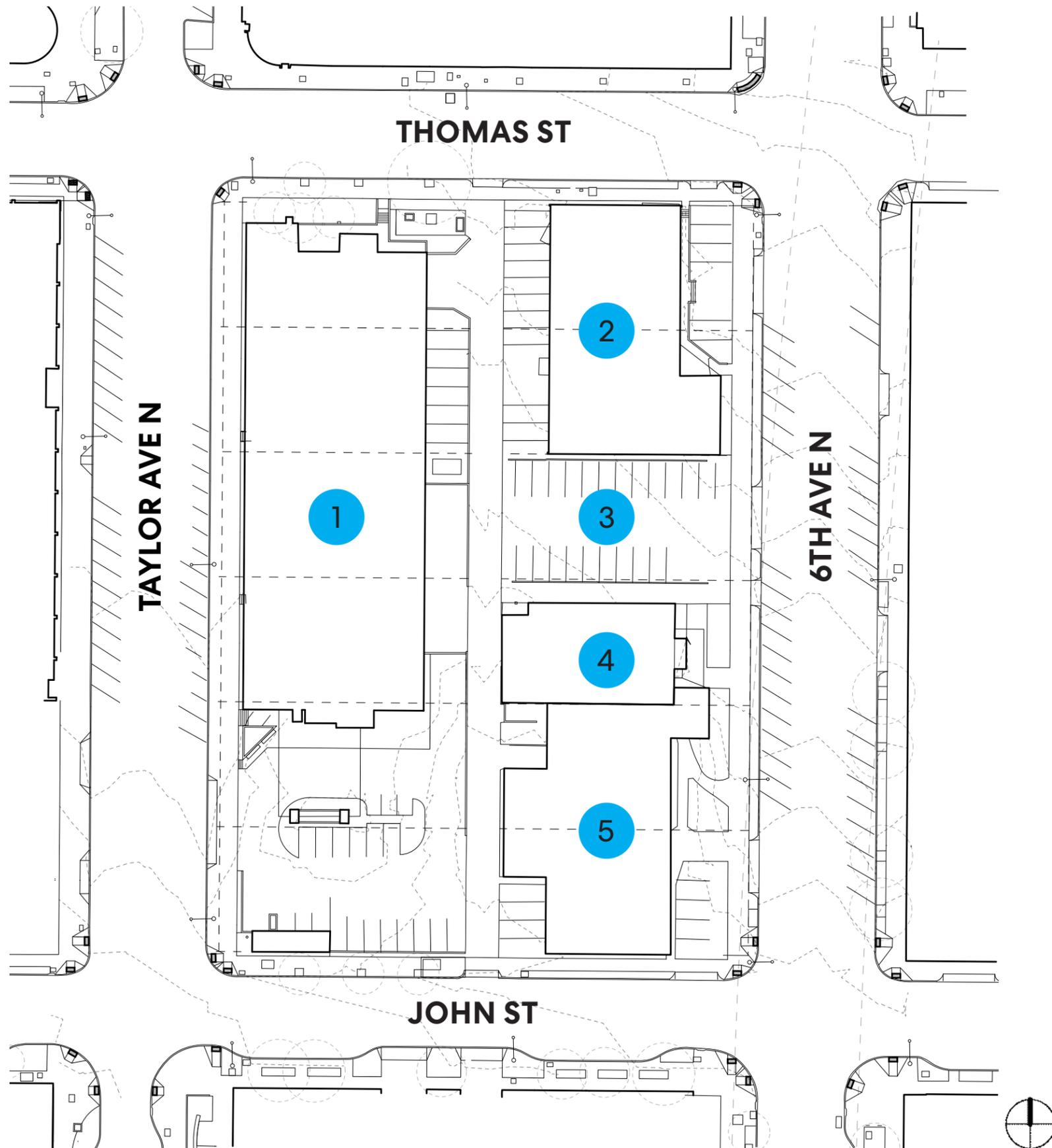
## site introduction

- site aerial
- existing conditions



site aerial





## Previous Uses

The project site previously consisted of three office buildings, a hotel, and associated surface parking. The existing alley provides access to surface parking lots and the back side of buildings. It is primarily a utility access point for all existing buildings with no focus or benefit to the public and pedestrians.

**Note: Demo MUPS and demo permits were approved in Spring 2022; site demolition has been completed for all 5 previous uses.**

- 1
**200 Taylor Ave N 98109**  
 Previous Use: Hotel/Motel
- 2
**233 6th Ave N 98109**  
 Previous Use: Office Building
- 3
**225 6th Ave N 98109**  
 Previous Use: Parking
- 4
**221 6th Ave N 98109**  
 Previous Use: Office Building
- 5
**203 6th Ave N 98109**  
 Previous Use: Office Building

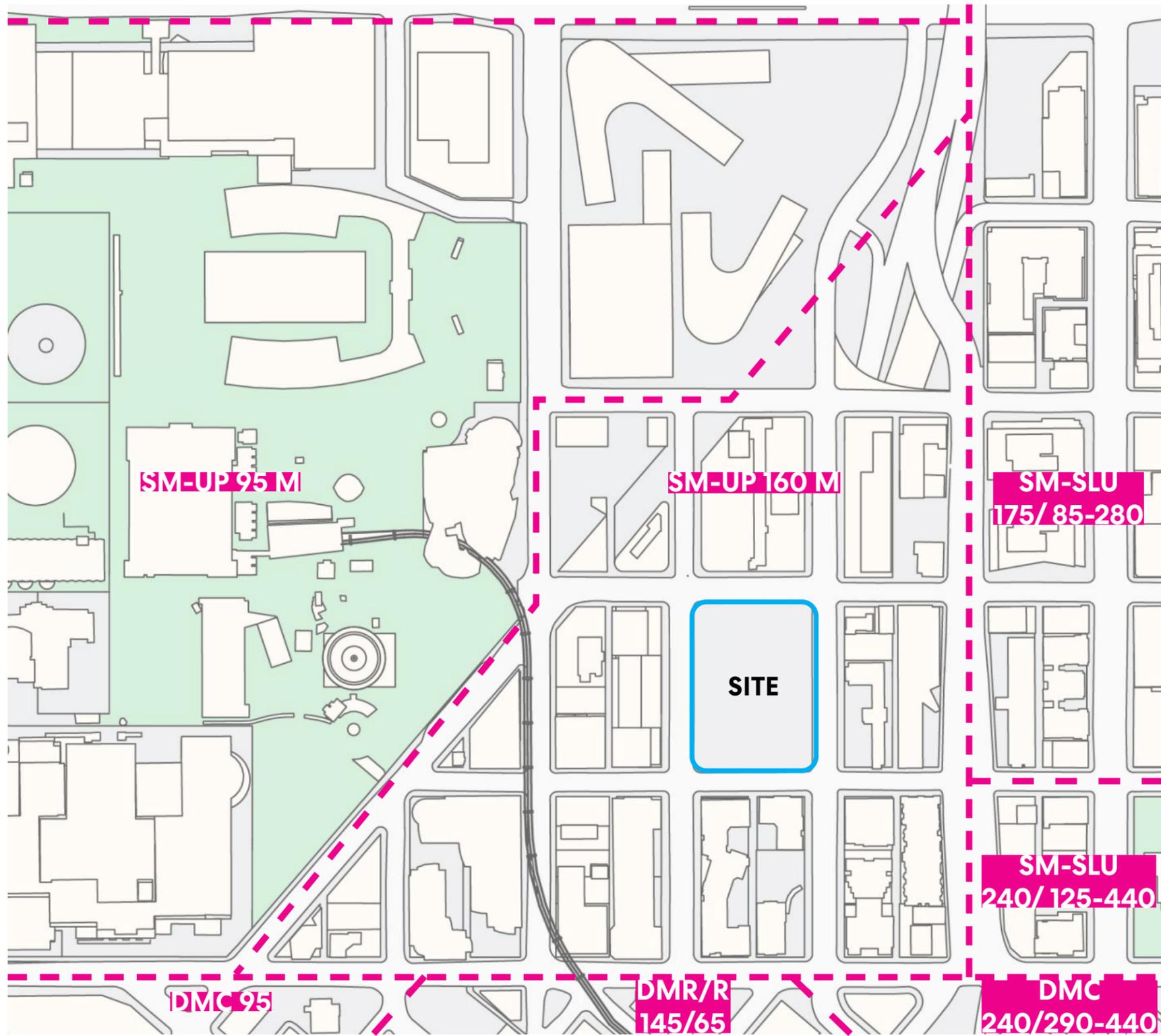
# 03

development goals  
site introduction  
**urban design context**  
proposed project  
public trust  
public benefits

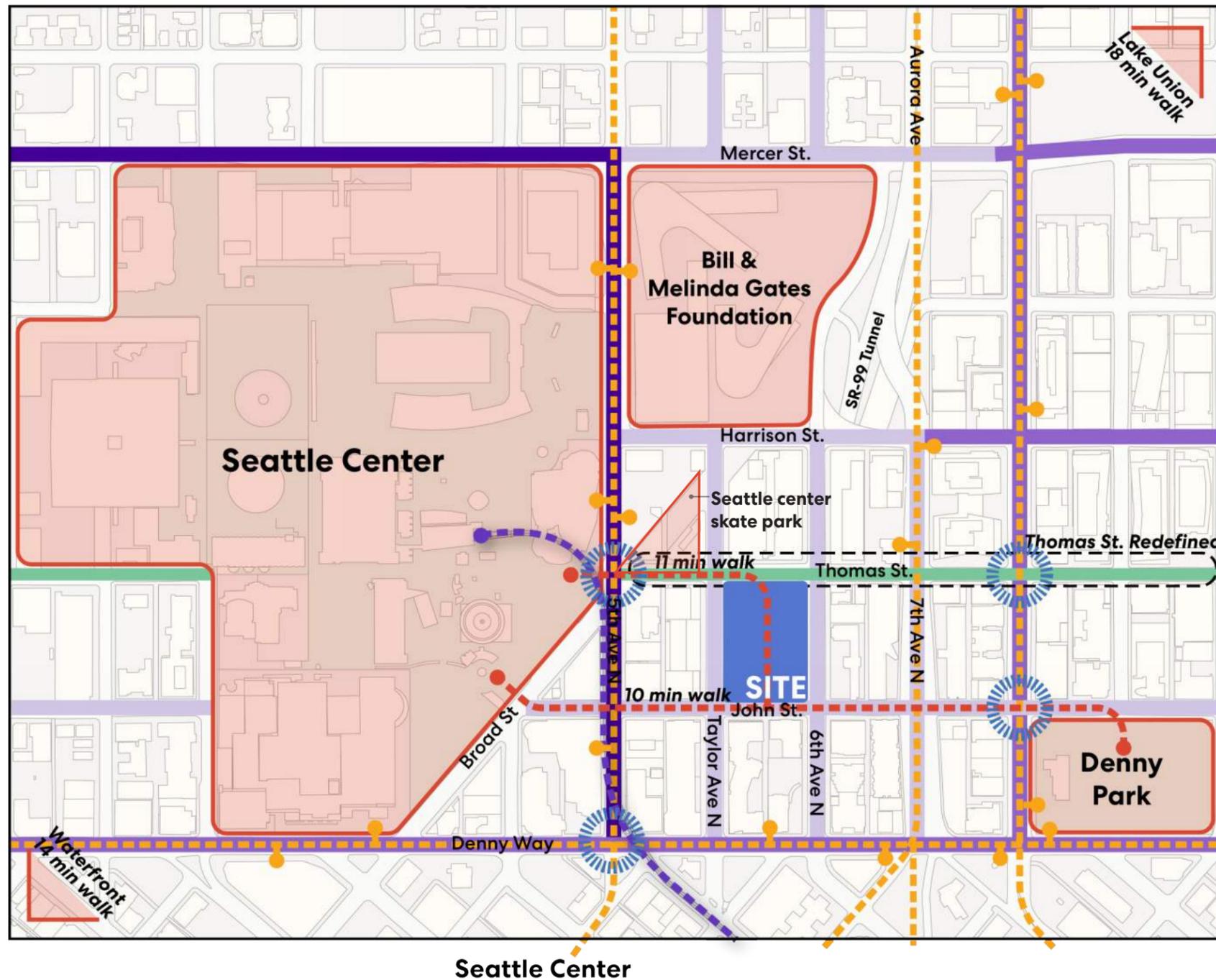
# 03

## urban design context

- urban context
- existing conditions
- site analysis - 9 block area



-  site
-  zoning boundary
- 



## Vicinity Map - Connections

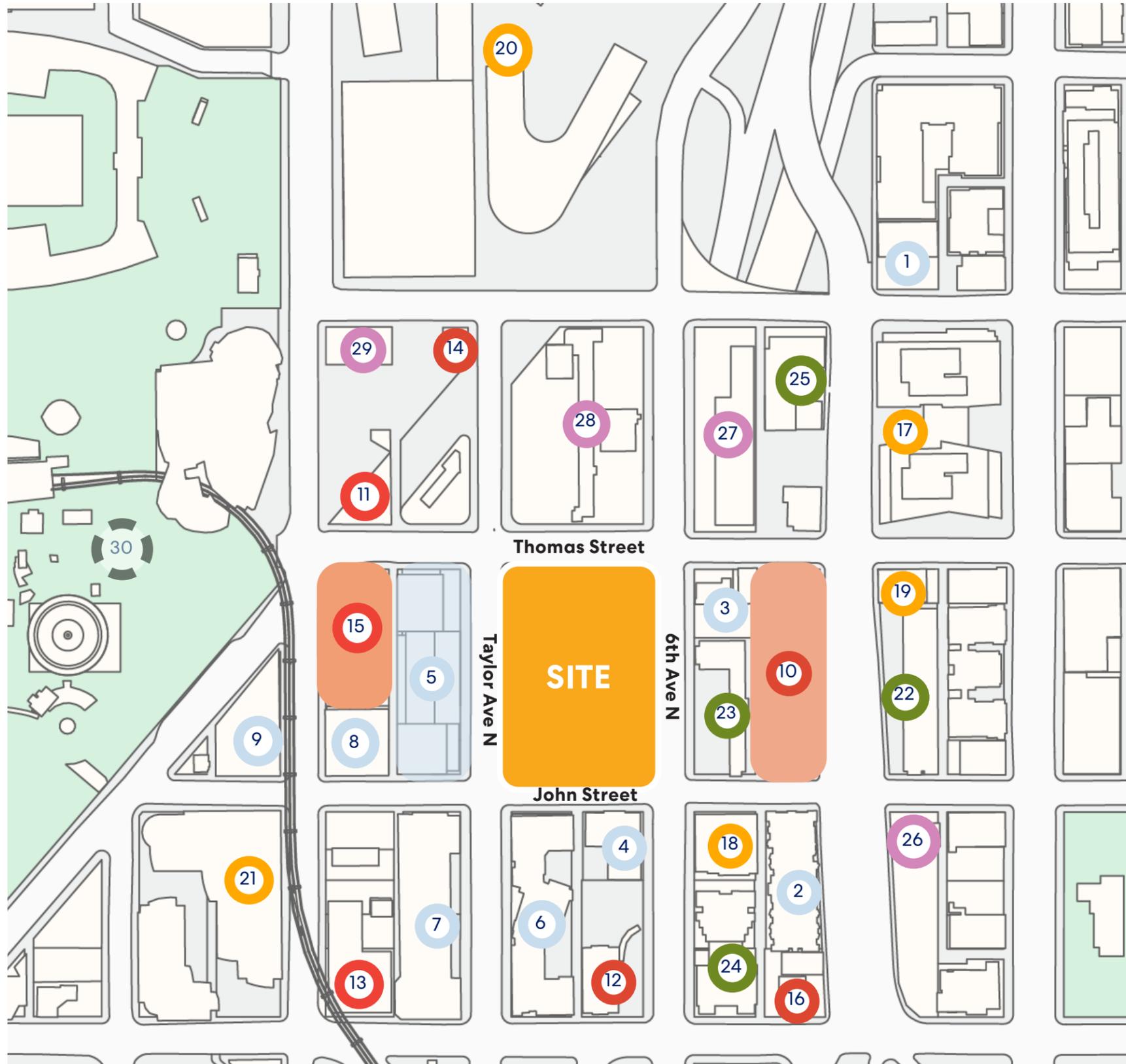
The site is located along Thomas Street which is a principal green street connection downtown to the Seattle Center. The streets east and west to the site are 6th Ave. and Taylor Ave., with John St. to the south.

Bus service is available a block away on 5th Ave, 7th Ave and Denny Way, in addition to Dexter Ave. just 2 blocks away.

The project looks to engage the public at the pedestrian level and help **stitch adjacent neighborhoods together.**

-  Connection Point
-  Point of Interest
-  Class I Pedestrian Street
-  Class II Pedestrian Street
-  Class III Pedestrian Street
-  Green Street
-  Bus Stop
-  Bus Route
-  Monorail
-  Optimum Neighborhood Connect
- 





## Alley Direction / Neighborhood Character

Neighborhood has a strong presence of half blocks that are oriented north-south.

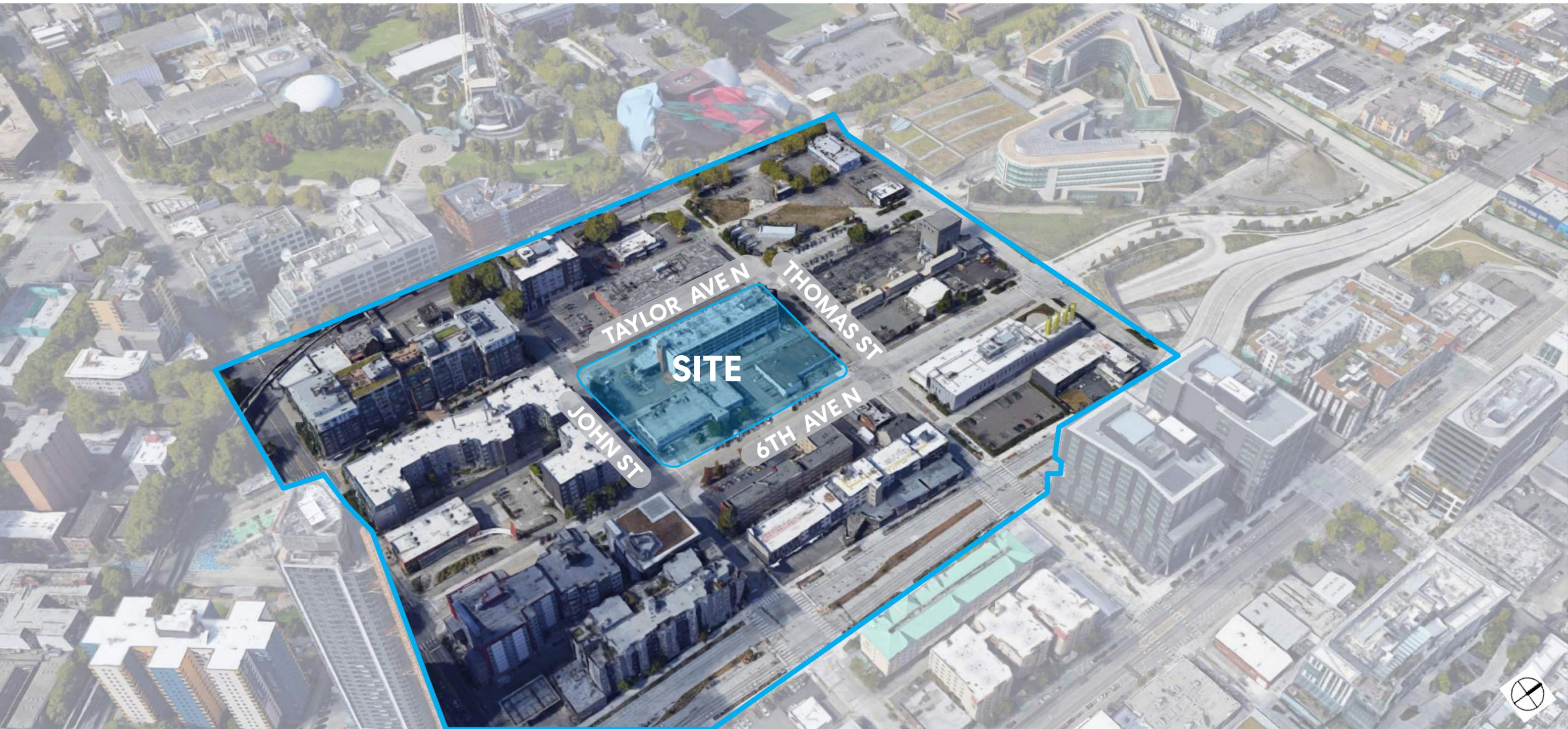
Immediate 9 block vicinity has function service alleys running north-south.

Area is at the edge transition between neighborhoods, with strong connections to Uptown, Seattle Center, and South Lake Union.

- residential
- commercial/retail
- office space
- hospitality
- light industrial/warehouse
- seattle center

note: see appendix for additional context imagery





site analysis - 9 block area

# KEY

site 

bus route 

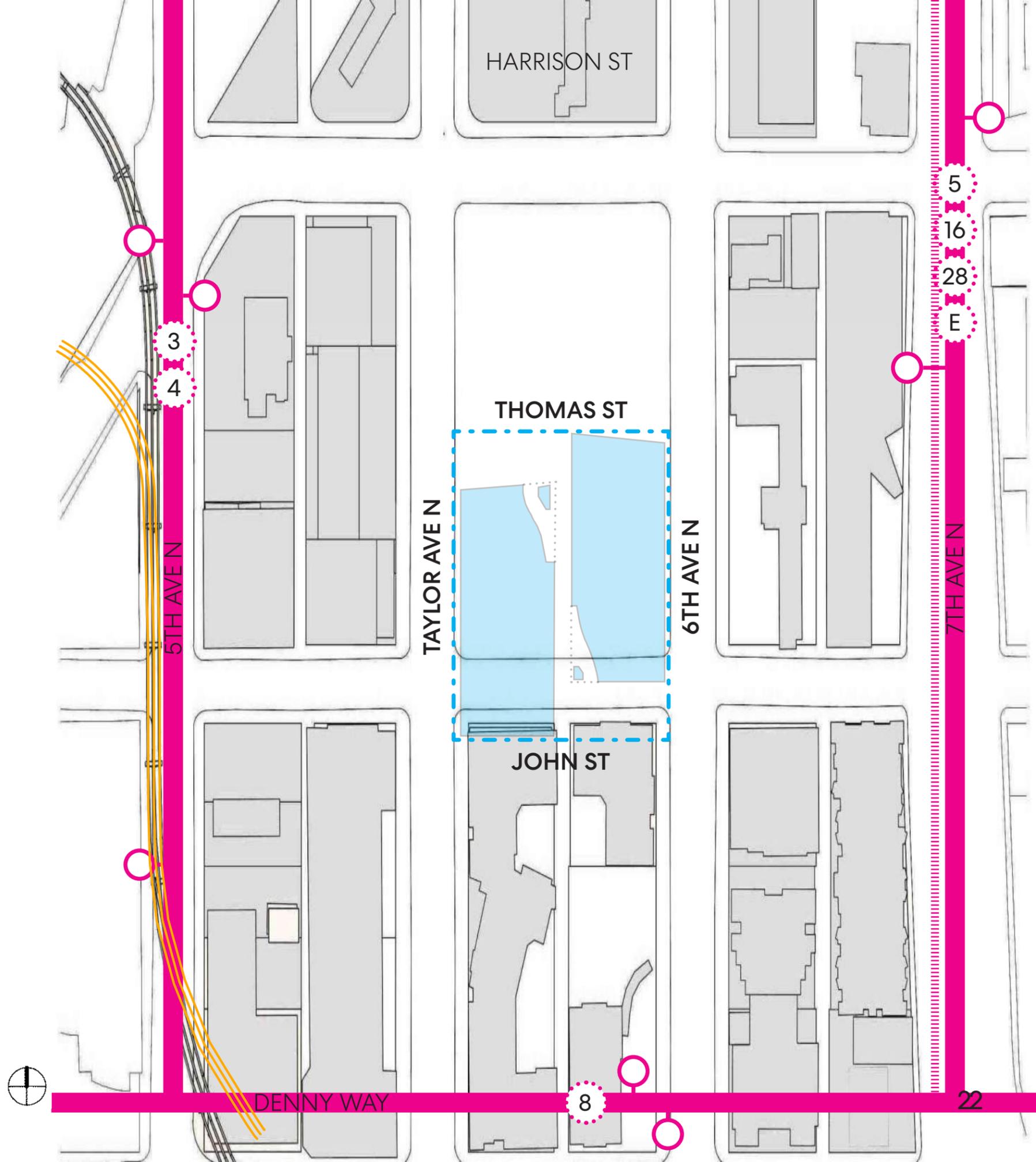
bus rapid transit 

monorail 

bus stop 

bus route number 

## 9 block - public transit



# KEY

site 

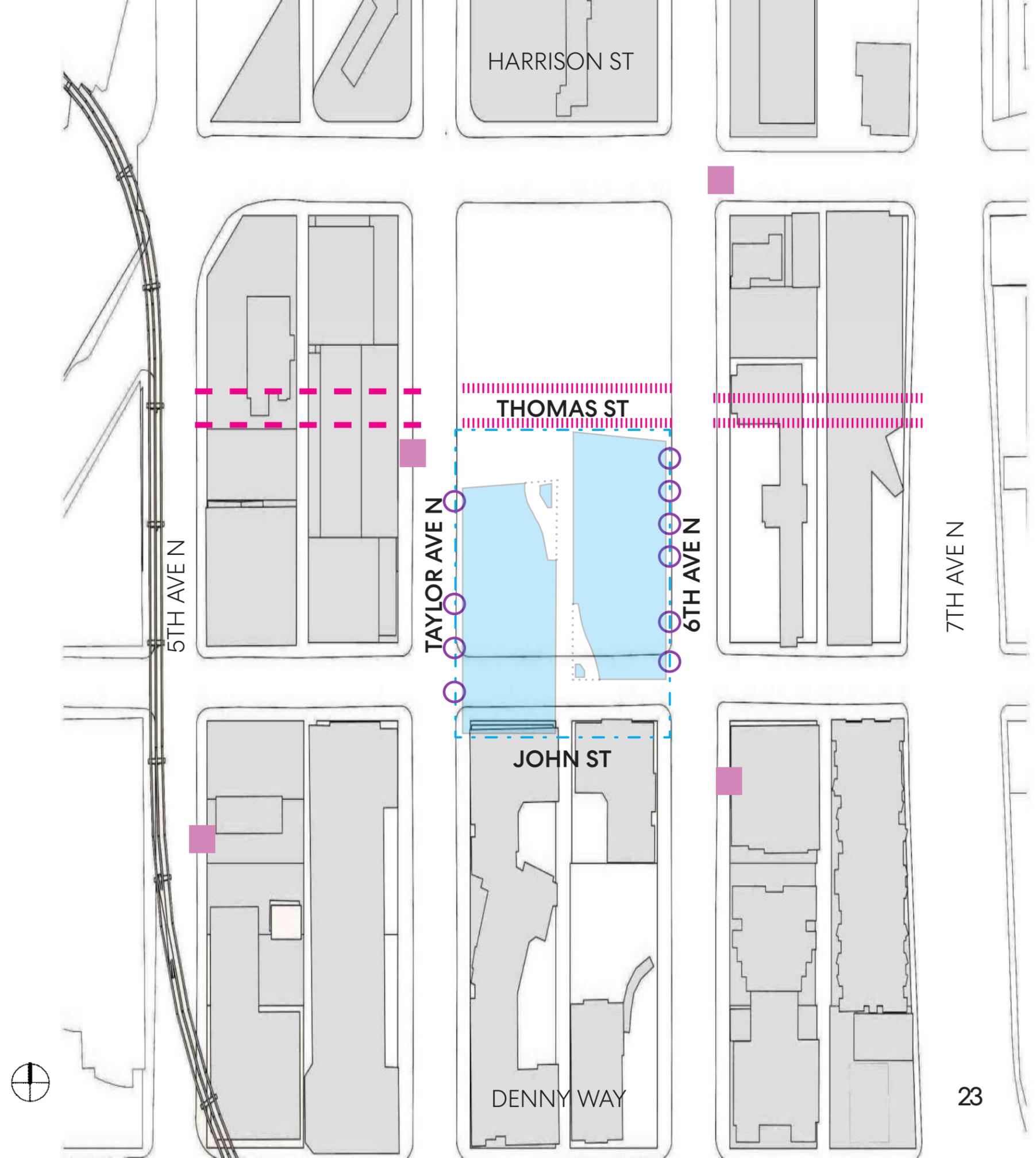
protected bike lane 

future bike lane 

existing street bike racks 

proposed bike racks 

## 9 block - bicycles



# KEY

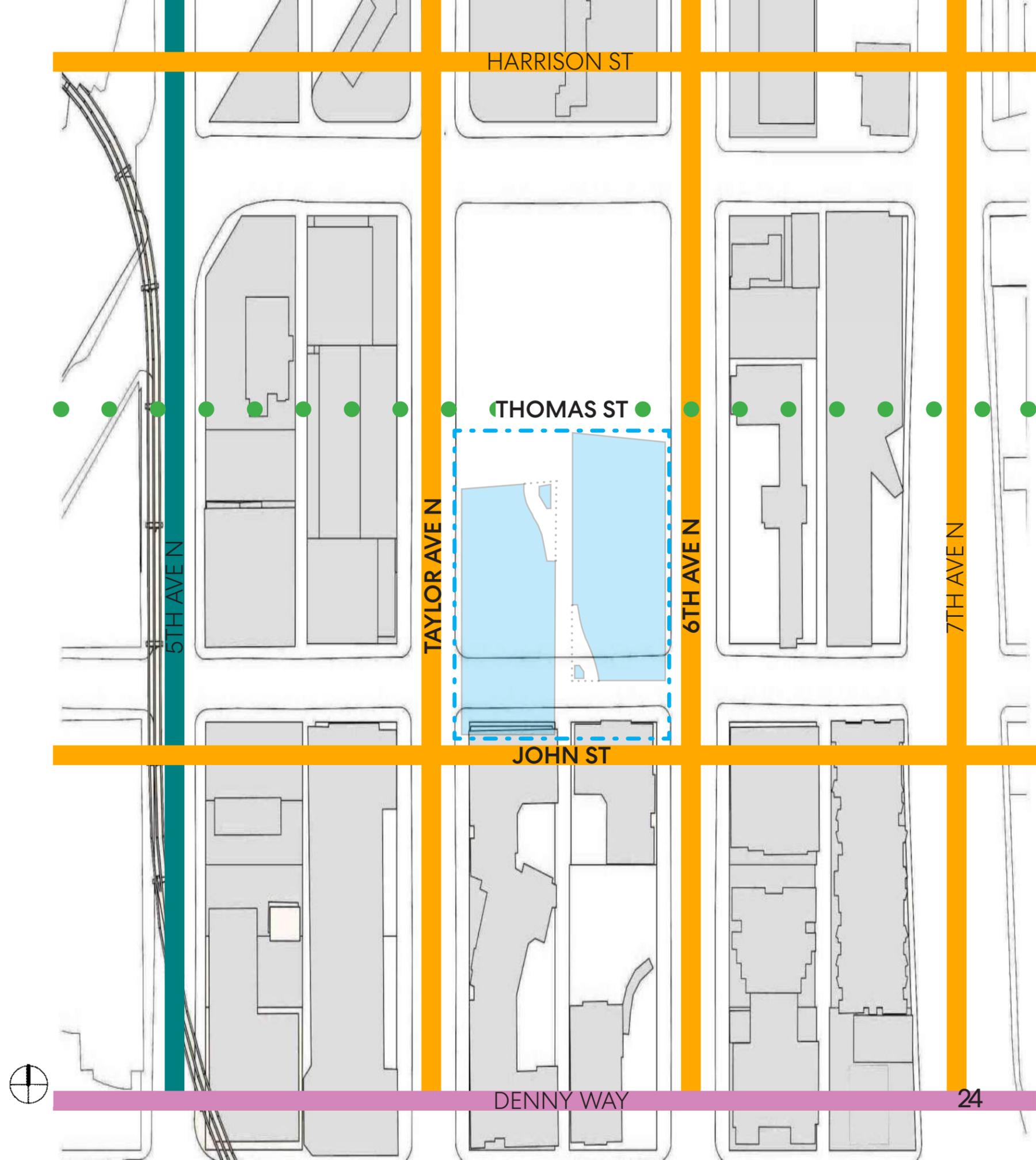
site 

class I pedestrian street 

class II pedestrian street 

class III pedestrian street 

green street 



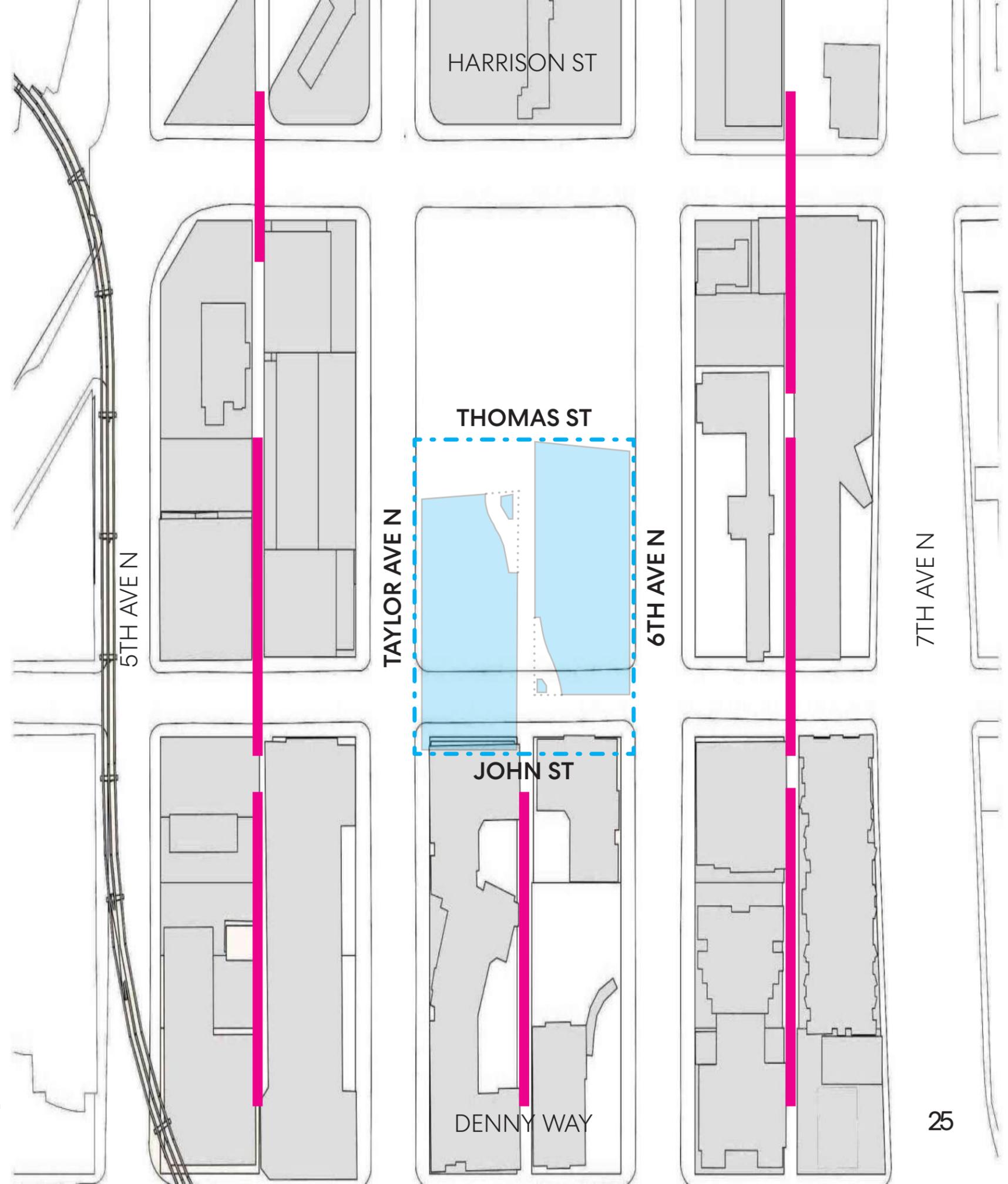
## 9 block - street classifications

# KEY

site 

alley 

9 block - alleys



# KEY

site 

traffic direction 

existing loading/drop off zone 

existing garage/parking entry 

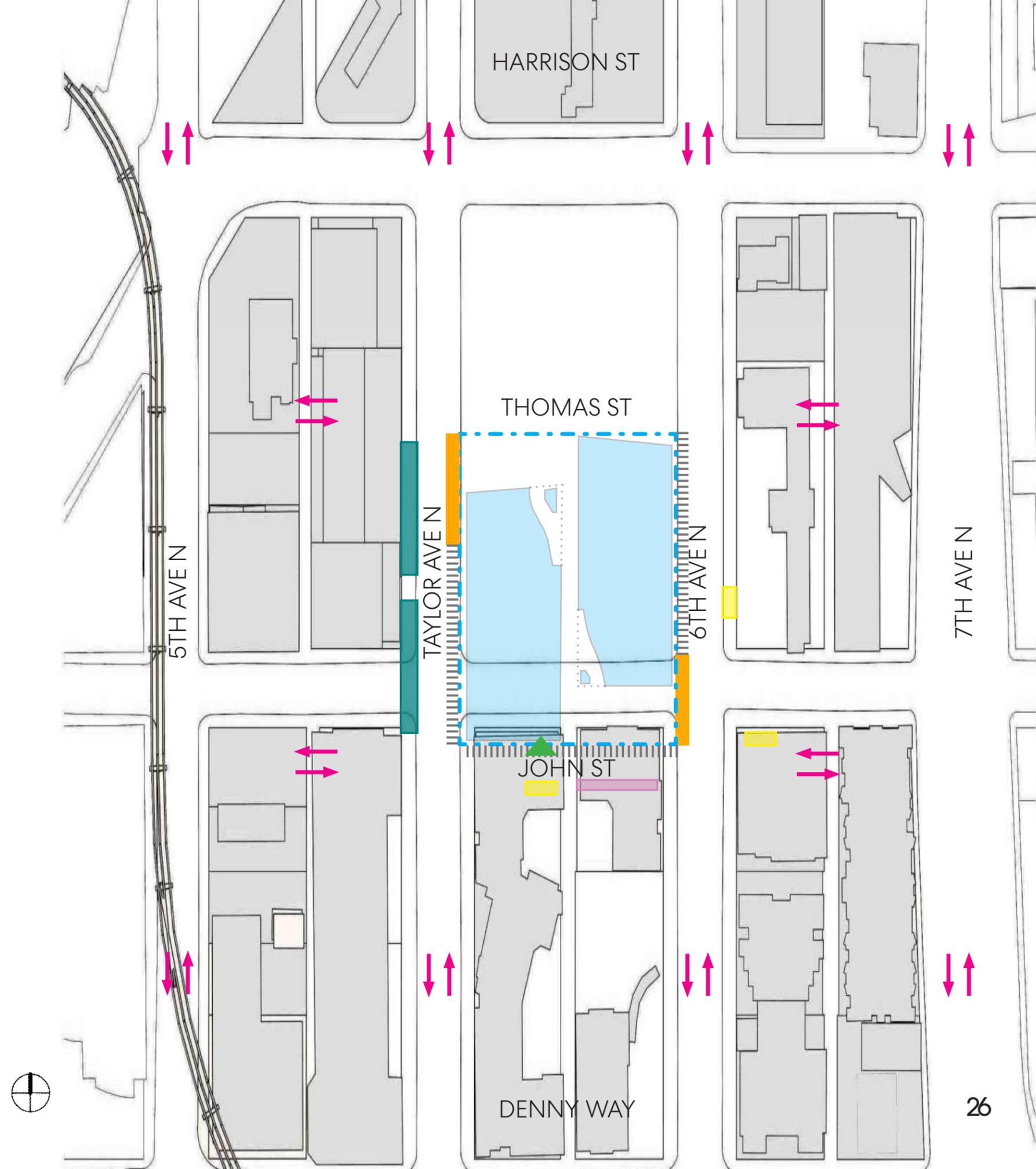
future development: drop off zone 

T6 proposed drop off zone 

T6 proposed garage entry 

T6 street parking 

## 9 block - traffic patterns



# KEY

Site .....

ID	Intersection	North Bound AM/PM	East Bound AM/PM	South Bound AM/PM	West Bound AM/PM
①	Taylor Ave N & Thomas St	18/25	29/48	32/45	18/22
②	Thomas St @ Alley	0/2	20/52	0/13	20/67
③	Thomas St & 6th Ave N	83/250	15/33	39/27	11/9
④	6th Ave N & John St	90/244	31/63	33/41	44/72
⑤	John St @ Alley	6/0	24/35	0/0	58/29
⑥	John St & Taylor Ave N	15/37	27/49	36/34	41/72

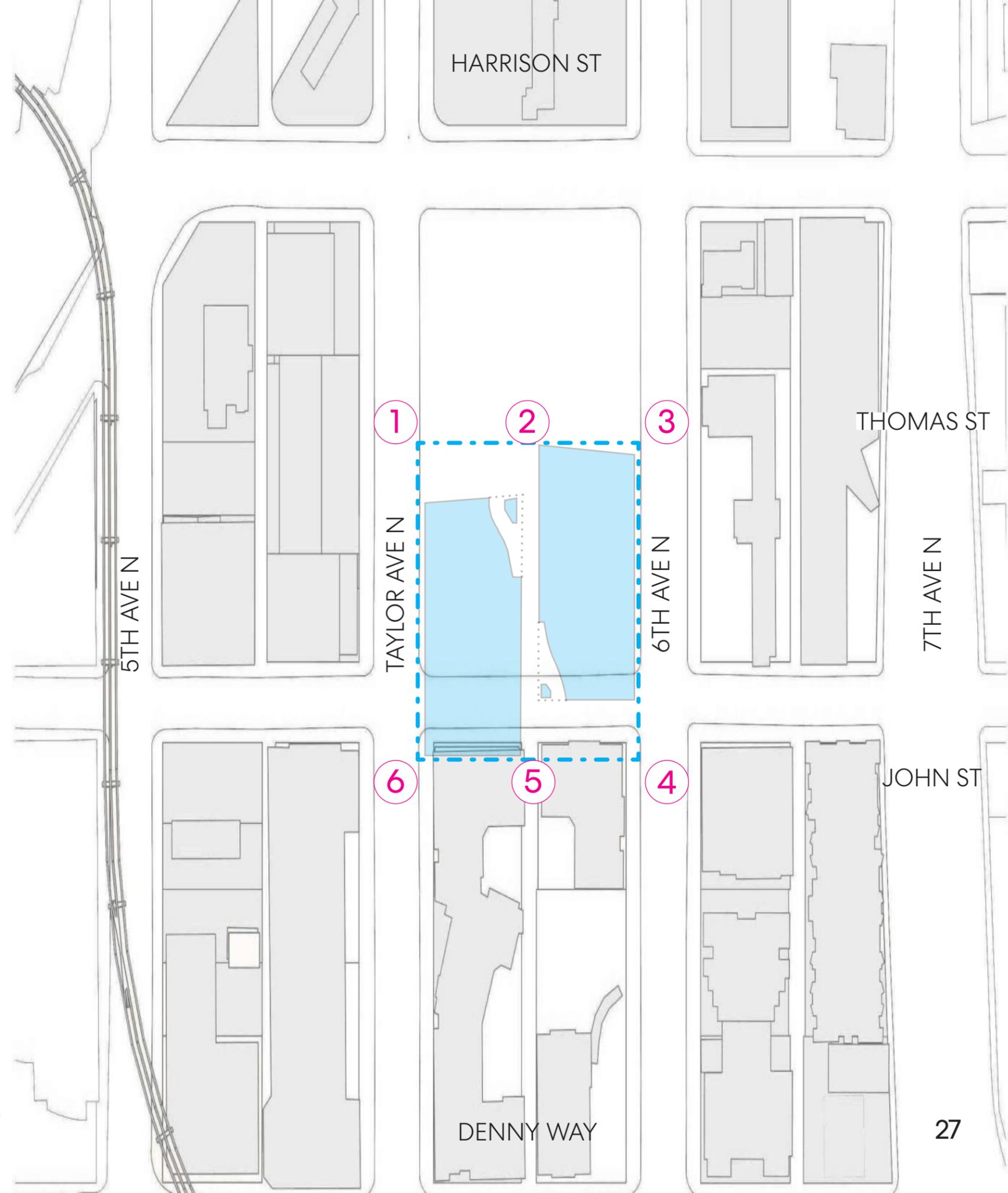
—○ Total alley vehicular count = 131

AM = 44

PM = 87

—○ Heaviest traffic is Northbound at the Thomas St & 6th Ave N (intersection #3) during PM hours

## 9 block - vehicular volume



# KEY

Site .....

ID	Intersection	North Bound AM/PM	East Bound AM/PM	South Bound AM/PM	West Bound AM/PM
1	Taylor Ave N & Thomas St	48/41	7/11	18/20	9/7
2	Thomas St @ Alley	52/53	0/1	14/71	0/3
3	Thomas St & 6th Ave N	41/34	14/10	13/17	12/16
4	6th Ave N & John St	21/48	23/27	38/81	17/21
5	John St @ Alley	17/46	2/0	36/31	10/3
6	John St & Taylor Ave N	23/32	12/19	35/67	9/14

—○ Currently, the alley has a higher volume of pedestrian traffic compared to the site's four intersections.

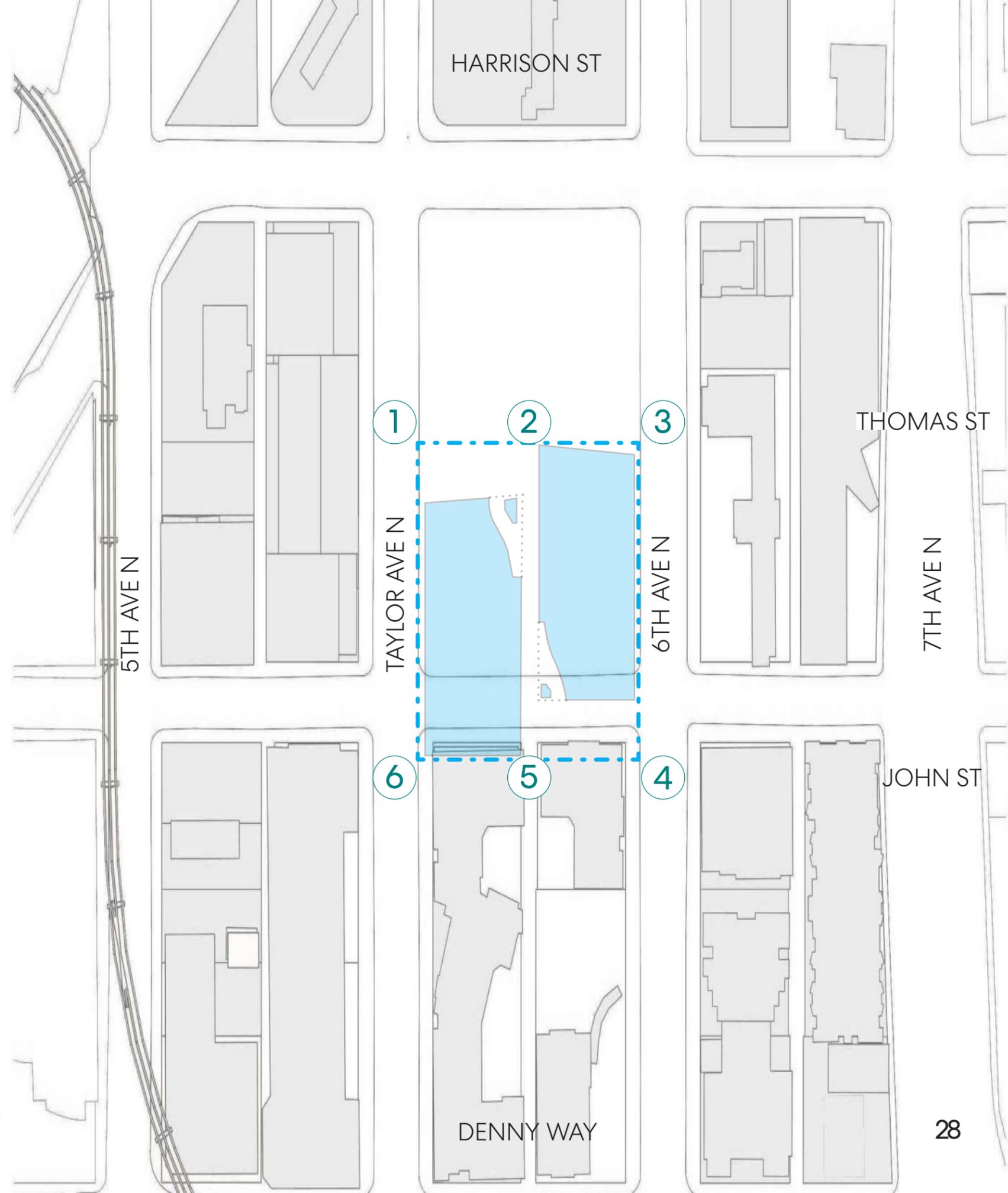
—○ Total alley pedestrian count = 168

AM = 69

PM = 99

—○ Highest pedestrian volume is Southbound at 6th Ave N & John St (intersection #4) during PM hours

## 9 block - pedestrian volume

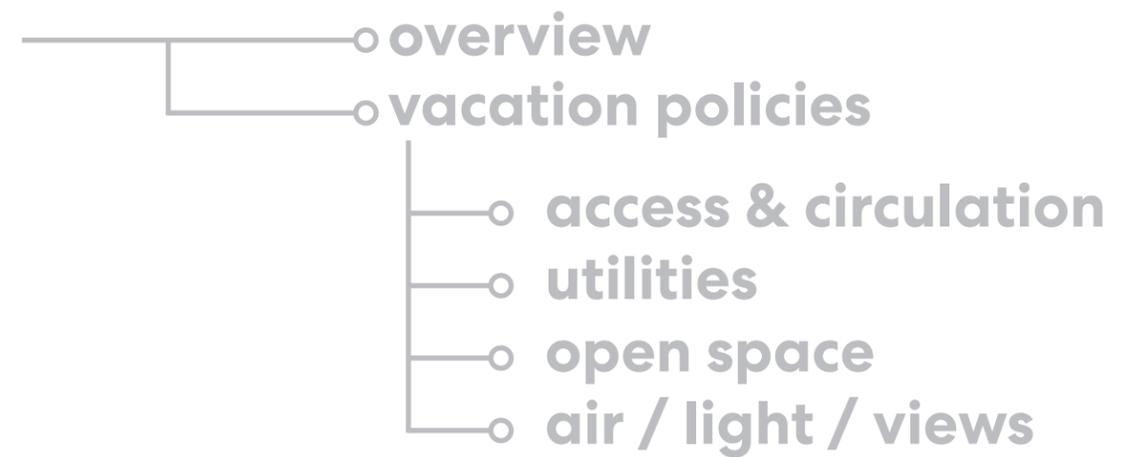


# 04

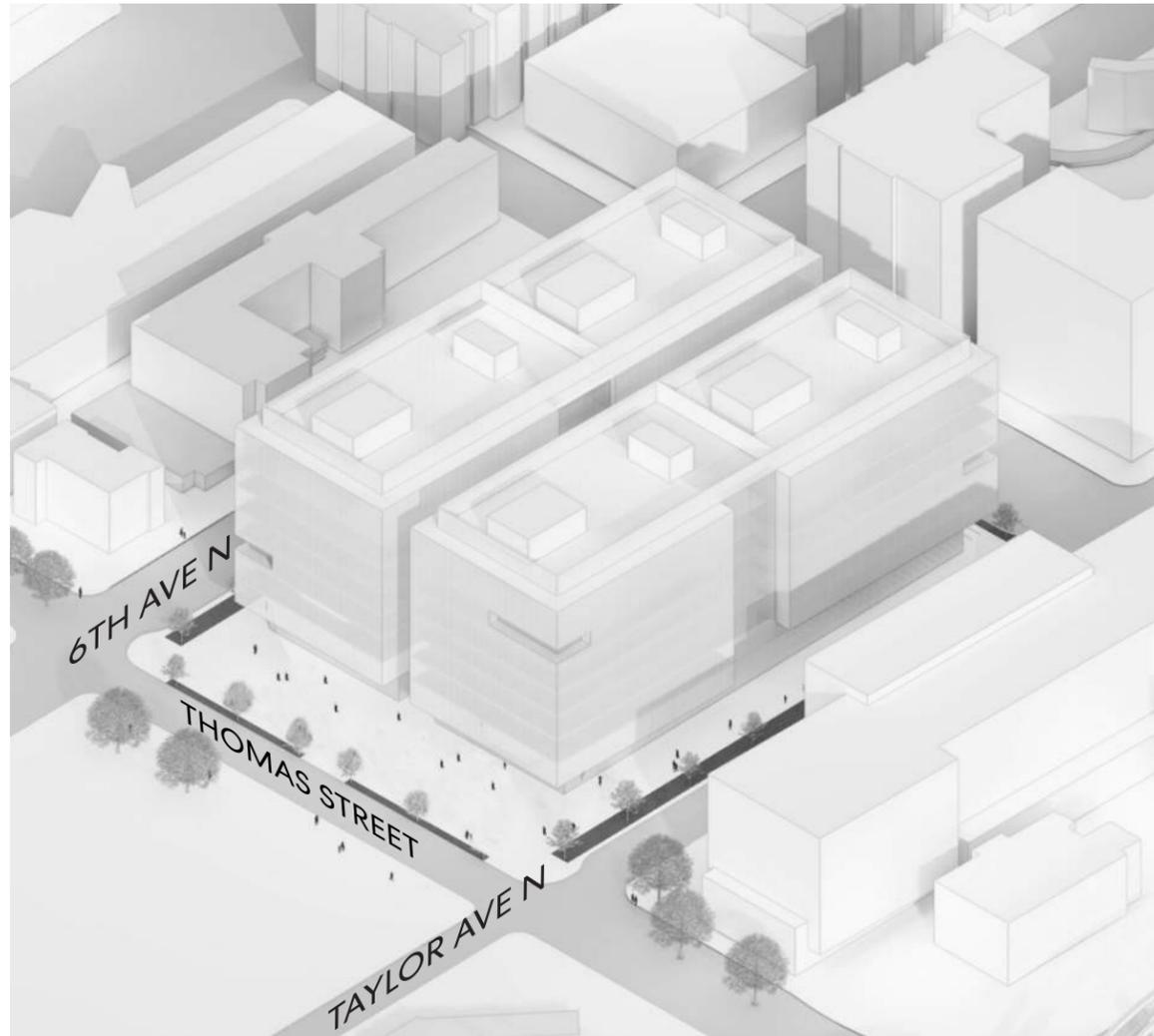
development goals  
site introduction  
urban design context  
**proposed project**  
public trust  
public benefits

# 04

proposed project



## no alley vacation



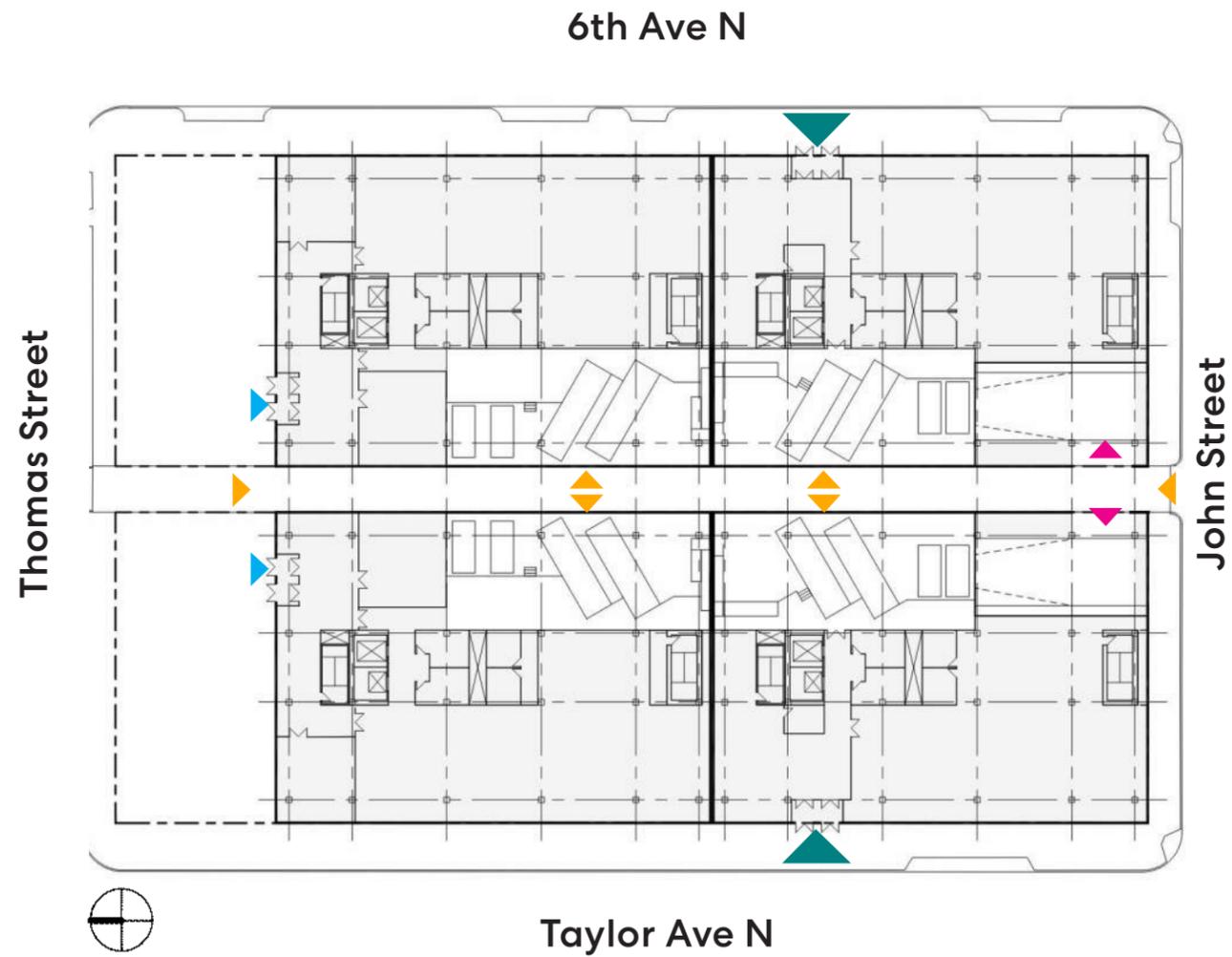
- 8 stories
- approx. 558,000 GSF (above grade)
- midblock curb cut affects pedestrian safety
- two drive aisles for below grade access
- compliant with minimum open space requirements

## alley vacation

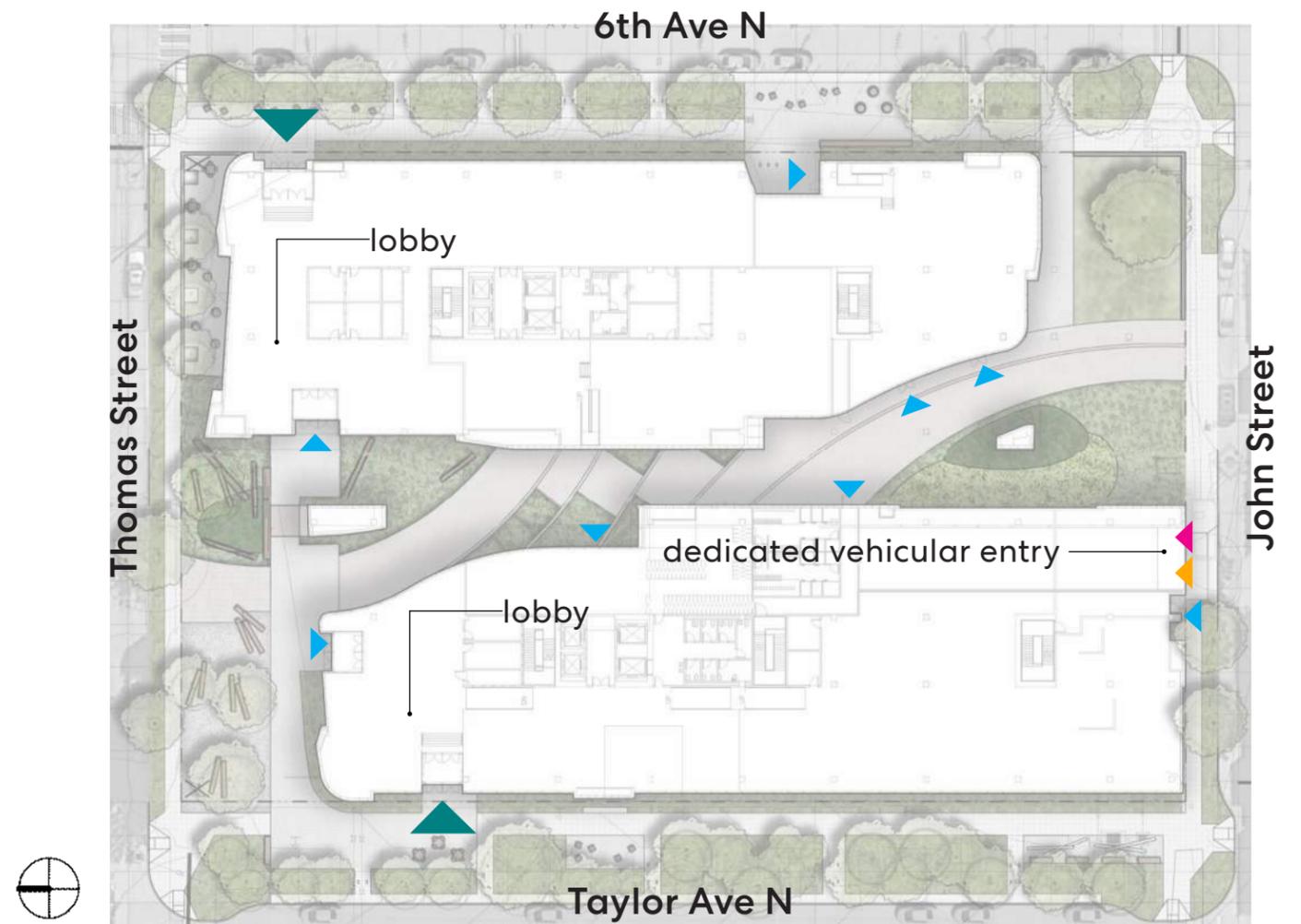


- 8 and 9 stories
- approx. 520,000 GSF (above grade)
- prioritizes pedestrian experience
- singular, shared, drive aisle for below grade access (parking and loading)
- provided open space beyond minimum requirements

## no alley vacation

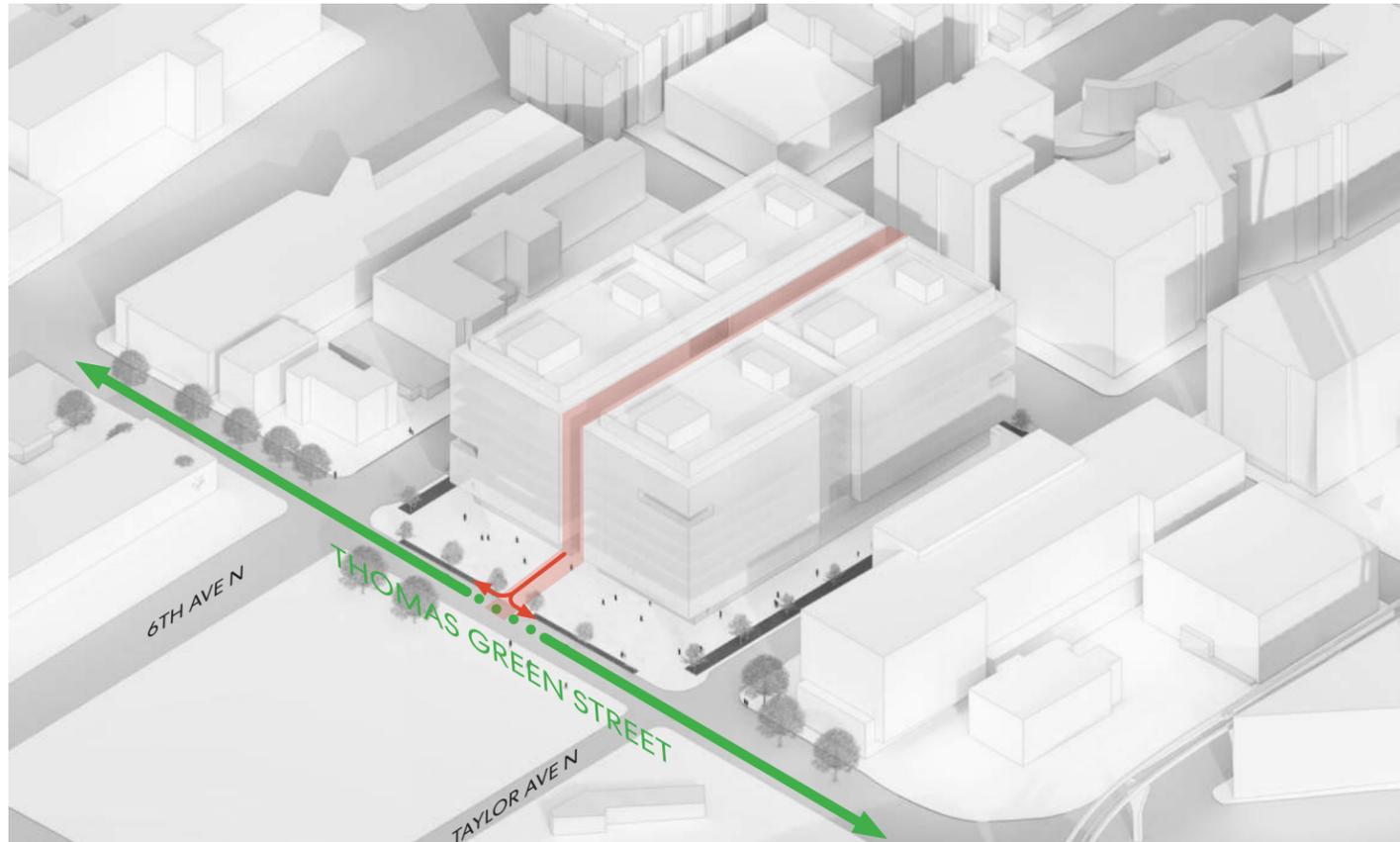


## alley vacation



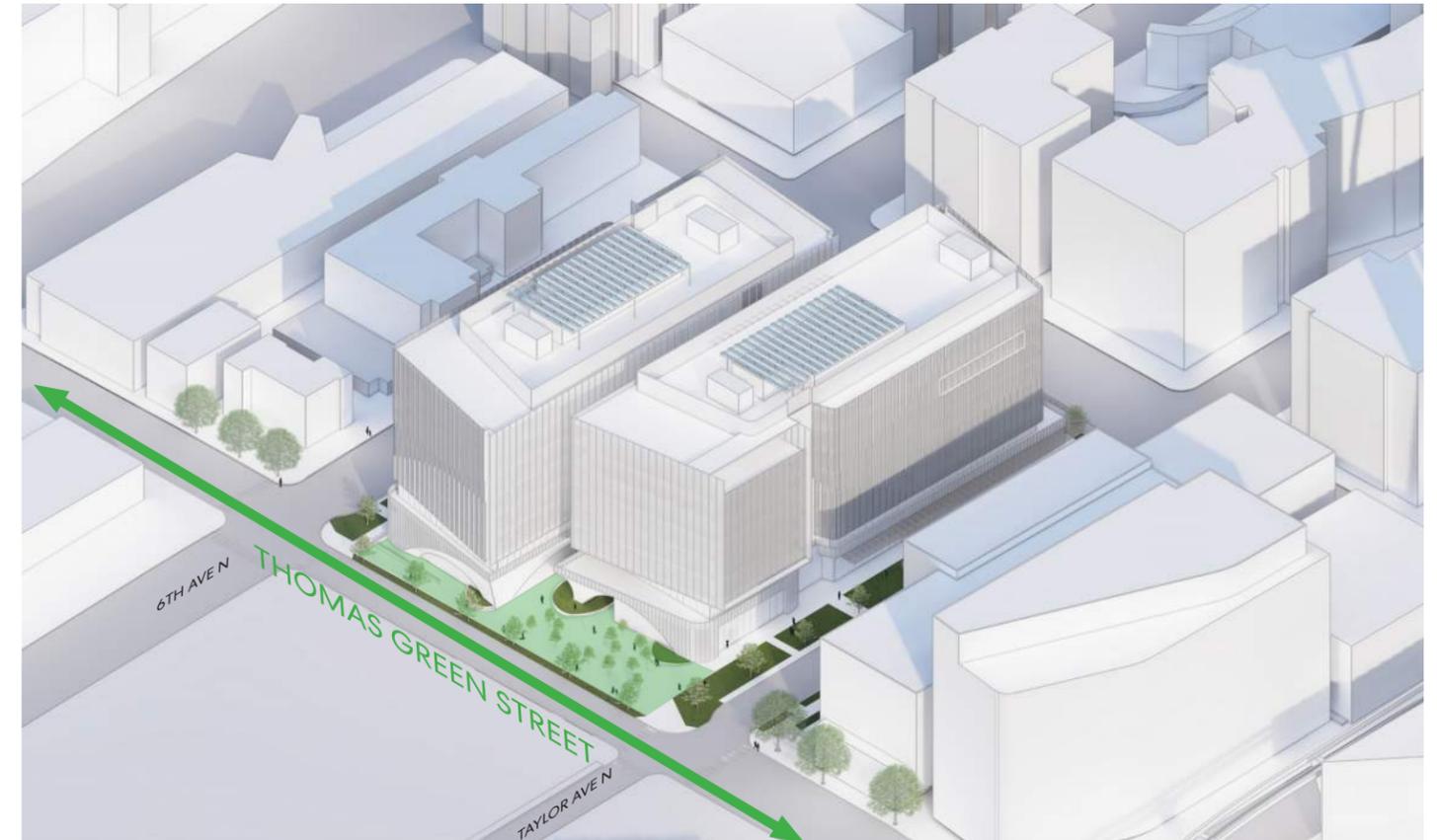
- Main Lobby Entry 
- Building Entry 
- Passenger Vehicle Entry 
- Service Vehicle Entry 

## no alley vacation



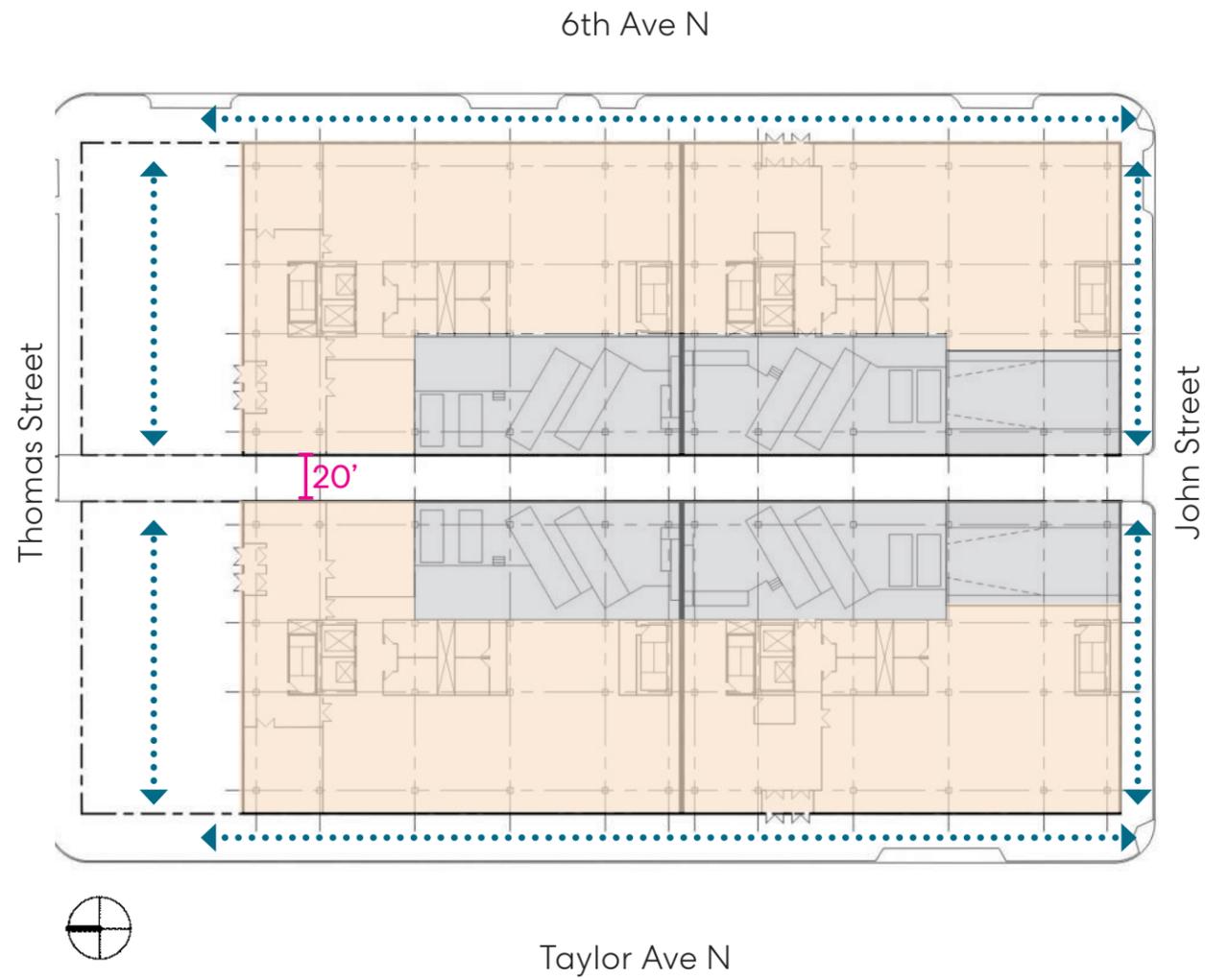
- Service alley remains
- Increased potential for merging vehicular and pedestrian traffic
- Disrupts Thomas Green Street

## alley vacation



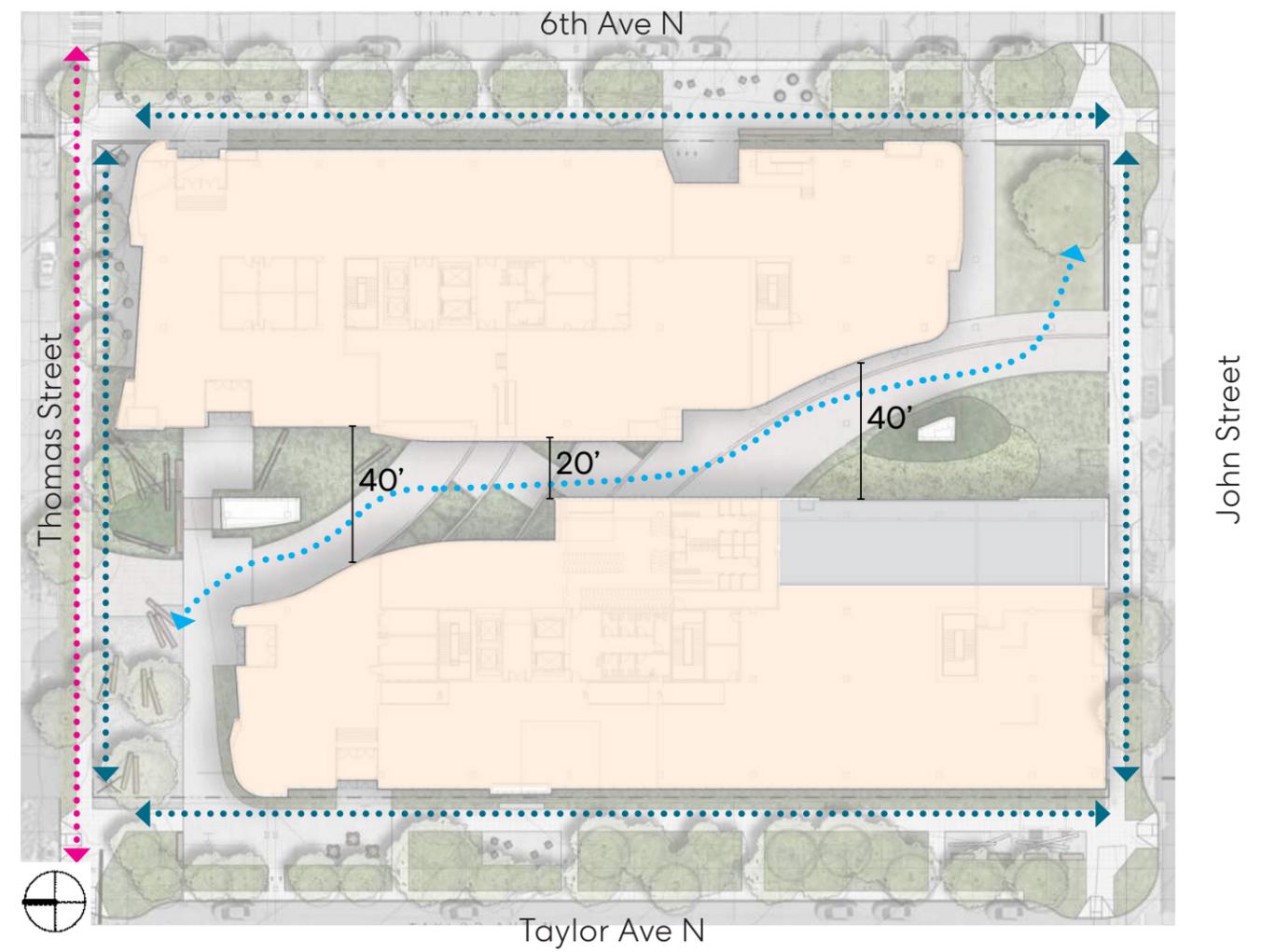
- Re-purpose service alley as pedestrian focused space
- Public realm is prioritized
- Opportunities for activated streetscape

## no alley vacation



-  Tenant
-  Core/Building Support
-  Site Circulation & Access

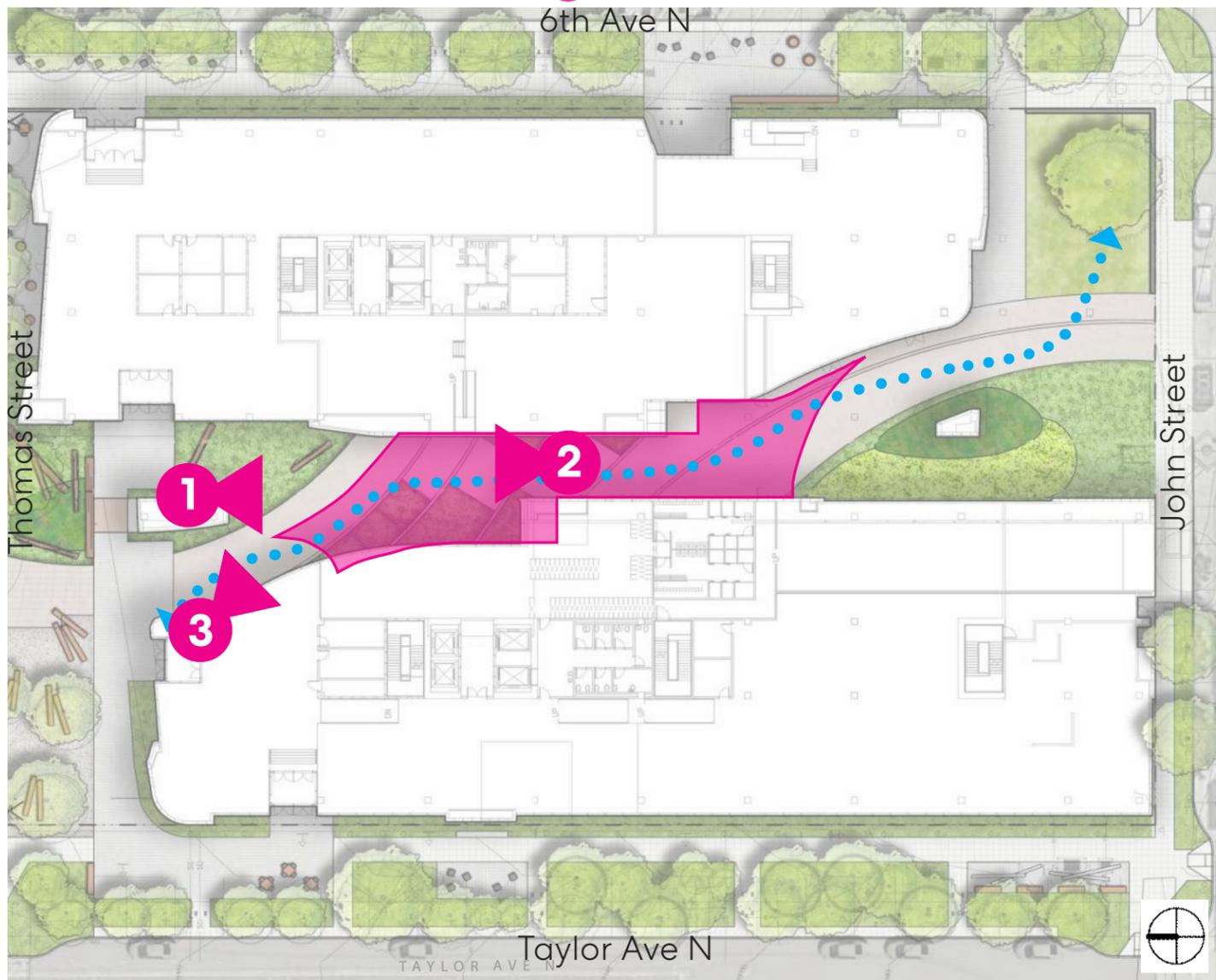
## alley vacation



-  Tenant
-  Core/Building Support
-  Site Circulation & Access
-  Through Block Pedestrian Connection
-  Future Bike Lane

# alley vacation proposal

# alley



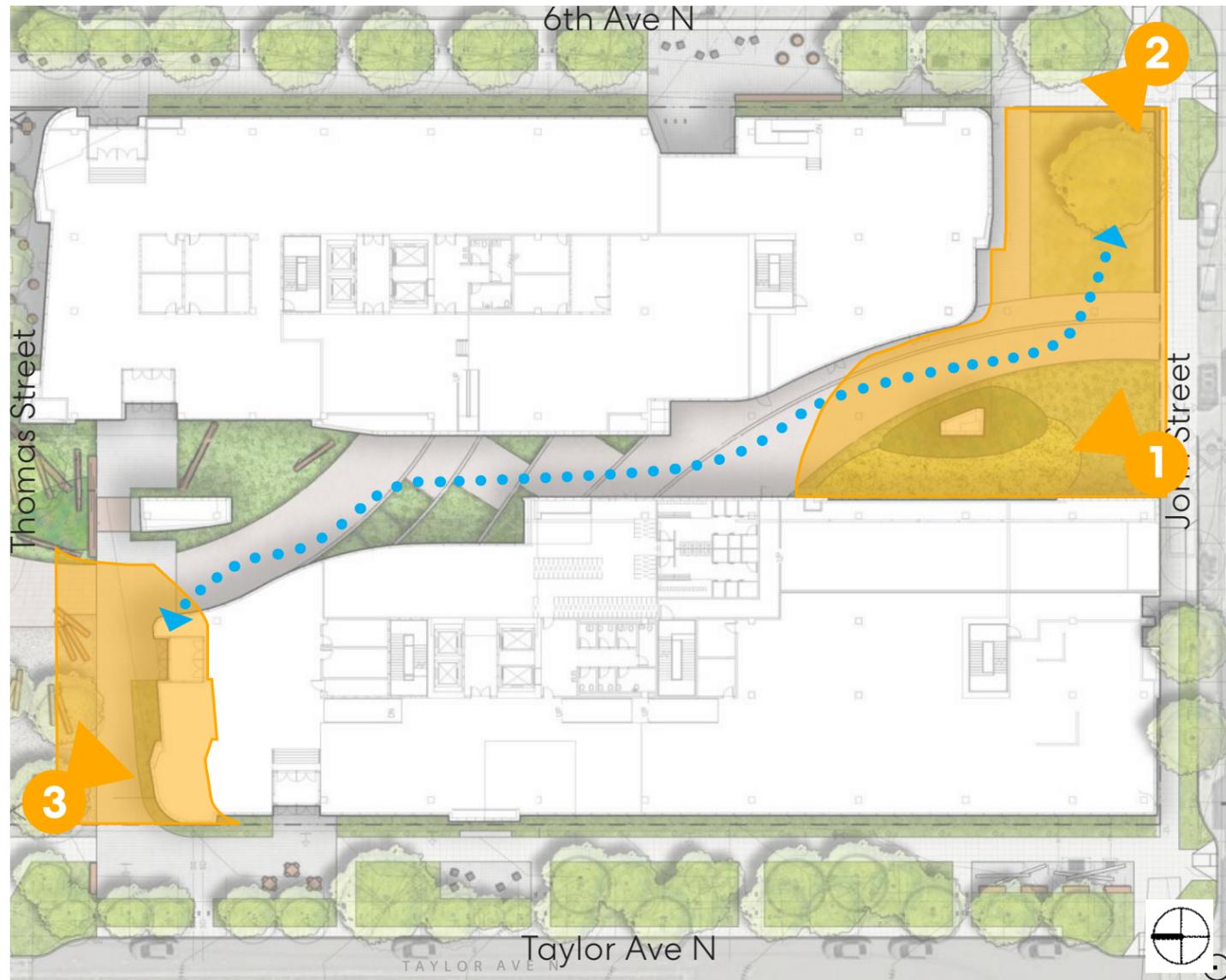
—o Goal: Introduce pedestrian focused space, comfortable at all times of the day and year with feature lighting.

## access & circulation - pedestrian



# alley vacation proposal

## plazas



—o The plaza spaces at the north and south ends of the site provide large open spaces with lush landscaping that cater to pedestrian activity. The absence of vehicles provide the public with relief from the busy streets surrounding the site.

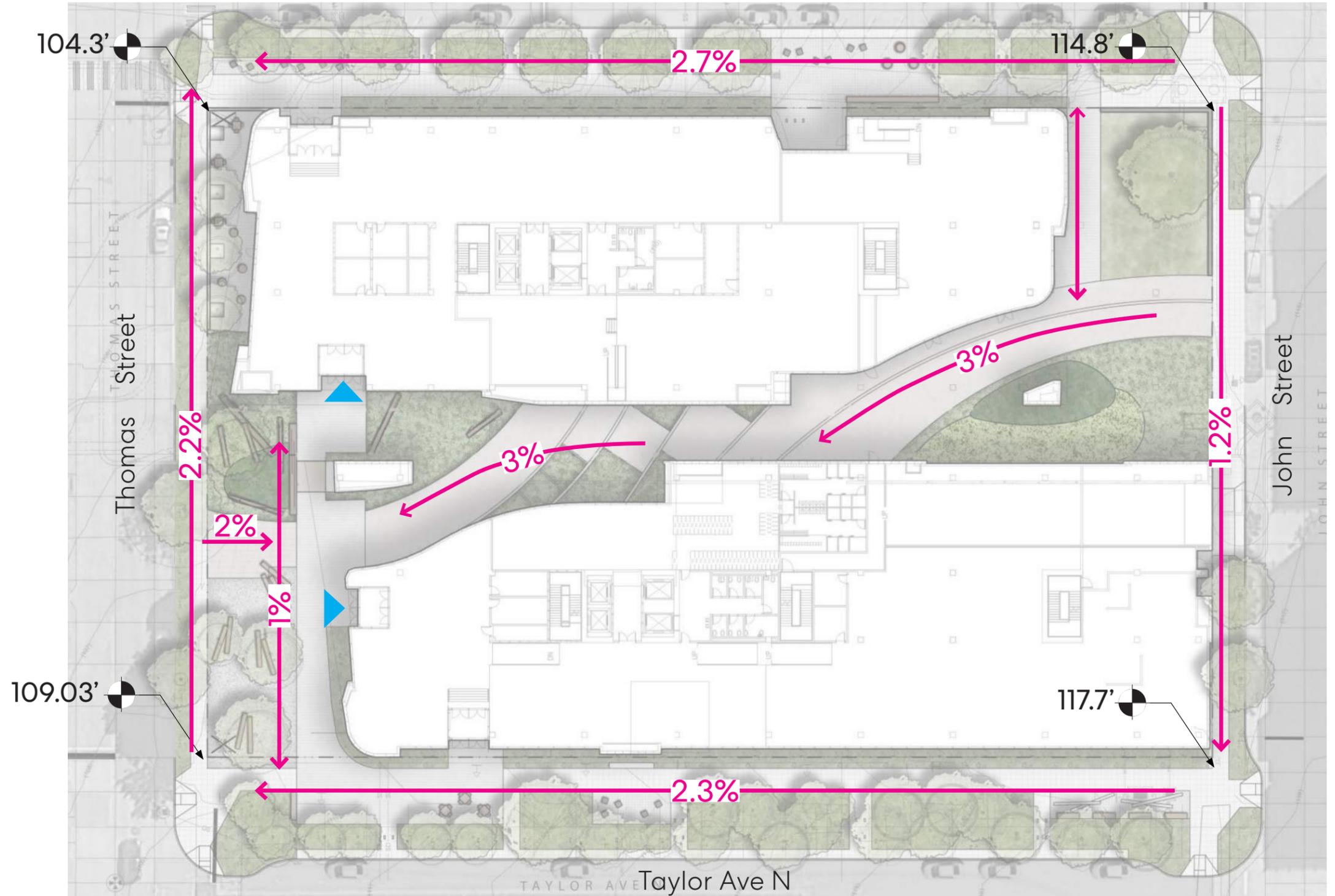
### access & circulation - pedestrian





# alley vacation

6th Ave N



-  North arrow
-  2% Slope
-  Entry

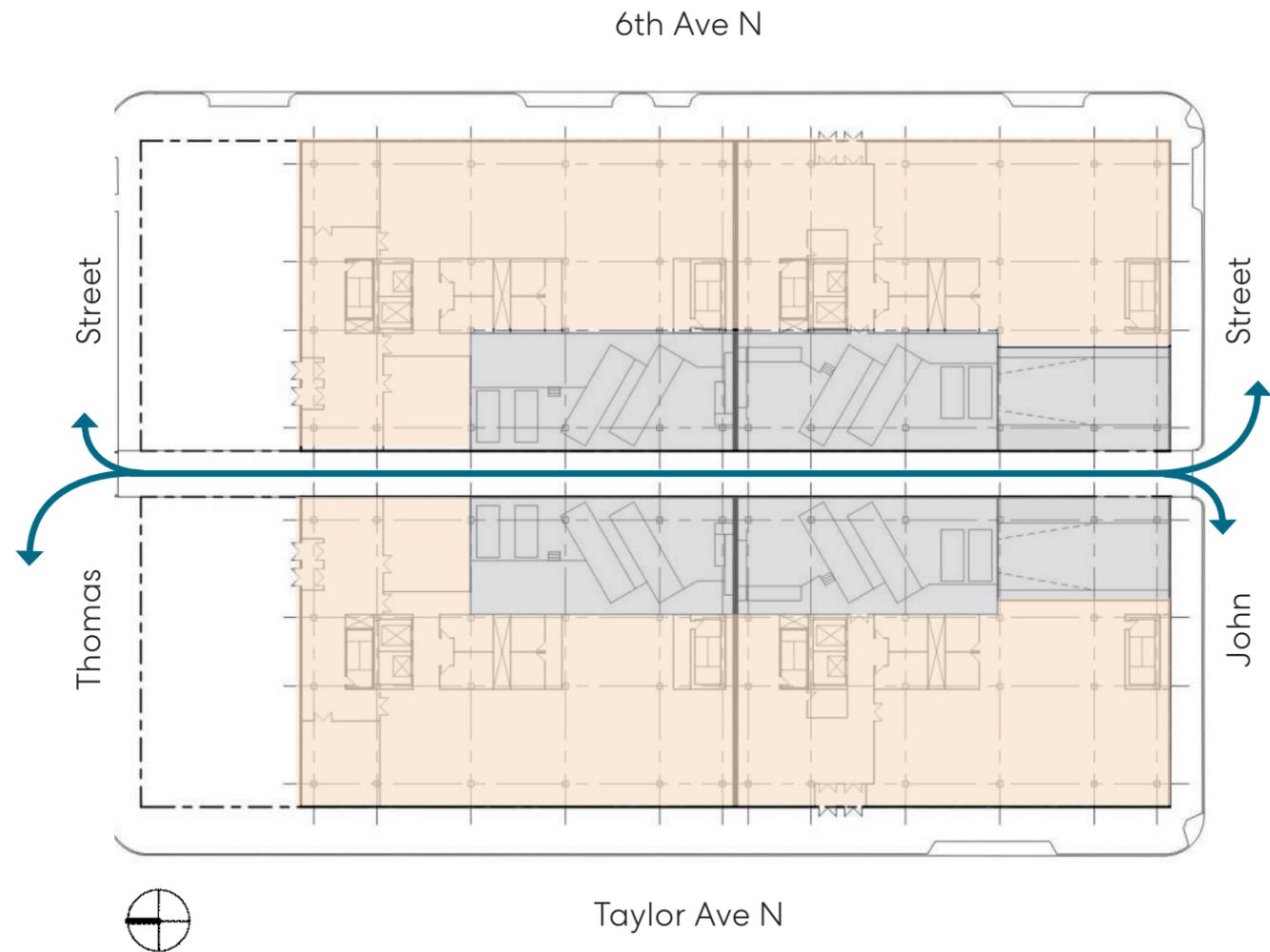
alley vacation

6th Ave N



-  North arrow
-  Long Term Bike Storage
-  Bike Storage Entry
-  Short Term Bike Parking
-  Drop-off Zone
-  Main Lobby Entry

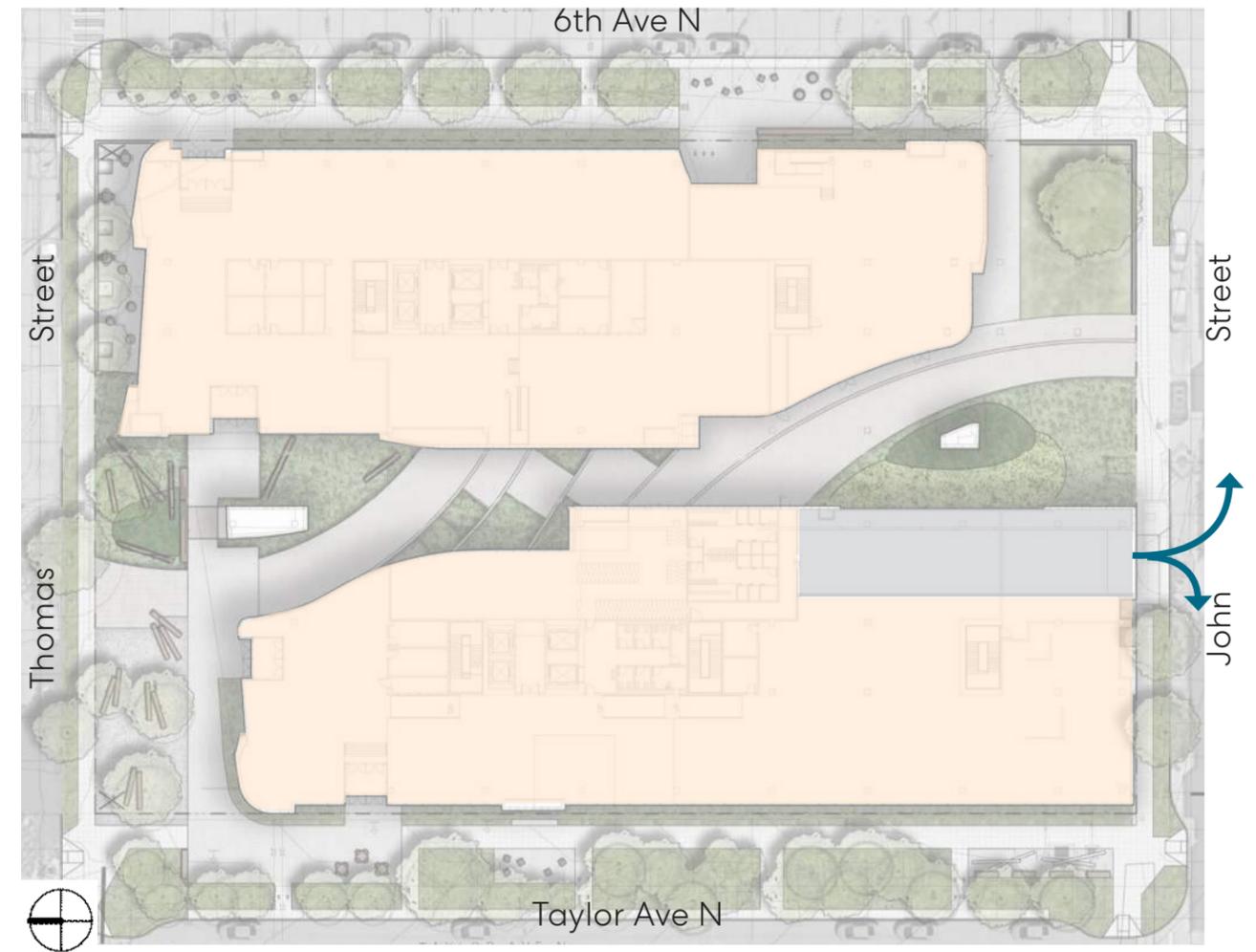
# no alley vacation



Taylor Ave N

- Tenant
- Core/Building Support
- Vehicular Circulation

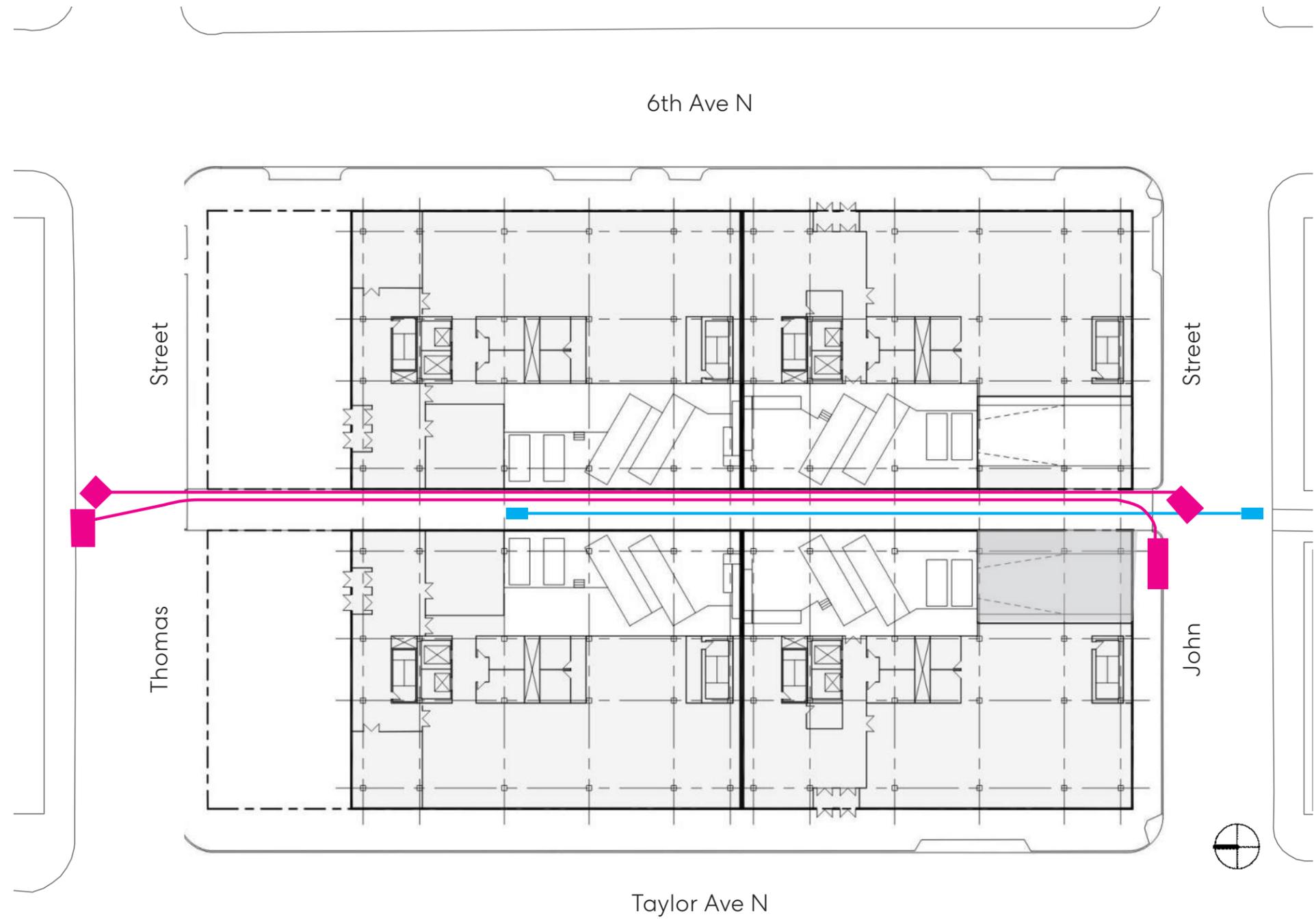
# alley vacation



Taylor Ave N

- Tenant
- Core/Building Support
- Vehicular Circulation

# no alley vacation



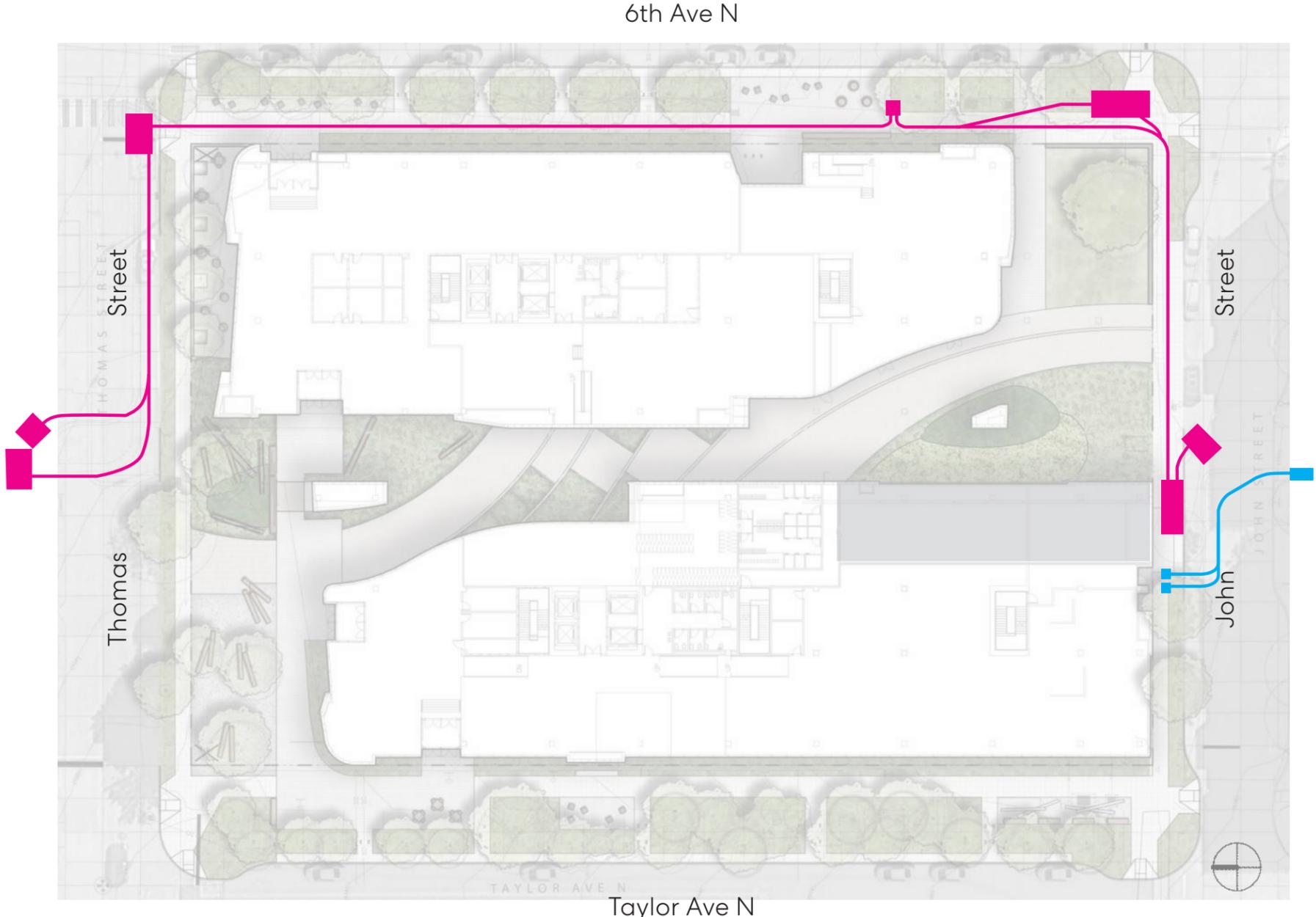
Electrical

Telecommunications

# alley vacation

**SCL Comments:**

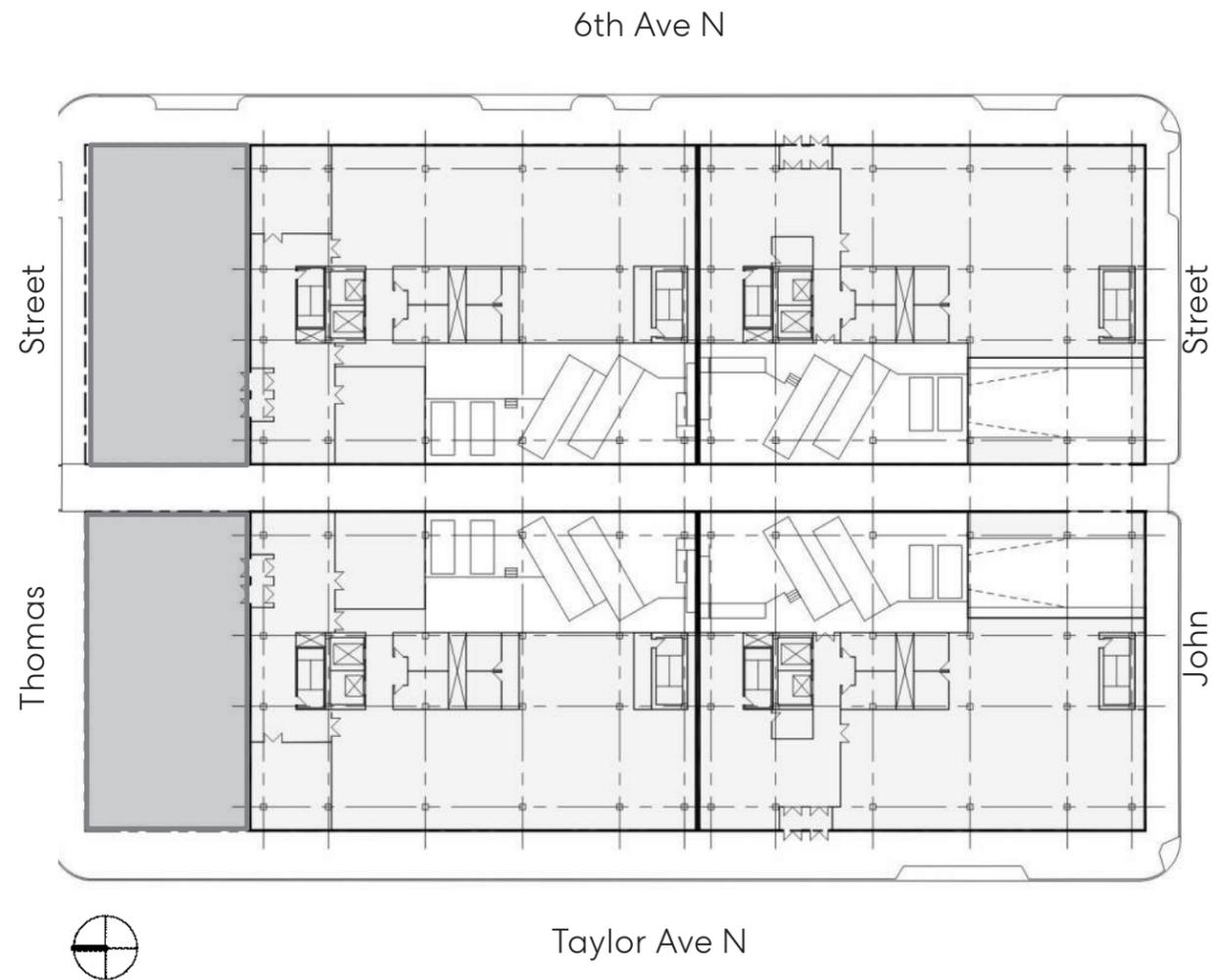
- We would like to acknowledge the subject design is the product of joint work between SCL Network system engineering and the Customer.
- Trees and other vegetation shall not be planted within 2ft of SCL vaults and ducts per SCL Construction Standard 0214.00. Also, please note that NO “planter boxes” will be allowed to be installed directly above SCL facilities.




  
 Electrical
   
 Telecommunications

- Coordination with SDOT and SCL to mitigate future utility impacts has been underway since Winter 2021.
- UMP drawings have been submitted and comments provided as coordination continues.

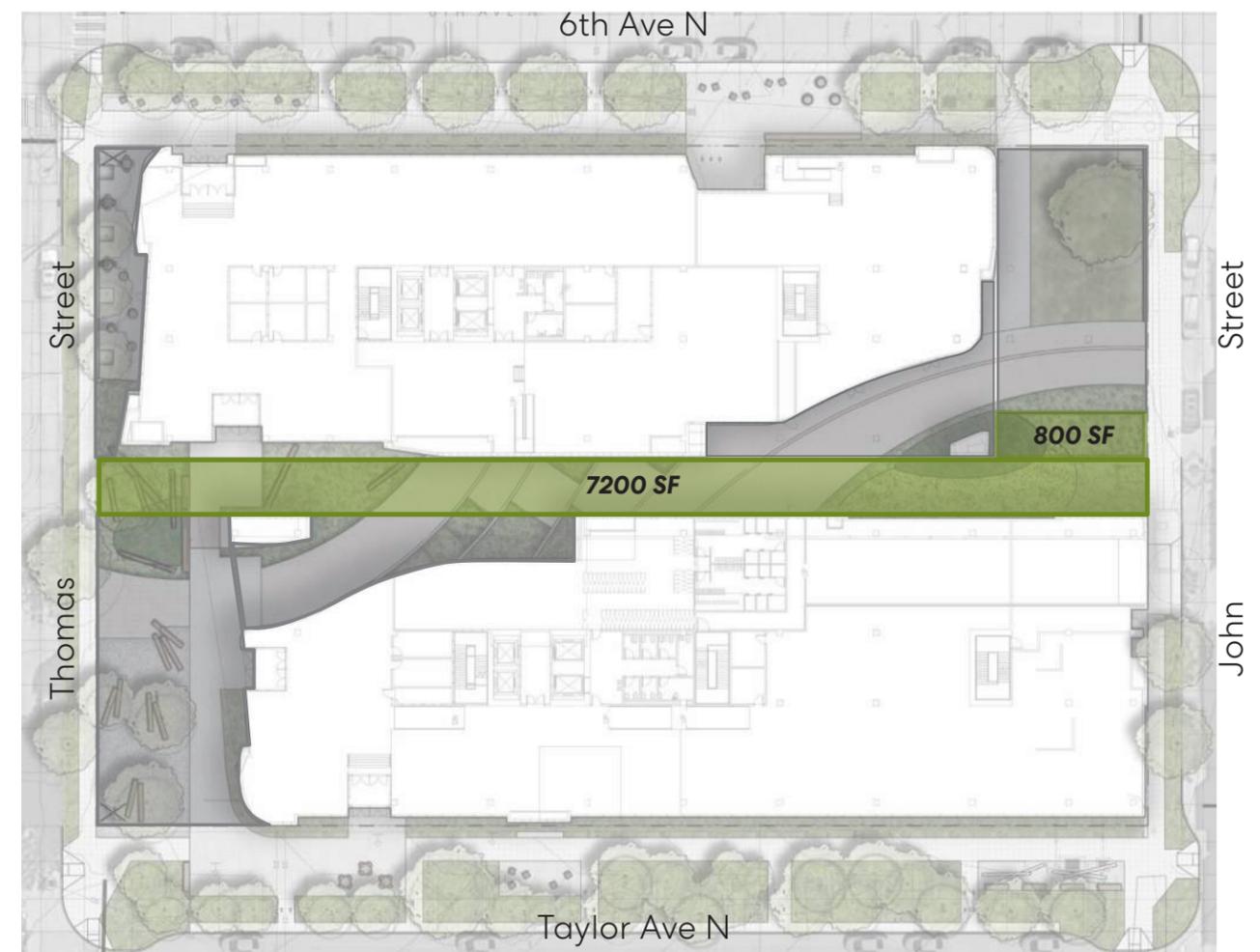
## no alley vacation



Open Space Required: 12,541 SF

■ Open Space Provided: 13,000 SF

## alley vacation

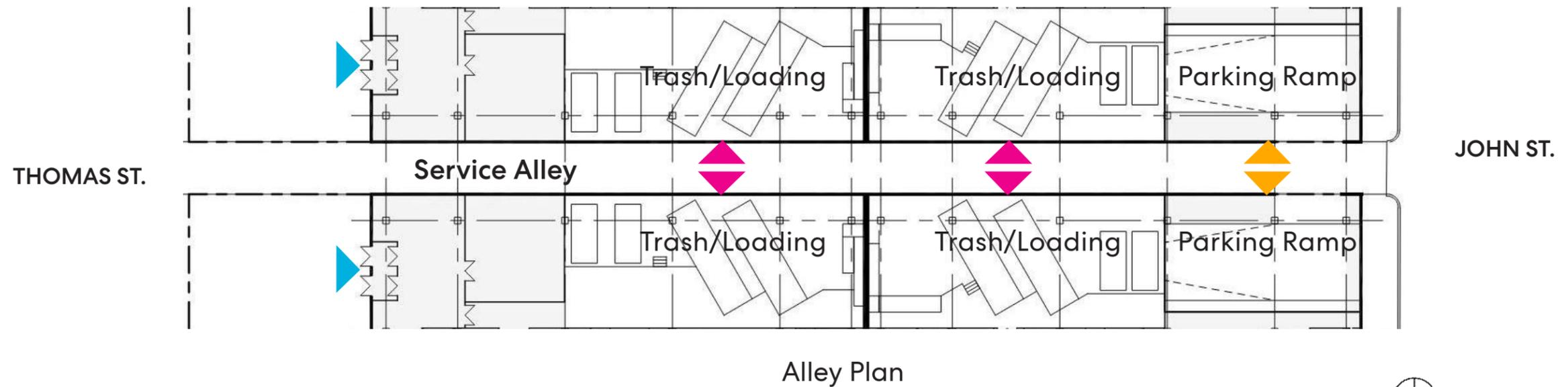


Open Space Required: 12,541 SF

■ Open Space Provided: 14,000 SF

■ Additional Open Space Beyond Requirement: 8,000 SF

Total Open Space: 22,000 SF



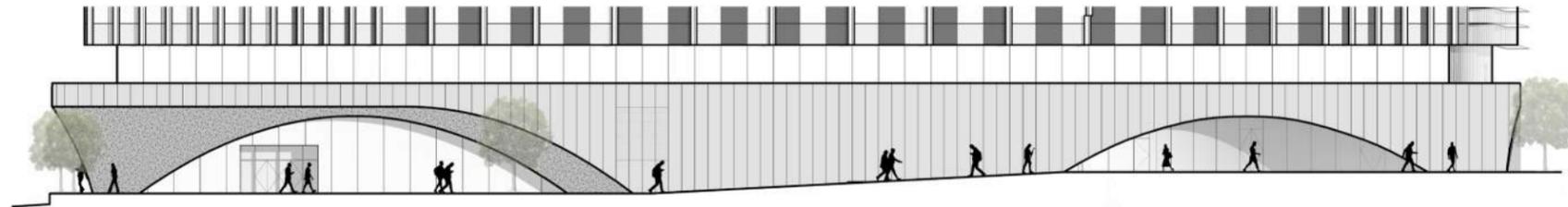
- ▶ Trash/Loading Entry
- ▶ Vehicular Entry
- ▶ Pedestrian Entry





air / light / views - no alley vacation

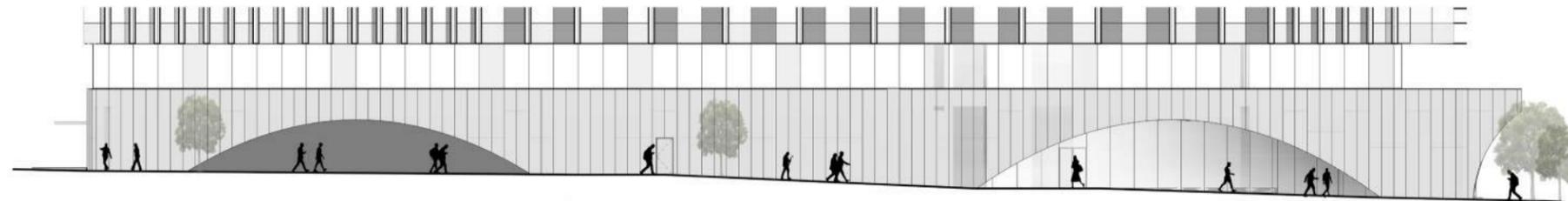
JOHN ST.



THOMAS ST.

East Alley Elevation

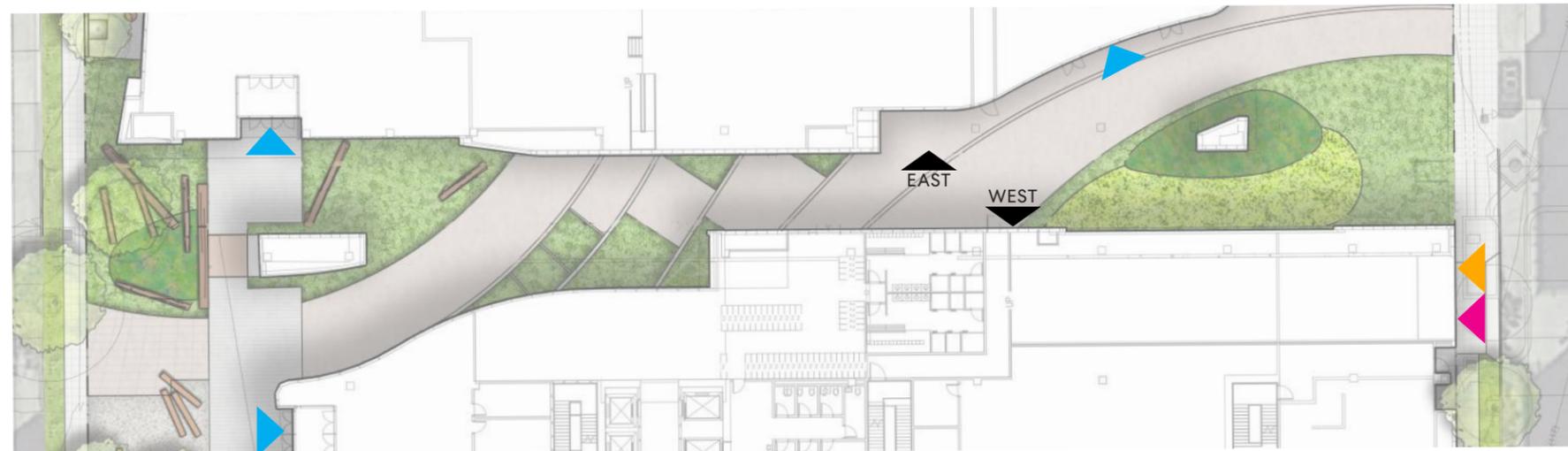
THOMAS ST.



JOHN ST.

West Alley Elevation

THOMAS ST.

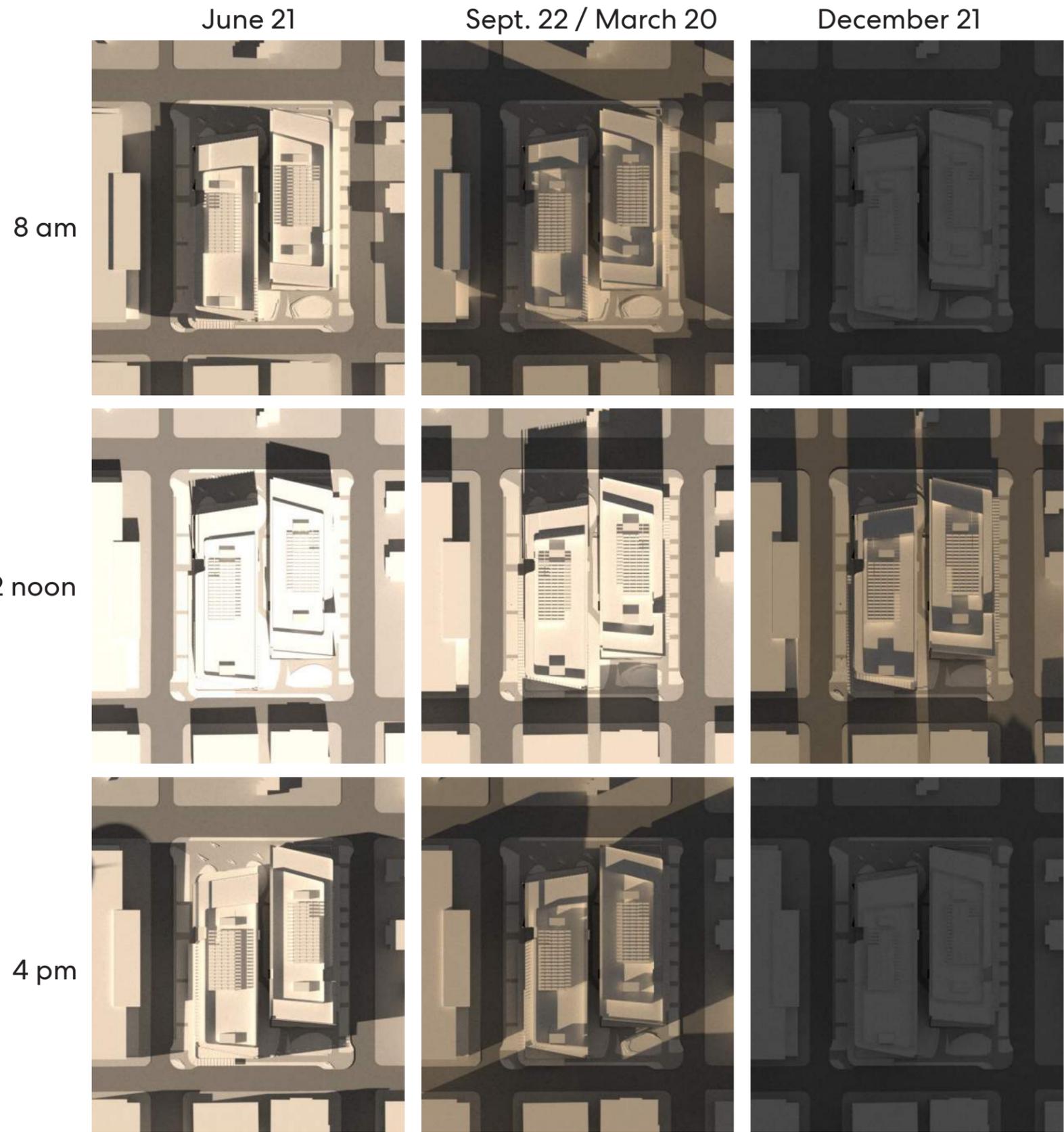


JOHN ST.

- ▶ Trash/Loading Entry
- ▶ Vehicular Entry
- ▶ Pedestrian Entry



air / light / views - alley vacation





Bigleaf Lupine



Agapanthus Spp



Tufted Hair Grass



Western Blue-eyed Grass



Mexican Feather Grass



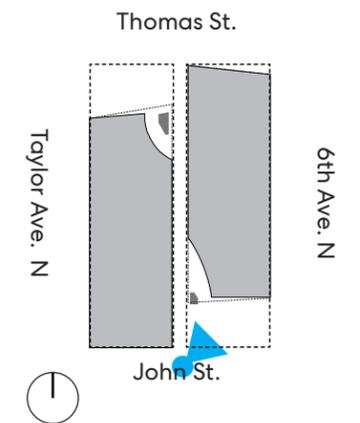
Pacific Madrone



Douglas Fir



American Elm





Piggyback Plant



Kinnikinnick



Redwood Sorrel



Creeping Oregon Grape



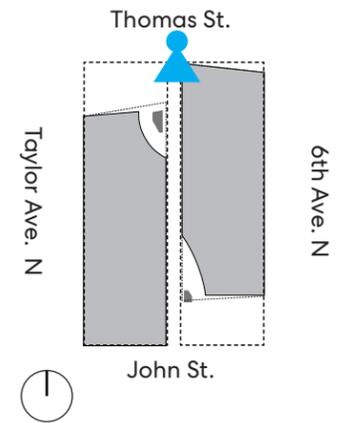
Western Maiden Fern

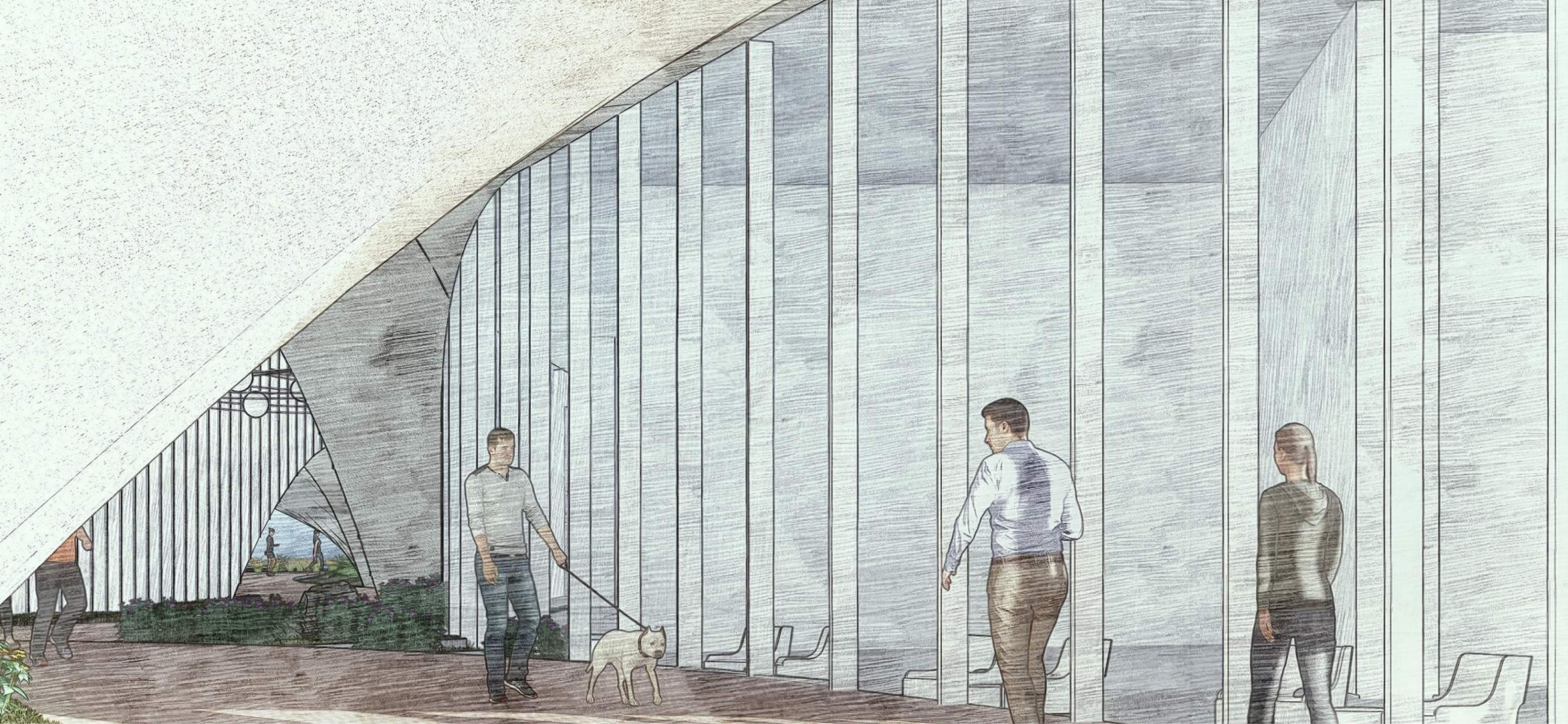


Maidenhair Spleenwort



Vine Maple





Manzanita



Wild Ginger



Camas



Seaside Fleabane



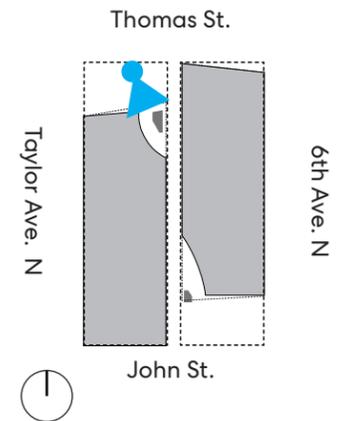
False Solomon's Seal



Western Yarrow



Checker Lily



# 05

development goals  
site introduction  
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**public trust**  
public benefits

05

public trust —————○ proposal summary



→ access and circulation

- maximizes circulation through site
- provides through block connection
- enhanced pedestrian experience
- consolidated vehicular activity
- separates vehicles from public entry
- providing continuous open space throughout site
- enhanced connection to green street

→ open space

- providing large open spaces
- transforming alley into pedestrian walk way
- enhanced landscaping/placemaking
- pedestrian focus throughout site

→ air / light / views

- more air and light provided between structures
- reduced overall building mass

# 06

development goals  
site introduction  
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public trust  
**public benefits**



Enhanced Placemaking



Enhanced ROW Improvements at Class III Pedestrian Streets



Enhanced Green Street



Increased open space and improved pedestrian circulation



Enhanced ROW Improvements at Class III Pedestrian Streets

**thank  
you**

development goals  
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public benefits

# appendix

## 03: urban design context

- existing conditions
- neighborhood character, context
- neighborhood character - thomas street concept plan

## 06: public benefits

- public benefits matrix



6th Ave - West Street Elevation



6th Ave - East Street Elevation



Taylor Ave - East Street Elevation



Taylor Ave - West Street Elevation



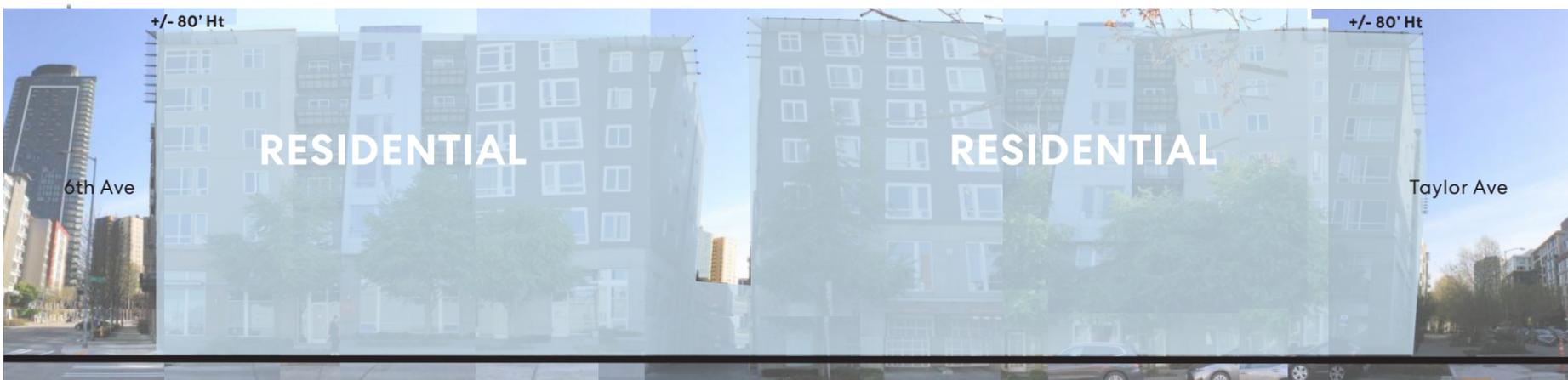
Thomas St - South Street Elevation



Thomas St - North Street Elevation



John St - East Street Elevation



John St - West Street Elevation



**Fusion: SLU & the Seattle Center**  
 Contextually influenced by both South Lake Union and the Seattle Center, this project seeks to be a hybrid, blending inspiration from the historic worlds fair with the cutting edge scientific community found in SLU while setting the tone for a new type of zoning.



residential

commercial/retail

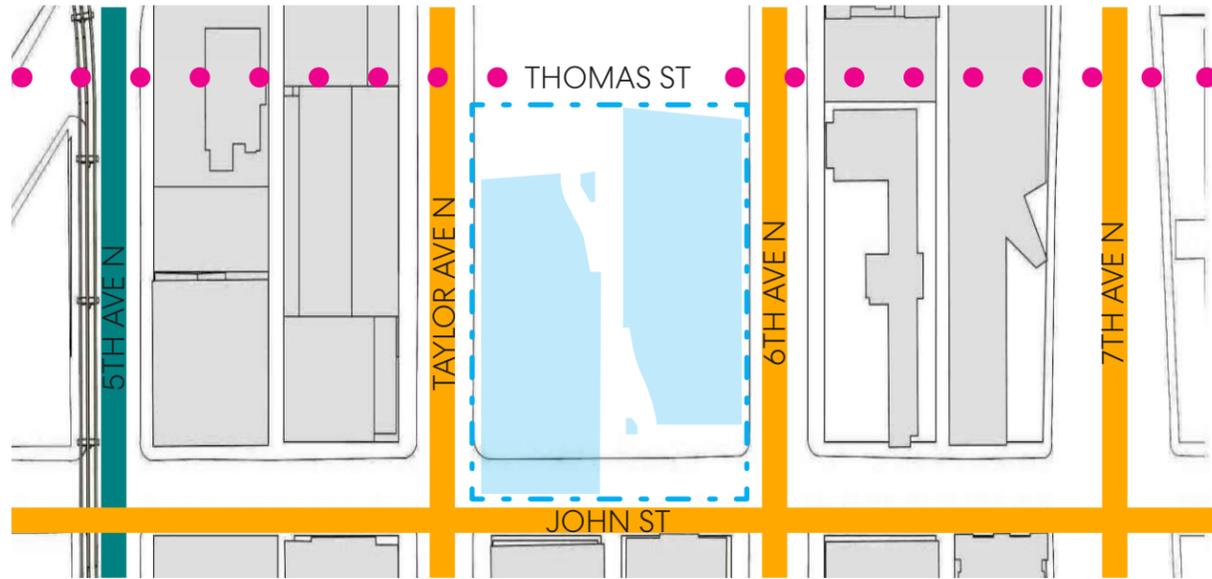
office space

hospitality

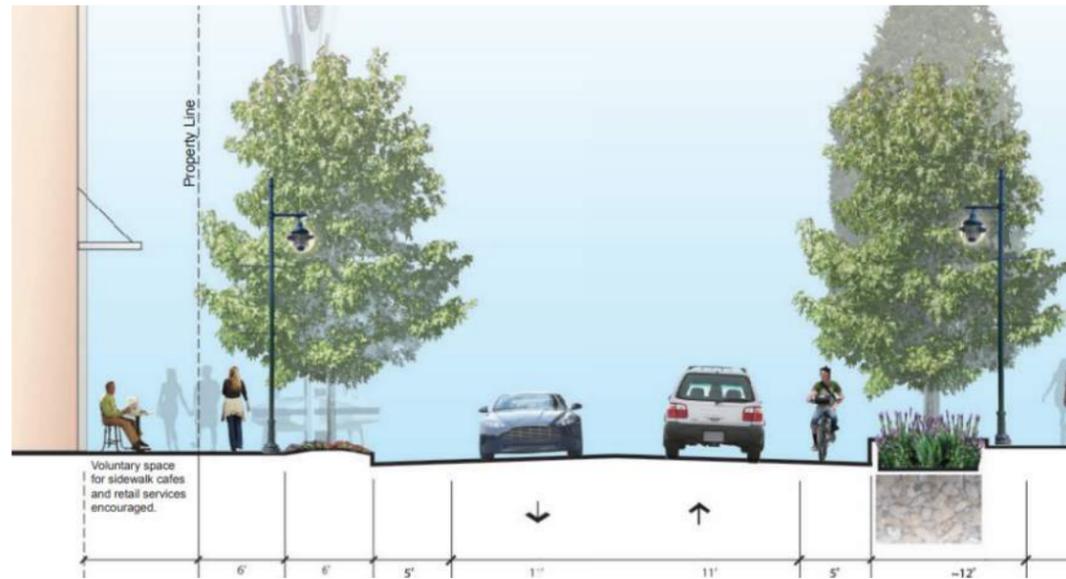
light industrial/warehouse

seattle center

# neighborhood character - context



vicinity plan



thomas street section



- — — site
- — — class I pedestrian street
- — — class III pedestrian street
- ● ● green street
- 

#	PUBLIC BENEFIT COMPONENT	DESCRIPTION OF DESIGN	DESIGN BENEFITS	ESTIMATED AREA	ESTIMATED VALUE
1	Alley Pedestrian Improvements	Enhanced development of alley to public pedestrian walkway	<ul style="list-style-type: none"> <li>Publicly open connection between north and south open space plazas for improved connectivity</li> <li>Boardwalk style walkway through native planting beds</li> <li>Lighting for visibility and wayfinding as well as ambient feature lighting</li> <li>Car-free, pedestrian focused space</li> </ul>	• 7,200 SF	• \$599,000 - \$630,000
2	Enhanced ROW improvements at Class III Pedestrian Streets	a. 6th Ave N: move curb east, widening sidewalk, parallel parking	<ul style="list-style-type: none"> <li>Increased space for wide planting strip with larger street trees</li> <li>Improved pedestrian experience at urban street edge</li> <li>Contributes to an increased green factor being provided on-site</li> </ul>	<ul style="list-style-type: none"> <li>10,440 SF overall</li> <li>4,400 SF planting</li> </ul>	• \$1,397,000 - \$1,470,000
		b. Taylor Ave N: move curb west, widening sidewalk, parallel parking, new curb bulbs	<ul style="list-style-type: none"> <li>Increased space for wide planting strip with street tree 'grove'</li> <li>Improved pedestrian experience at urban street edge</li> <li>Contributes to an increased green factor being provided on-site</li> </ul>	<ul style="list-style-type: none"> <li>10,440 SF overall</li> <li>6,424 SF planting</li> </ul>	• \$1,372,000 - \$1,445,000
		c. John St: new curb bulbs	<ul style="list-style-type: none"> <li>Increased planting space</li> <li>Improved pedestrian experience at urban street edge</li> <li>Reduced crossing distance for better pedestrian safety and to encourage traffic calming</li> <li>Contributes to an increased green factor being provided on-site</li> <li>Architectural setbacks</li> </ul>	<ul style="list-style-type: none"> <li>4,840 overall</li> <li>1,035 SF planting</li> </ul>	• \$609,000 - \$641,000
3	Enhanced Green Street	a. Thomas Street Frontage	<ul style="list-style-type: none"> <li>Voluntary setbacks of 50' on the south parcel and 15' on the north parcel exceed the implied 8' in concept plan</li> <li>Increased area through voluntary setbacks allow for more and varied planting directly adjacent to the Thomas Green Street</li> <li>Increased area allows for greater seating, dining, lighting, and amenities to help foster vibrant space along the green street</li> <li>Curb cut removal promotes a pedestrian friendly street</li> </ul>	• 2,700 overall	• \$253,000 - \$267,000
4	Enhanced Placemaking	a. Wayfinding / signage	<ul style="list-style-type: none"> <li>Promoting pedestrian activity</li> <li>Enhancing pedestrian experience</li> </ul>		• \$37,000 - \$39,000
		b. Bike/ active design	<ul style="list-style-type: none"> <li>Providing public pedestrian routes through site</li> </ul>		• \$75,000 - \$78,000
		c. Canopies	<ul style="list-style-type: none"> <li>Increased weather protection along Taylor</li> </ul>	• 2,227 SF (canopy)	• \$888,000 - \$936,000
		d. Covered outdoor spaces	<ul style="list-style-type: none"> <li>Weather protection near building entries</li> <li>Arch form of covered spaces ties to Local History and Culture, and contributes to the architectural character of the neighborhood per Design Guideline CS3</li> </ul>	• 3,375 SF (covered)	• \$106,000 - \$124,000
					total: \$5,336,000 - \$5,630,000