



Perkins&Will

SDCI Project # 3038240-LU / 3038247-LU | [Design Commission Meeting 2](#) | March 02, 2023



# 01

## development goals

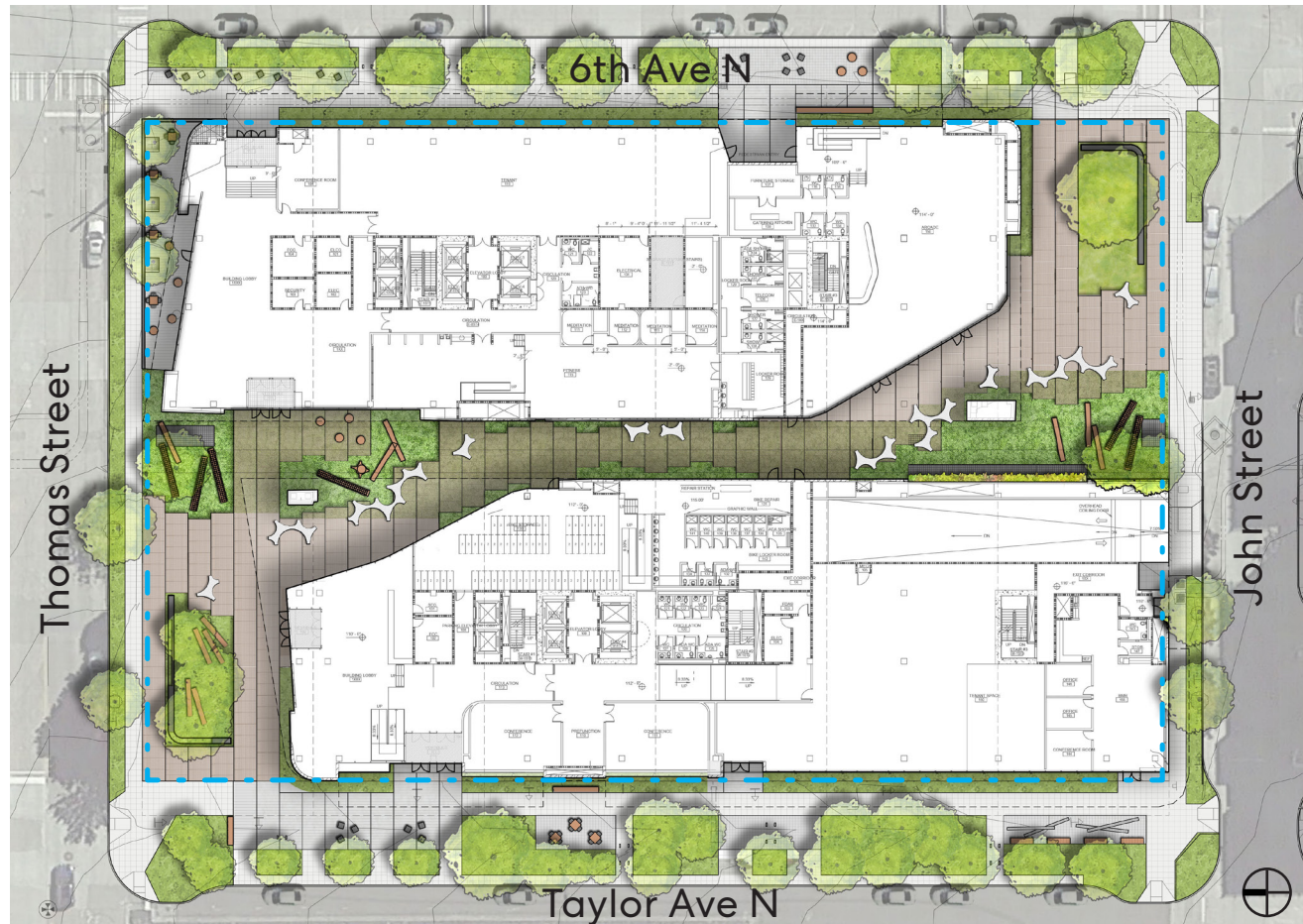
site introduction  
urban design context  
proposed project  
public trust  
public benefits

○ objectives & proposal

○ process

○ community engagement





## objectives

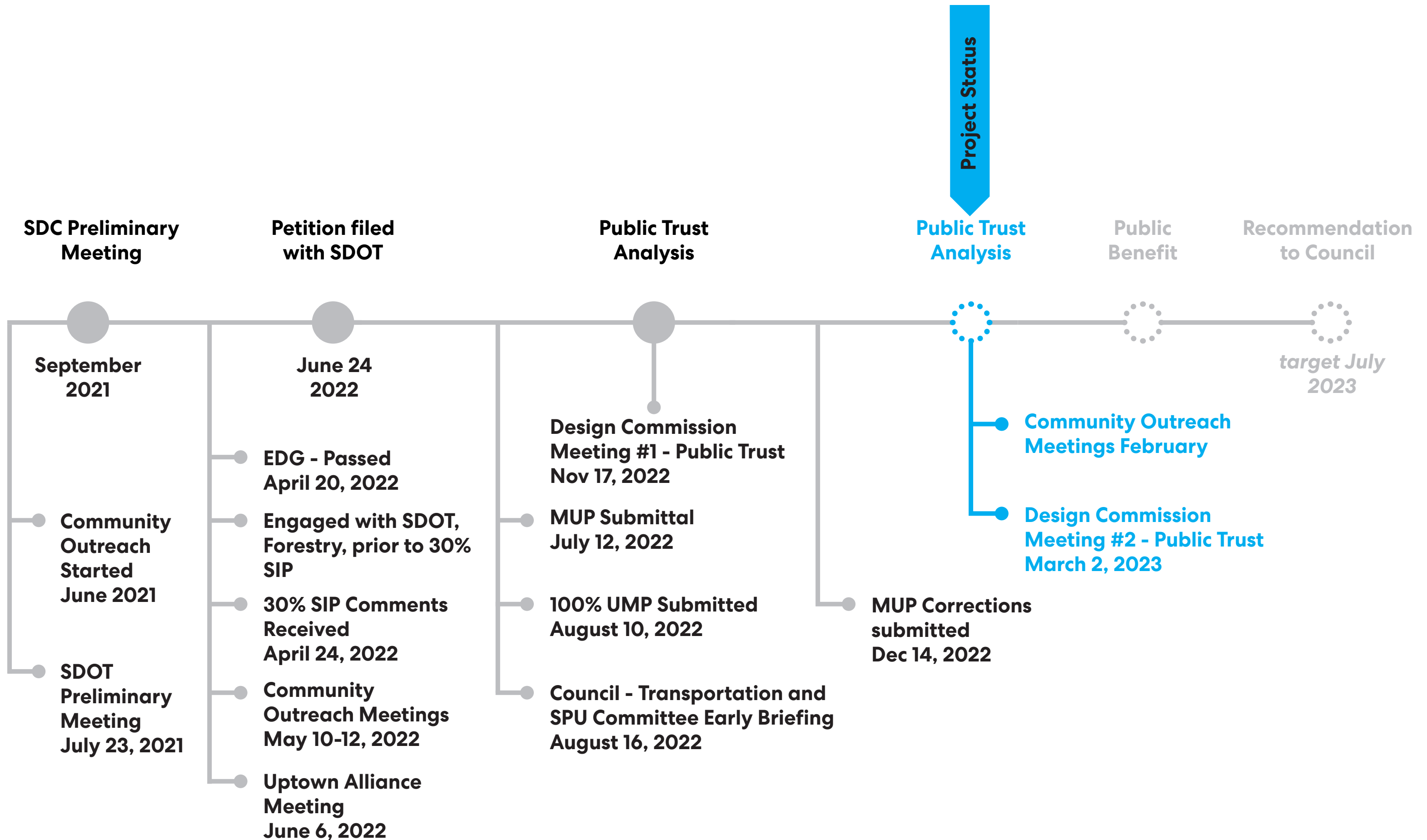
- neighborhood integration
- historic references
- emphasis on pedestrian realm
- enhancing site functionality
- green street connection
- neighborhood fabric



## proposal

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







board guidance - section 01

a. public engagement

Additional information is needed on outcomes from initial public engagement, including demographics of the communities that will benefit.

Additional work should occur to expand outreach and engagement to a more diverse population than would be represented by the Uptown Alliance, including in-person engagement with nearby residential properties.

p06 - 07

design responses:  
+ community outreach outline



## **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



# Alley Vacation - Planned Outreach

## January 2023

- 1/23 Research and develop downtown-focused transportation related groups such as: Feet First, Transportation Choices Coalition, Cascade Bicycle Club, etc.
- 1/30 Update the project with additional information about the alley vacation, upcoming project tour dates and how to request a tour.
- 1/31 Reach out to target organizations and follow up to secure interest in walking tours

### List of Targeted Organizations

- Feet First
- Transportation Choices Coalition
- Cascade Bicycle Club
- Greenways
- Seattle Center
- 4Culture
- Downtown Moms
- Uptown Alliance

## February 2023

- 2/13-2/17
  - Confirm walking tour dates with target organizations
  - Liaise with mailing house and mail letter to nearby residents and businesses.
  - Draft outreach letter to local businesses and residents that offers more information about the alley vacation and offers walking tours.
- 2/20-2/24
  - Update the project website with additional information about the alley vacation, upcoming project tour dates and how to request a tour.
  - Mail outreach letter to list of nearby businesses / residential buildings.
  - Continue outreach to local businesses / residential buildings and set up meetings.
  - Continue setting up walking tours / begin conducting as needed.
  - Update schedule of tours for interested parties
- 2/27-3/6
  - Begin conducting walking tours
  - Develop documentation of outreach efforts, responses, tour details and comments.
  - Submit Final Summary to DON for Approval Share Comment Summary and Survey results with team
- Community outreach is ongoing and will continue throughout project's process.

# 02

development goals

**site introduction**

urban design context

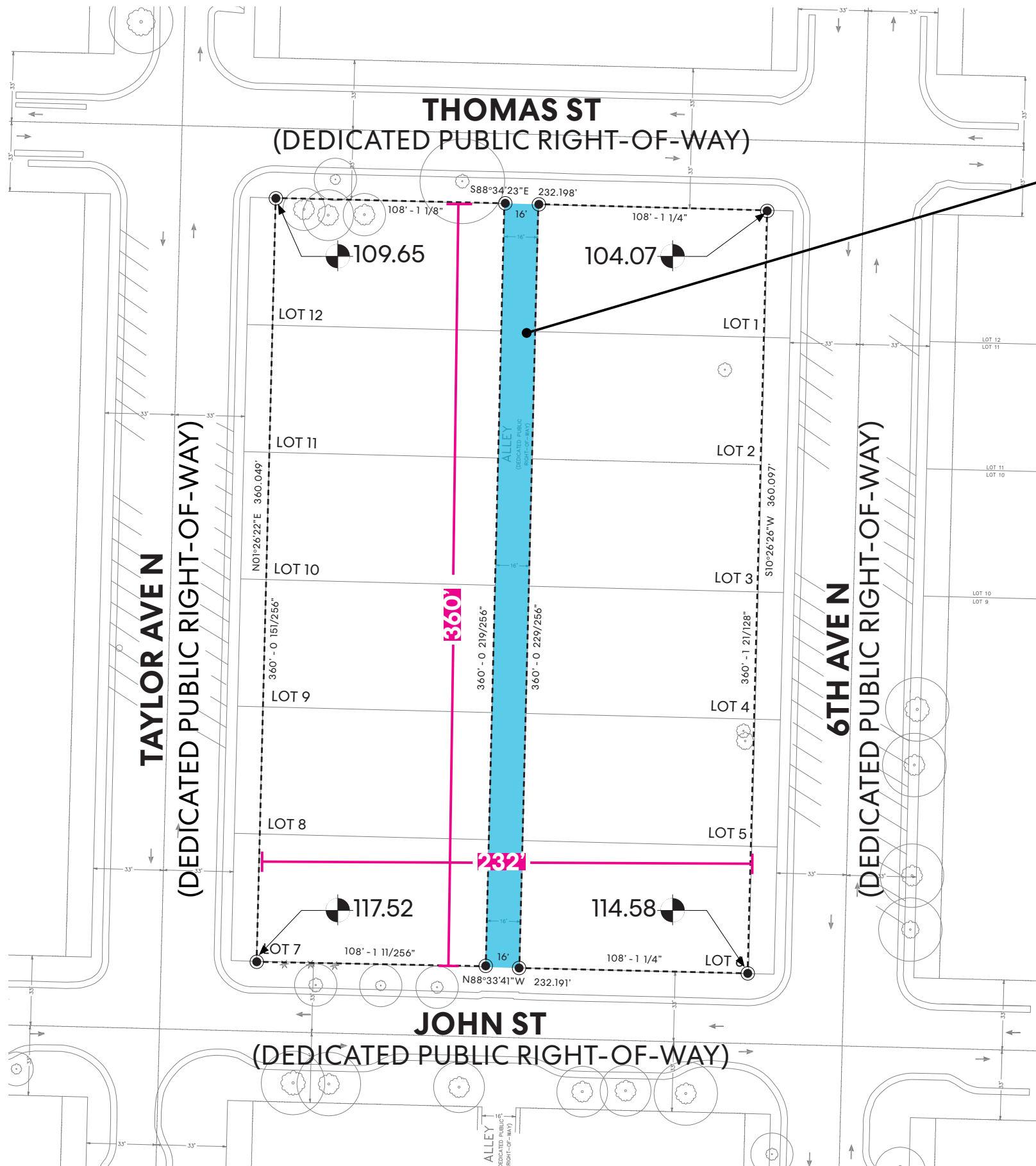
proposed project

public trust

public benefits

existing conditions





existing conditions

# 03

development goals

site introduction

**urban design context**

proposed project

public trust

public benefits

○ **neighborhood character**

○ **adjacent alleys**

○ **pedestrian connections**



## board guidance - section 03

### a. neighborhood character

The board requested more information regarding **precedent imagery** of what has worked well in the past to support the **contextual studies** done for the project's neighborhood. Additionally, the board recommended the inclusion of photo imagery of **existing alleys** and **future projects** in the neighborhood.

### p12 - 17

#### design responses:

- + future project imagery
- + adjacent alley imagery
- + existing pedestrian realm imagery
- + precedent imagery / case studies

Three case studies were chosen: Amazon Block 21, UW School of Medicine, and Ovation Towers. The designs and intent behind the alley vacation for the respective projects align and compliment the T6 proposal. The case studies employ important design aspects such as an emphasis on the public realm, large open spaces, and pedestrian amenity.







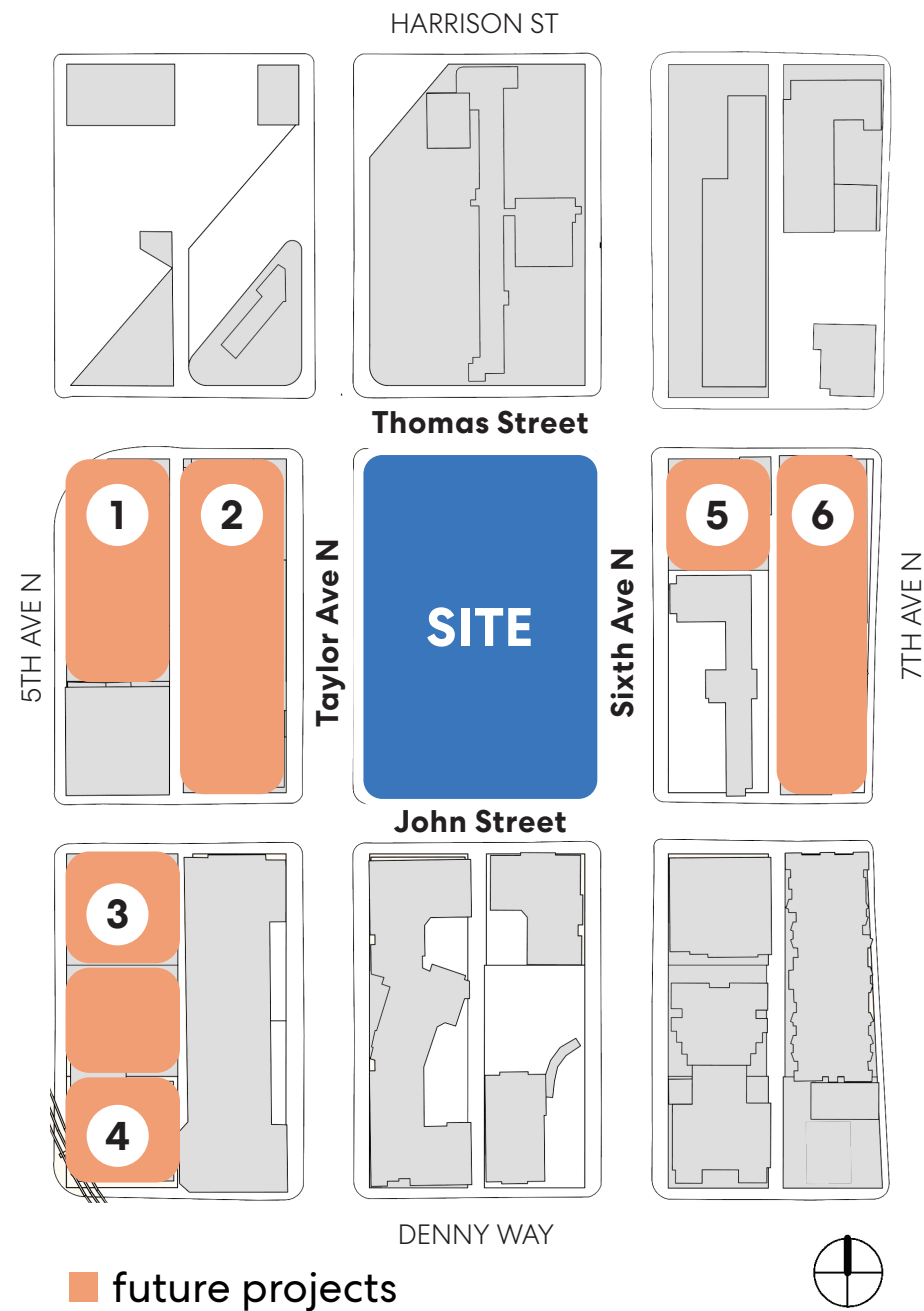
1  
222 5th Ave N



2  
223 Taylor Ave N



3  
130 5th Ave N



future projects

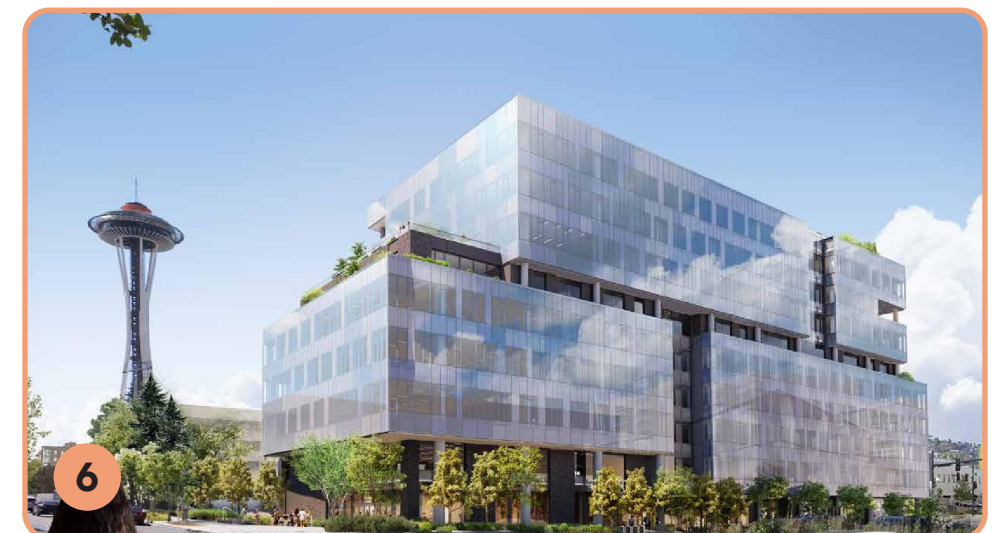
note: see appendix for additional context imagery



4  
508 Denny Way

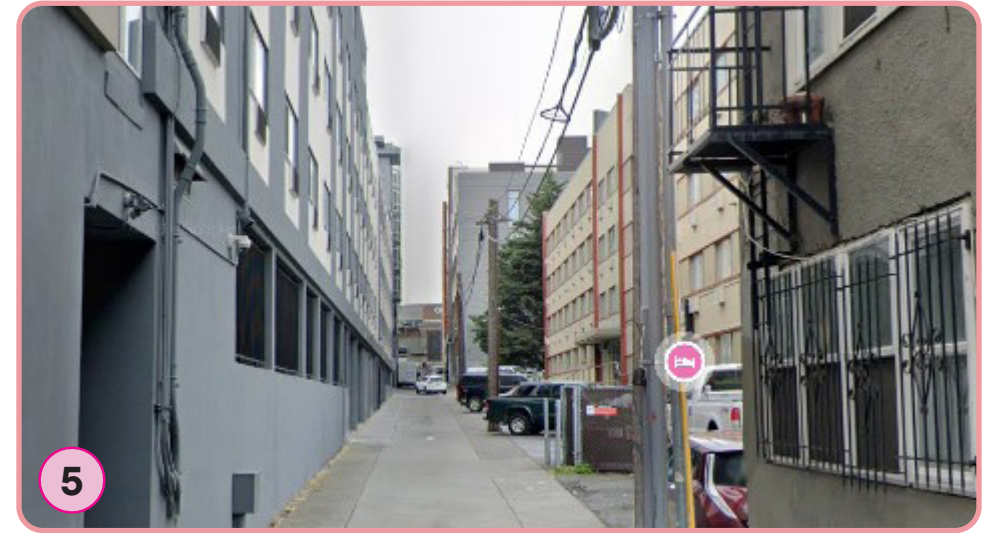
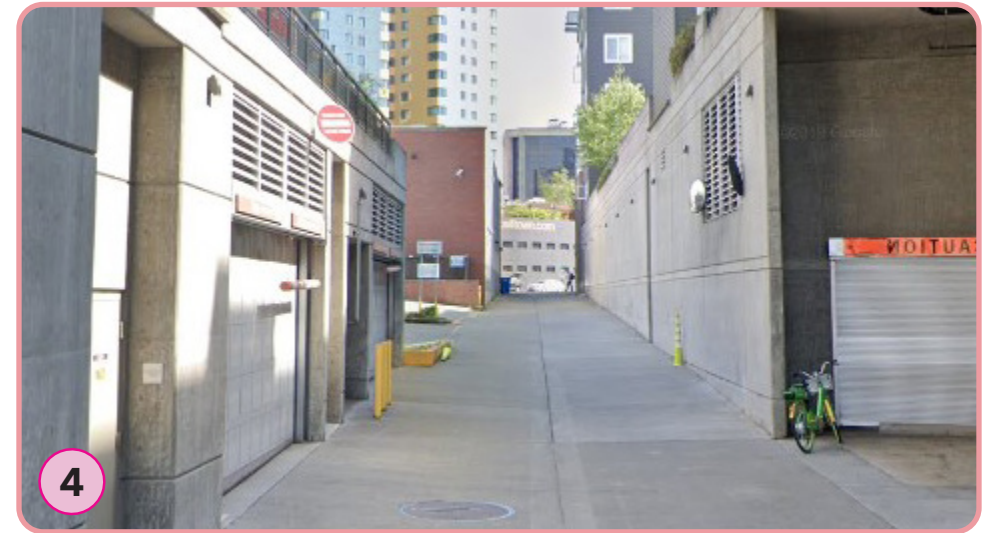
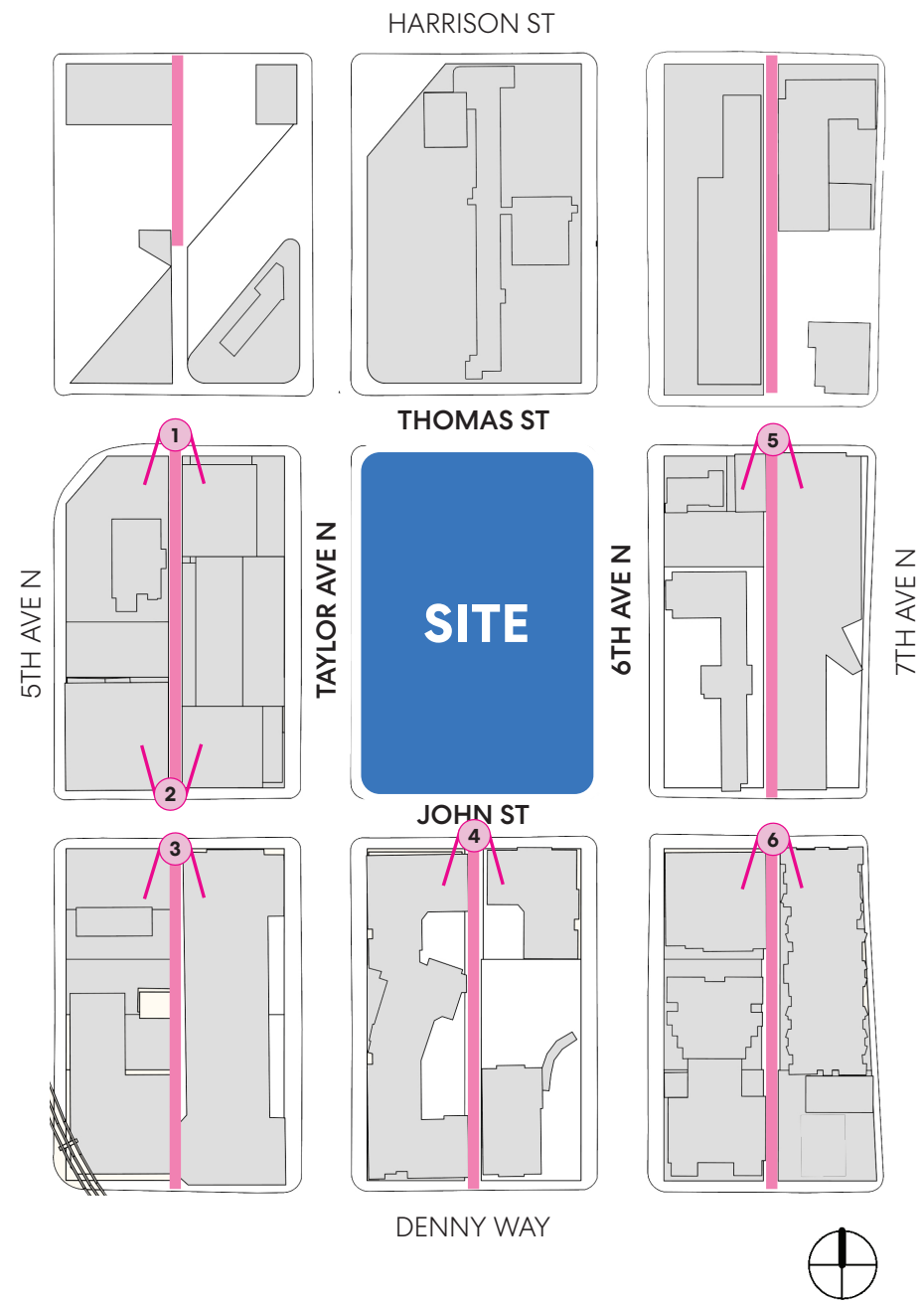
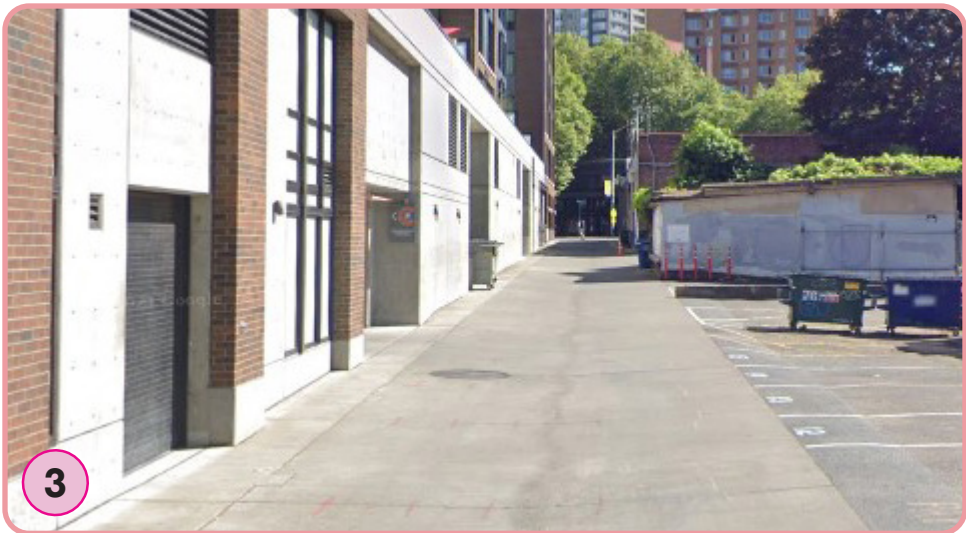
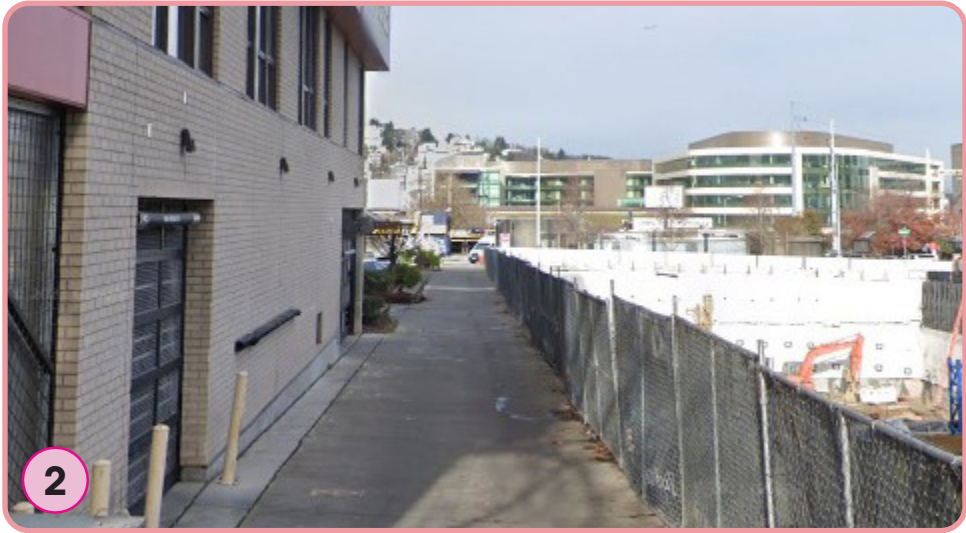
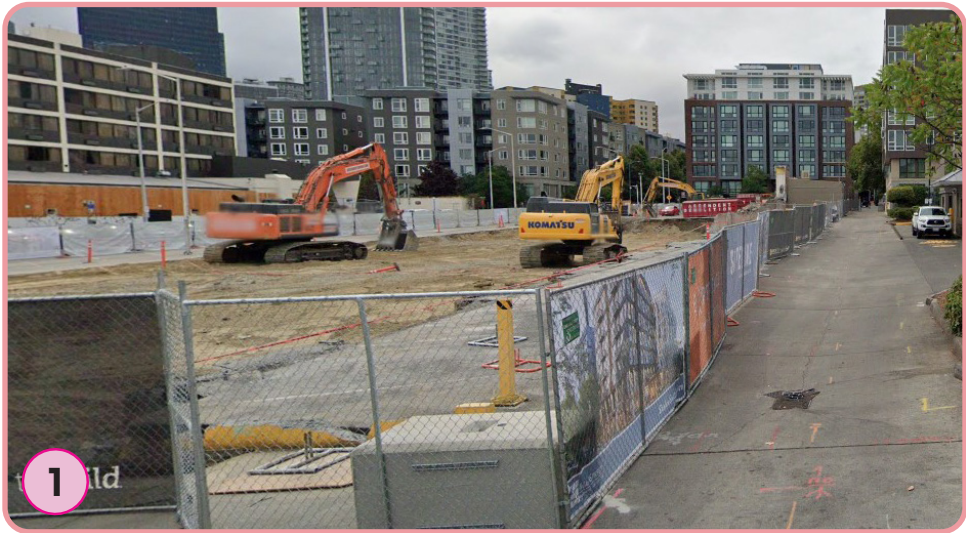


5  
605 Thomas St.



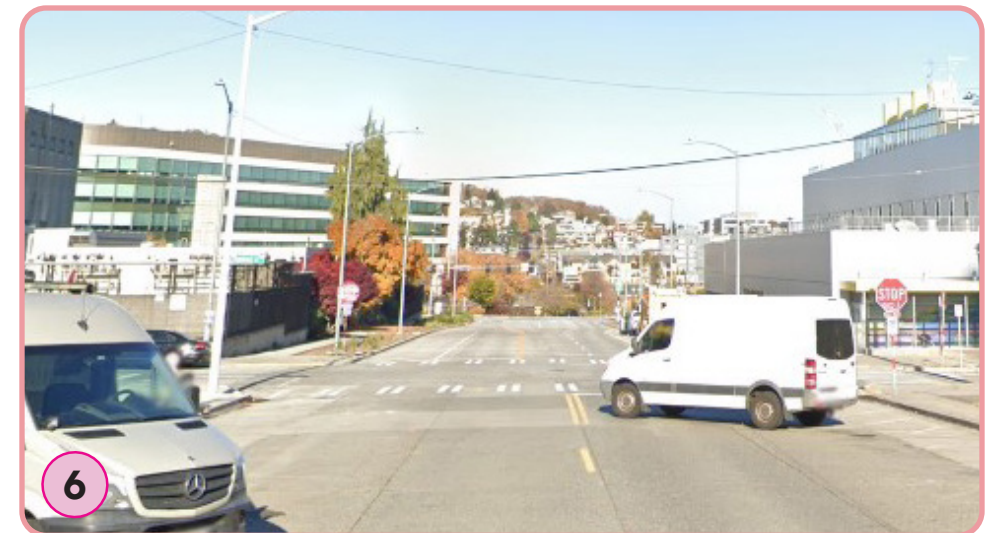
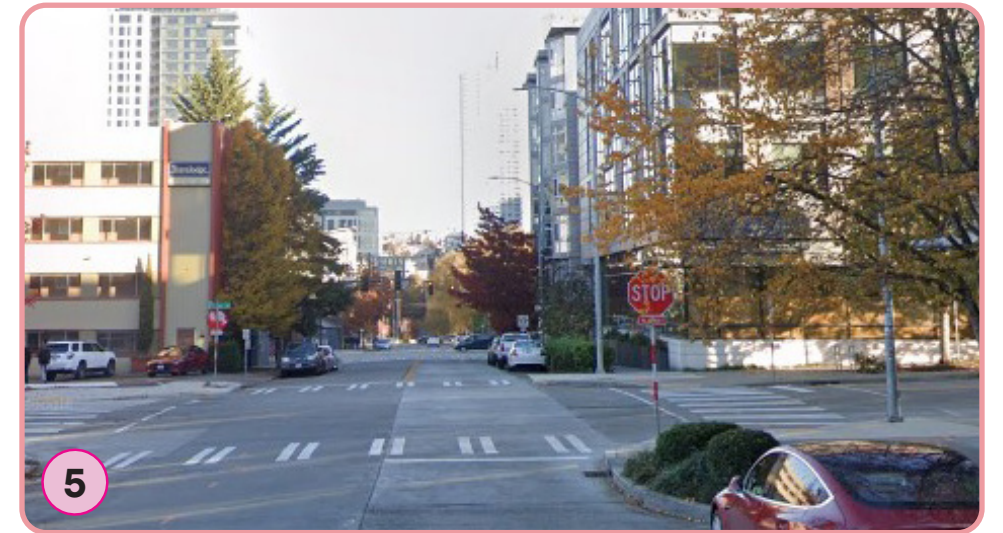
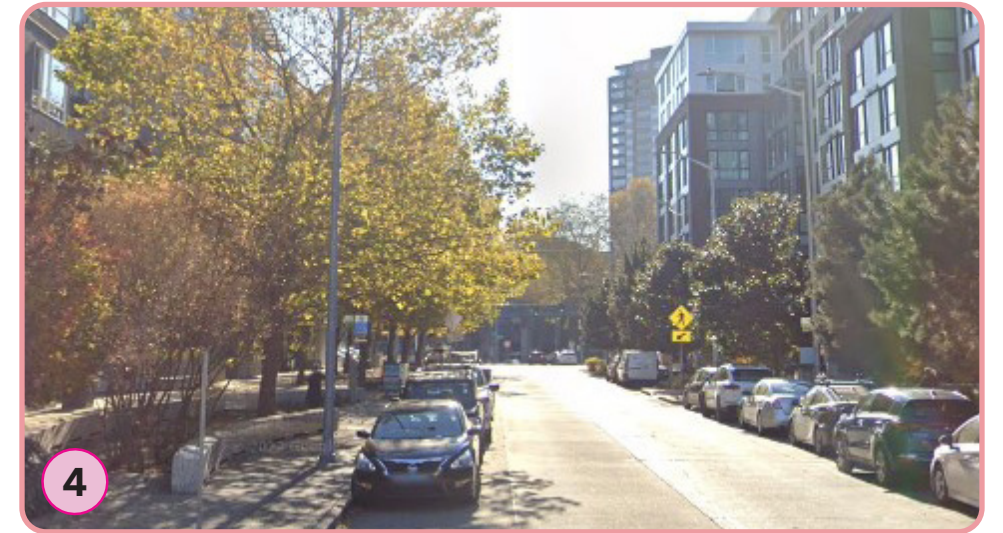
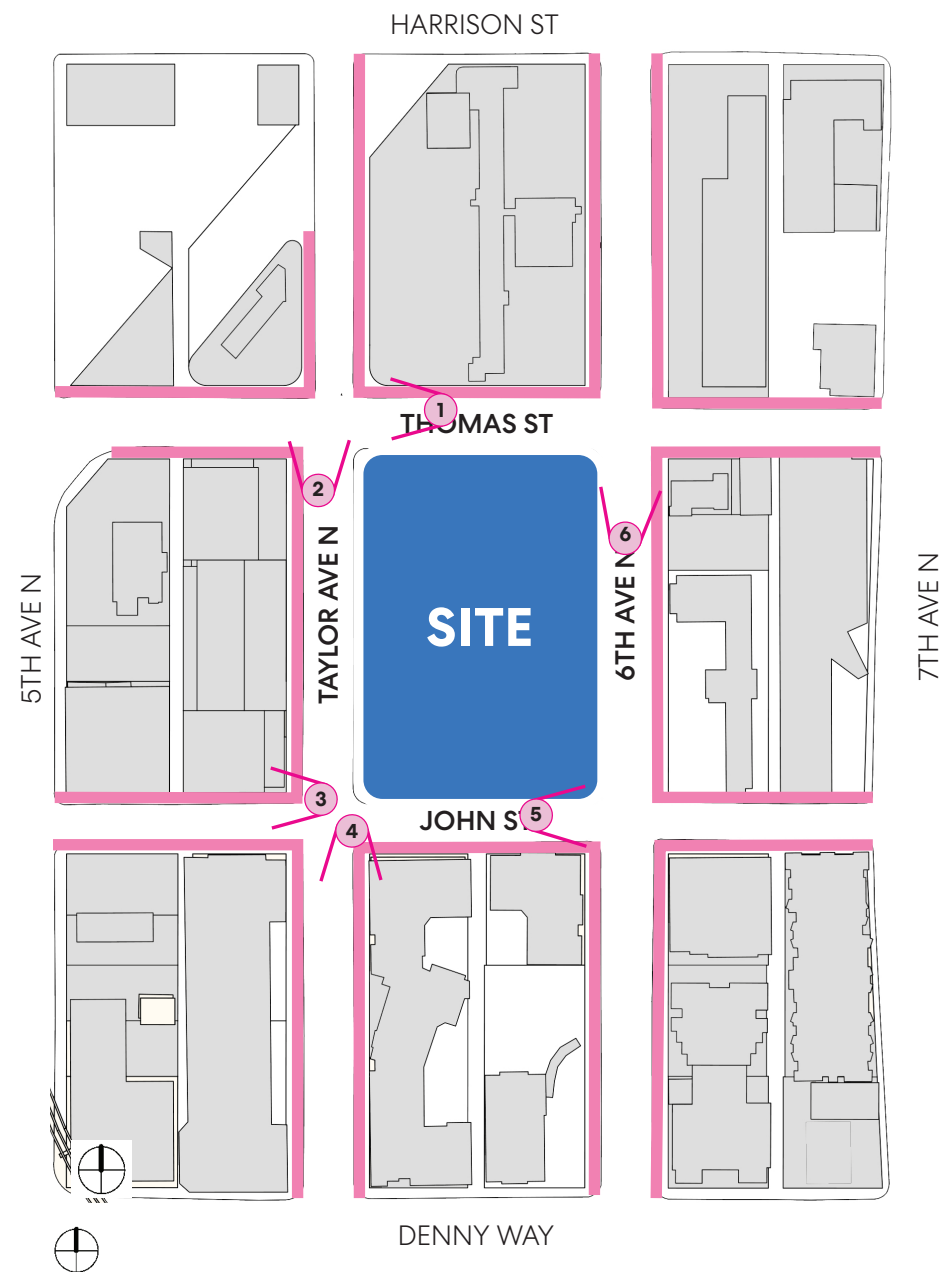
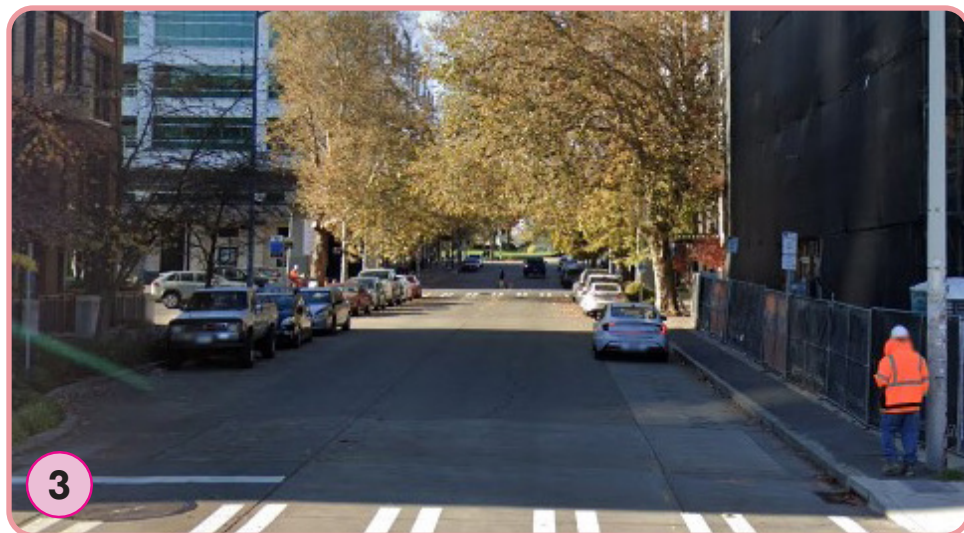
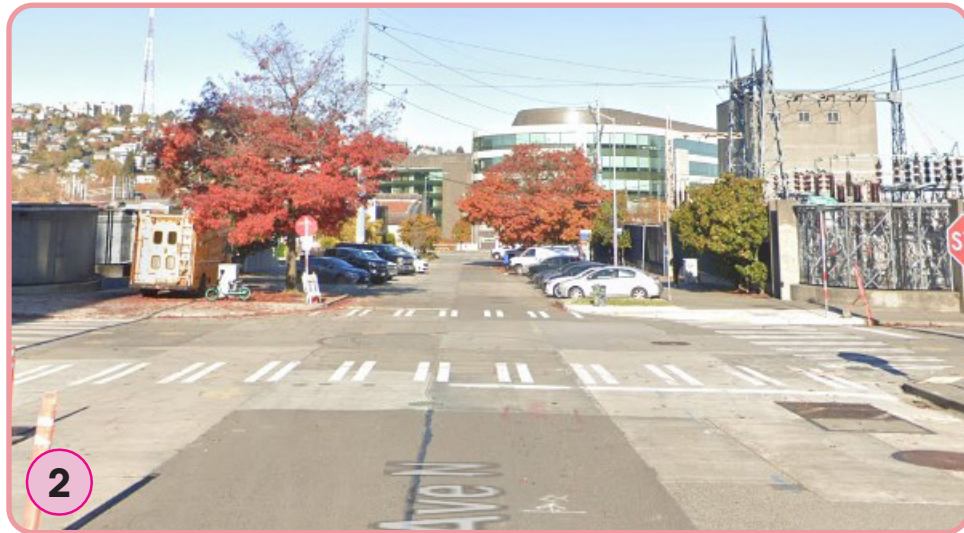
6  
611 Thomas St.





photos of adjacent alleys







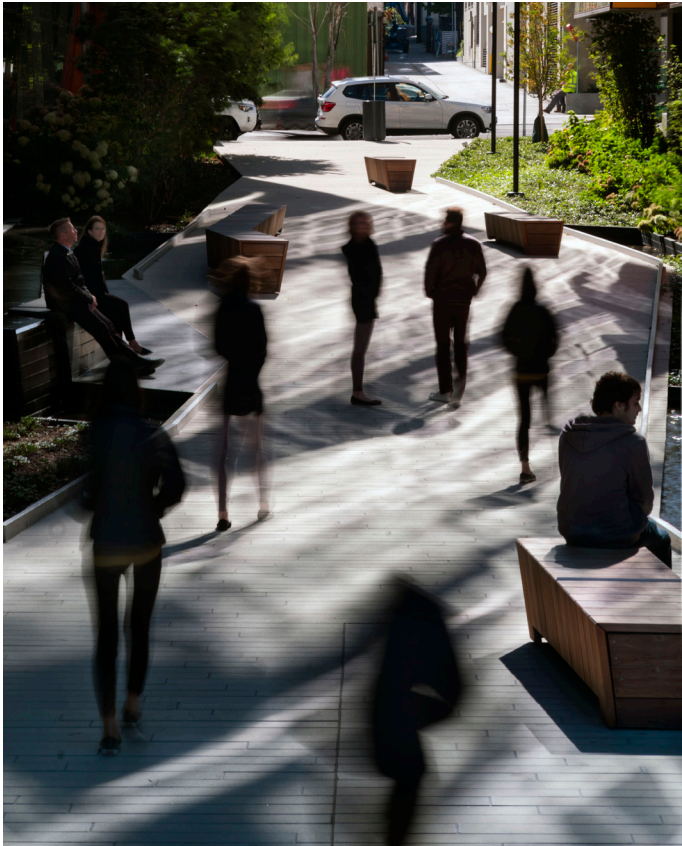
Similar to the T6 project proposal, the Amazon Block 21 project vacates an existing alley and introduces two office buildings, creating **generous amounts of open space**. Like the T6 project, Block 21 engages the public through the **open space** between the towers as well as creates **visual connectivity** from 8th and 7th avenue. T6 contributes to the public realm with a **pedestrian focused** through-block connection and large, open public plazas.





The University of Washington School of Medicine in South Lake Union maintains a vision of meeting programmatic needs of a highly regarded biomedical facility, reflecting the goals and identity of UW Medicine. The design bridges strong connections between neighborhood and campus communities, and provides friendly, green pedestrian streets.

T6 will engage the public similarly by creating a **pedestrian focused through-block connection**, anchored by large open space plazas at the north and south ends of the project site. Program such as a cafe and bike storage/repair at the pedestrian connector, the T6 proposal looks to create a **warm and inviting space for the public**.





The Ovation Towers are ideally located at the intersection of Downtown and First Hill. In exchange for vacating an existing alley, LMC collaborated with the City of Seattle and Town Hall to create significant open space for the public, residents, and patrons of the renowned Town Hall venue, which opens directly onto the park.

Ovation’s ample outdoor space weaves directly into that of Seattle’s Town Hall, creating a unified experience park experience for inhabitants, the public, and patrons of the municipal venue.

T6 in its proposal, will introduce similar elements in its alley vacation. The pedestrian connector and public plazas are designed with **ample seating for both patrons of the building and public pedestrians** meandering through the site. With a focus on the pedestrian and **public realm**, the right of way streets surrounding the site are also designed to have a **variety of planting, seating, and bicycle parking**.





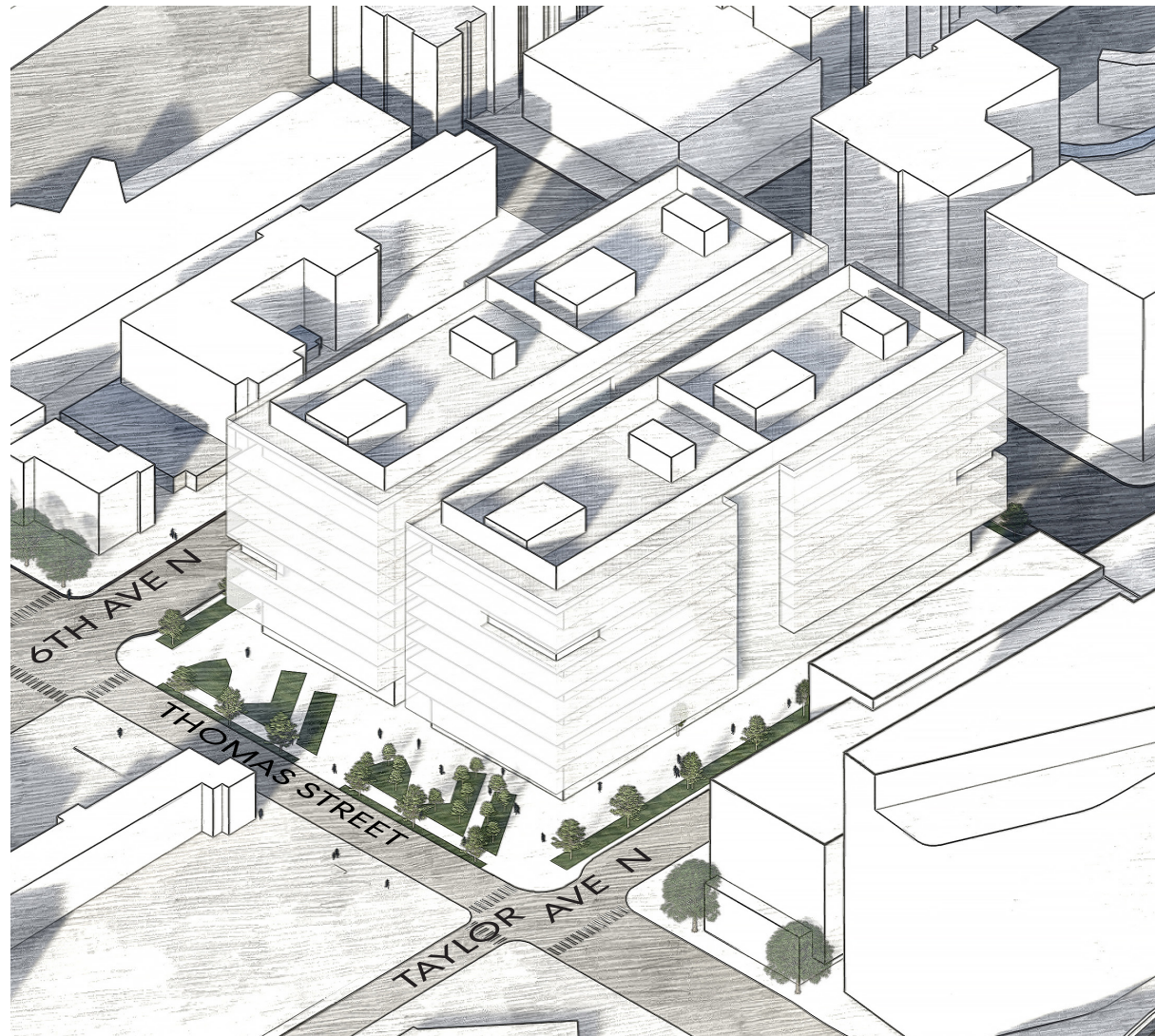
# 04

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

- **overview**
- **vacation policies**
  - **access & circulation**
  - **open space**
  - **air / light / views**

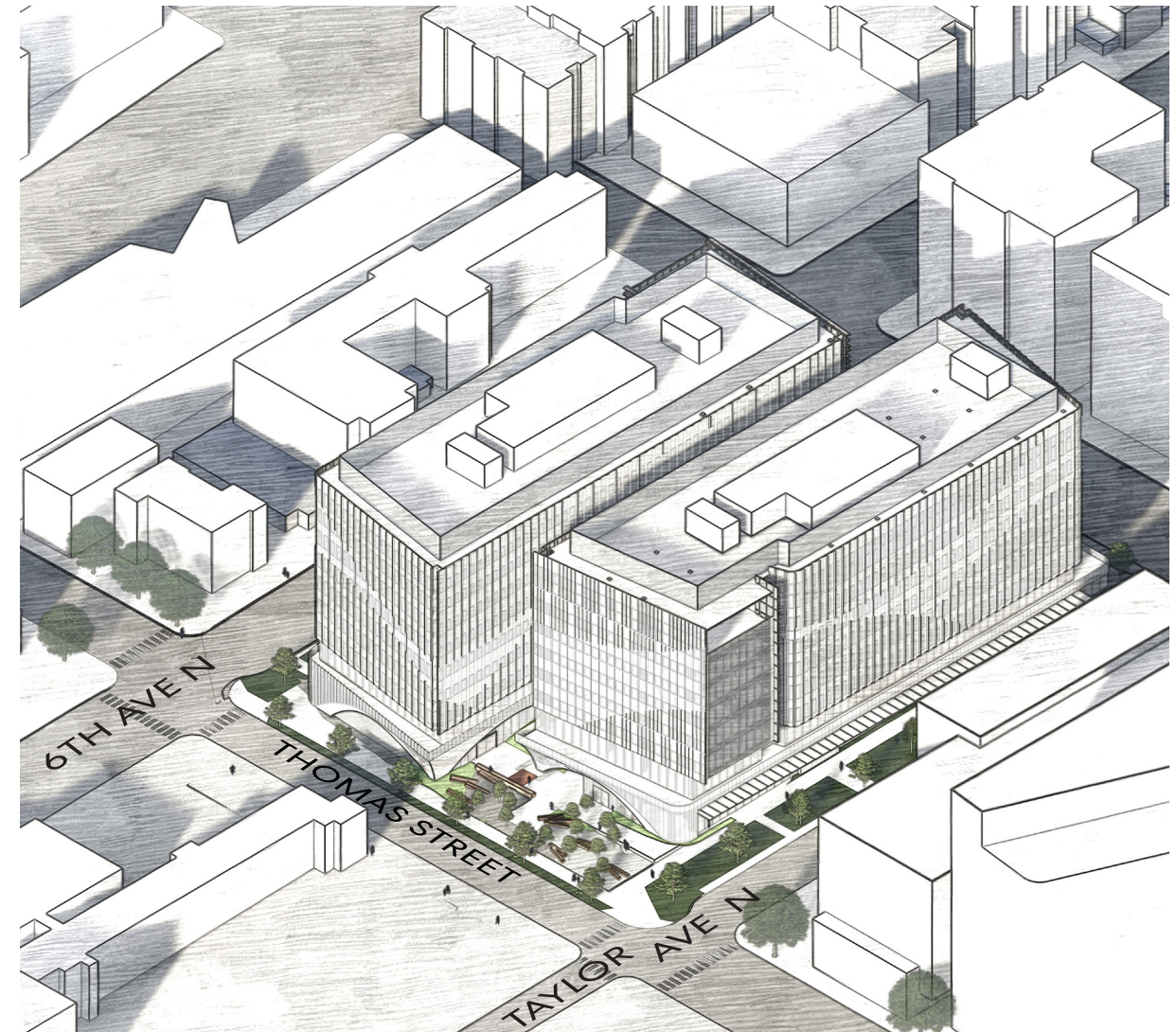


## no alley vacation



- 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



board guidance - section 04

a. diagonal connection

Overall, the commissioners seem to support the diagonal connection through the site. However, they would like to see more **analysis supporting the need to move pedestrians** that are not associated with the building function or identity from the public realm to this feature. Their concerns include:

- Is it necessary?
- Is it the right move – should we be moving people off the street and into interior. What are the benefits of this?
- Is it effective?
- **Who** will use it?
- **Why** will they use it?

b. alley vs no alley vacation comparison

Commissioners would like to see a more **robust illustration** of the no alley vacation option, so a true comparison can be made. The no alley vacation option should show the **baseline for the improvements to public spaces and ROW**, and the alley vacation option should show **improvements to those baselines**.

c. public spaces

- What is the program of these spaces and how is the **design detail supporting the program**?
- Are these spaces meant for gathering, rest, etc. or are they merely meant as pass through spaces to access opposite side of site, corners of site, etc?
- How will the **general public** use these spaces or are the spaces designed for building tenants and users?
- Commissioners are concerned that the internal spaces meant as public access through the site will not be used by the public.

p21 - 35

studies:

- + urban connectivity
- + traffic patterns
- + anticipated vehicular volume
- + anticipated pedestrian volume
- + “day in the life” series

design responses:

- + removal of vehicular access at Thomas Street
- + building program relocation at ground level
- + increased transparency at pedestrian connector
- + increased visual connections from each block end

p36 - 40

studies:

- + ROW requirements

design responses:

- + increased ROW improvements beyond requirements

p41 - 57

studies:

- + no vacation/with vacation program comparisons
- + example uses of spaces around site

design responses:

- + cafe relocation at ground level
- + increased transparency at ground level spaces
- + redefined architectural design for increased visual connections through pedestrian connector

board guidance - section 04

a. diagonal connection

Overall, the commissioners seem to support the diagonal connection through the site. However, they would like to see more **analysis supporting the need to move pedestrians** that are not associated with the building function or identity from the public realm to this feature. Their concerns include:

- + Is it necessary?
- + Is it the right move – should we be moving people off the street and into interior. What are the benefits of this?
- + Is it effective?
- + **Who** will use it?
- + **Why** will they use it?

**response:** To further strengthen the idea behind the movement of the public through the pedestrian connector, the design team has developed the site analysis diagrams to further study the urban connectivity, traffic patterns, and anticipated vehicular/pedestrian volumes on site. With different paths to travel from various points of interest, such as the Seattle Center, Seattle Center Skate Plaza, and Denny Park, the studies provides an analysis on the movement seen and how the proposed project engages the public realm.

**Pages 22-26** cover the new site analysis information.

studies:

- + urban connectivity
- + traffic patterns
- + anticipated vehicular volume
- + anticipated pedestrian volume
- + “day in the life” series

design responses:

- + removal of vehicular access at Thomas Street
- + building program relocation at ground level
- + increased transparency at pedestrian connector
- + increased visual connections from each block end



urban connectivity diagram, see page 22 for enlarged







KEY

site

traffic direction

existing loading/drop off zone

existing garage/parking entry

future development: drop off zone

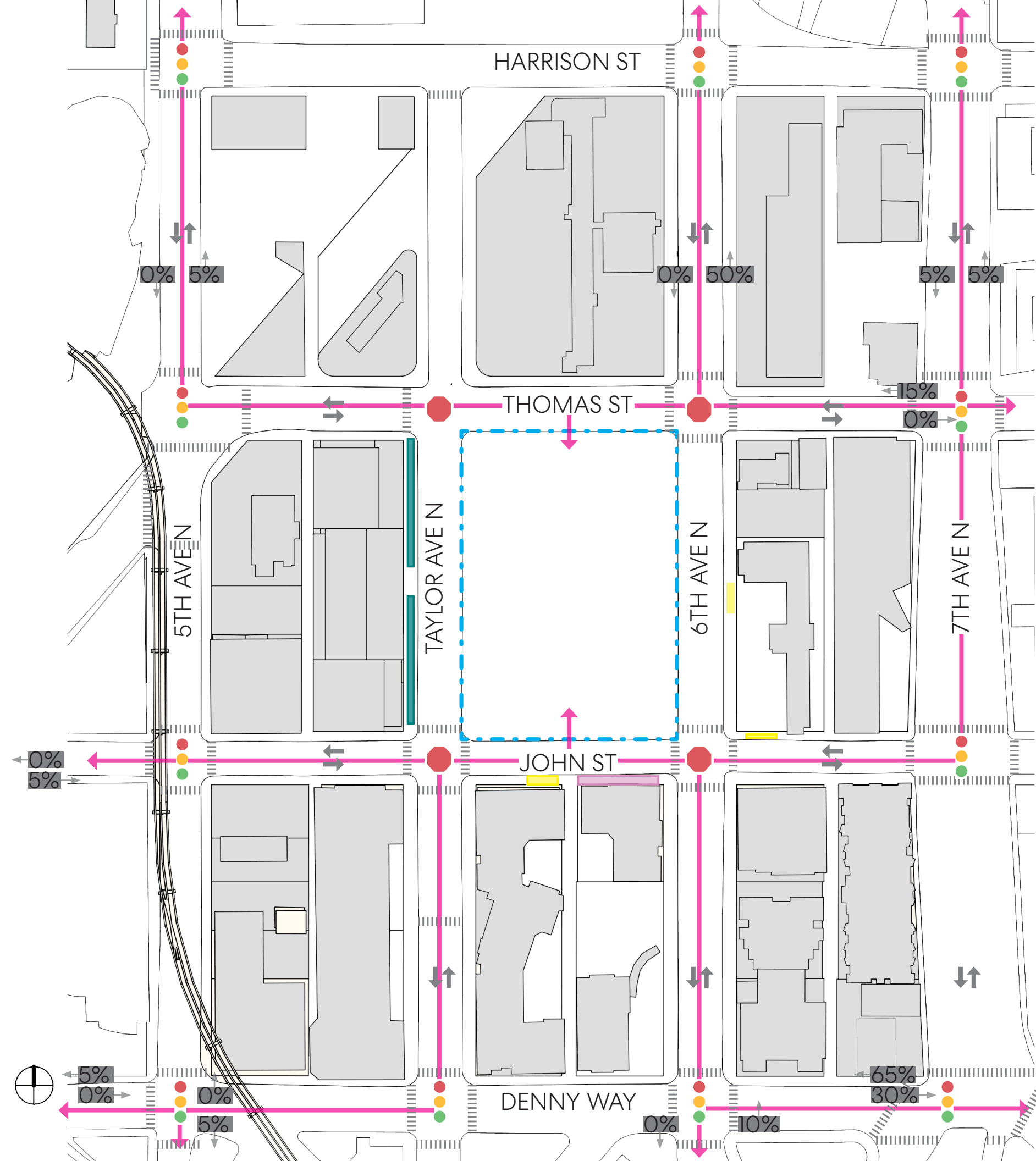
stop controlled intersection

signalized intersection

non-truck trip route

non-truck distribution

9 block - no vacation - traffic patterns





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

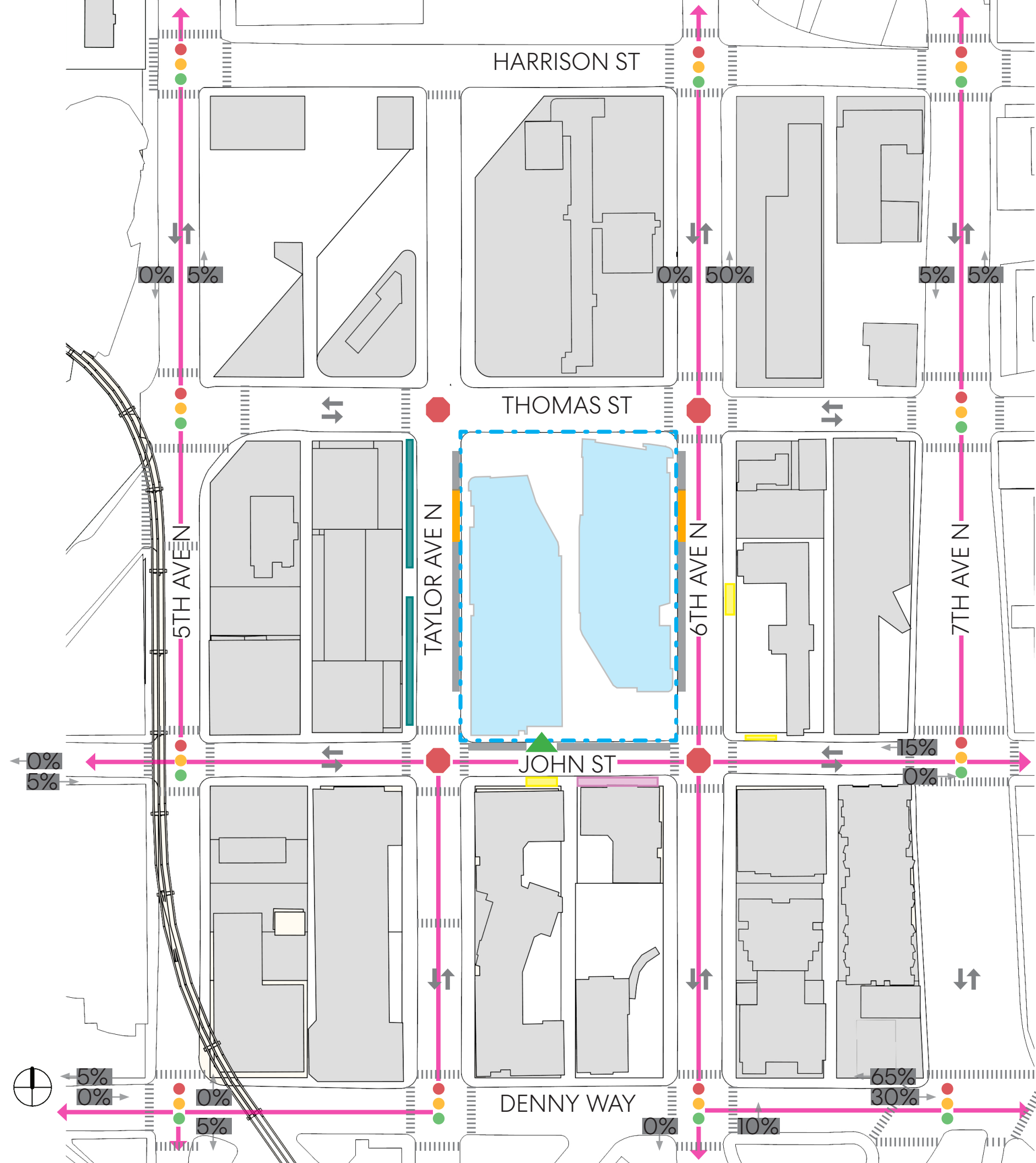
stop controlled intersection

signalized intersection

non-truck trip route

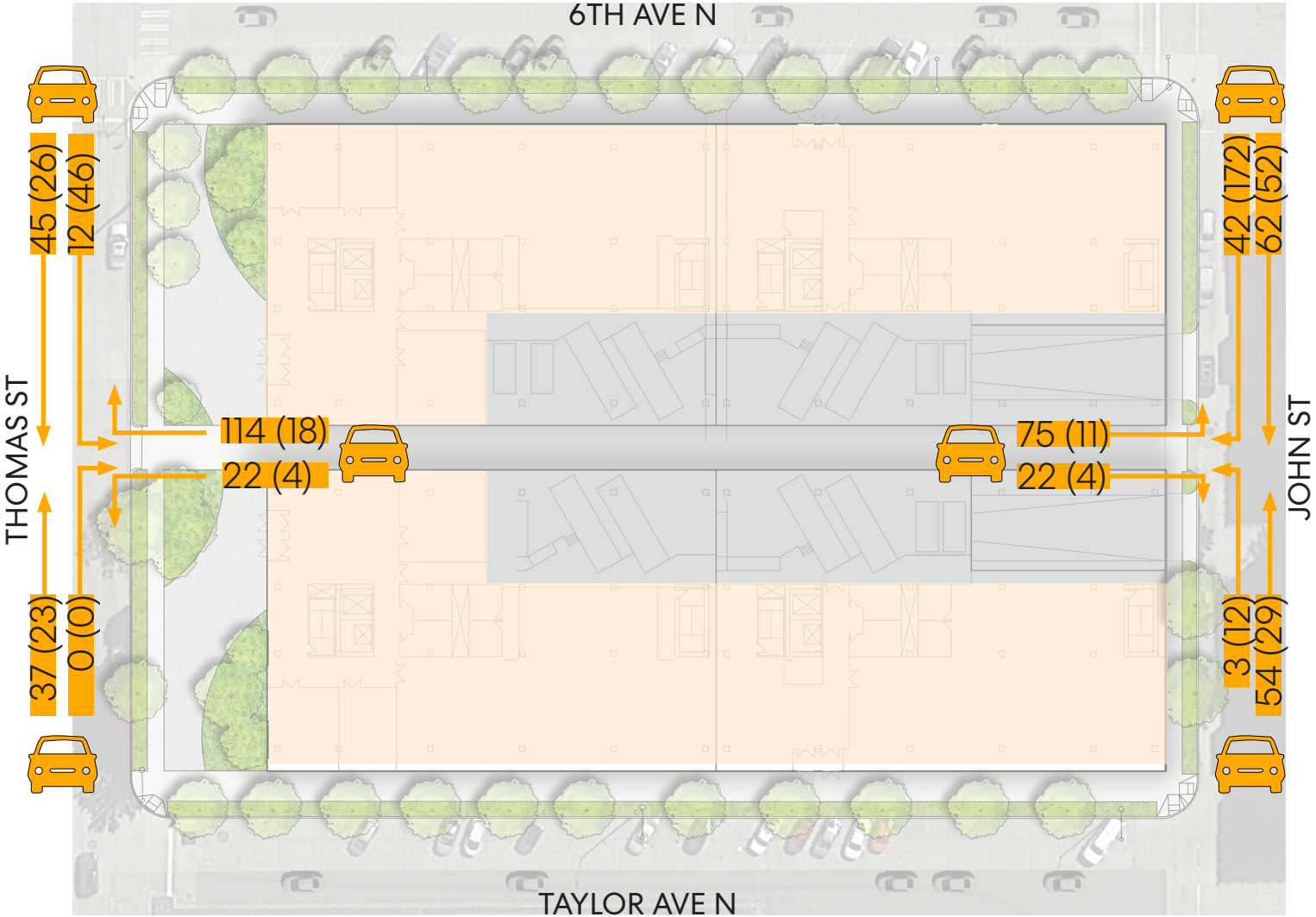
non-truck distribution 5%

9 block - with vacation - traffic patterns





no alley vacation



- Tenant
- Core/Building Support
- Vehicular Circulation
- Peak Hour Traffic Volume PM(AM)

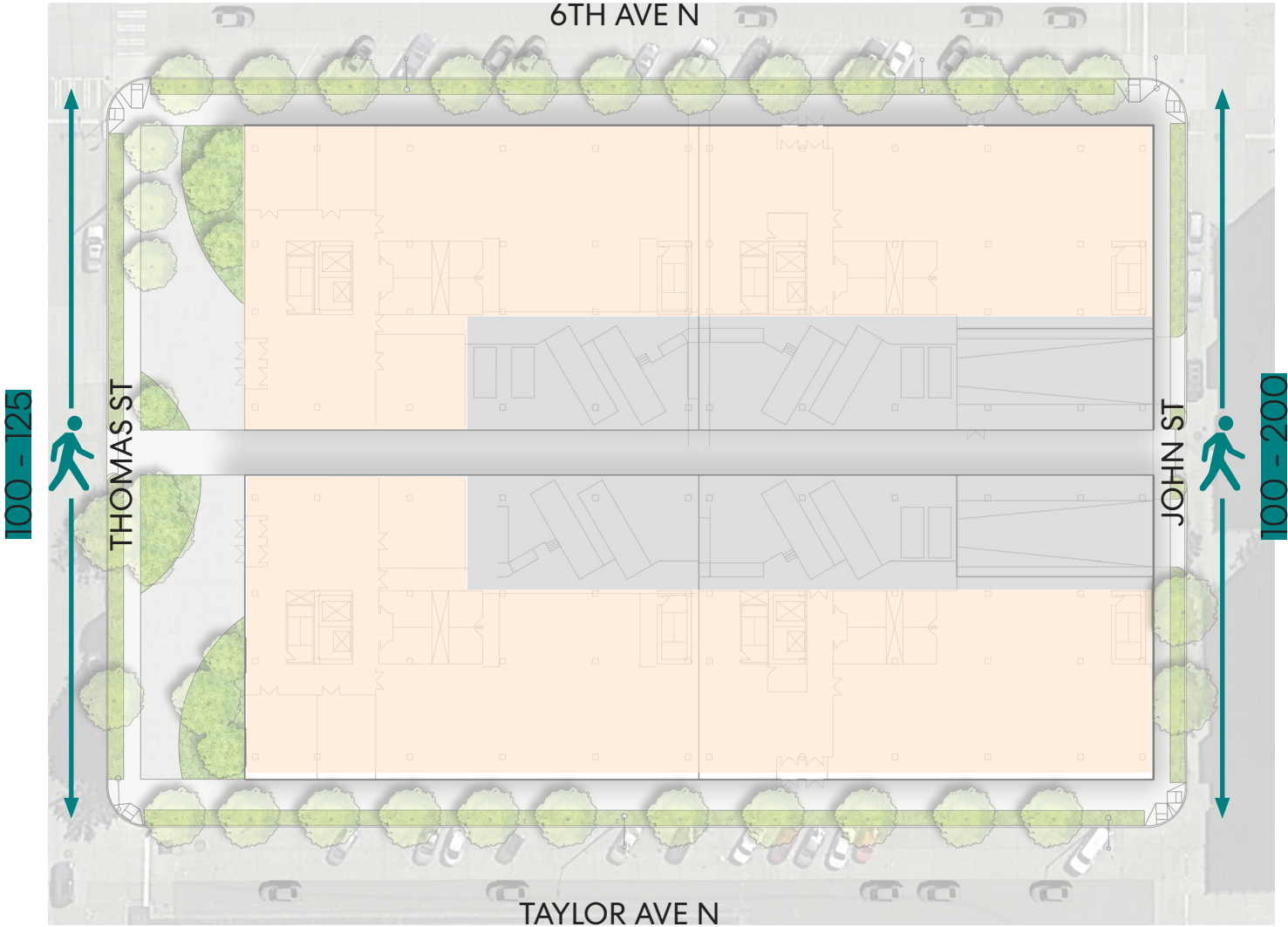
alley vacation



- Tenant
- Core/Building Support
- Vehicular Circulation
- Peak Hour Traffic Volume PM(AM)

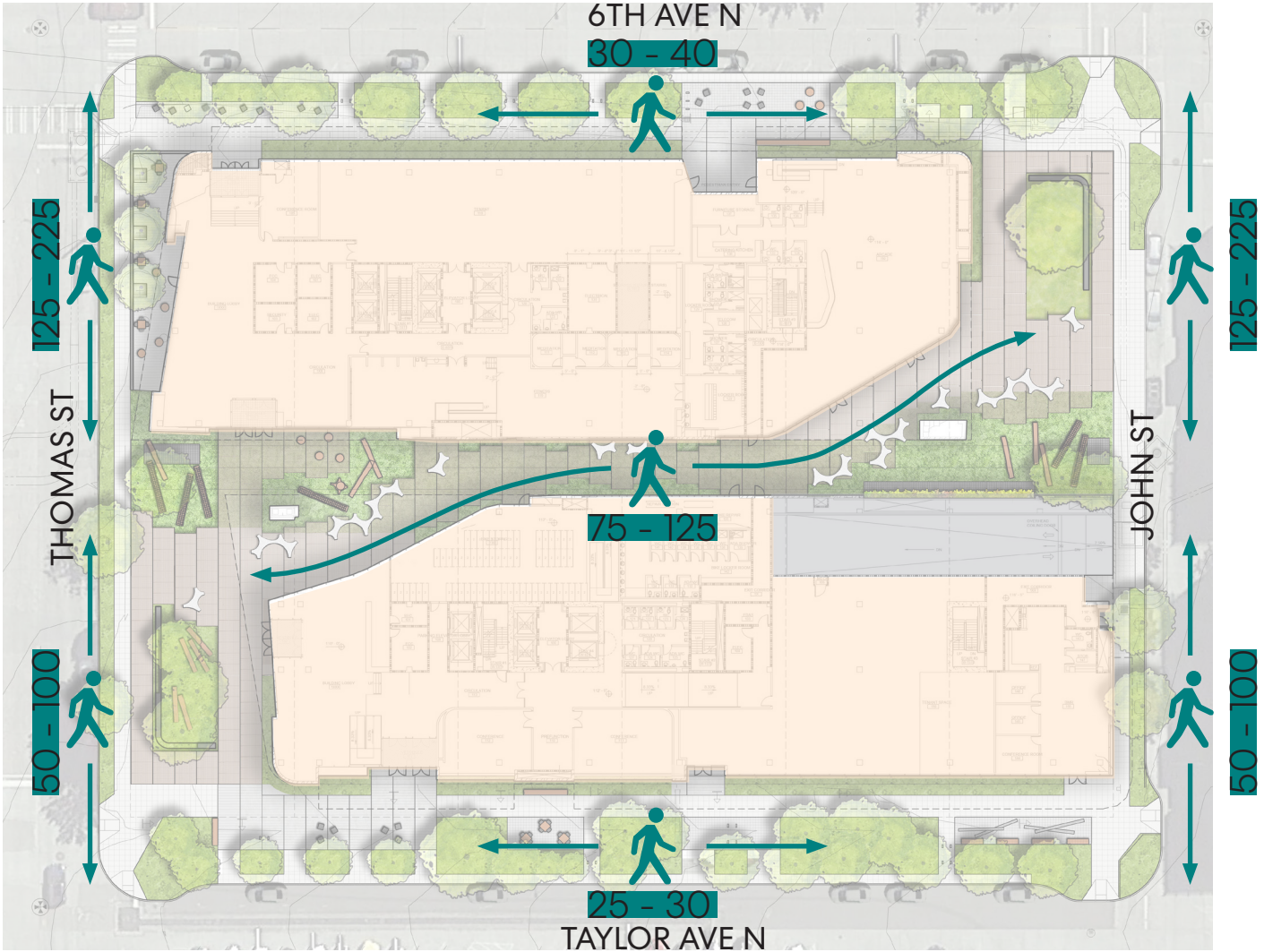


no alley vacation



- Tenant
- Core/Building Support
- Vehicular Circulation
- Peak Hour Pedestrian Volume

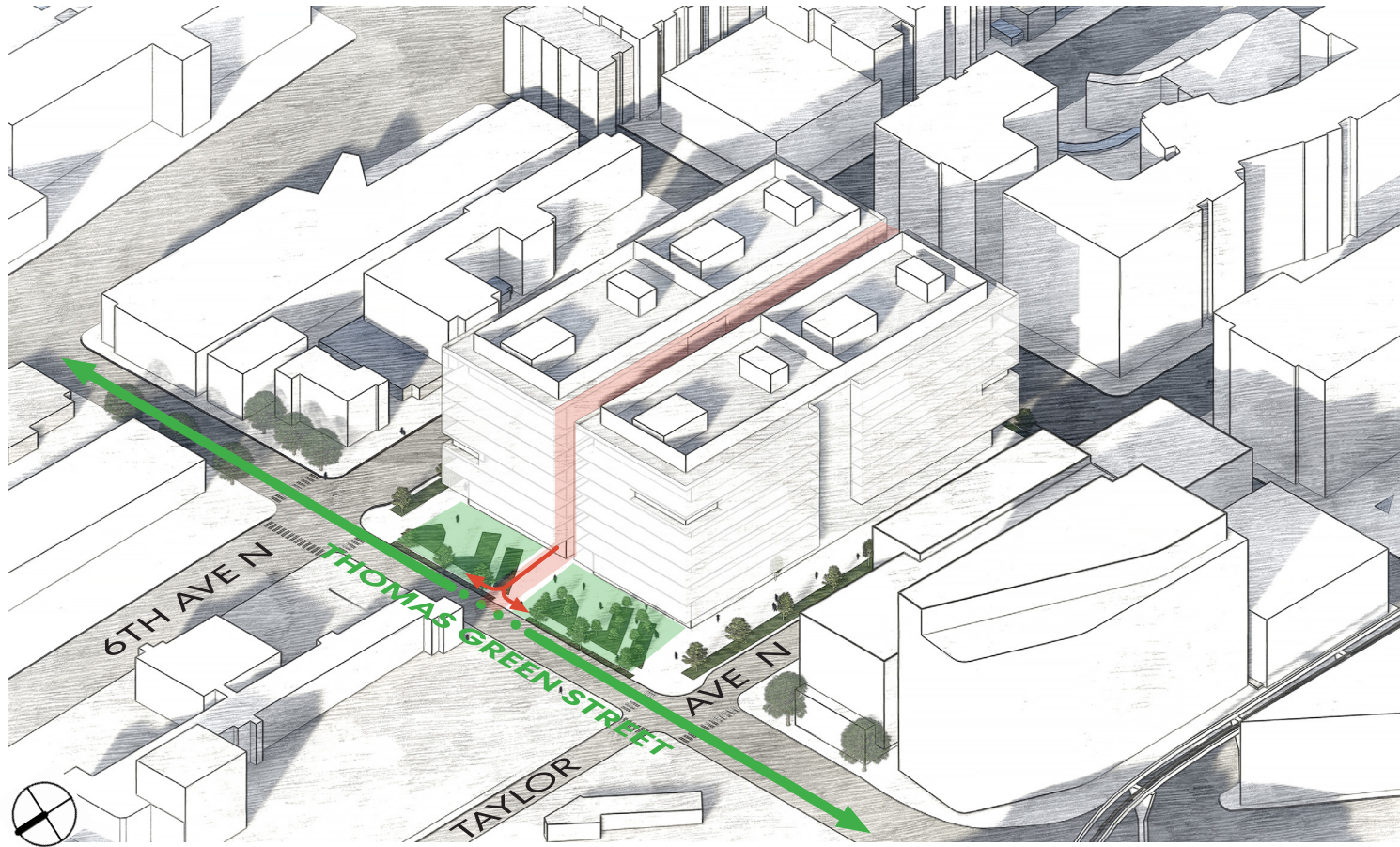
alley vacation



- Tenant
- Core/Building Support
- Vehicular Circulation
- Peak Hour Pedestrian Volume

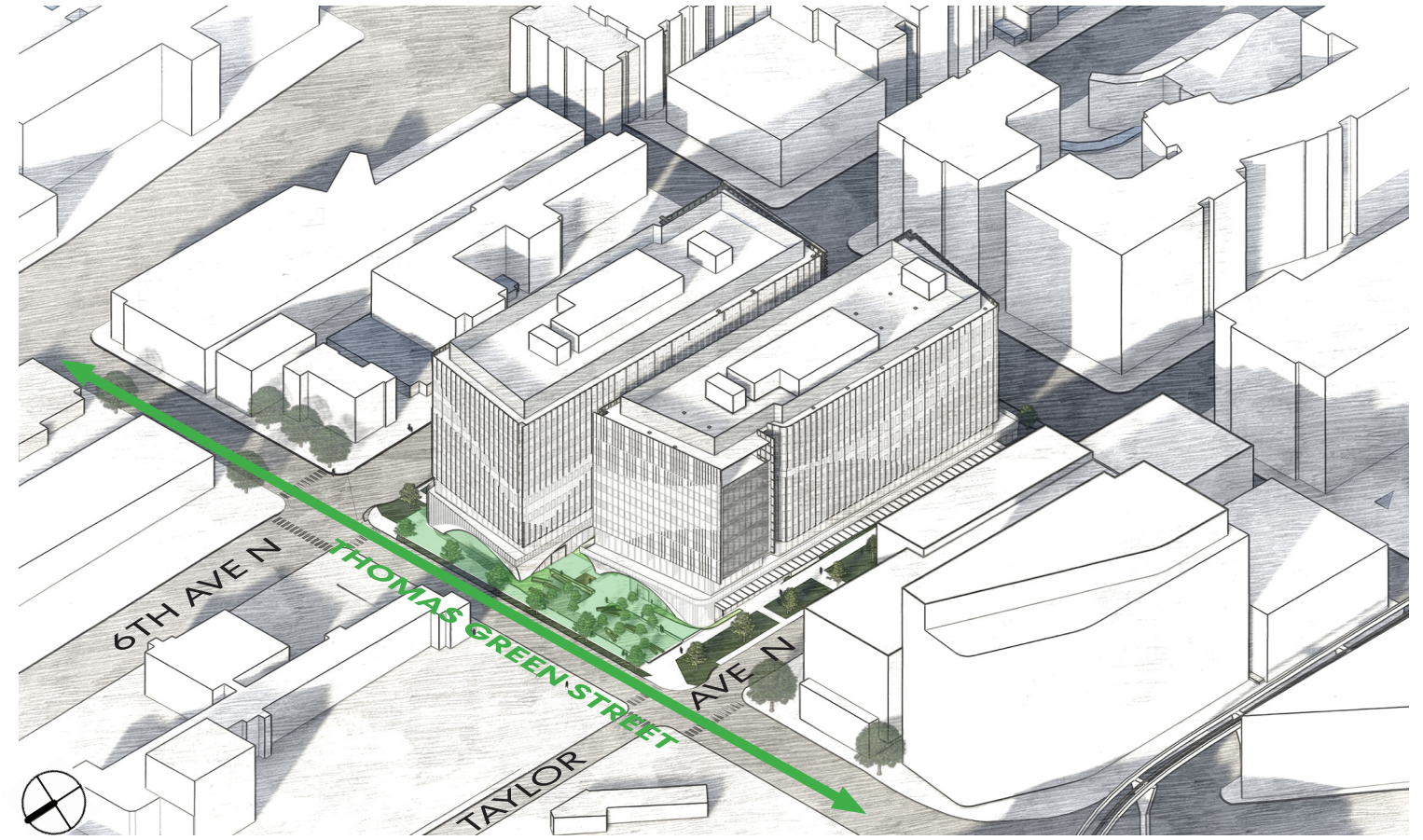


## no alley vacation



- 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



board guidance - section 04

a. diagonal connection

Overall, the commissioners seem to support the diagonal connection through the site. However, they would like to see more **analysis supporting the need to move pedestrians** that are not associated with the building function or identity from the public realm to this feature. Their concerns include:

- + Is it necessary?
- + Is it the right move – should we be moving people off the street and into interior. What are the benefits of this?
- + Is it effective?
- + **Who** will use it?
- + **Why** will they use it?

**response:** In addition to studying the movement of the public through the pedestrian connector, the design team has also developed a series of diagrams to portray how the public may use the amenities present at the ground level of the T6 project. Through several “day in the life” diagrams, the studies provide a glimpse into how the various spaces, both interior and exterior, can be used for different personas at various points of the day.

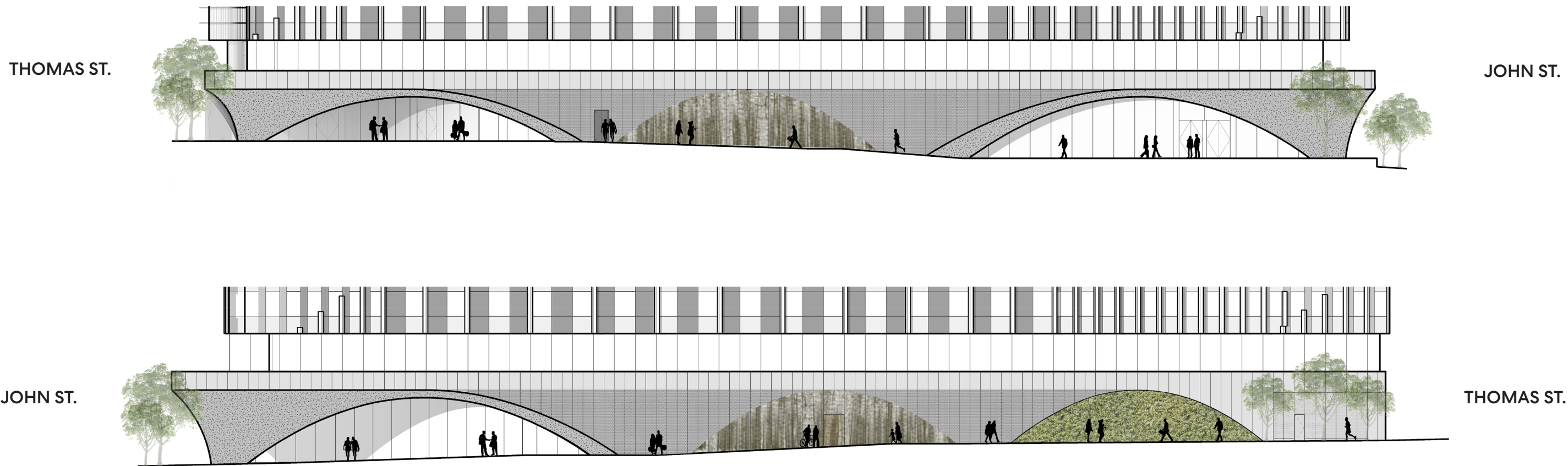
**Pages 29-31** cover the “day in the life” series of studies.

**studies:**

- + urban connectivity
- + traffic patterns
- + anticipated vehicular volume
- + anticipated pedestrian volume
- + “day in the life” series

**design responses:**

- + removal of vehicular access at Thomas Street
- + building program relocation at ground level
- + increased transparency at pedestrian connector
- + increased visual connections from each block end



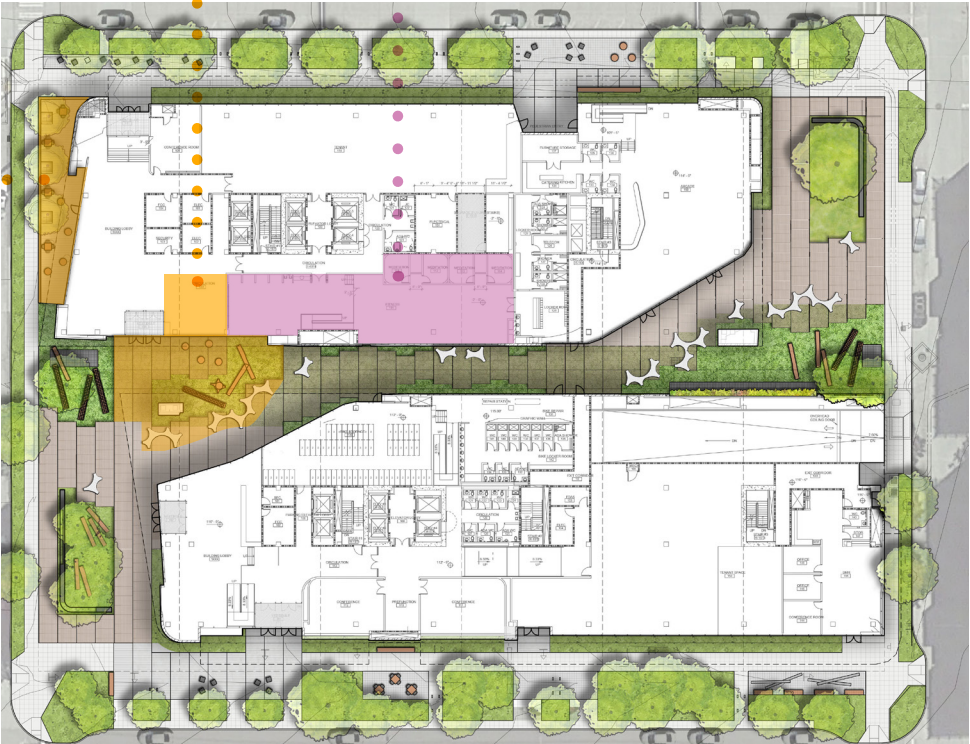
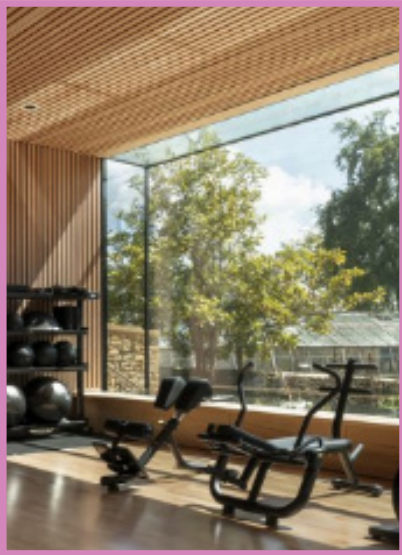


Persona A - Day in the Life

6AM



The Early Bird  
Fitness, Gadgets & Nostalgia



access & circulation - urban connectivity



Persona B - Day in the Life

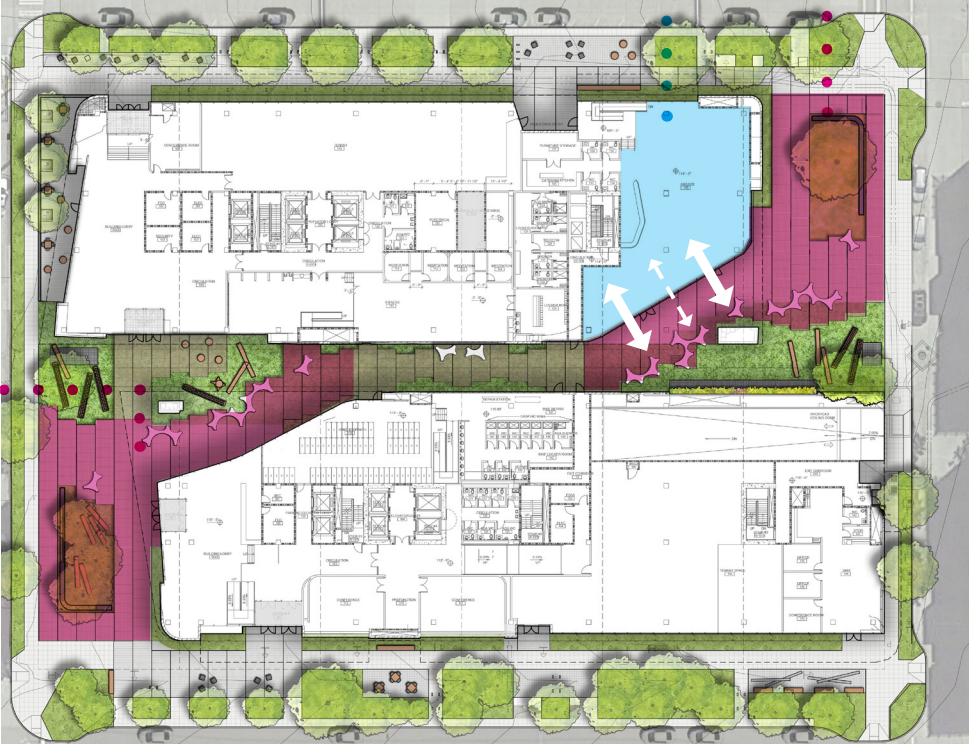
12PM



The Lunch Bunch

Foodies, Work Friends & Gossip

access & circulation - urban connectivity





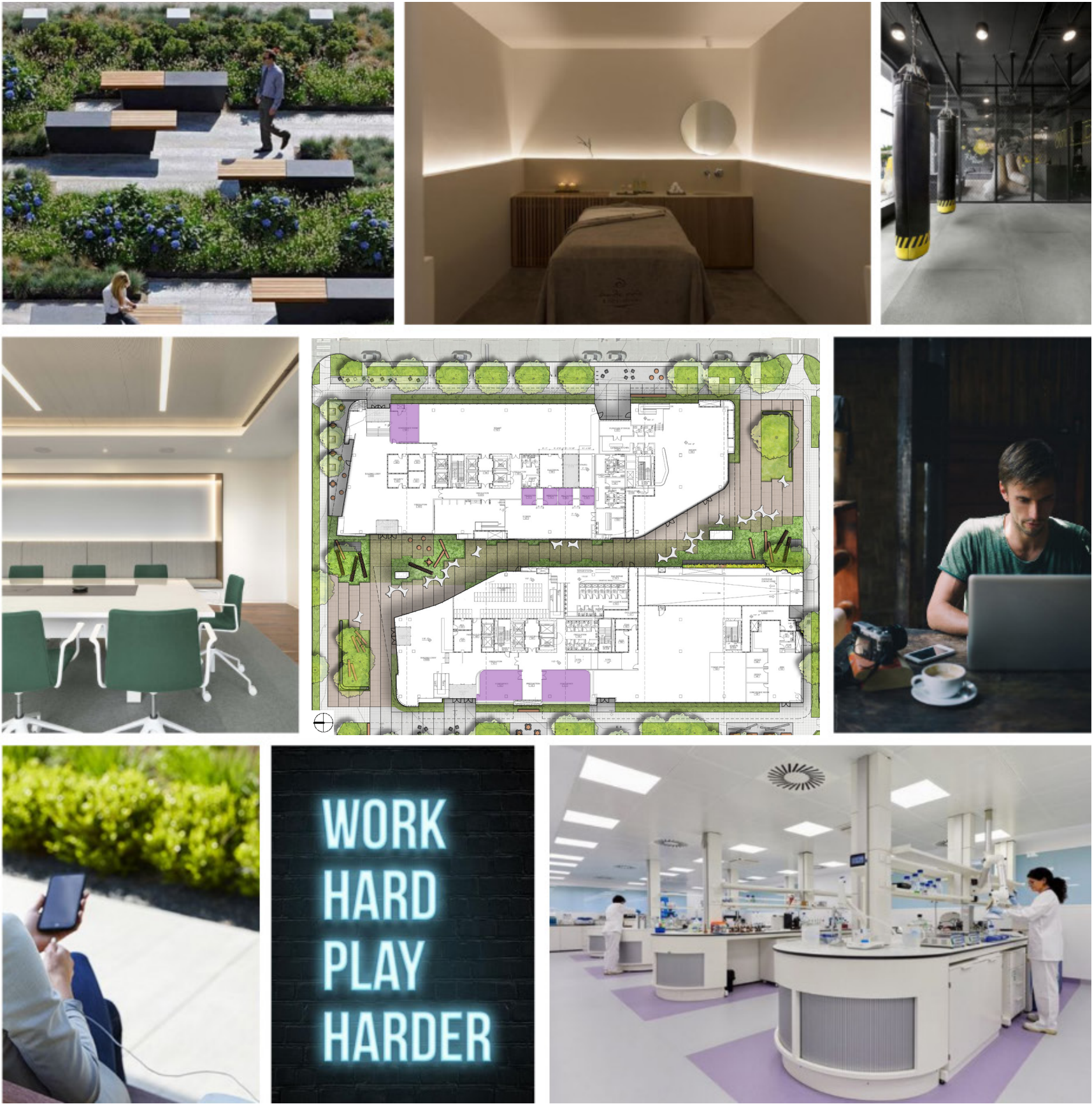
Persona C - Day in the Life

Taylor & 6th Building Amenities

3PM



The Remote Worker  
Work Life Balance





West Site Area: 38,922 SF  
East Site Area: 38,924 SF  
Alley Area: 5,761 SF

Example Calcs:

Open Space Required:  
15% of (38,922 + 2,880)= 6,270 SF

Open Space Required	Open Space Provided
WEST SITE:	WEST SITE:
6,270 SF	6,270 SF
EAST SITE:	EAST SITE:
6,271 SF	6,271 SF

no alley vacation



Open Space Provided



West Site Area: 38,922 SF  
East Site Area: 38,924 SF  
Alley Area: 5,761 SF

Example Calcs:

Open Space Required:  
15% of (38,922 + 2,880)= 6,270 SF

Open Space Required	Open Space Provided
WEST SITE:	WEST SITE:
6,270 SF	10,984 SF
EAST SITE:	EAST SITE:
6,271 SF	12,028 SF

alley vacation





## no alley vacation



Open Space Provided  
**total provided 12,541 SF**

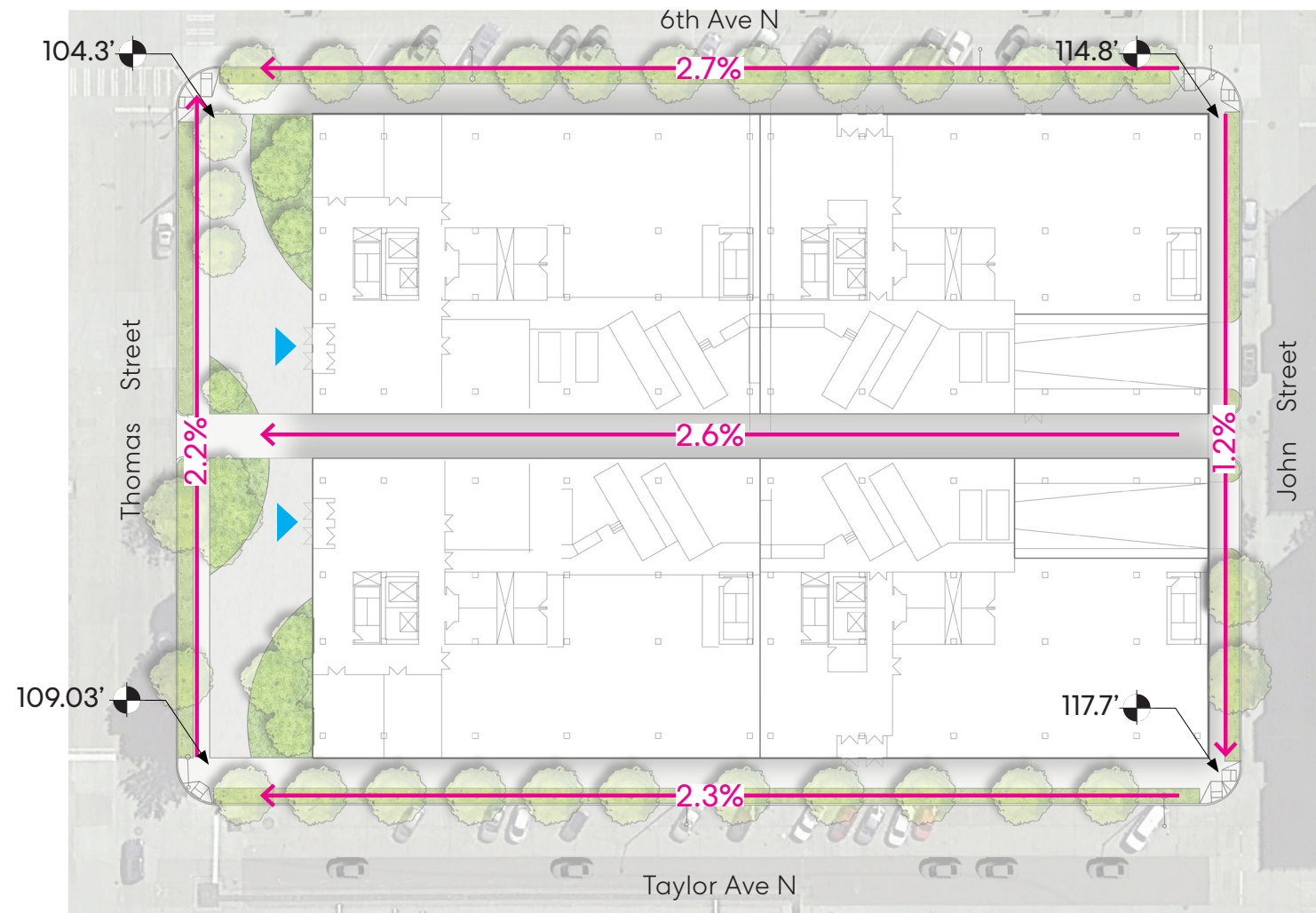
## alley vacation



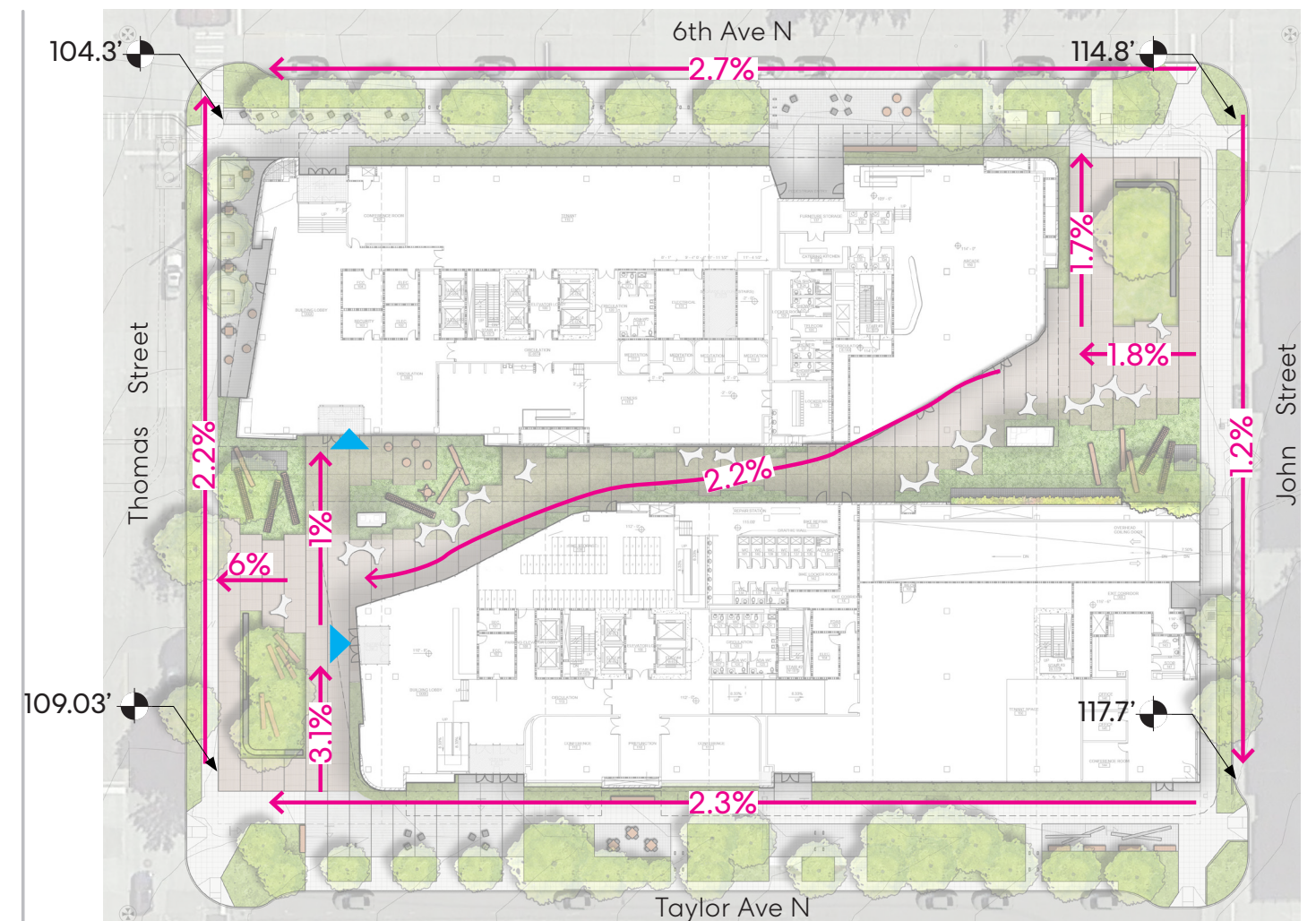
Open Space Provided  
**total provided 23,012 SF**



## no alley vacation



## alley vacation



2% Slope

Entry



b. alley vs no alley vacation comparison

Commissioners would like to see a more **robust illustration** of the no alley vacation option, so a true comparison can be made. The no alley vacation option should show the **baseline for the improvements to public spaces and ROW**, and the alley vacation option should show **improvements to those baselines**.

**response:** To further highlight the improvements between the no alley vacation option and vacated alley proposal, the design team has provided typical sections at each ROW. The following drawings illustrate the baseline requirements and how the proposed alley vacation goes beyond the requirements, providing an increase in open space, quality and quantity of planting, as well as increased areas for public seating all around the site.

**Pages 37-40** cover the ROW improvements and sections. The design team has also revised the graphic illustrations for the no alley vacation option, to make for a clearer comparison between options.

studies:

- + ROW requirements

design responses:

- + increased ROW improvements beyond requirements
  - quantity of planting
  - increased dimensions/widths
  - improved planting spacing
  - increased areas for public seating



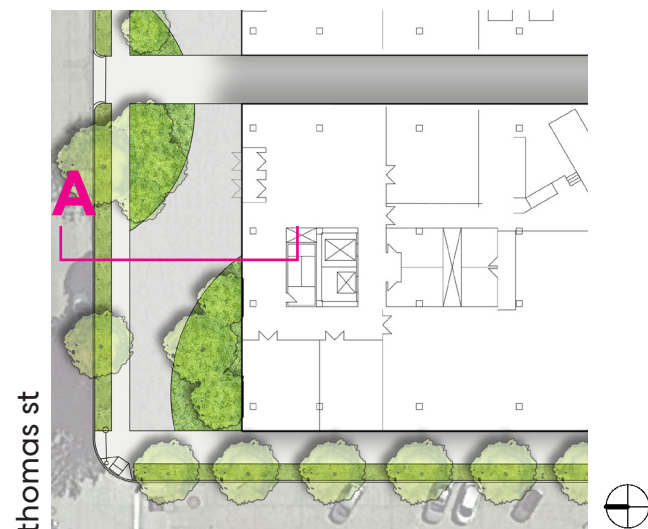
ROW Sections - No Alley Vacation



# no alley vacation

A

THOMAS ST



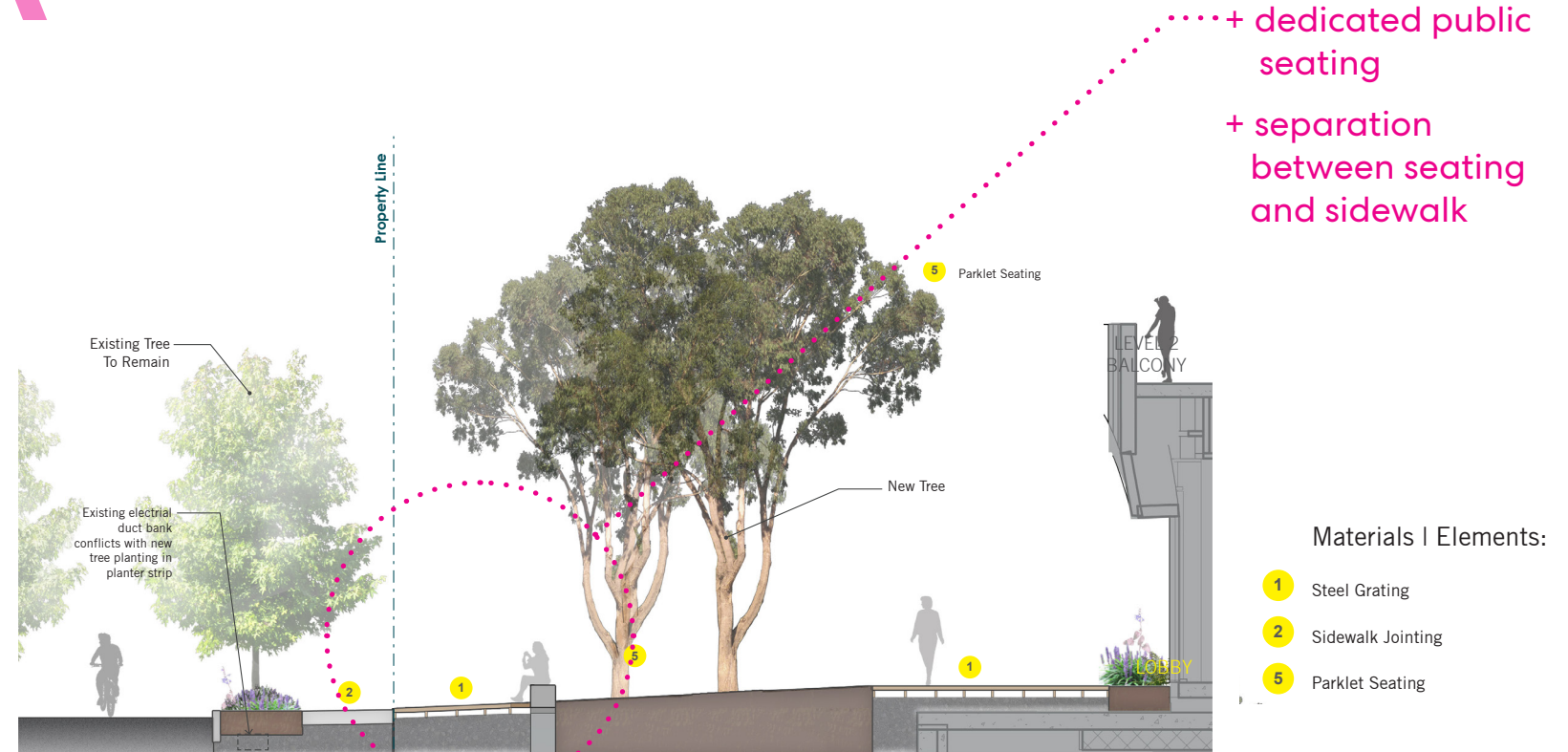
taylor ave

access & circulation - Right of Way

# alley vacation

A

THOMAS ST



taylor ave

+ dedicated public seating  
+ separation between seating and sidewalk

Materials | Elements:

- 1 Steel Grating
- 2 Sidewalk Jointing
- 5 Parklet Seating

+ ROW No Alley Vacation

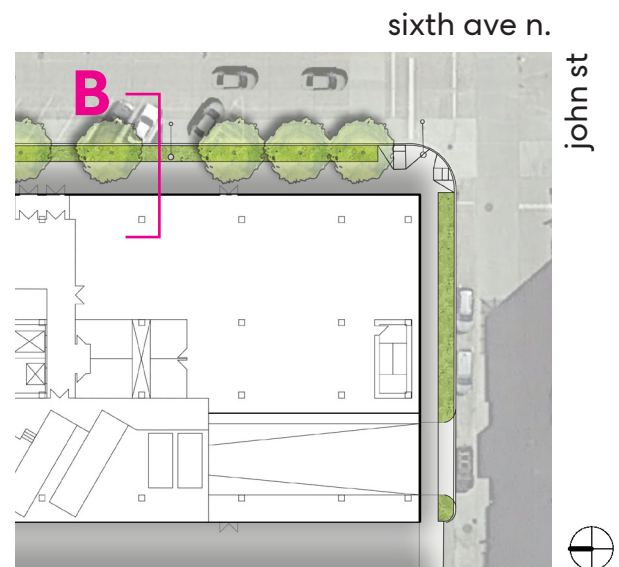
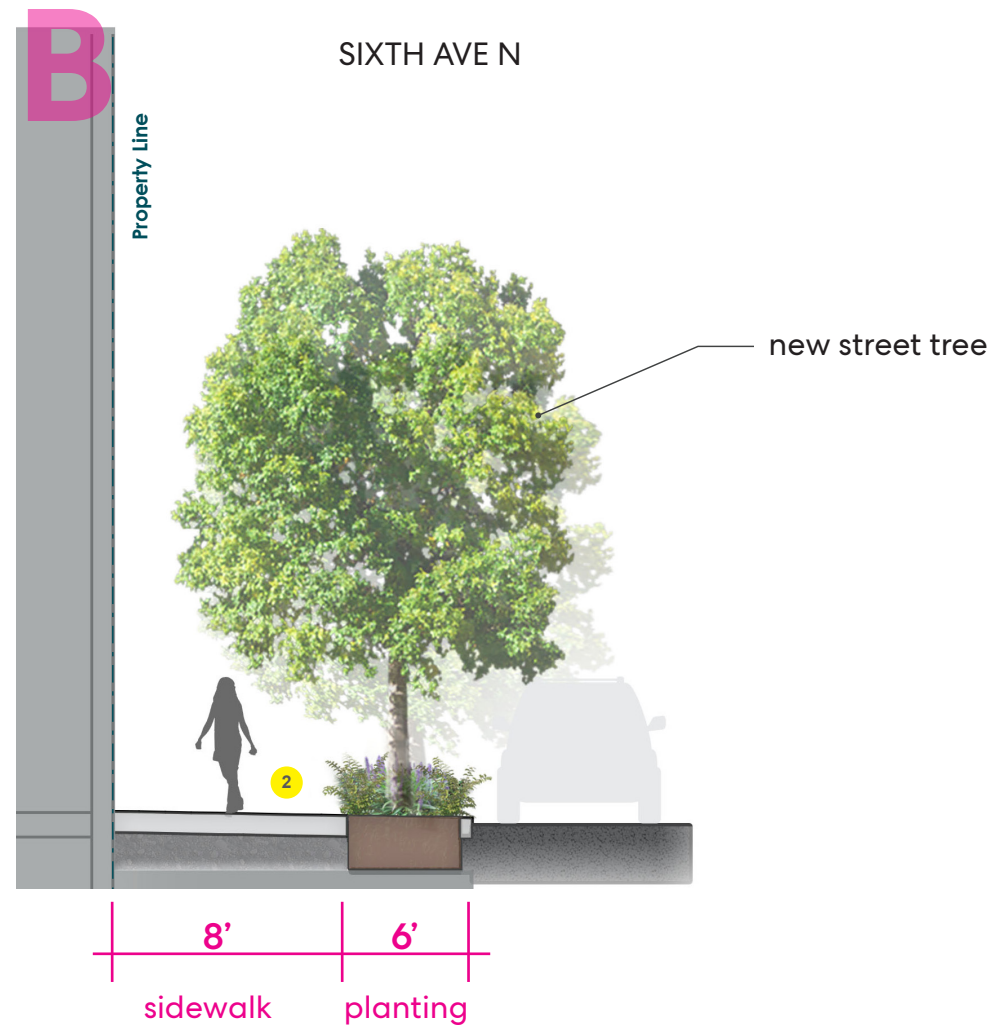
- Min. frontage dimension: 6' - 0"
- Min. landscape/furniture zone: 6' - 0"

+ ROW Alley Vacation:

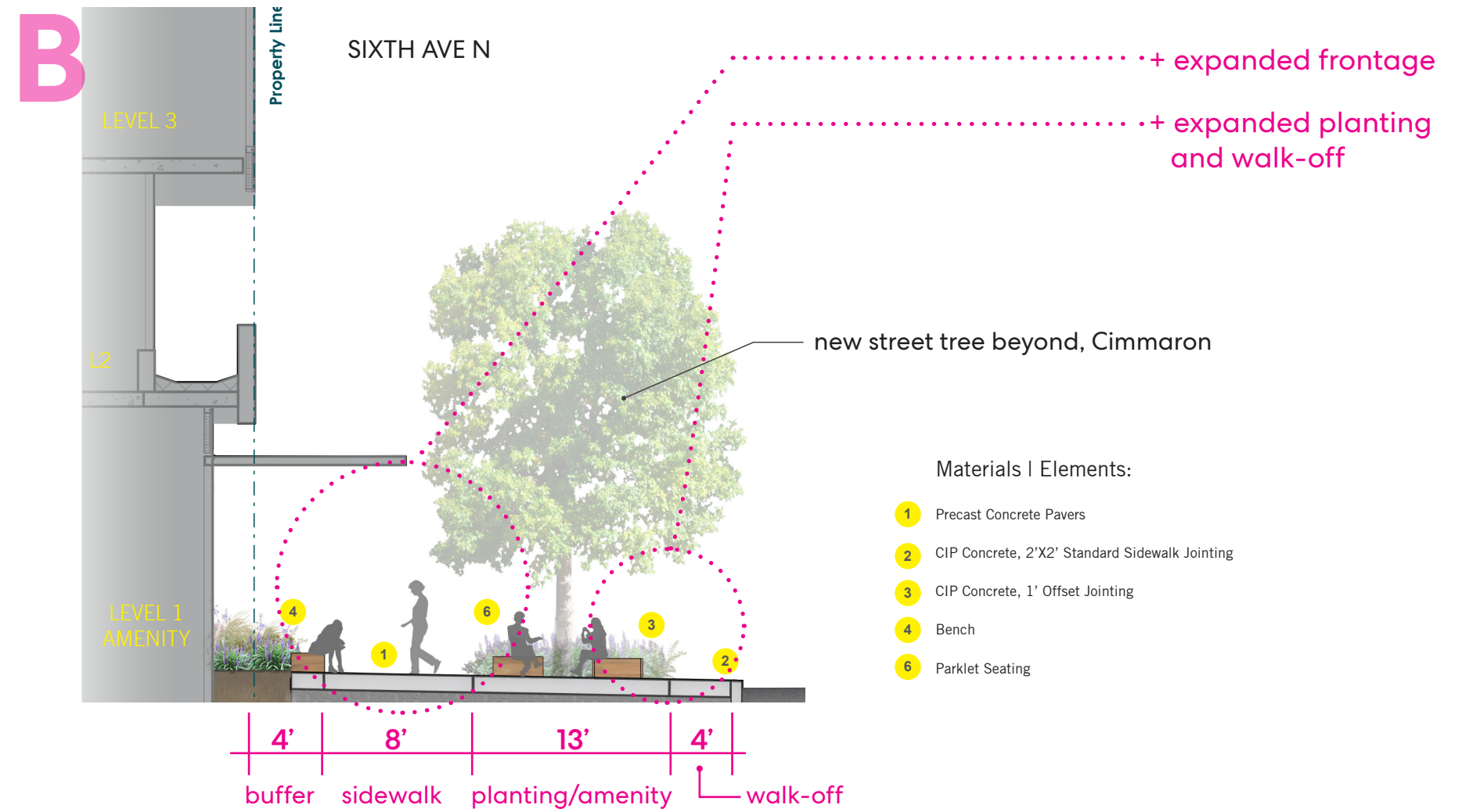
- frontage dimension: 6' - 0"
- landscape/furniture zone: 6' - 0"



## no alley vacation

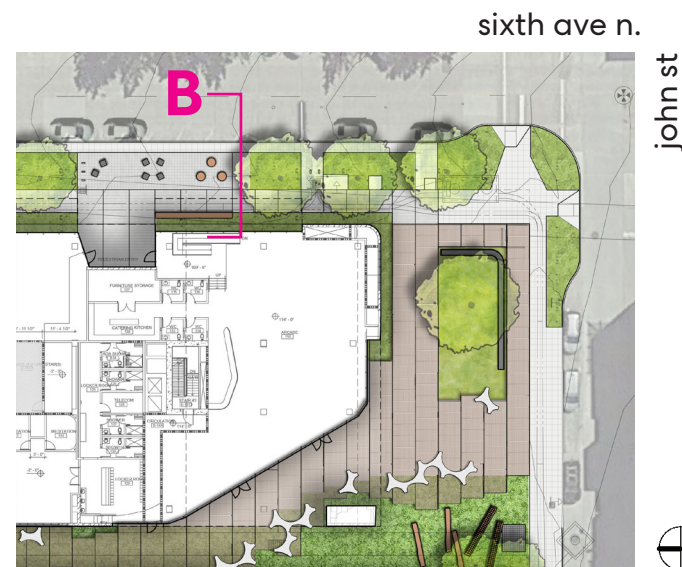


## alley vacation



### Materials | Elements:

- 1 Precast Concrete Pavers
- 2 CIP Concrete, 2'X2' Standard Sidewalk Jointing
- 3 CIP Concrete, 1' Offset Jointing
- 4 Bench
- 6 Parklet Seating



### + ROW No Alley Vacation

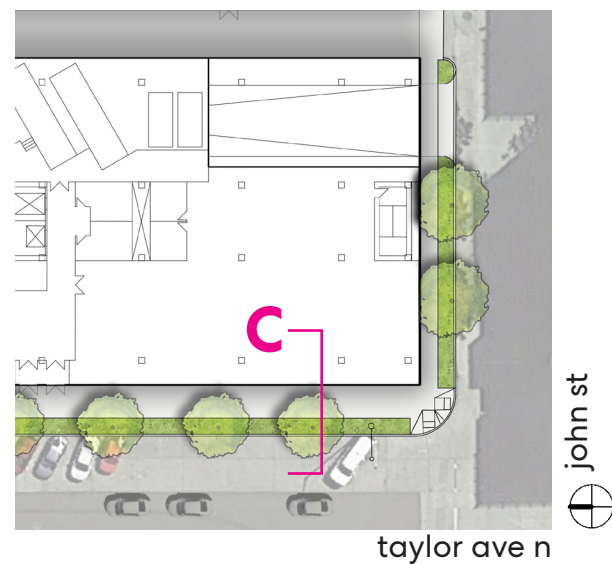
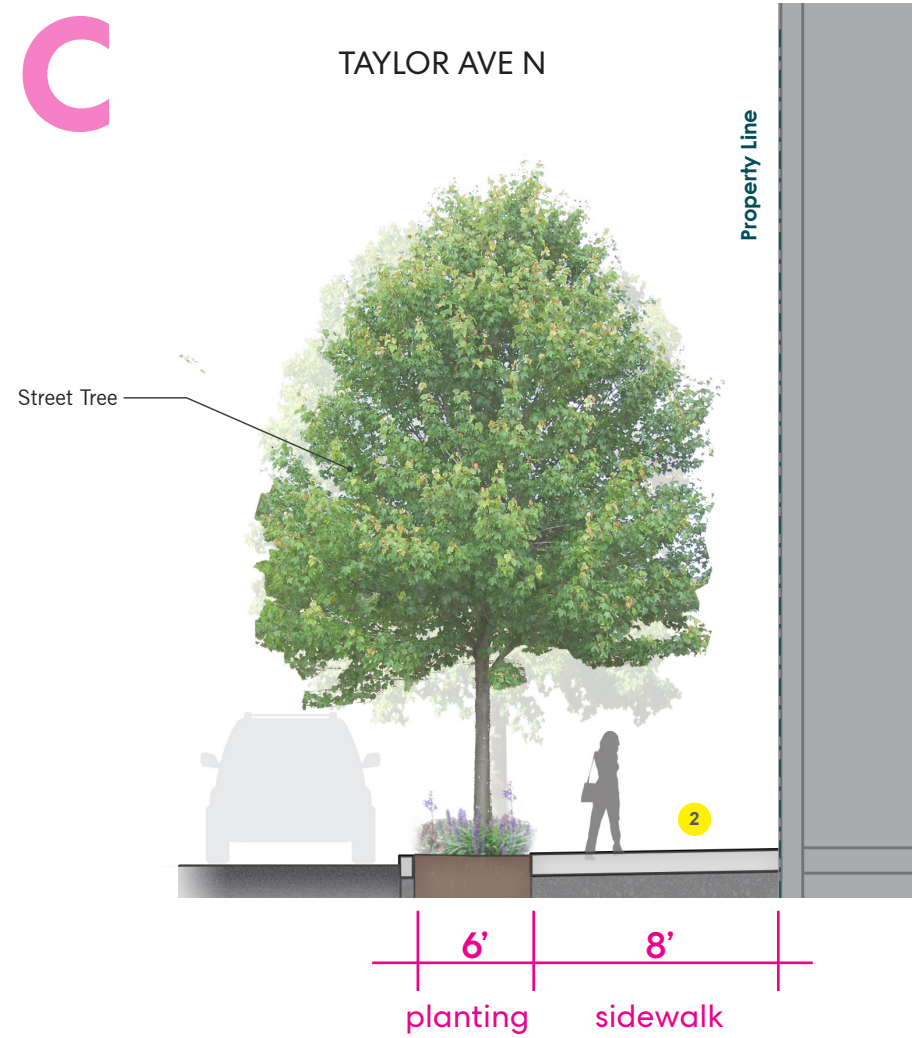
- Min. frontage dimension: 6' - 0"
- Min. landscape/furniture zone: 6' - 0"

### + ROW Alley Vacation:

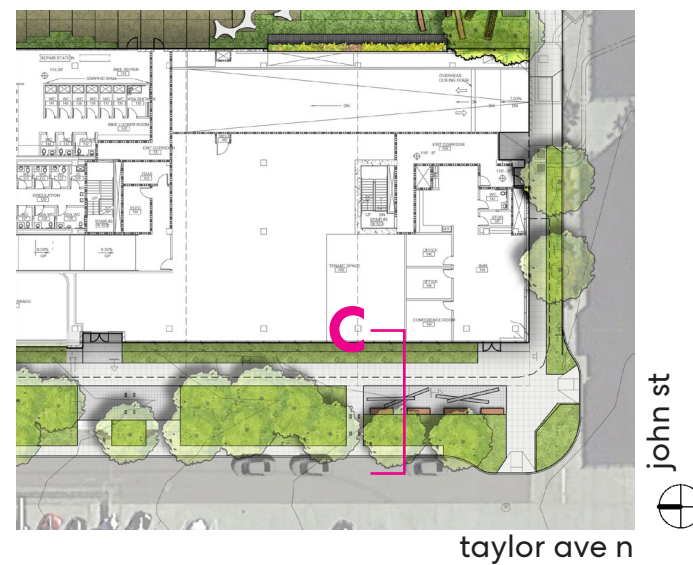
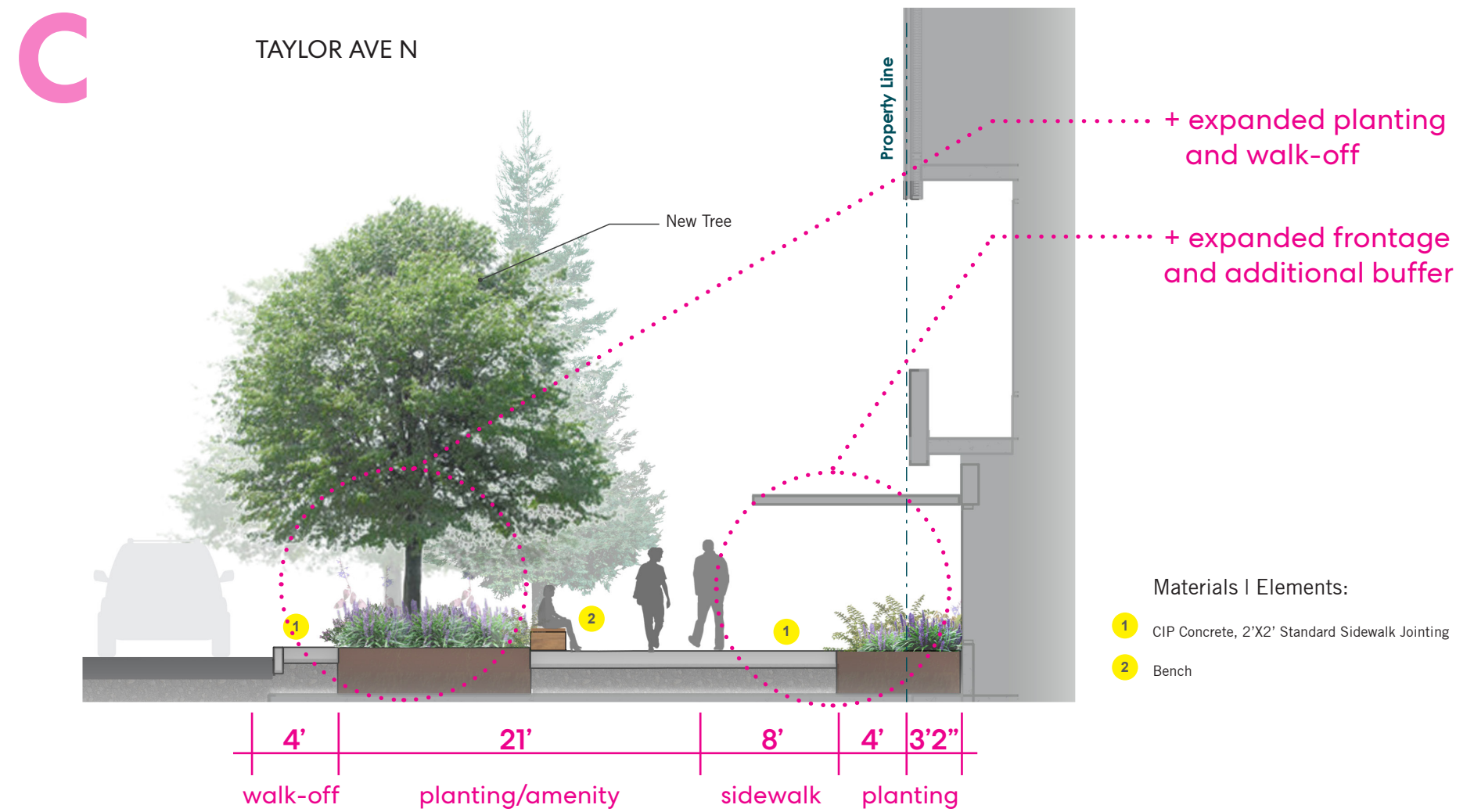
- frontage dimension: 8' - 0"
- landscape/furniture zone: 13' - 0"
- additional buffer: 4' - 0"
- walk-off: 4' - 0"



## no alley vacation



## alley vacation



### + ROW No Alley Vacation

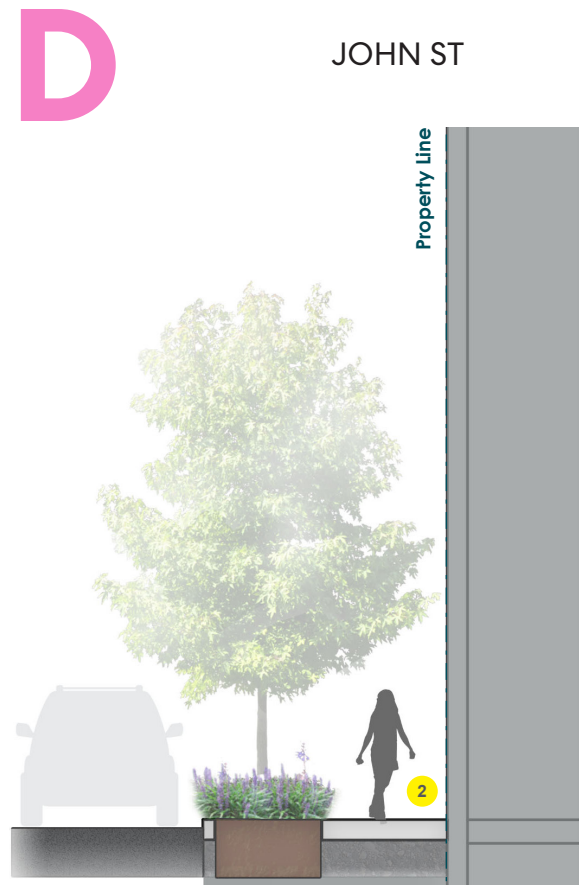
- Min. frontage dimension: 6' - 0"
- Min. landscape/furniture zone: 6' - 0"

### + ROW Alley Vacation:

- frontage dimension: 8' - 0"
- landscape/furniture zone: 21' - 0"
- additional buffer: 7' - 2"
- walk-off: 4' - 0"

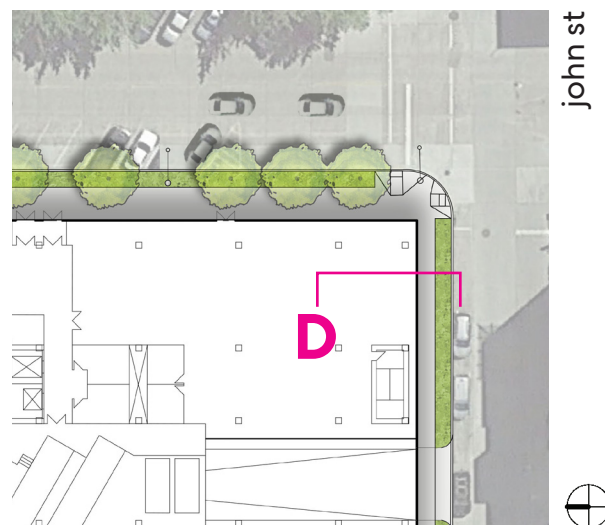


## no alley vacation

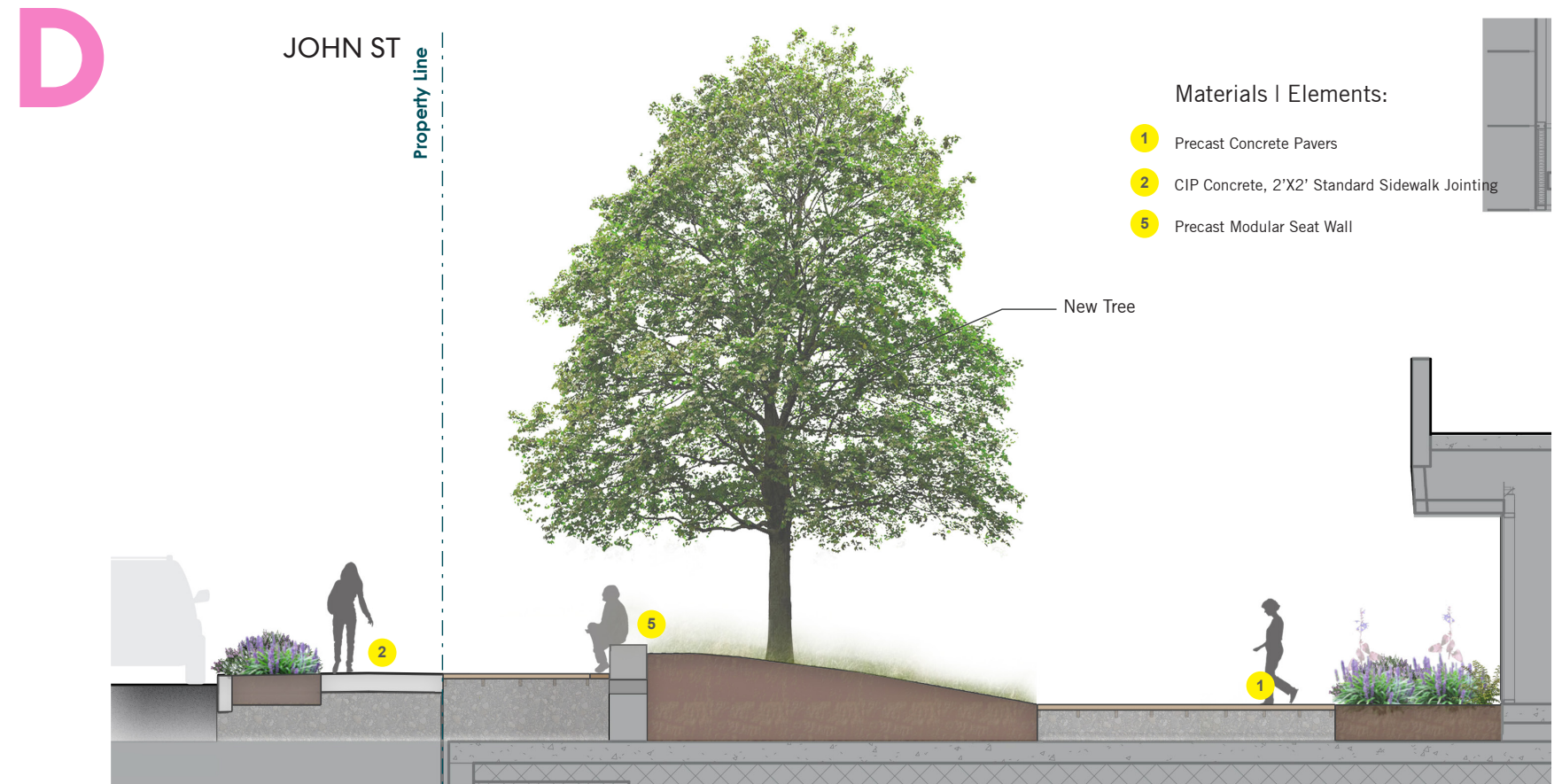


6' 6'  
planting sidewalk

sixth ave n.

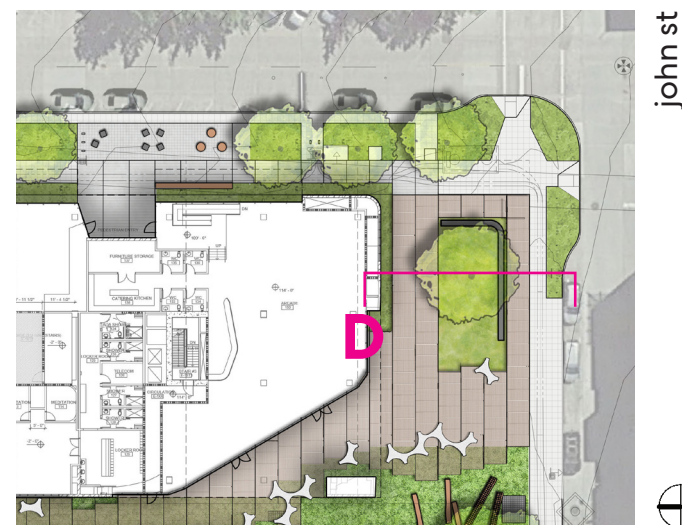


## alley vacation



6' 6' 56'  
planting sidewalk open space

sixth ave n.



Materials | Elements:

- 1 Precast Concrete Pavers
- 2 CIP Concrete, 2'X2' Standard Sidewalk Jointing
- 5 Precast Modular Seat Wall

### + ROW No Alley Vacation

- Min. frontage dimension: 6' - 0"
- Min. landscape/furniture zone: 6' - 0"

### + ROW Alley Vacation:

- frontage dimension: 6' - 0"
- expanded open space: 56' - 0"
- planting: 6' - 0"



# board guidance - section 04

## c. public spaces

- + What is the program of these spaces and how is the **design detail supporting the program**?
- + Are these spaces meant for gathering, rest, etc. or are they merely meant as pass through spaces to access opposite side of site, corners of site, etc?
- + How will the **general public** use these spaces or are the spaces designed for building tenants and users?
- + Commissioners are concerned that the internal spaces meant as public access through the site will not be used by the public.

**response:** With the board's guidance, the team has since developed several diagrams to help portray the character of the pedestrian connector through the perspective of the general public. The project provides various public uses at the pedestrian connector, open plazas at both Thomas Street and John Street, as well as ample seating near the building entries along the ROW streets.

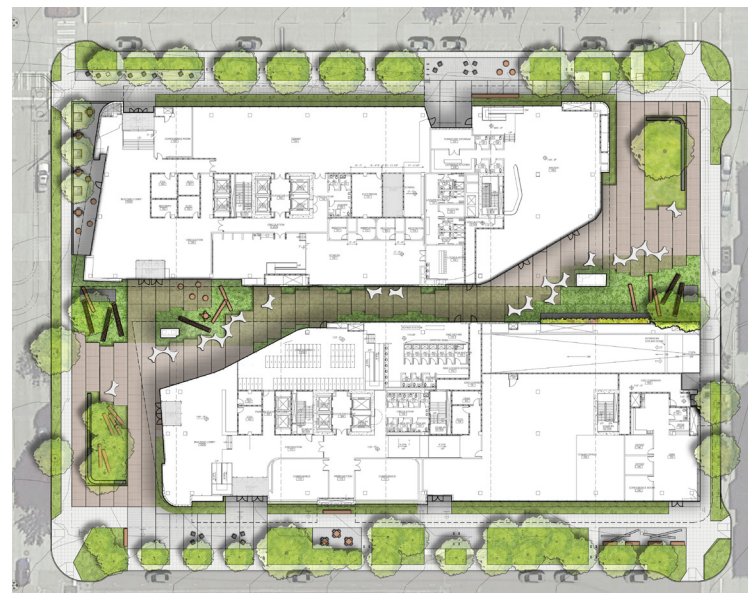
**Pages 42 - 57** cover the new diagrams and illustrations.

### studies:

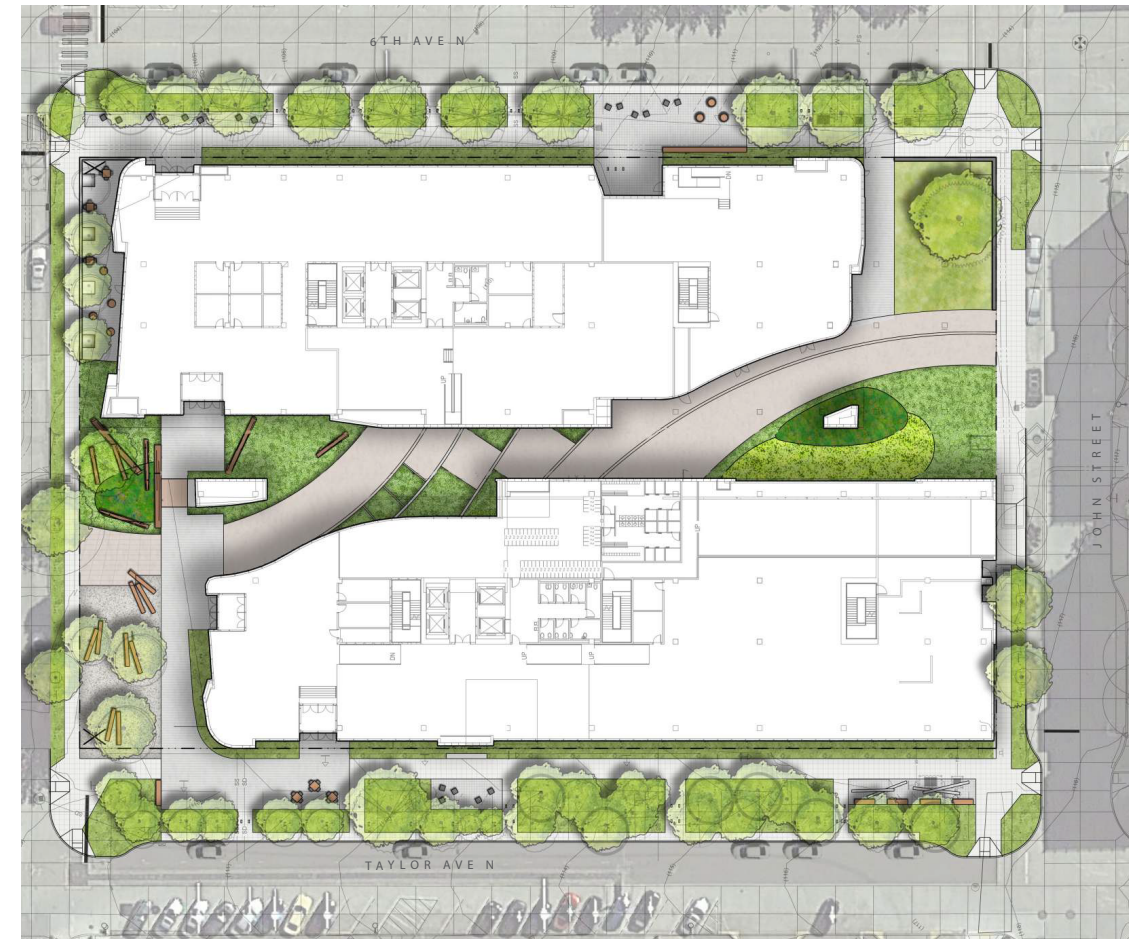
- + no vacation/with vacation program comparisons
- + example uses of spaces around site

### design responses:

- + cafe relocation at ground level
- + increased transparency at ground level spaces
- + redefined architectural design for increased visual connections through pedestrian connector



site plan and NW plaza perspective, current design. For enlarged views, see pages 42-44.



site plan, public trust meeting 11.17.22





+ What is the program of these spaces and how is the **design detail supporting the program**?

+ Are these spaces meant for gathering, rest, etc. or are they merely meant as pass through spaces to access opposite side of site, corners of site, etc?

+ How will the **general public** use these spaces or are the spaces designed for building tenants and users?

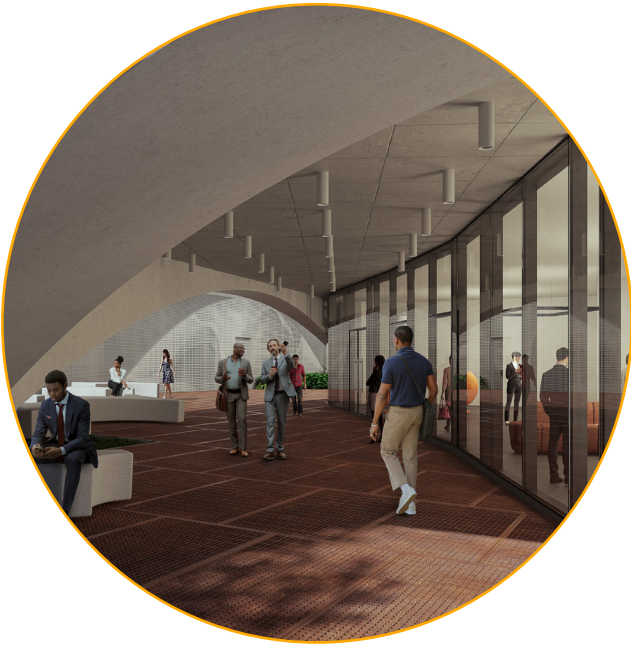
+ Commissioners are concerned that the internal spaces meant as public access through the site will not be used by the public.



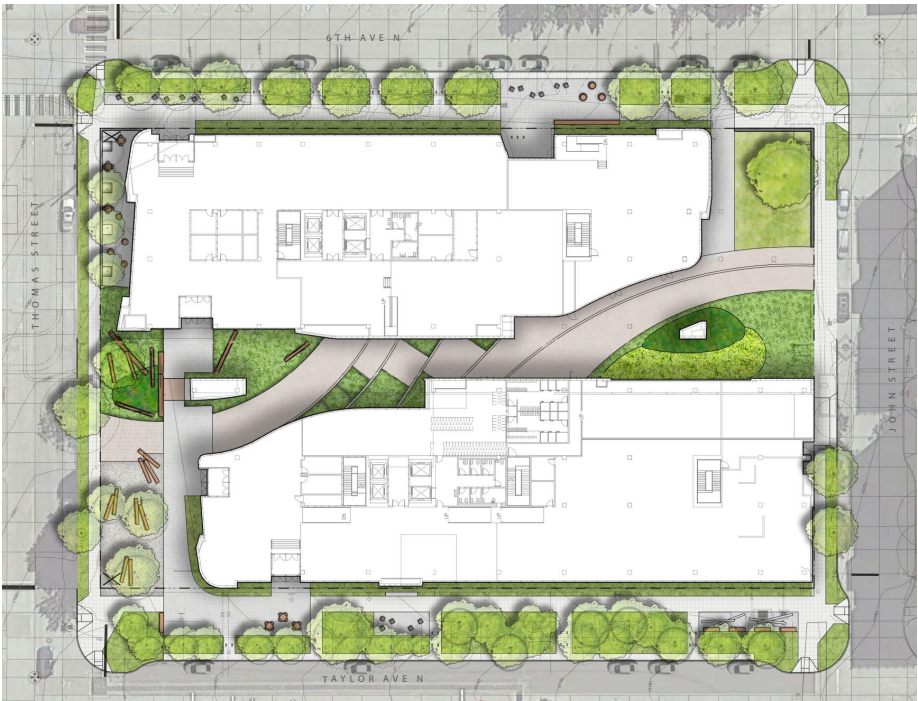
wayfinding and visual interest at pedestrian connector



redefined architectural features



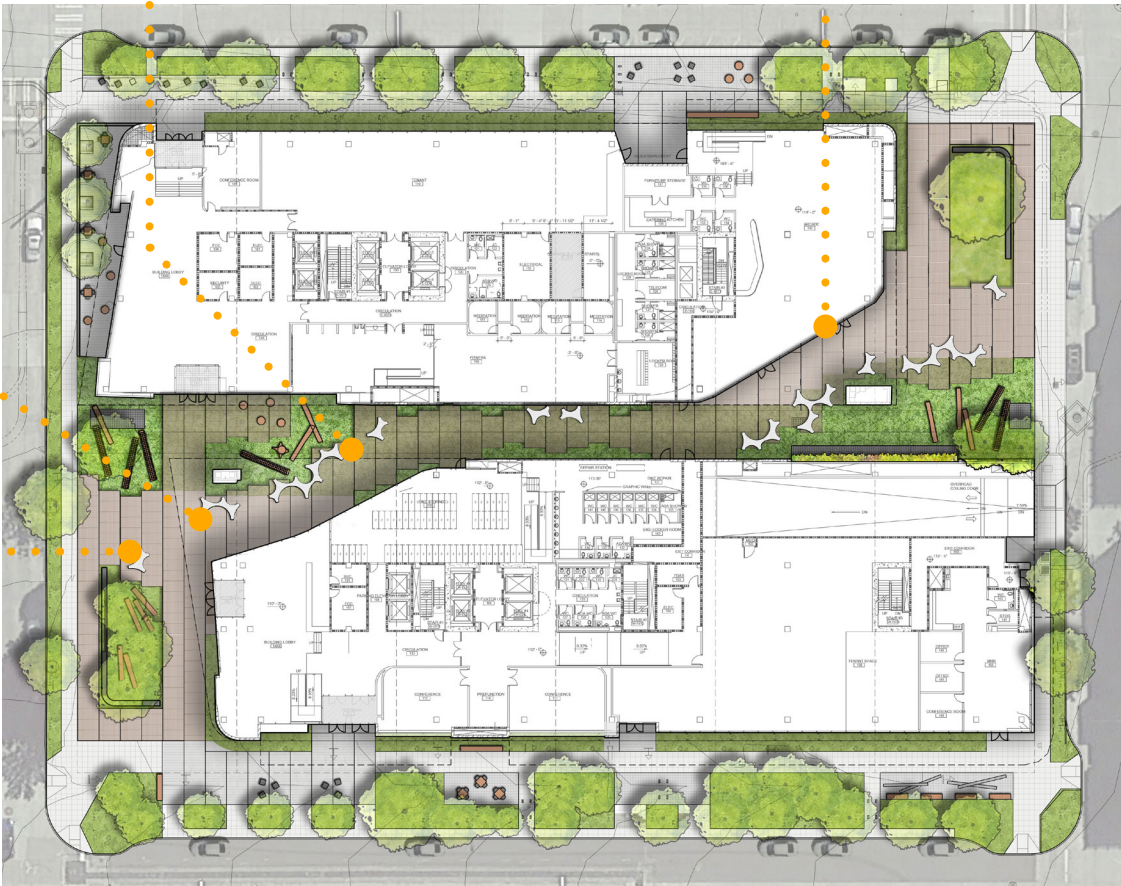
adjusted public program at ground level



site plan, public trust meeting 11.17.22



increased public seating at open spaces



alley vacation proposal, current



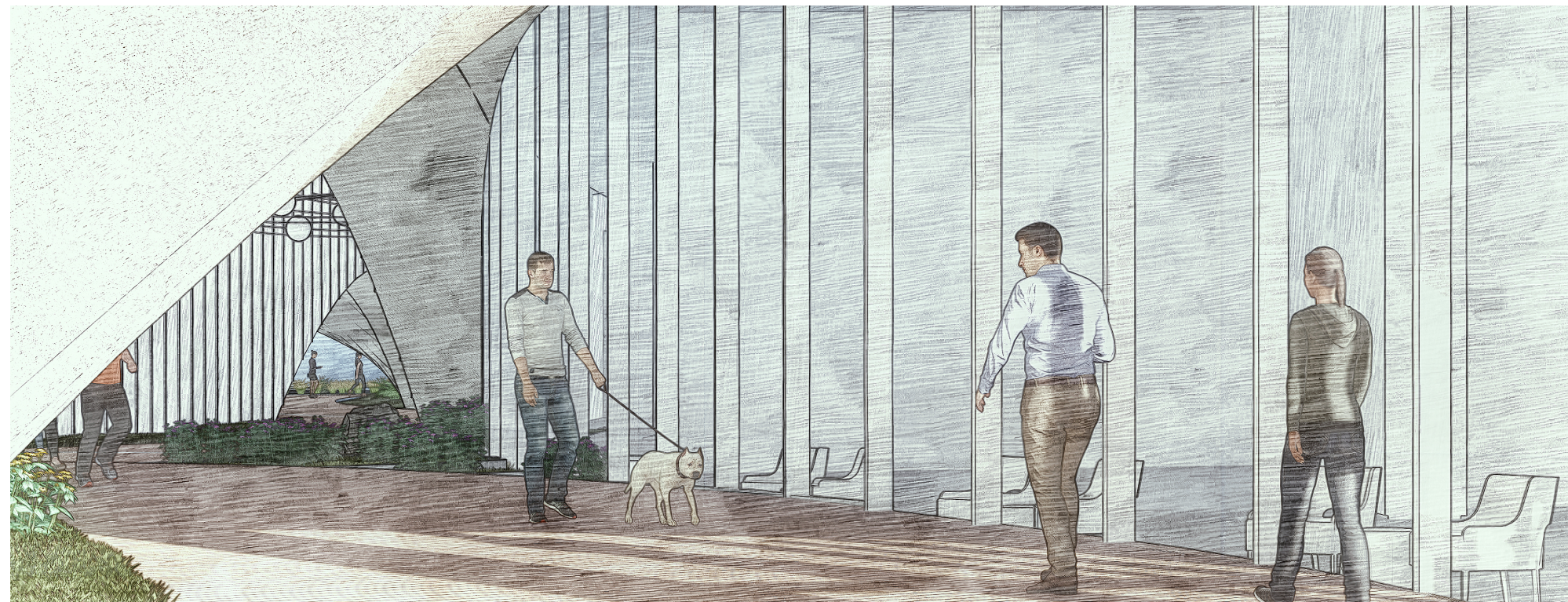
1 **redefined arches** at each end of the pedestrian connector to create a more **open** and **inviting** space. Lighting throughout the pedestrian connector is being designed with the intent of creating a **safe and desirable** space throughout all parts of the day.

2 introducing **transparency** along the pedestrian connector to provide **visual interactions** as the public moves through the pedestrian connector. Perforated screens allow the opportunity for more visual interest and to create dialogue between the public and the built environment. With visual connections to the cafe and gym, the public's curiosity is welcomed.

site plan, current



view into connector, public trust meeting 11.17.22



view into connector, current

1

2





1 **dedicated public seating** at open space creates the opportunity for passers-by to be drawn into the space and pedestrian connector. In lieu of a cold, wide open space, the new plaza design creates a more warm and inviting feel at the busy corners of the site.

2 **increased buffers** between the building, open space, and street edge **enhances the pedestrian experience.** With ample dedicated seating, the plazas are open to be used by both the building patrons and pedestrians alike.

site plan, current



northwest plaza, public trust meeting 11.17.22



northwest plaza, current





No Alley Vacation - bikes and vehicular drop-off

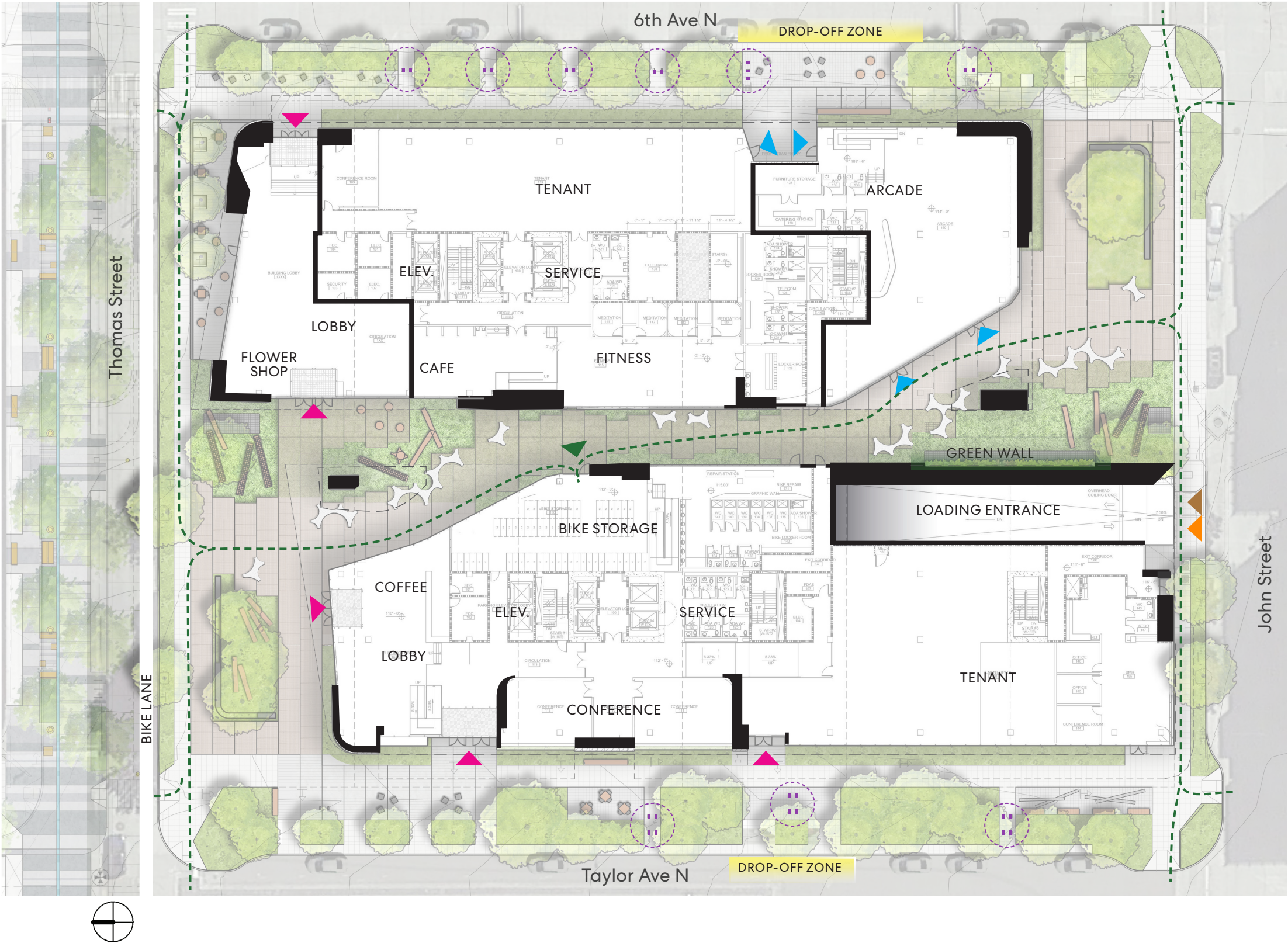
- Vehicle Drop-off Zone
- Temporary Bicycle Parking
- Bicycle Route
- Bicycle Entry
- Main Pedestrian Entry
- Secondary Pedestrian Entry
- Passenger Vehicle Entry
- Service Vehicle Entry





Alley Vacation - Proposed Approach - bikes and vehicular drop-off

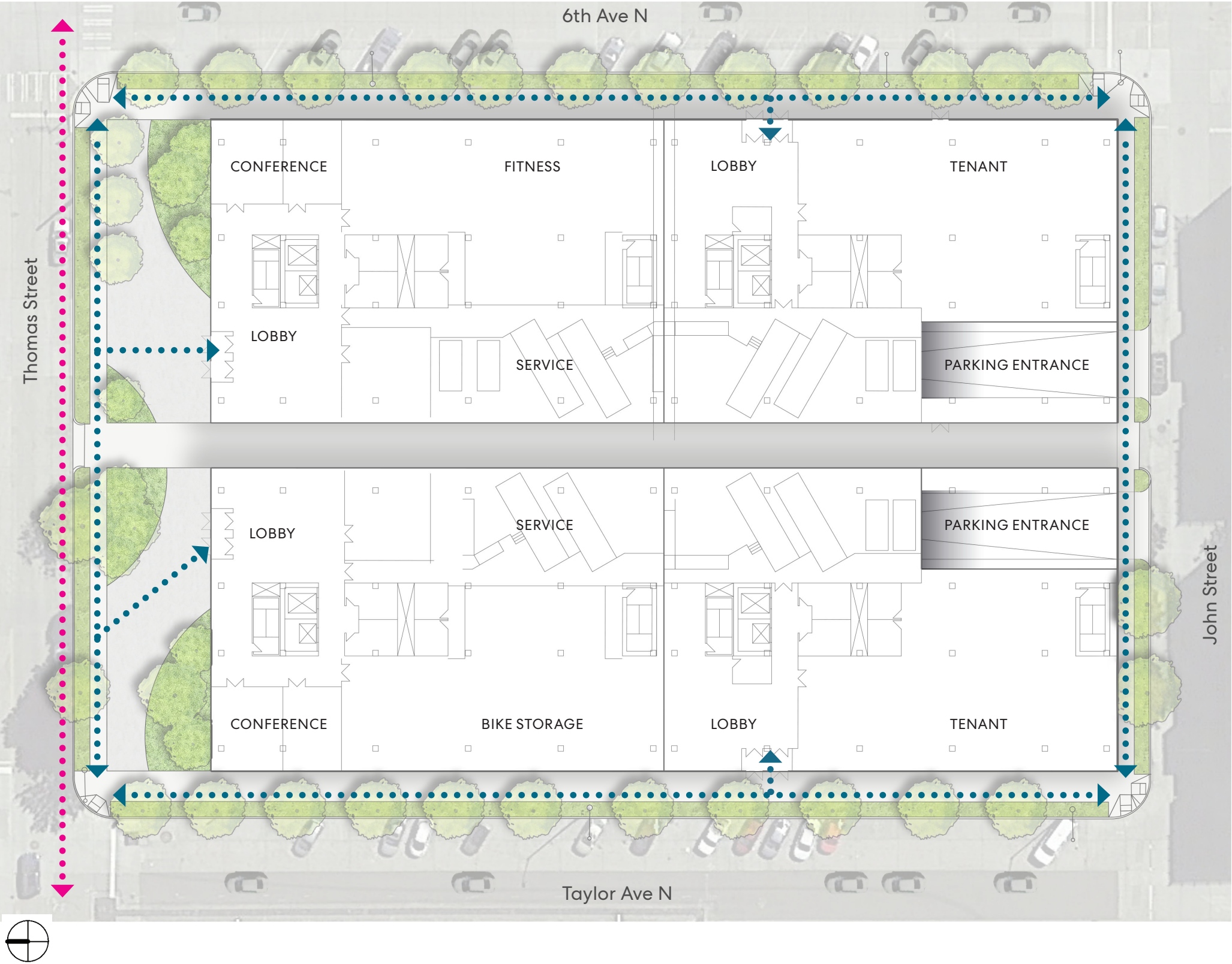
- Vehicle Drop-off Zone
- Temporary Bicycle Parking
- Bicycle Route
- Bicycle Entry
- Main Pedestrian Entry
- Secondary Pedestrian Entry
- Passenger Vehicle Entry
- Service Vehicle Entry





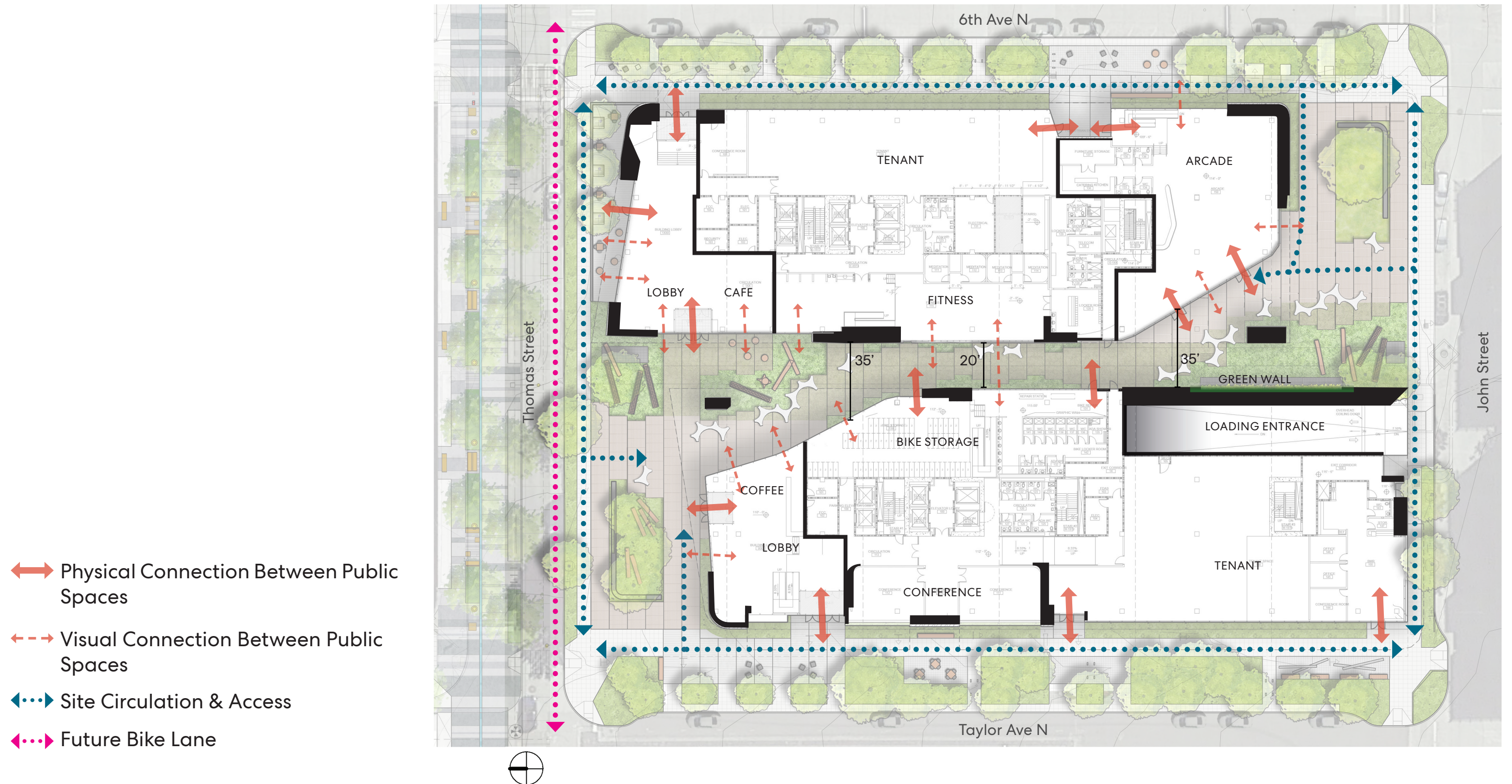
No Alley Vacation - pedestrian circulation

- ◄...► Site Circulation & Access
- ◄...► Future Bike Lane





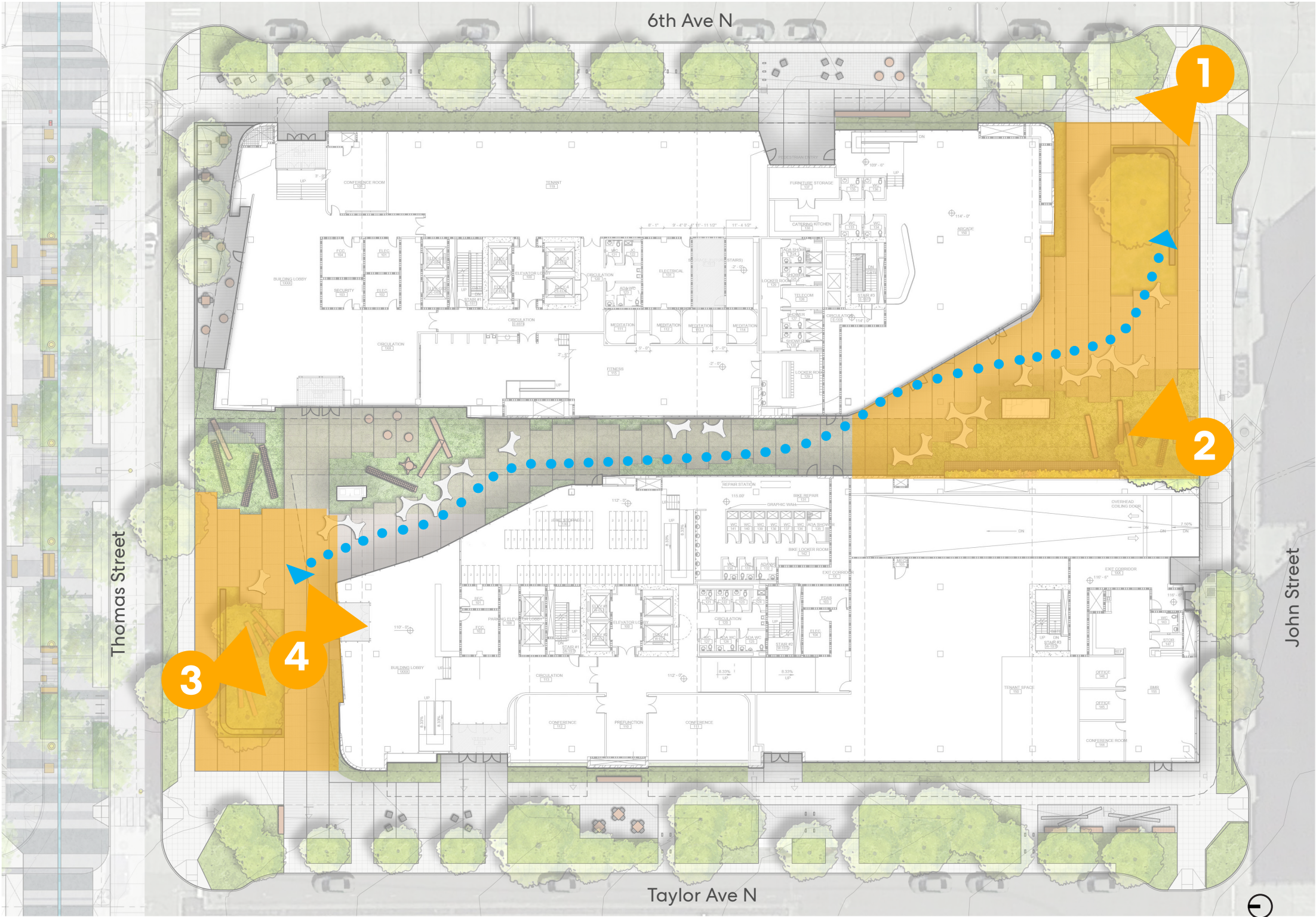
## Alley Vacation - Proposed Approach - pedestrian circulation





# Alley Vacation - Proposed Approach

- 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.





Alley Vacation - Proposed Approach



Images of ROW/street edge activation



No Alley Vacation

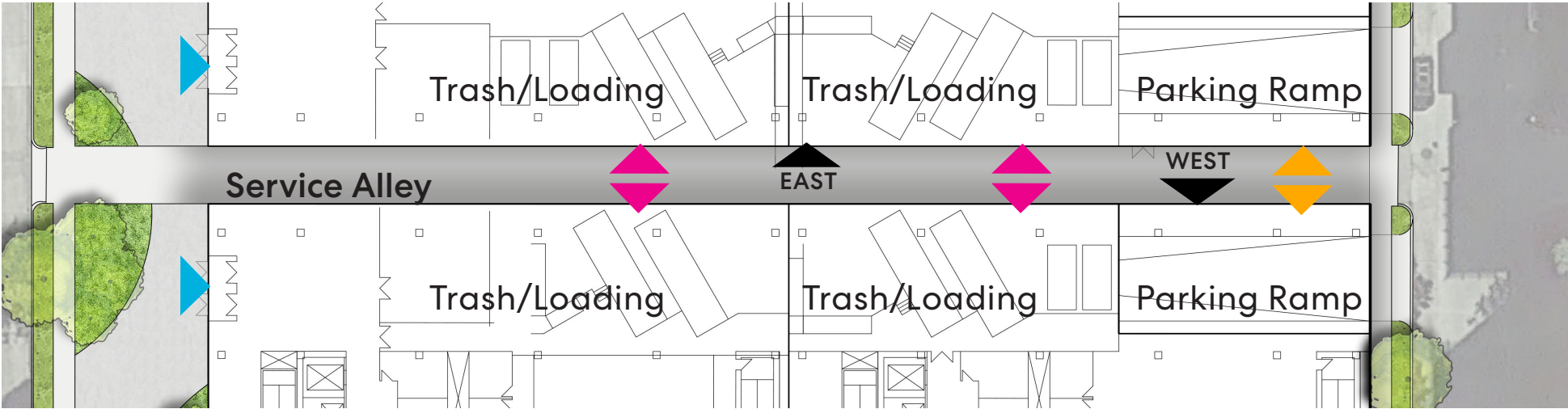
THOMAS ST.



JOHN ST.

East Alley Elevation

THOMAS ST.



JOHN ST.

Alley Plan



▶ Trash/Loading Entry    ▶ Vehicular Entry    ▶ Pedestrian Entry

JOHN ST.



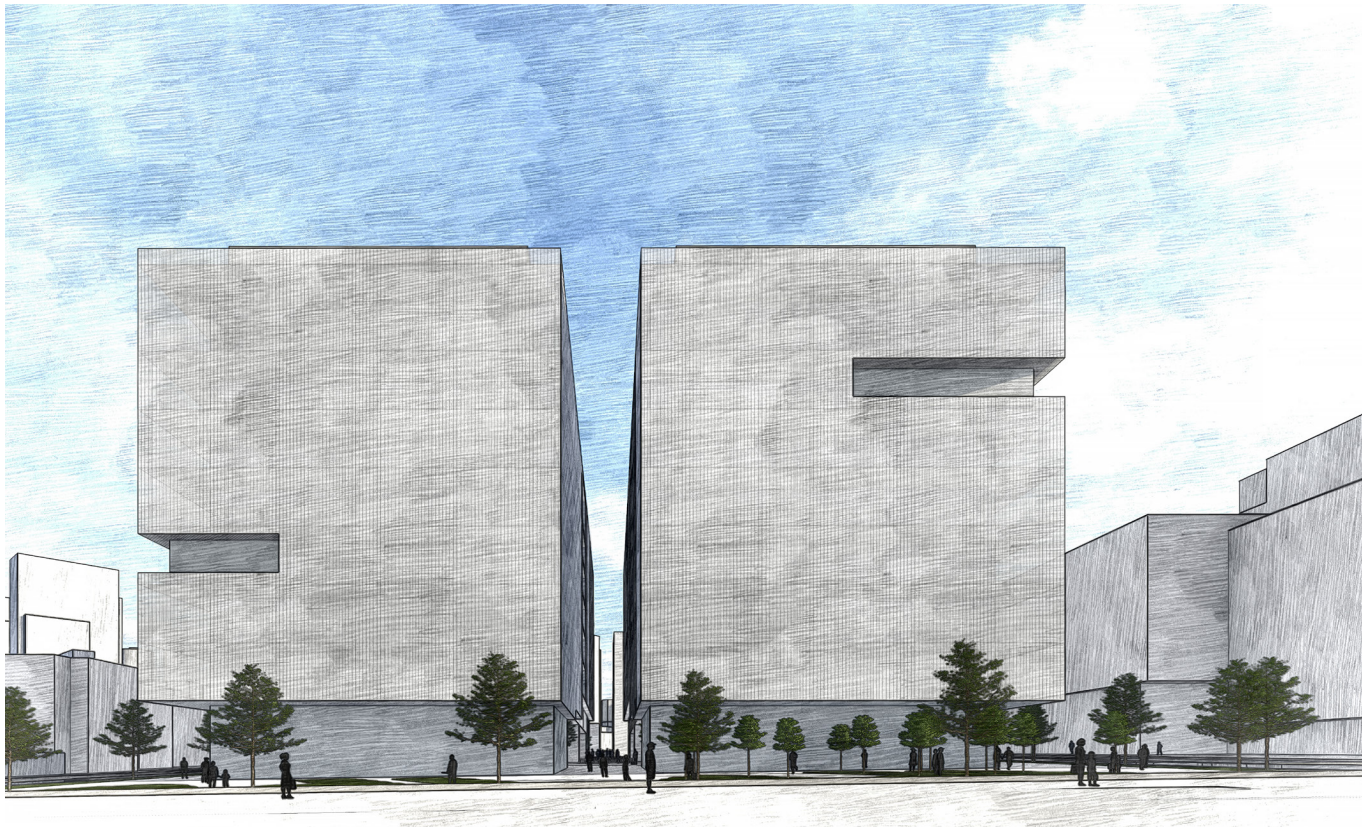
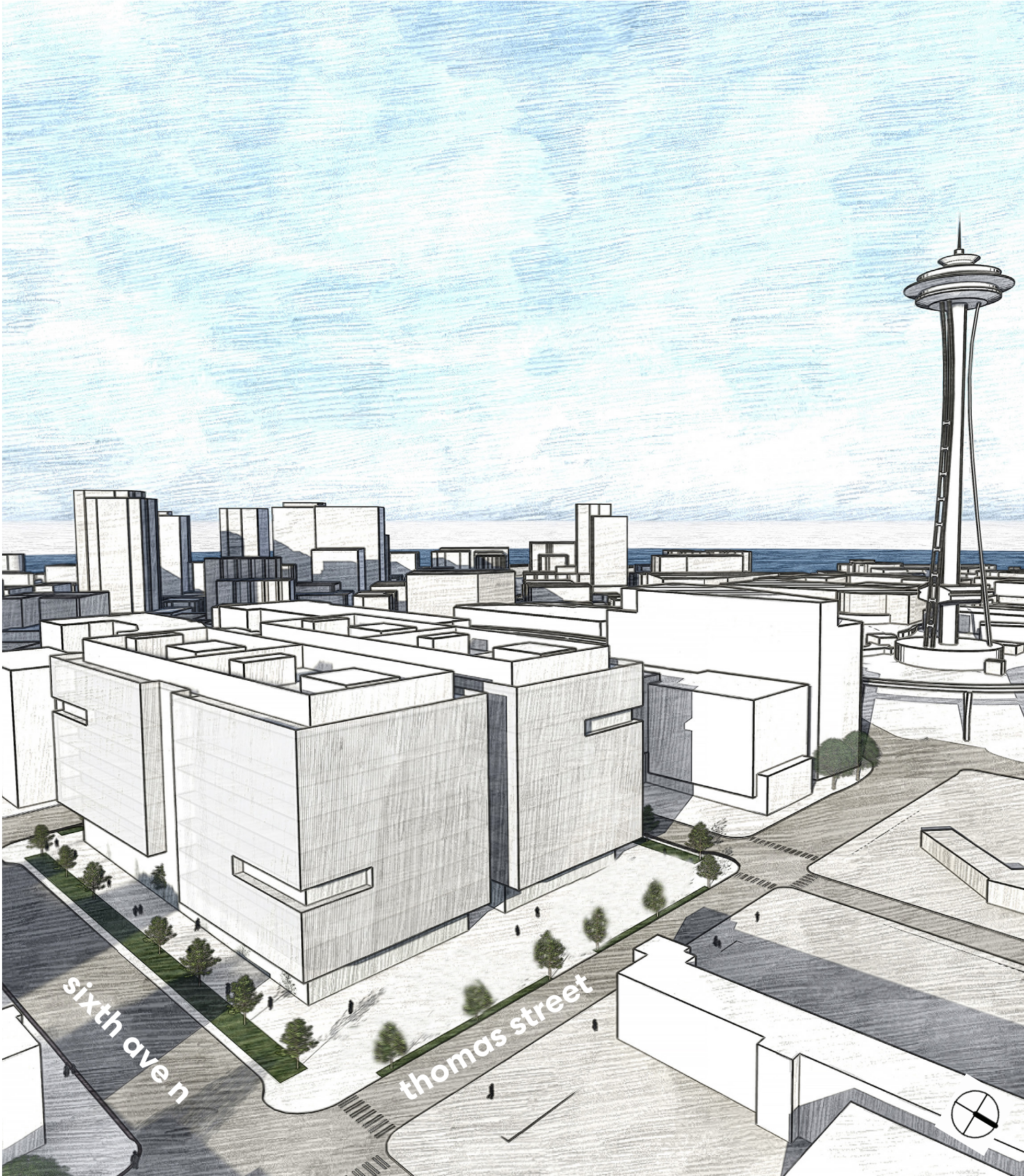
THOMAS ST.

West Alley Elevation

air / light / views - no alley vacation



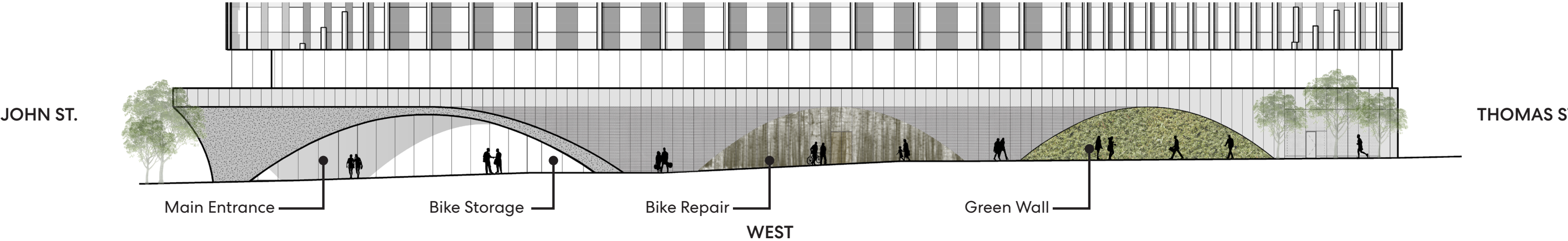
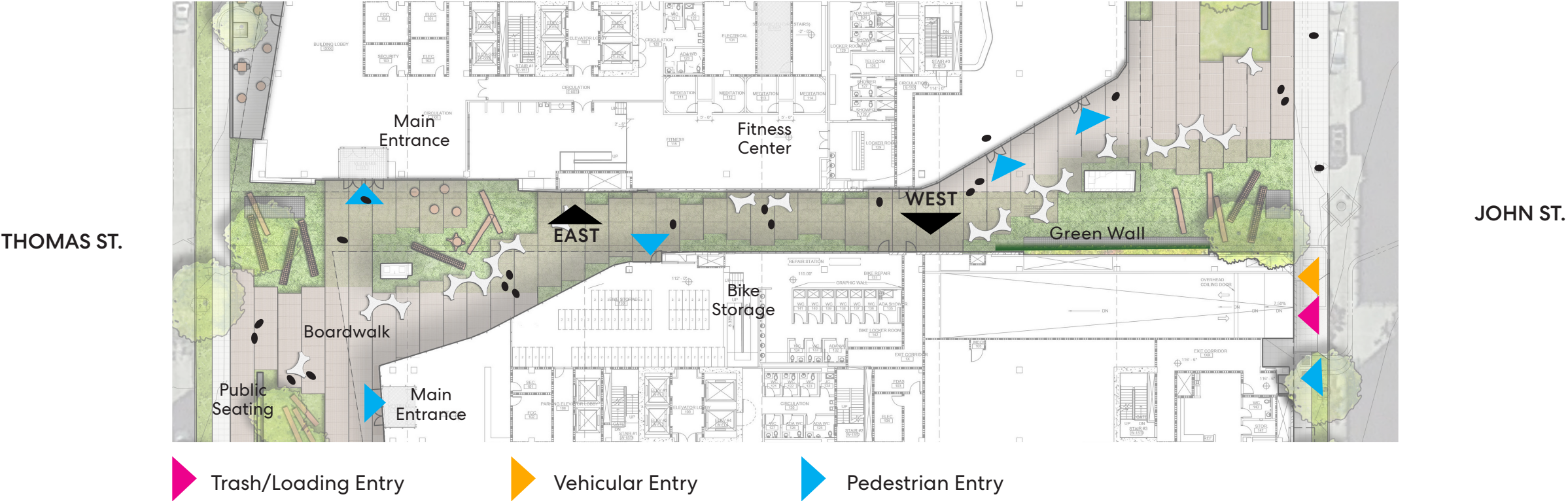
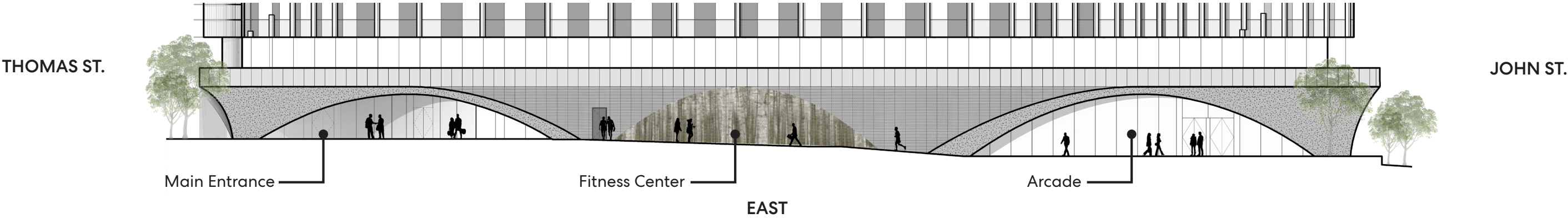
No Alley Vacation



air / light / views - no alley vacation



Alley Vacation - Proposed Approach







Bigleaf Lupine



Agapanthus Spp



Tufted Hair Grass



Western Blue-eyed Grass



Mexican Feather Grass



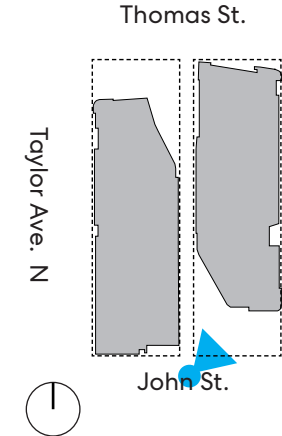
Pacific Madrone



Douglas Fir



American Elm

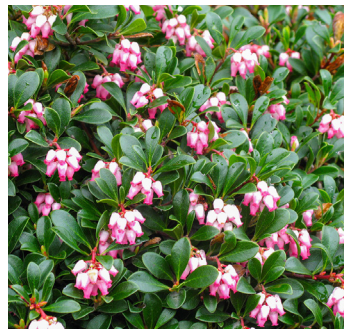


**views - alley vacation**

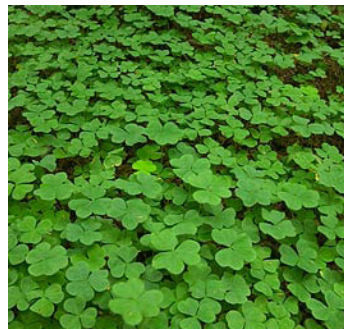




Piggyback Plant



Kinnikinnick



Redwood Sorrel



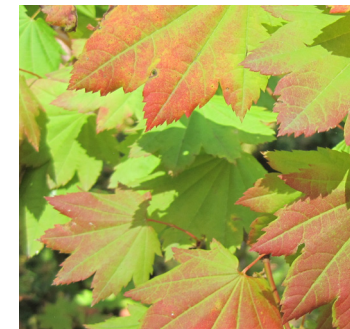
Creeping Oregon Grape



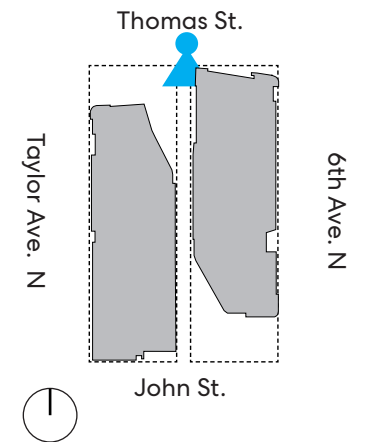
Western Maiden Fern



Maidenhair Spleenwort

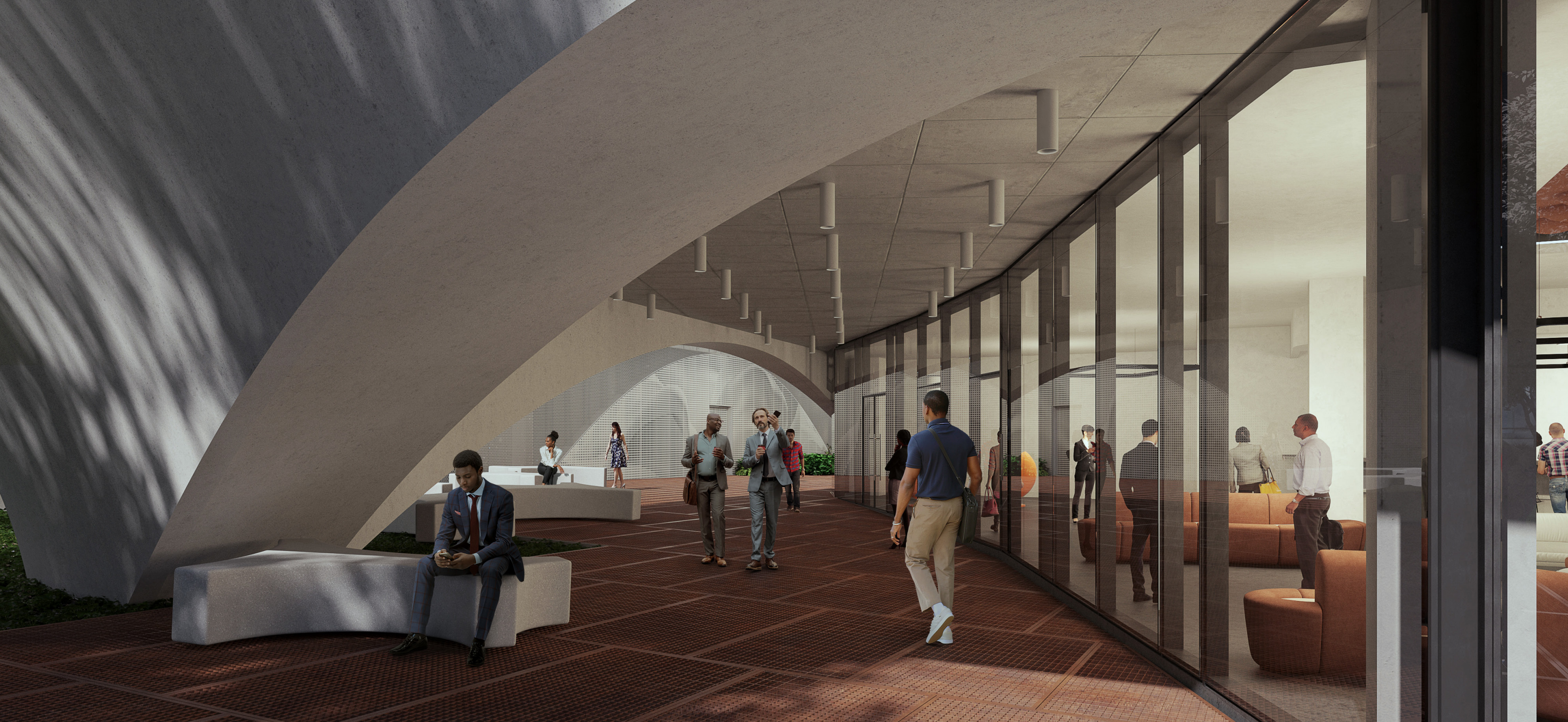


Vine Maple



**views - alley vacation**





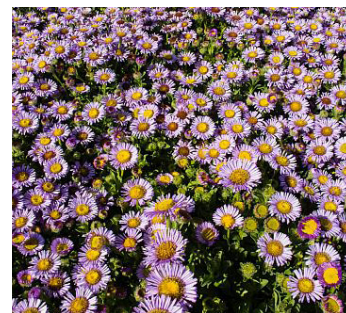
Manzanita



Wild Ginger



Camas



Seaside Fleabane



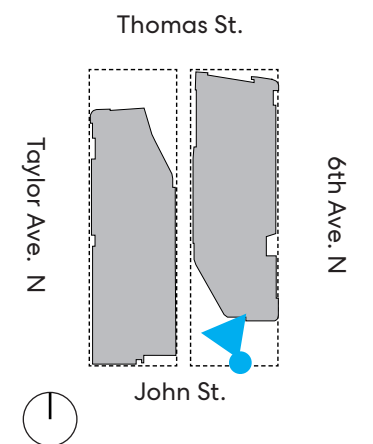
False Solomon's  
Seal



Western Yarrow

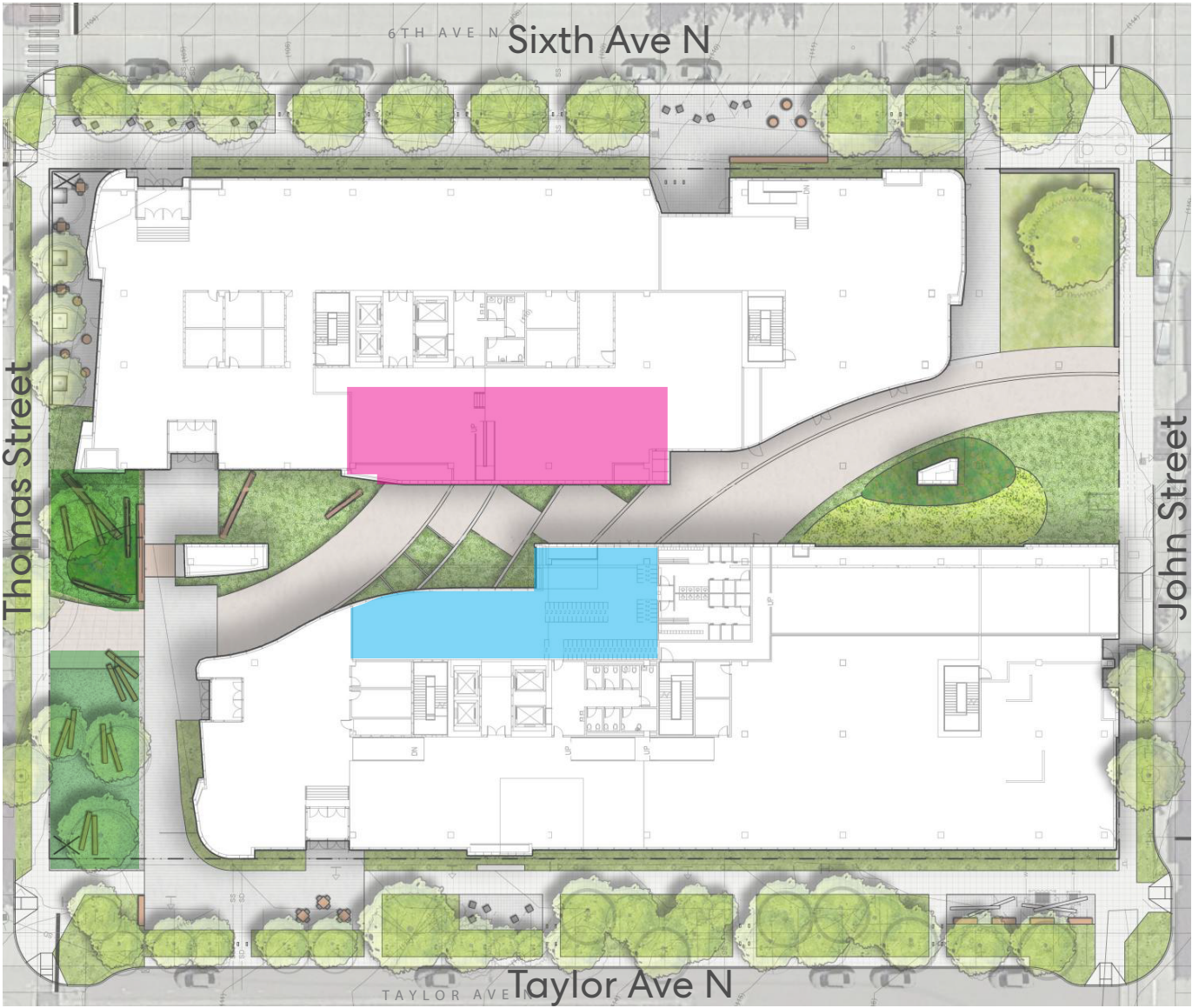


Checker Lily





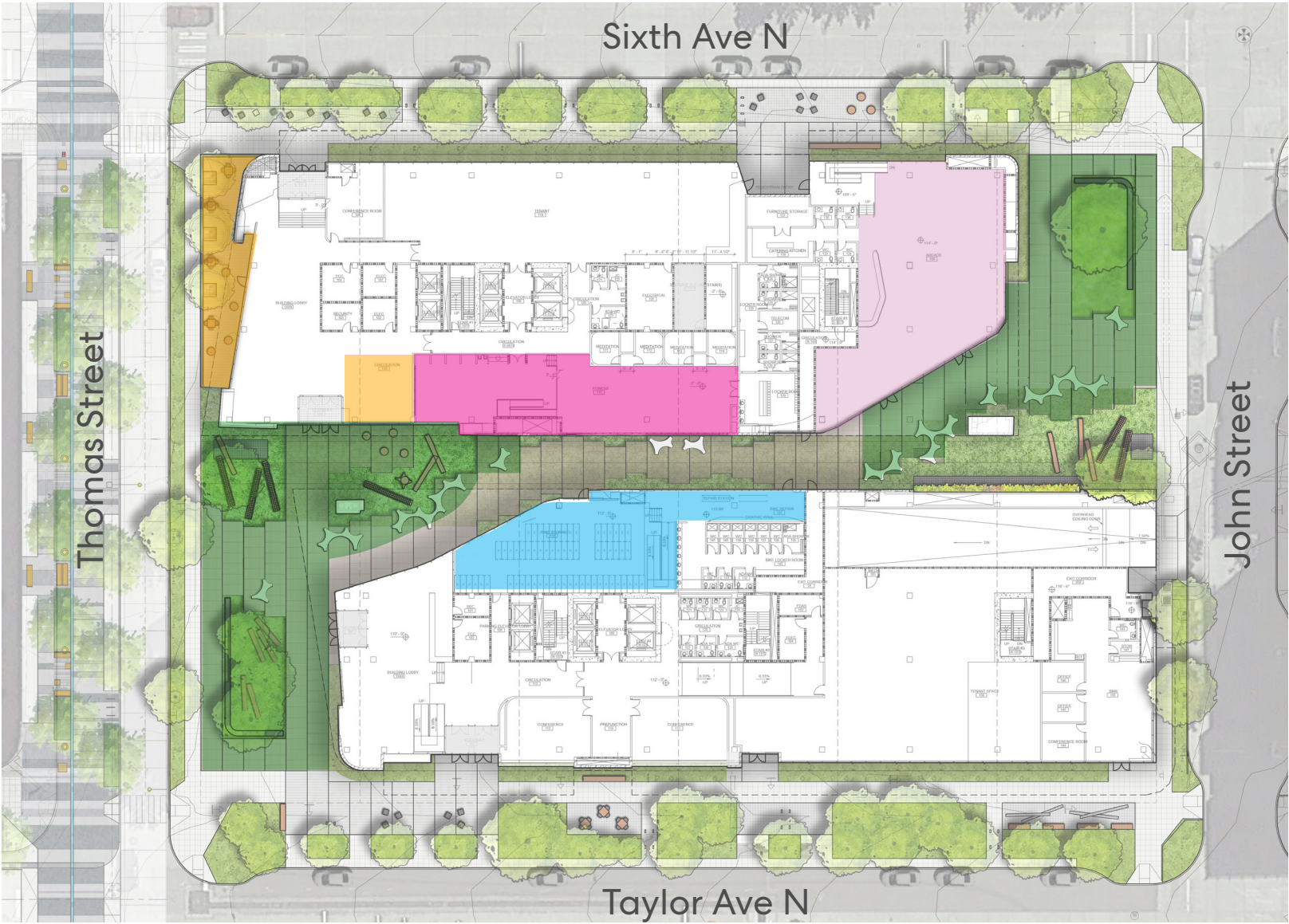
Public Trust, 11.17.22



- Fitness Center
- Bike Storage / Repair
- Public Seating



Public Trust #2, 03.02.23



- Fitness Center
- Bike Storage / Repair
- Public Seating
- Public Cafe
- Arcade





# 05

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

○ **proposal summary**





### —o 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

### —o open space

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

### —o air / light / views

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



# 06

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

○ **overview**



## public benefits - overview



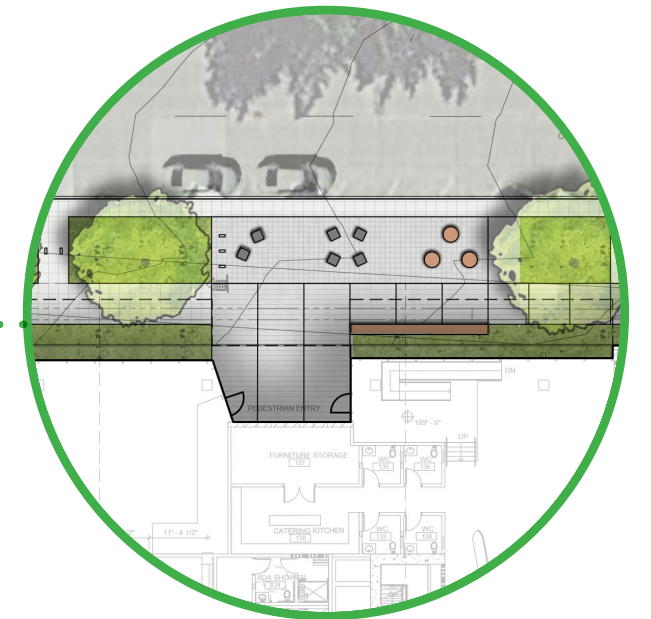
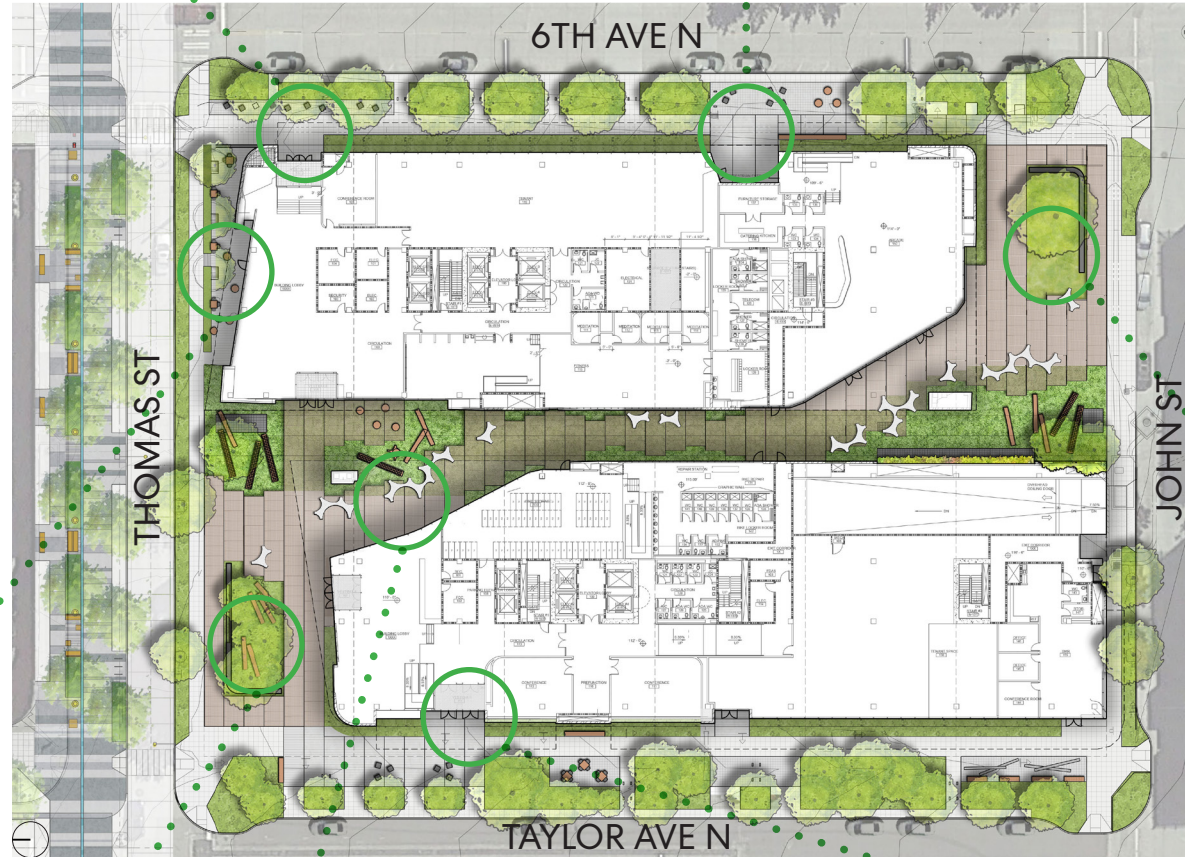
Enhanced ROW Improvements



SDOT Coordination



Enhanced Thomas Green Street



Enhanced ROW Improvements



Enhanced ROW Improvements



Conversion from Alley to  
Pedestrian Connector



Enhanced ROW Improvements



Enhanced Placemaking



thank  
you

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



# appendix

## 01: development goals

- community engagement

## 02: site introduction

## 03: urban design context

- existing conditions
- zoning & contextual neighborhood designation
- site analysis - 9 block
- neighborhood connections
- neighborhood character, context
- neighborhood character - thomas street concept plan

## 04: proposed project

- utilities
- air/light/views



# 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
<div><b>SDOT Urban Forestry</b><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></div>	<p>Noted. Utility revisions are being coordinated with City agencies and street tree soil volumes are included in the proposed landscape approach.</p>
<div><b>SPU</b><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></div>	<p>Correct, upon successful completion of alley vacation petition, drainage structure to be removed.</p>



Alley Vacation Comments Received to Date (cont.)

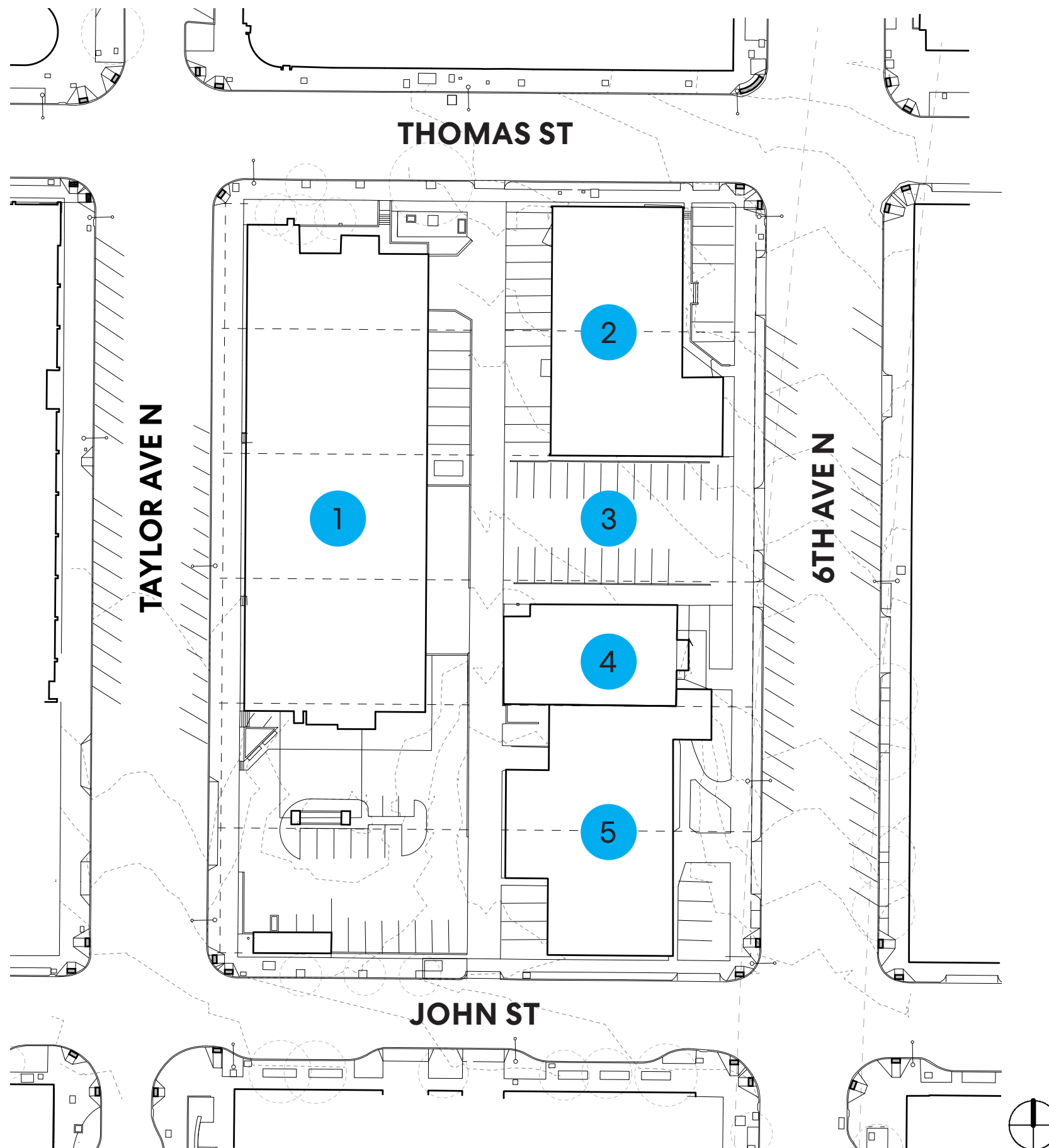
Comment	Response
<p><b>SPU Solid Waste</b></p> <ul style="list-style-type: none"><li>While SPU solid waste is supportive of the alley vacation/closure for 200 Taylor Ave N. and 205 6th Ave. as a general concept, we have significant concerns with the solid waste plans that the applicant team has provided 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>



Site Introduction







existing conditions

## Previous Uses

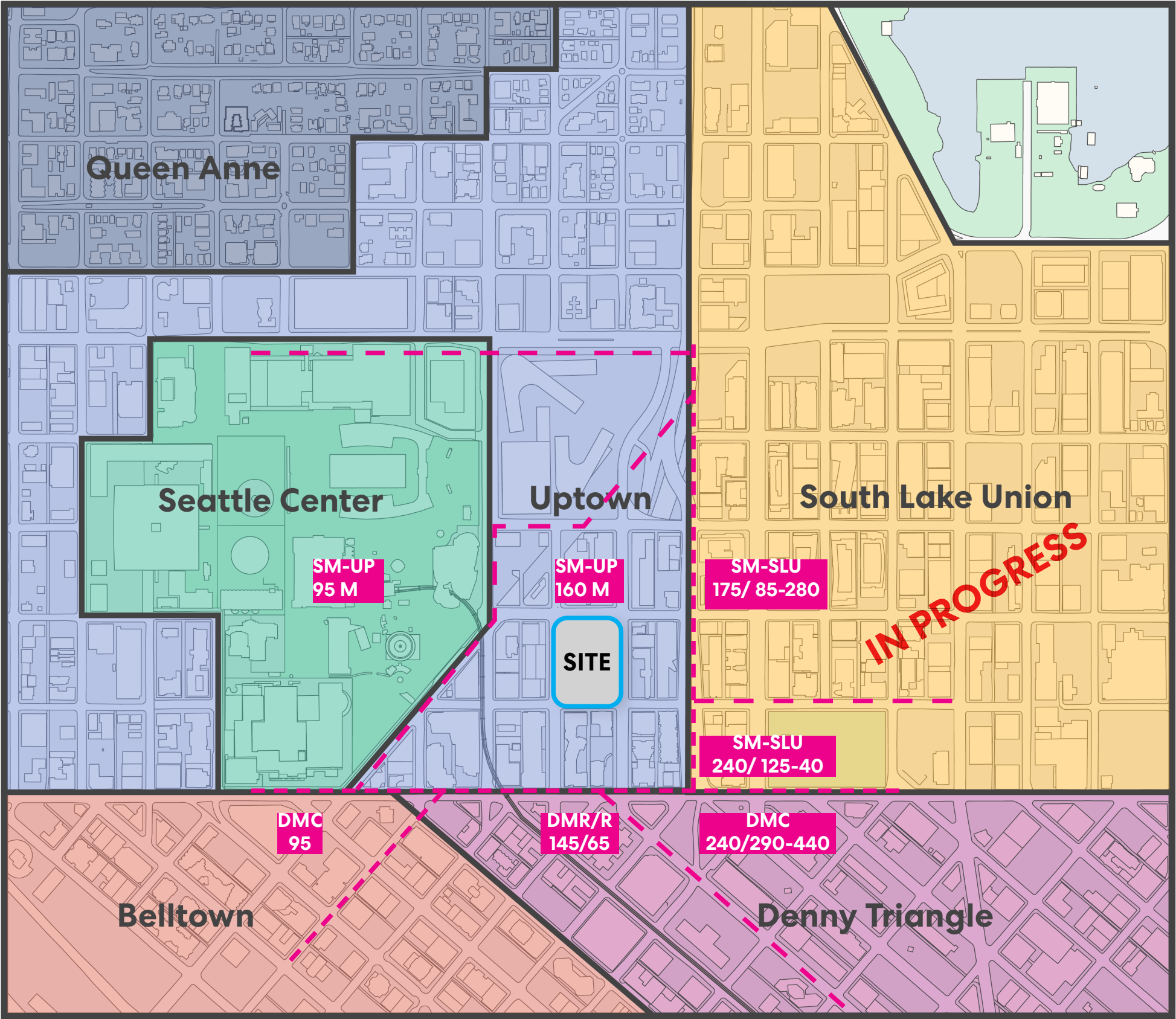
The project site previously consisted of three office buildings, a hotel, and associated surface parking. The existing alley provides access to surface parking lots and the back side of buildings. It is primarily a utility access point for all existing buildings with no focus or benefit to the public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

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

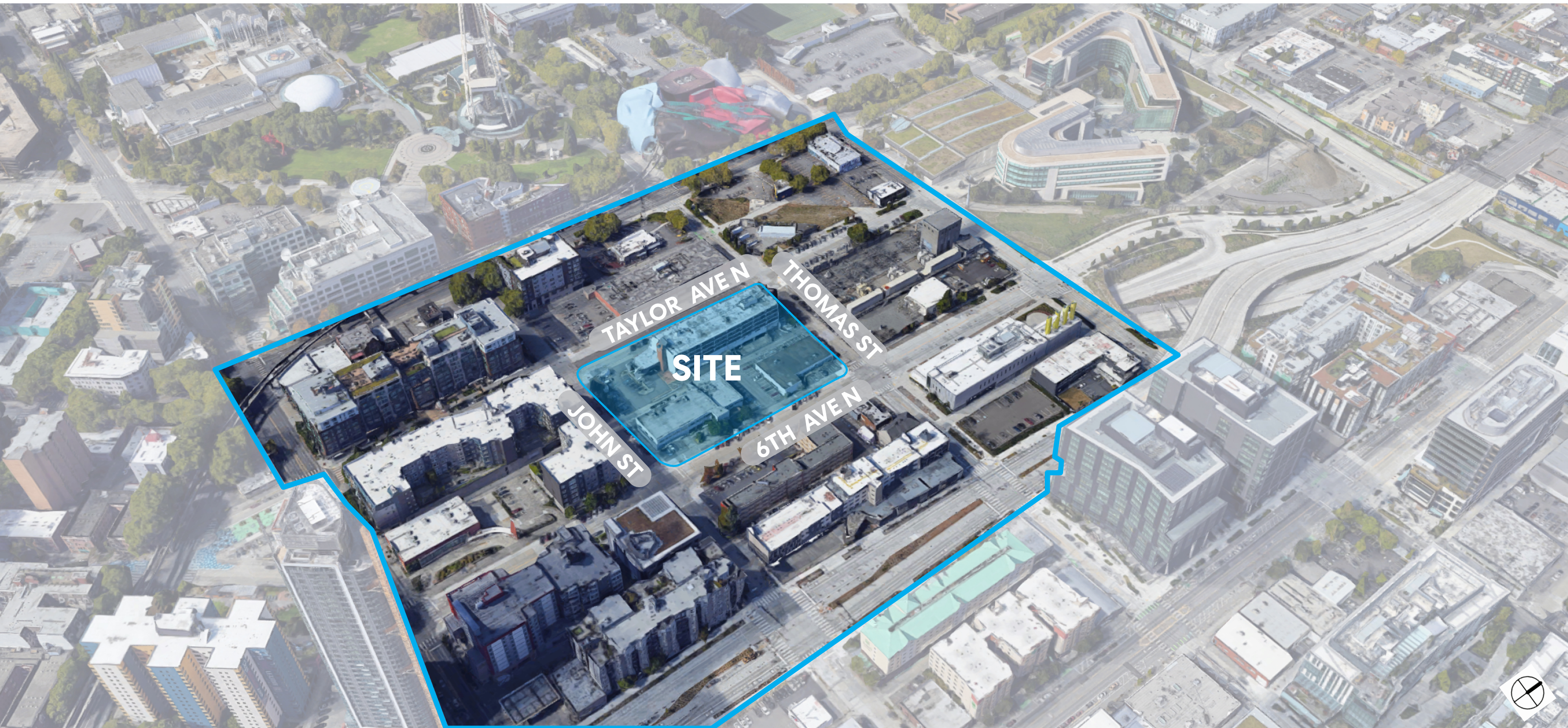
- 1 200 Taylor Ave N 98109**  
Previous Use: Hotel/Motel
- 2 233 6th Ave N 98109**  
Previous Use: Office Building
- 3 225 6th Ave N 98109**  
Previous Use: Parking
- 4 221 6th Ave N 98109**  
Previous Use: Office Building
- 5 203 6th Ave N 98109**  
Previous Use: Office Building



Urban Design Context









KEY

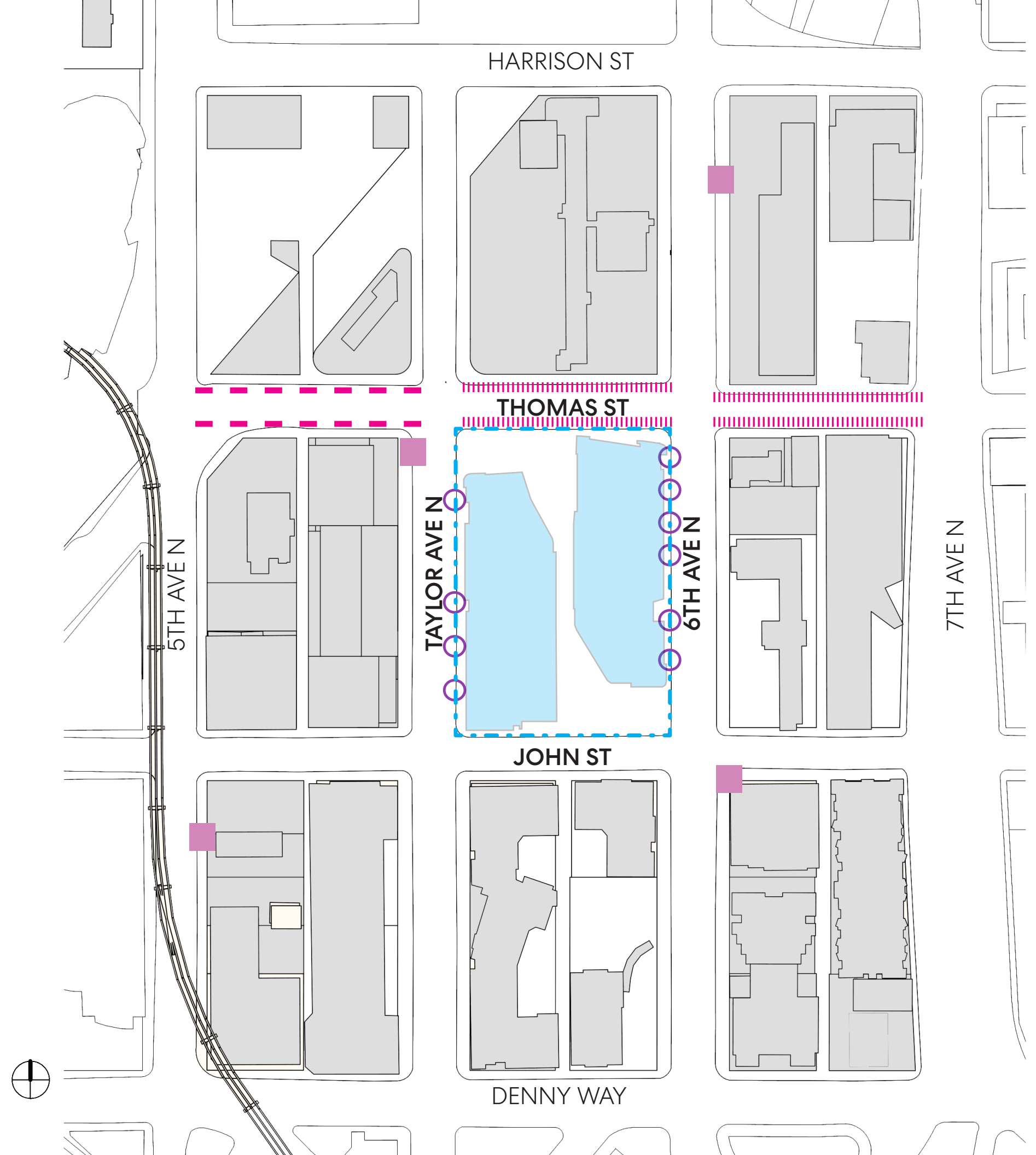
site

protected bike lane

future bike lane

existing street bike racks

proposed bike racks



9 block - bicycles



## KEY

site   

class | pedestrian street 

class II pedestrian street 

class III pedestrian street 

green street ● ●

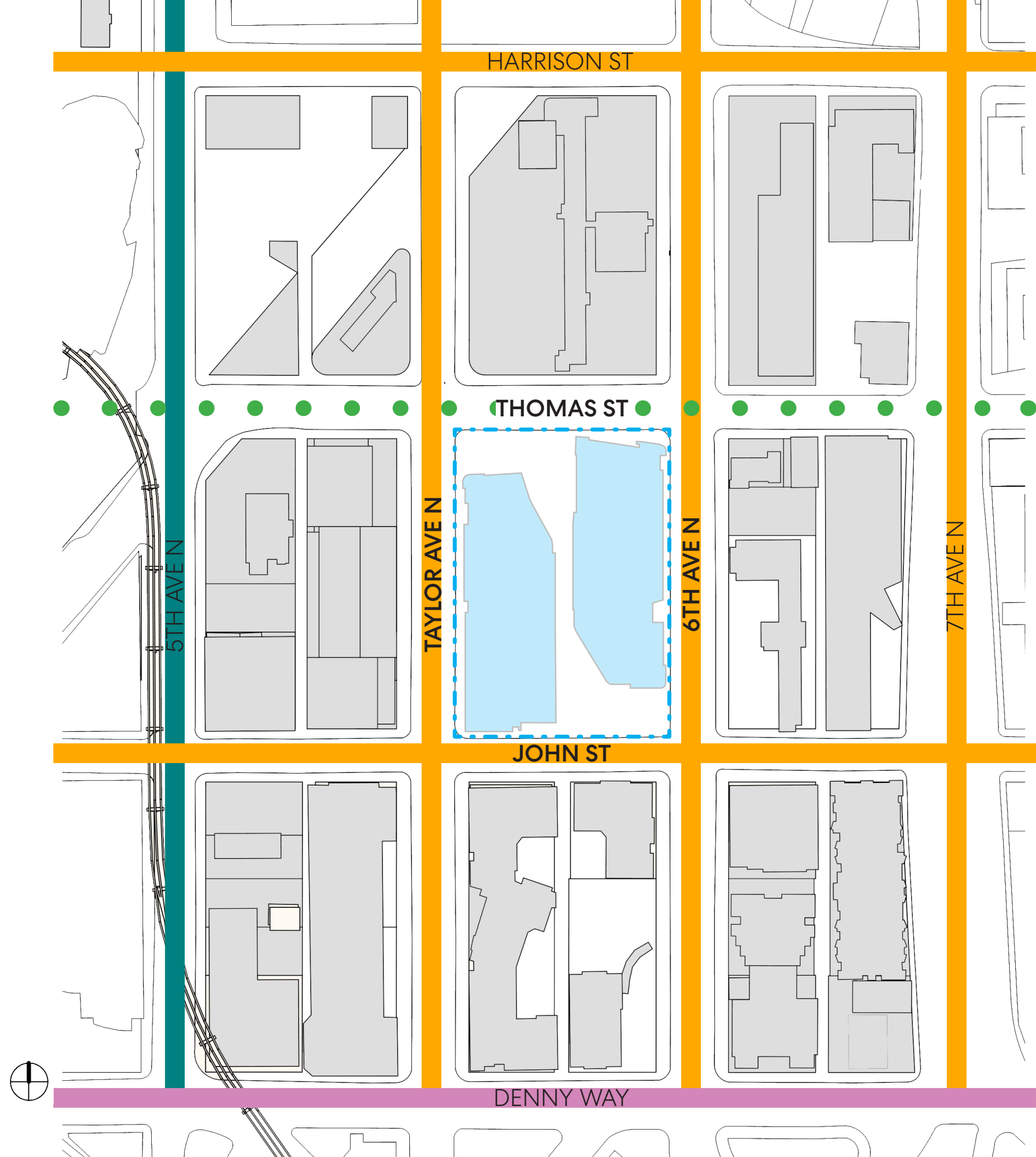
- Class 3 Pedestrian Street: no public retail required

—○ Neighborhood Green Street

Purpose:

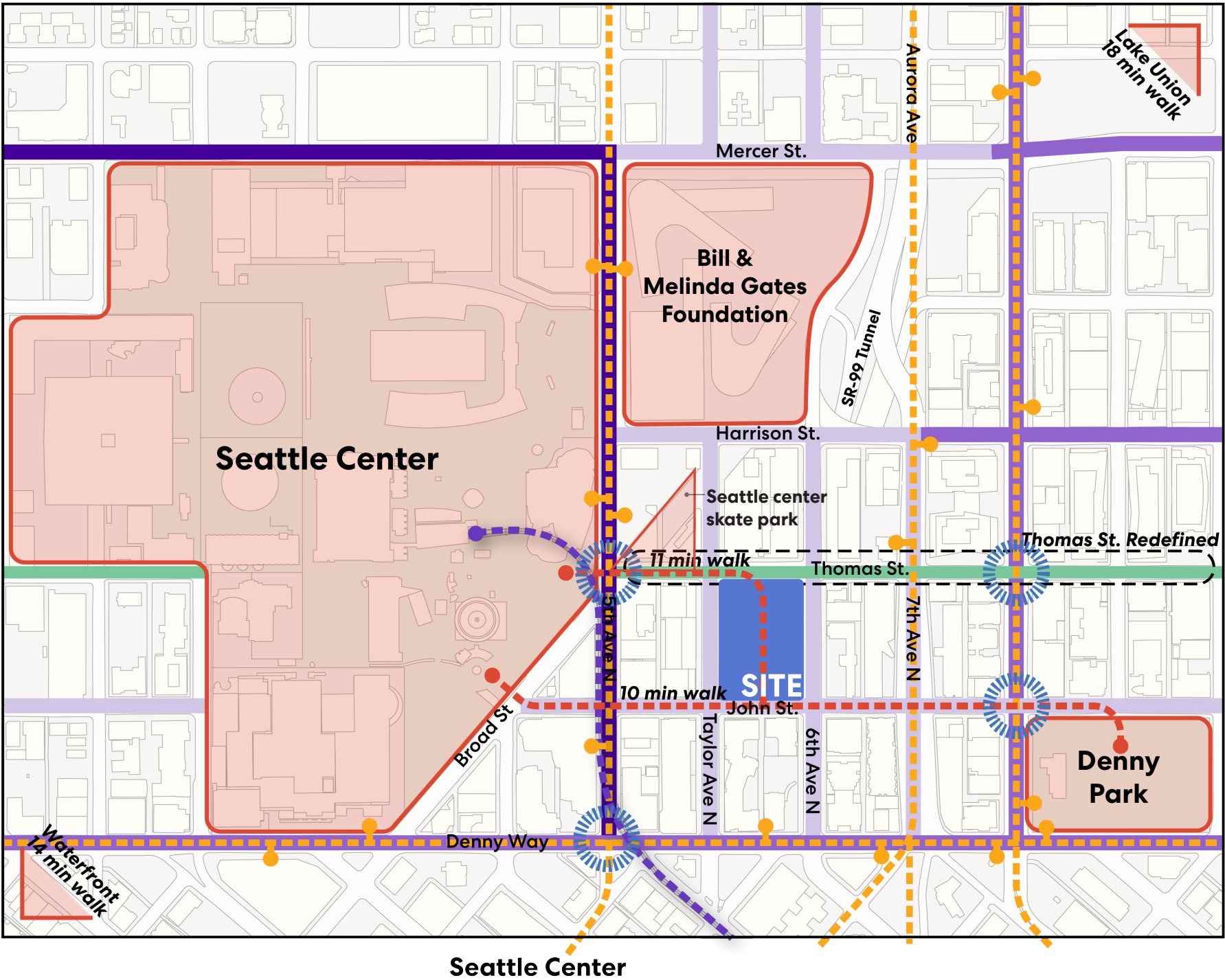
- reflect local community's desire to target specific streetscapes for a pedestrian or open space enhancement
- Enhance Pedestrian Environment and attract pedestrians
- Create open space opportunities in residential neighborhoods
- Retain unique street features

## 9 block - street classifications





# Urban Design Context



## Vicinity Map

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.

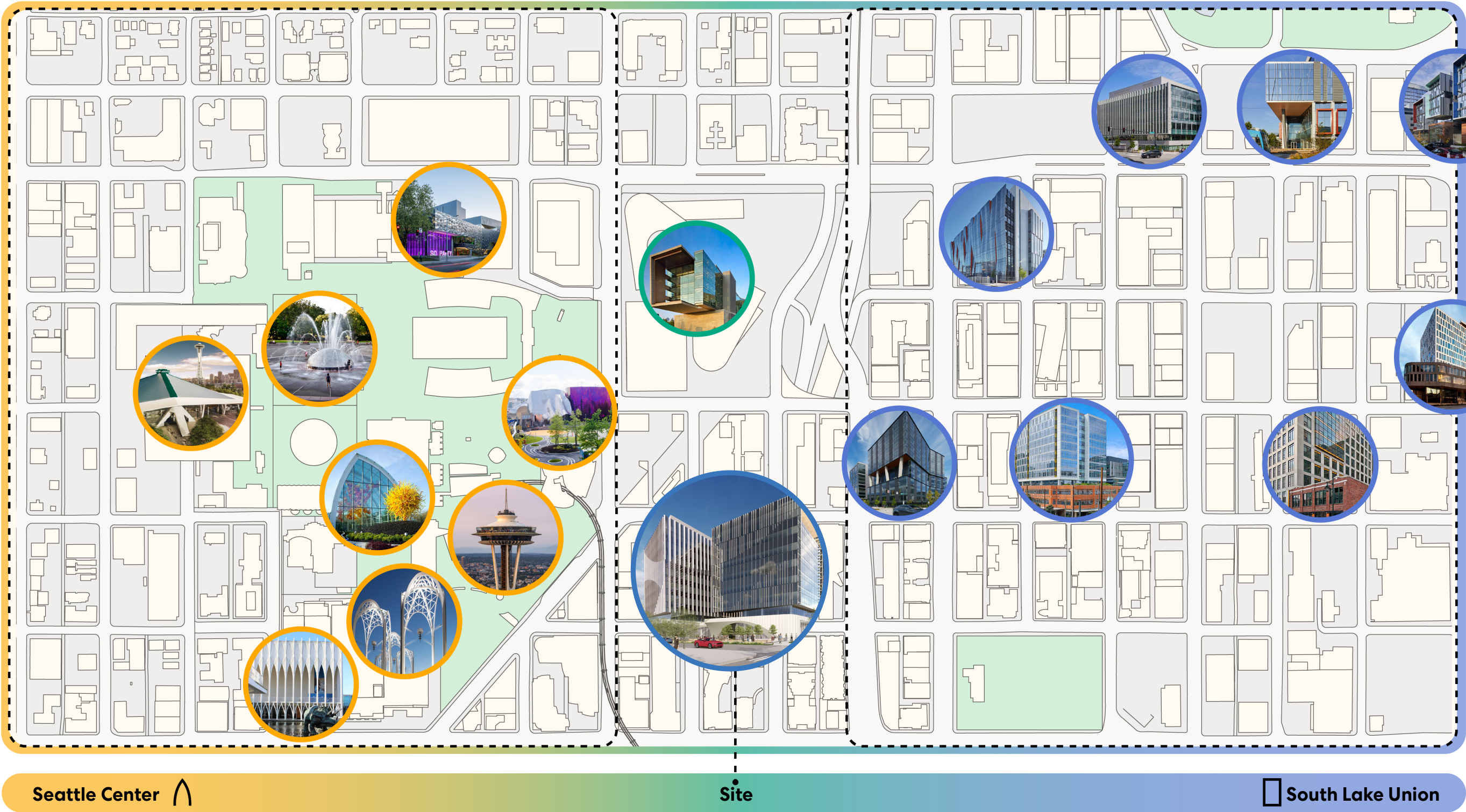
Bus service is available a block away on 5th Ave, 7th Ave and Denny Way, in addition to Dexter Ave. just 2 blocks away.

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

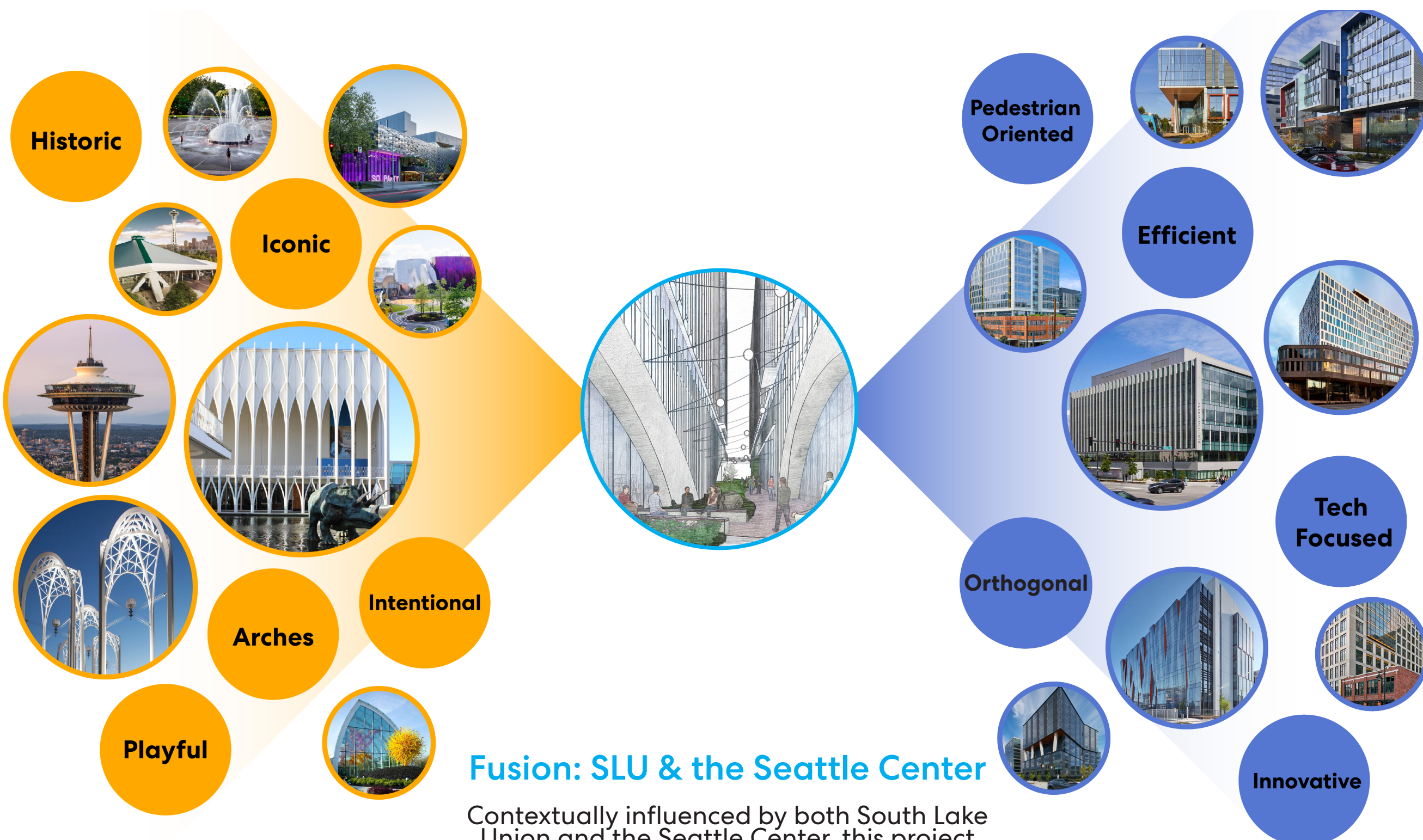




Urban Design Context







## 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.



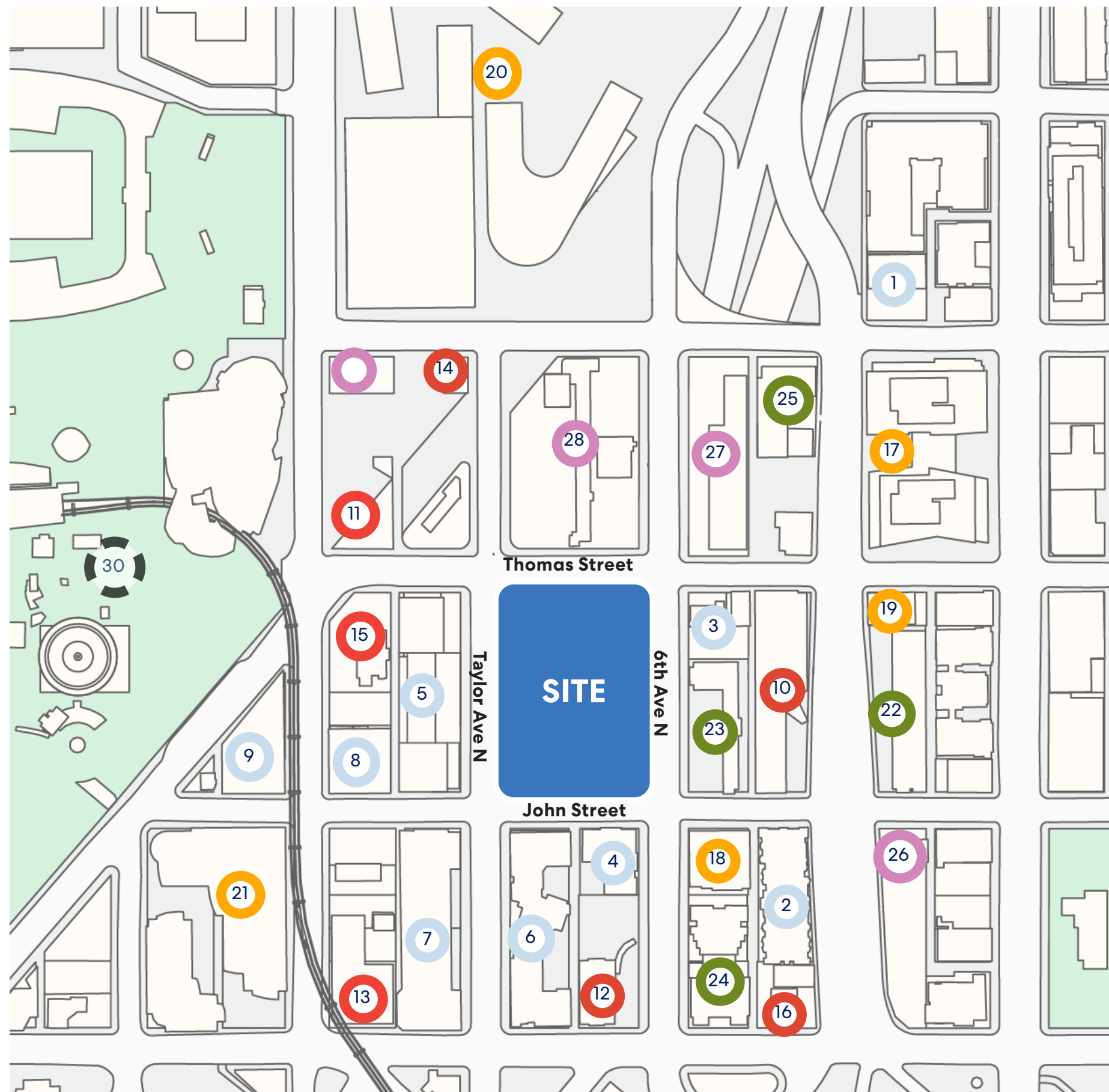


residential
  commercial/retail
  office space
  hospitality
  light industrial/warehouse



## neighborhood character - context





## 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

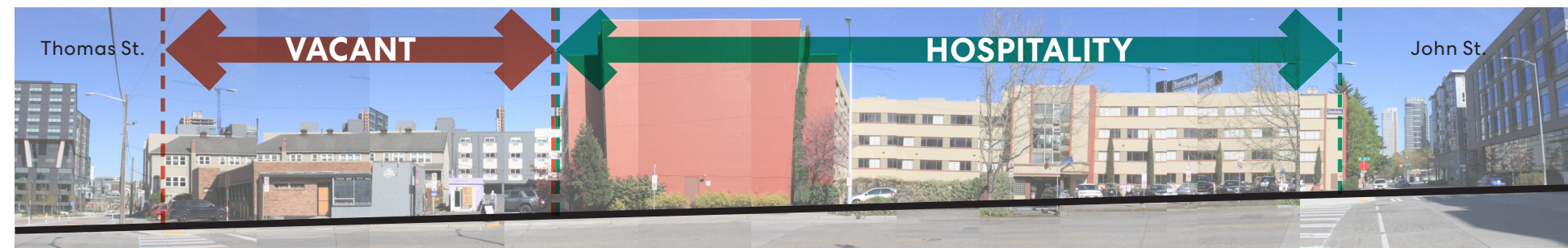
note: see appendix for additional context imagery







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



# KEY

site

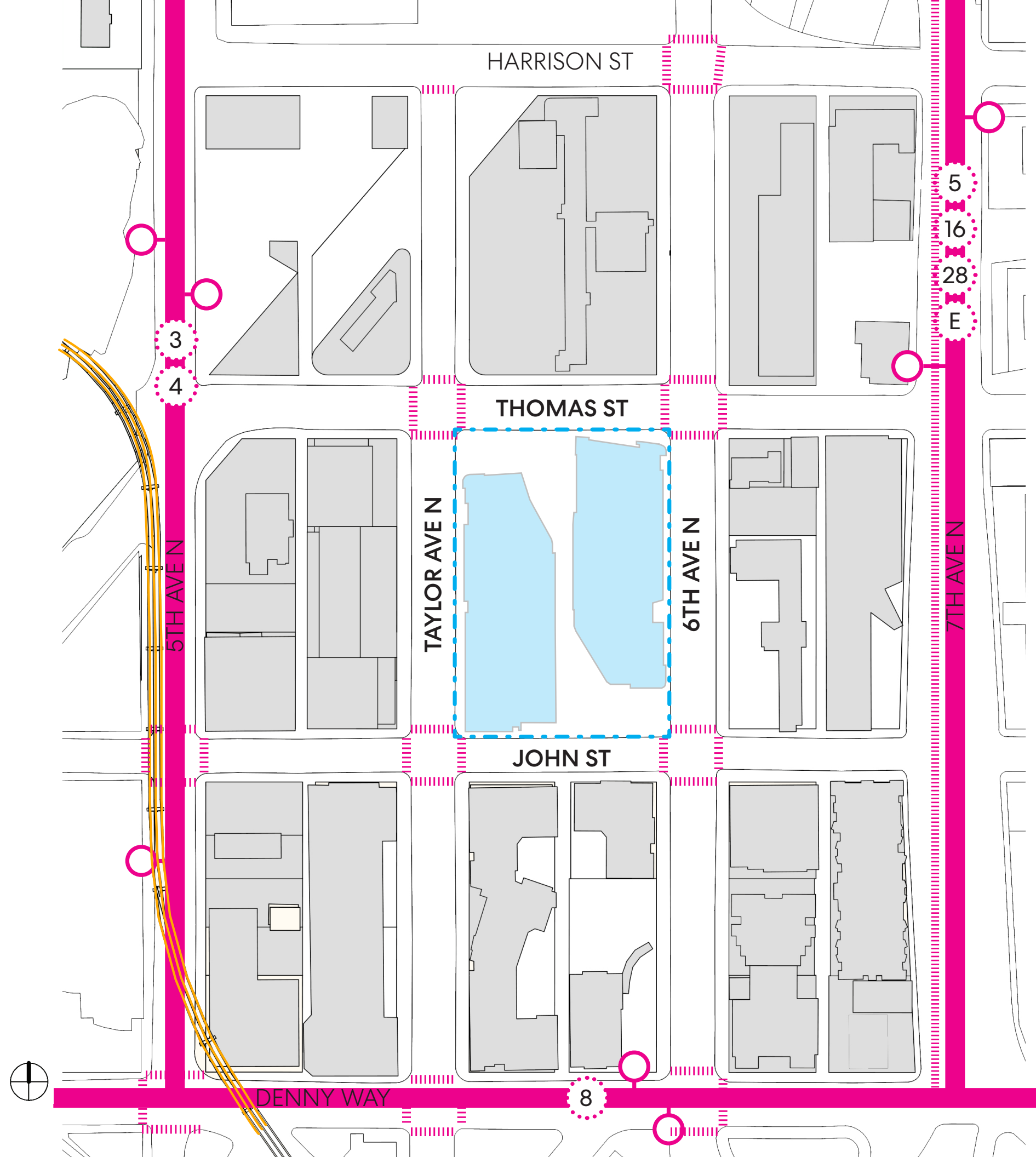
bus route

bus rapid transit

monorail

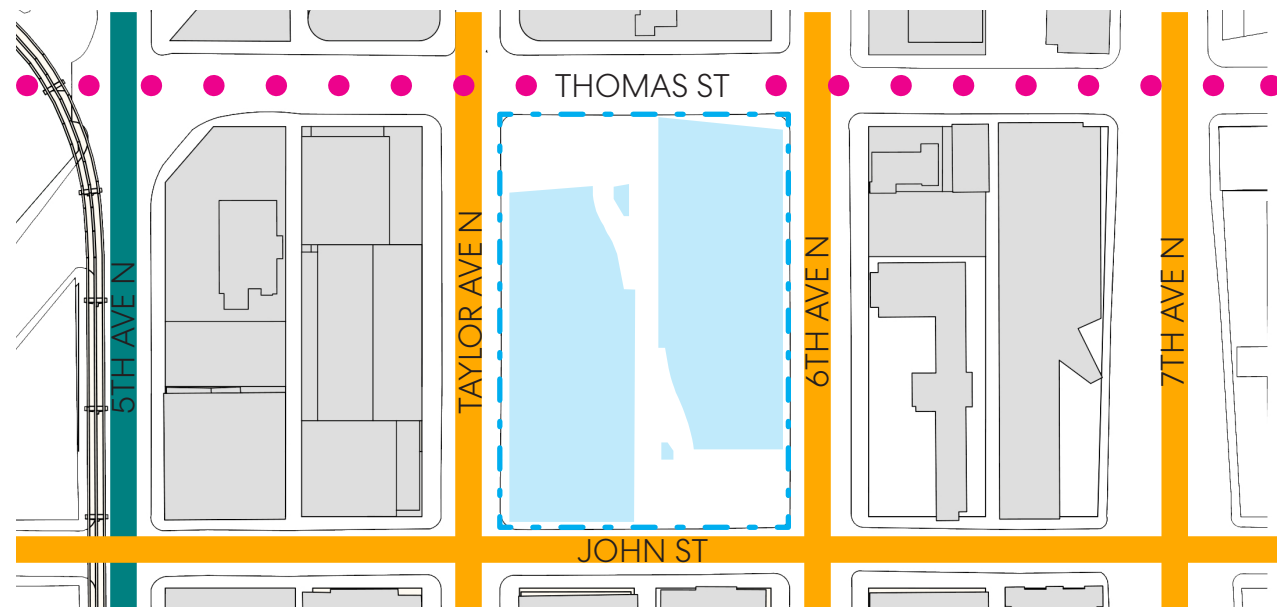
bus stop

bus route number

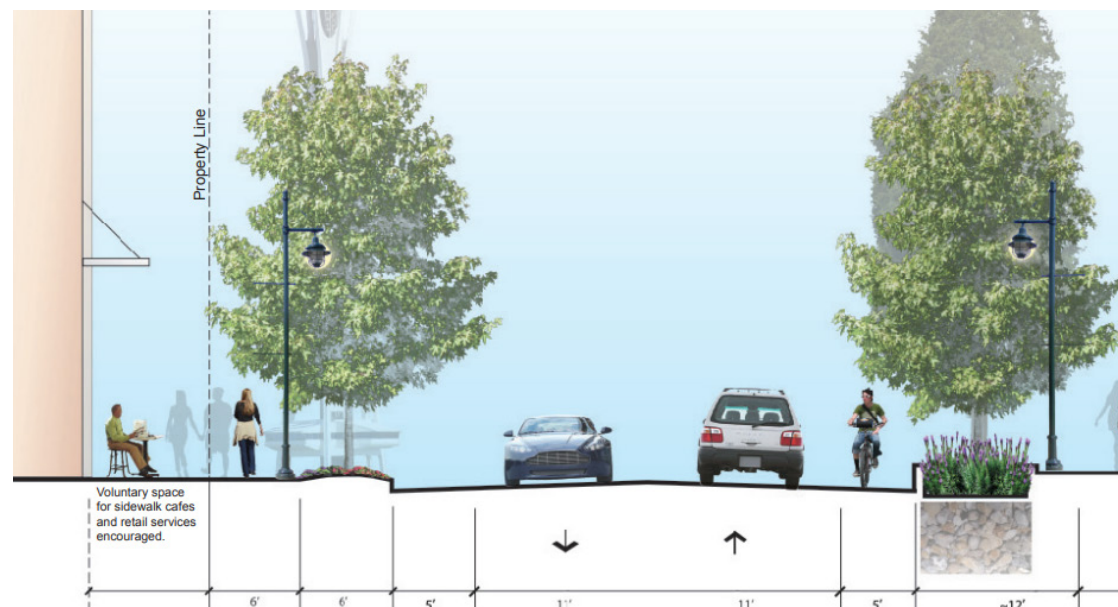


9 block - public transit

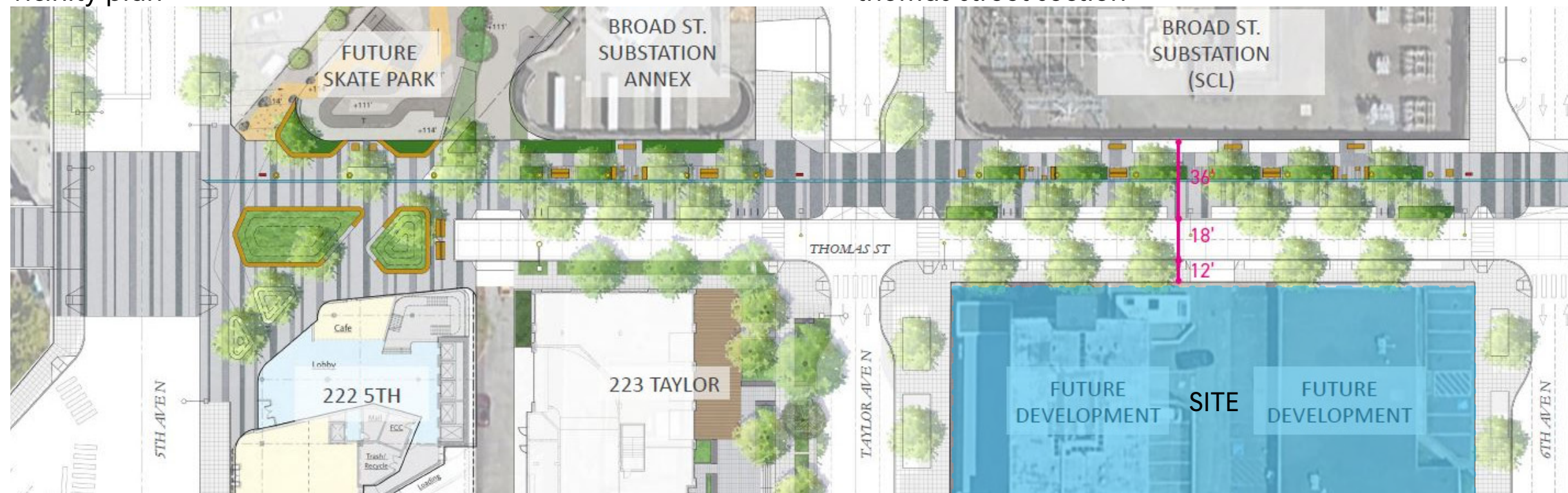




vicinity plan



thomas street section



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

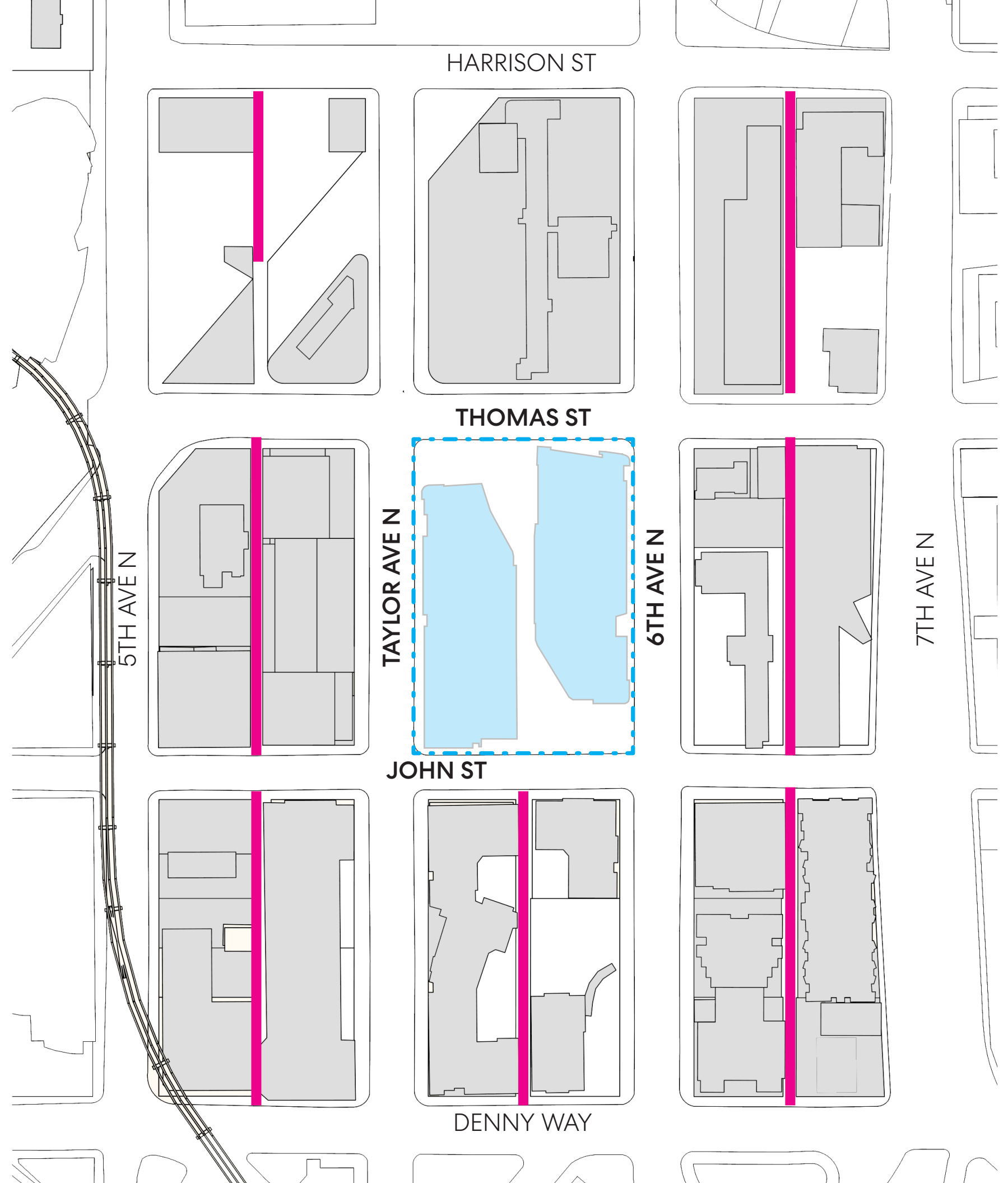


KEY

site

alley

9 block - alleys





# Alley Vacation - Proposed Approach

KEY

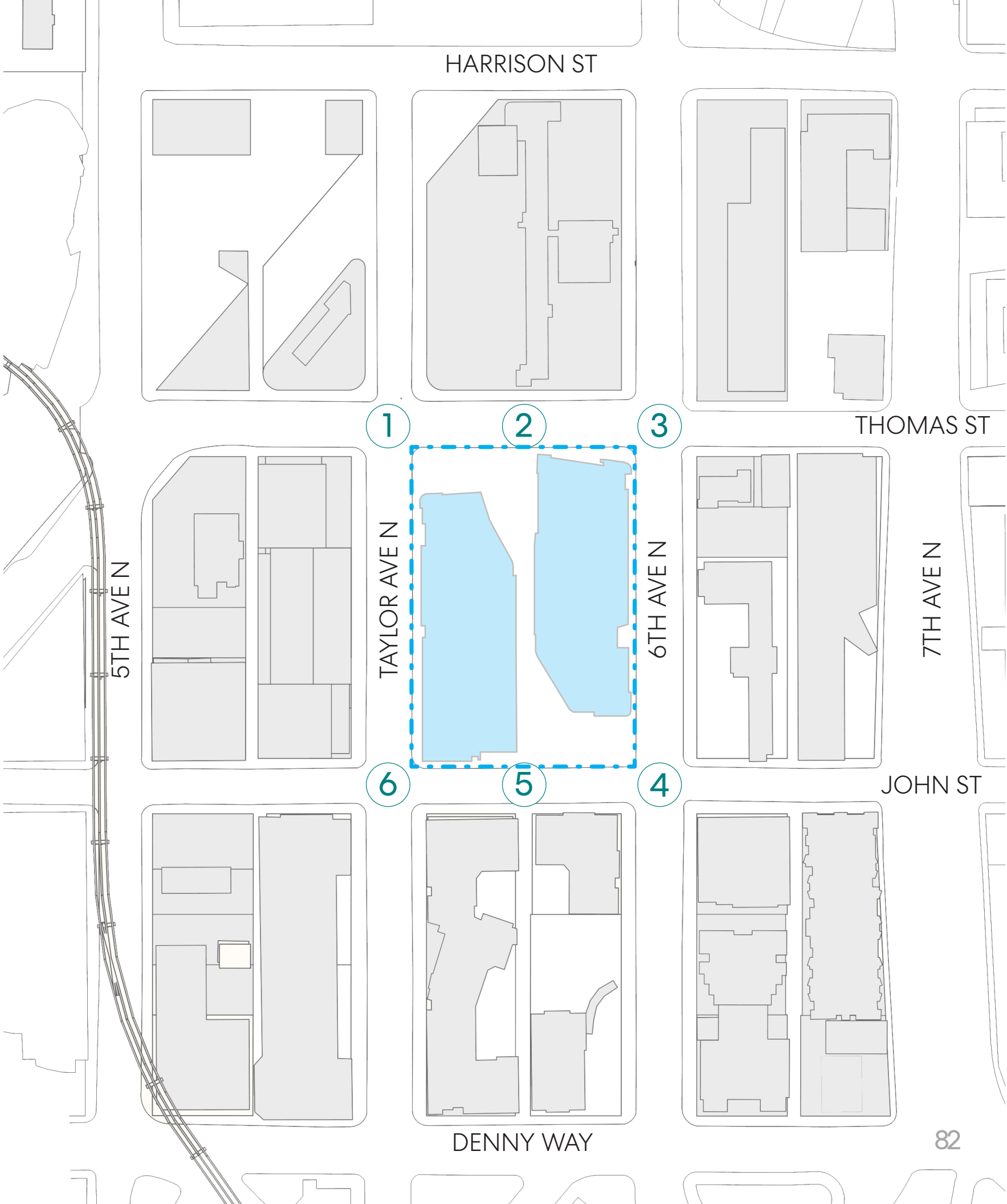
Site

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





# Alley Vacation - Proposed Approach

KEY

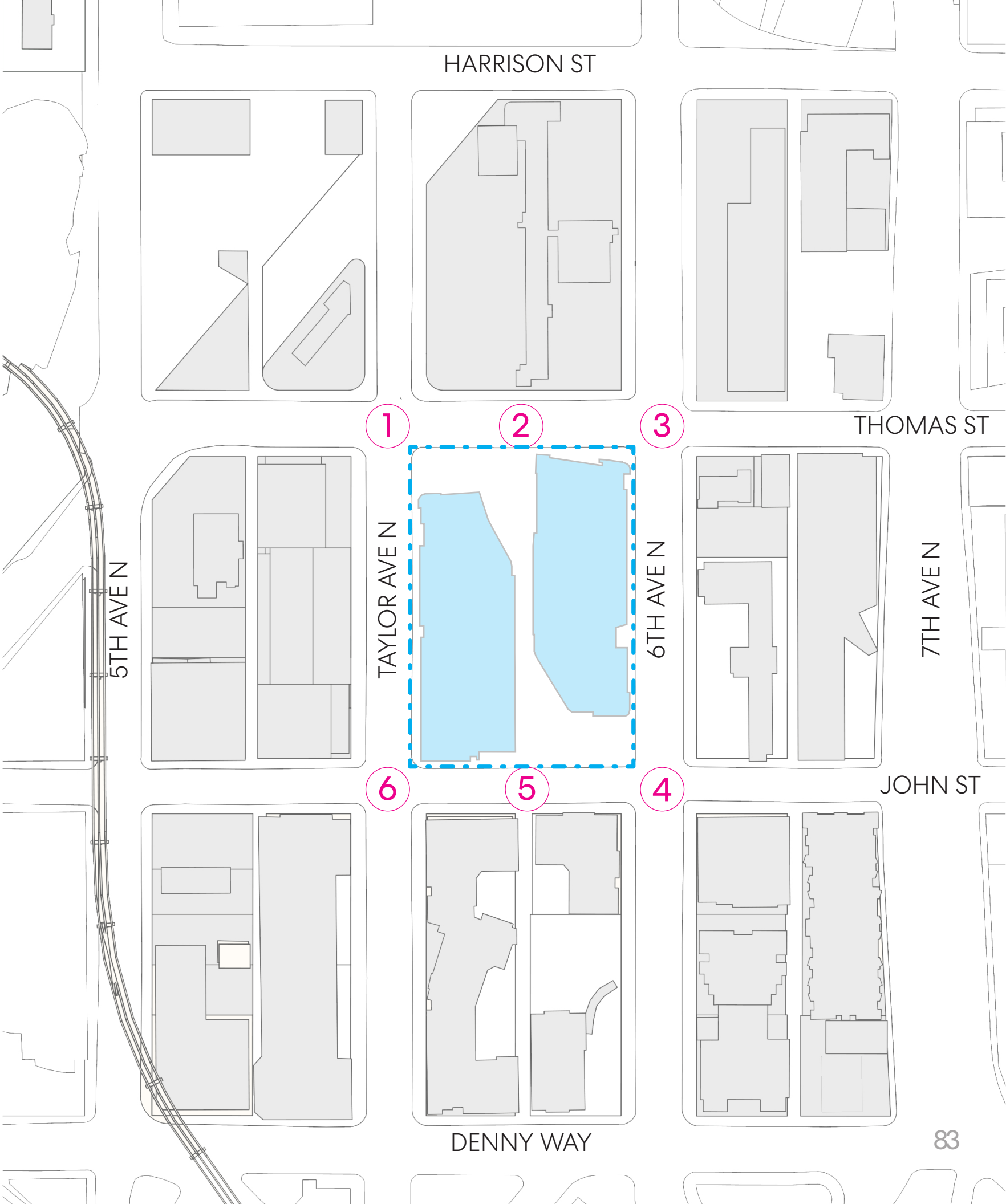
Site

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

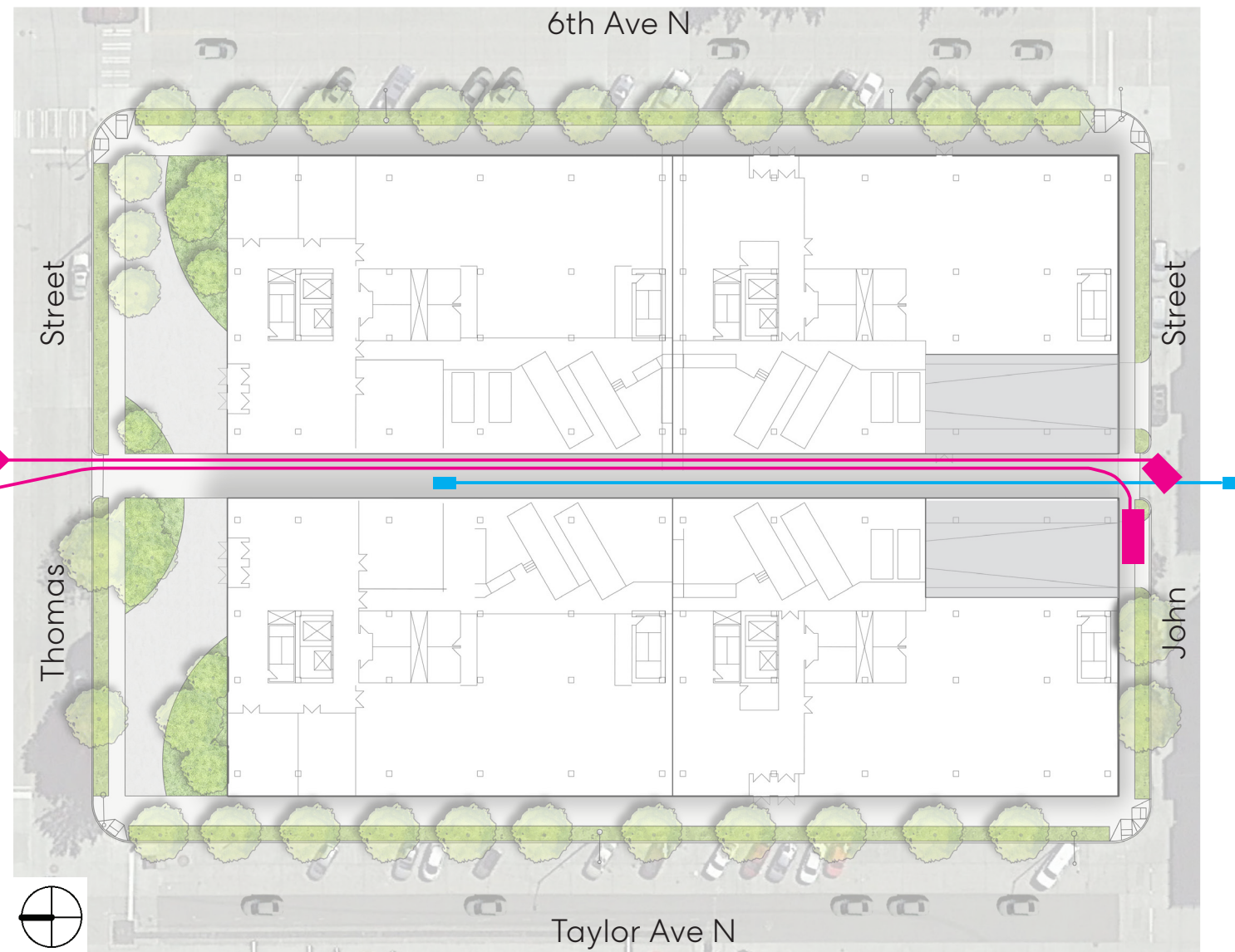


9 block - proposed project: vehicular volume





## no alley vacation

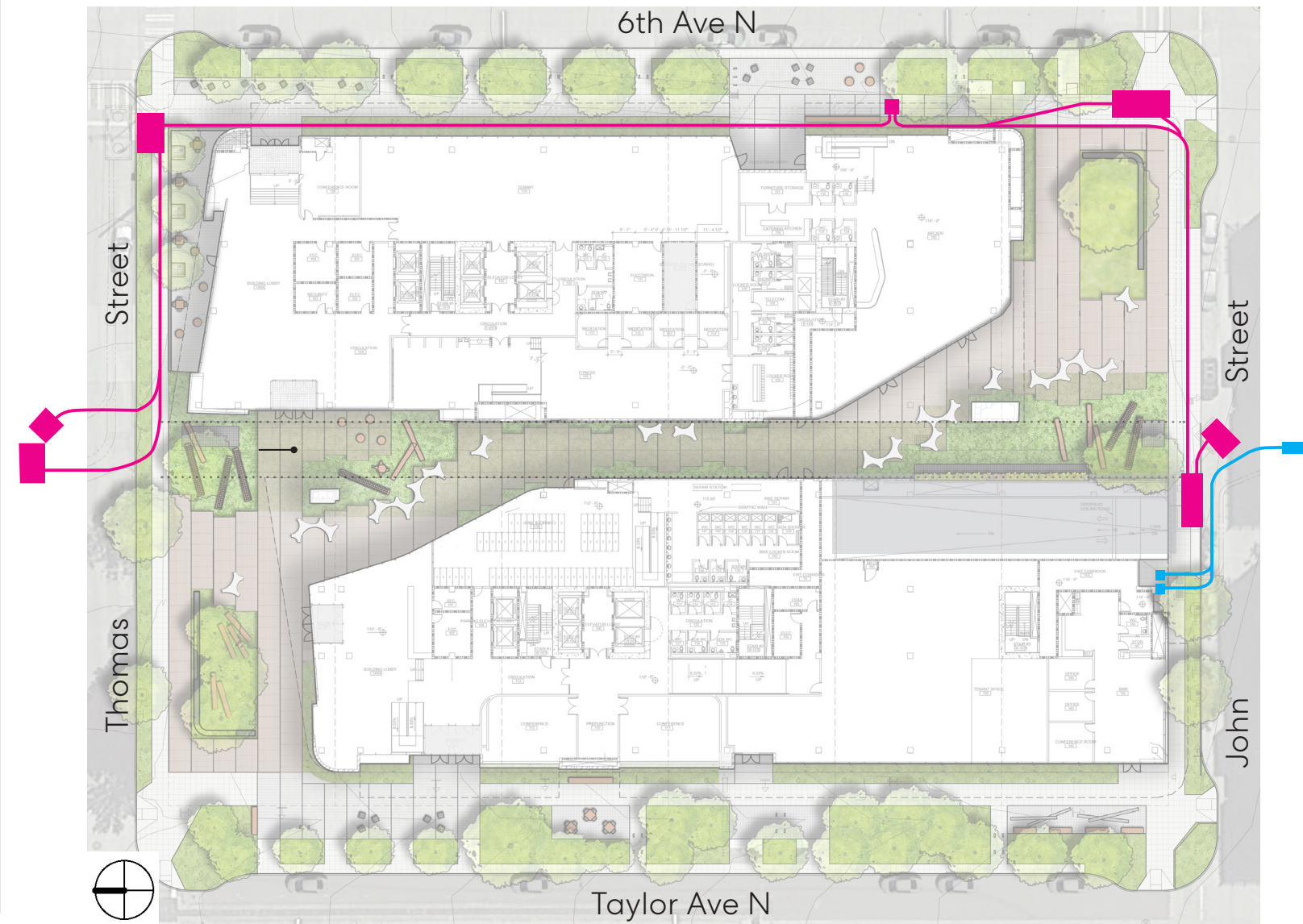


- Electrical
- Telecommunications

### 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.

## alley vacation



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### Response:

- 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.



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