



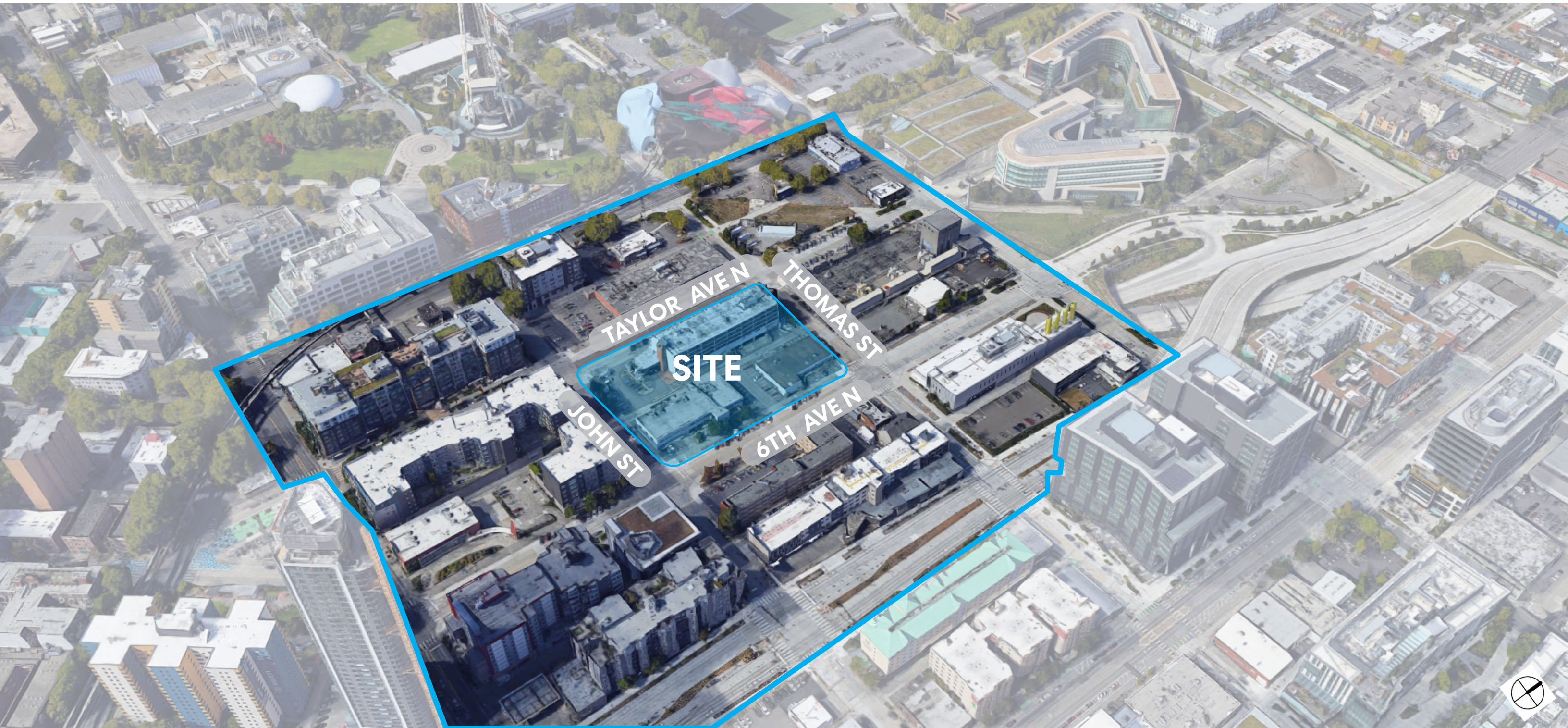
**T6** INNOVATION  
CENTER

## Public Benefits

Perkins&Will

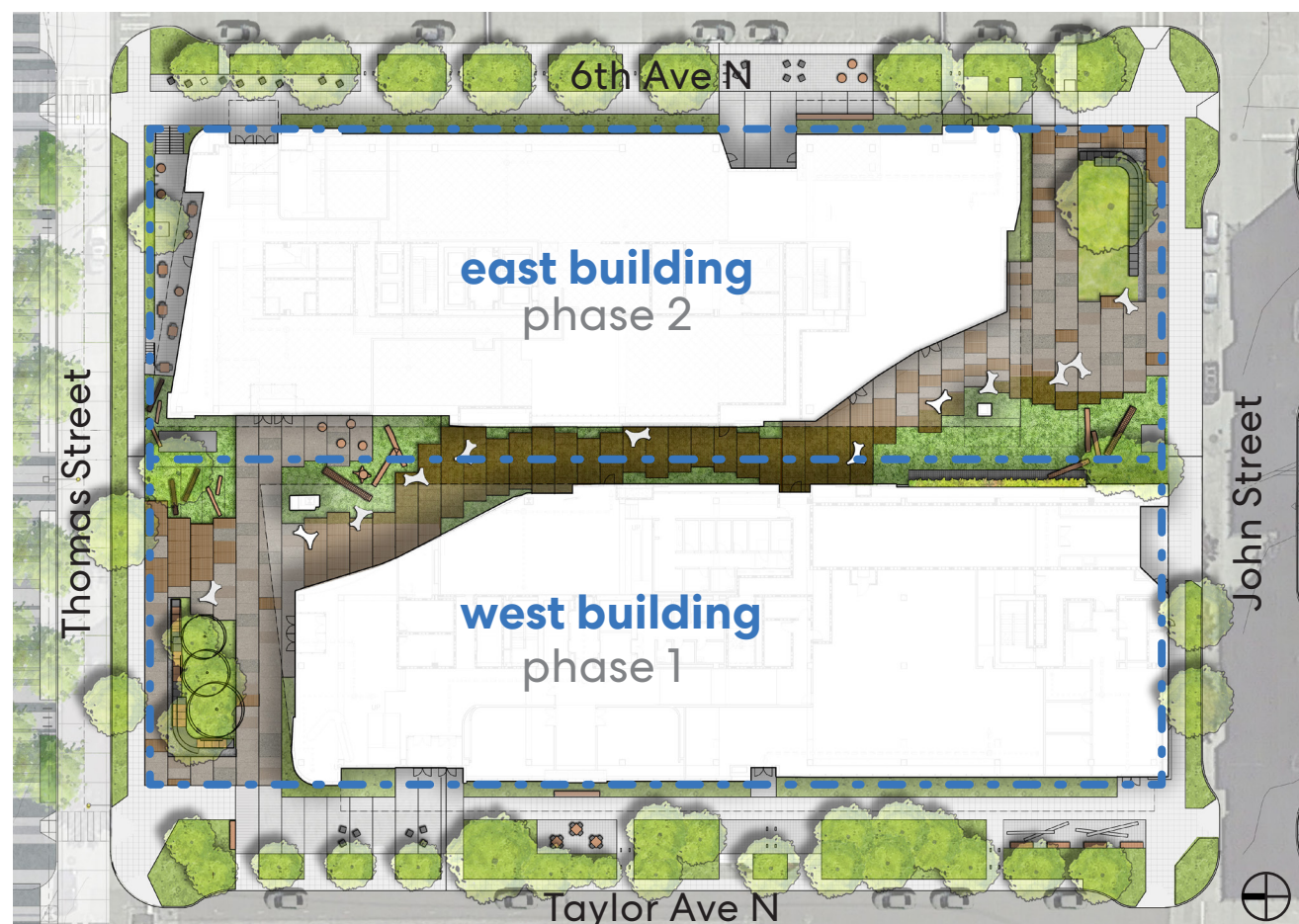
SDCI Project # 3038240-LU / 3038247-LU | [Public Benefits Meeting](#) | February 15, 2024





site location





## Objectives

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



## Proposal

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



2021

- 6/21 Community Outreach Started
- 7/31 SDOT Preliminary Meeting

2022

- 2022-  
Current Agency Correspondence: Multiple touchpoints with SDOT (Traffic Ops, Urban Design, Street Vacation), SDC, SPU
- 4/20 Early Design Guidance Passed  
Engaged with SDOT, Forestry, prior to 30% SIP
- 4/24 30% SIP Comments Received
- 5/10-  
5/12 Community Outreach Meetings
- 6/6 Uptown Alliance Meeting
- 7/12 MUP Submittal
- 8/10 100% UMP Submitted
- 8/16 Council - Transportation and SPU Committee  
Early Briefing
- 11/17 Design Commission Meeting 1 - Public Trust
- 12/14 MUP Corrections Submitted

2023

- 2/13-  
2/17 Community Outreach Meetings continued
- 3/2 Design Commission Meeting 2 - Public Trust
- 5/3 Design Review Board Recommendation Meeting (passed)
- 9/14 Community Outreach Meeting
- 10/25 Uptown Alliance Meeting

2024

- 2/15 Design Commission Meeting 3 - Public Benefits

Project Status



## DRB Approval - 5/3/2023

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended **approval** of the project design and departures with the following conditions:

- + Work with the Planner to study the impact of the low head height and any code-required protection under the arches at the north and south ends of the pedestrian connector and revise the design as necessary to ensure that the pedestrian path and usable areas are not visually or physically diminished from those shown in the Recommendation packet. (DC3, PL3, PL2, PL1)
- + Maintain the overhead weather protection on all street frontages as shown in the Recommendation packet dated **May 3, 2023**.













DRB - PEDESTRIAN EXPERIENCE - WALK-AROUND



DRB - design development



DRB - PEDESTRIAN EXPERIENCE - WALK-AROUND



DRB - design development



# Seattle Design Commission - Guidance

## The SDC voted 10 to 0 to approve the Public Trust phase of the vacation, with the following recommendations:

- + Explore more programming options for the southeast corner to increase public activity.
- + Expand the idea of “public” to include nearby users, including people using the Skate Park to the north, and other groups that might not seem obvious.
- + Explore the feasibility of separating stormwater out of the combined system into its own system.
- + Continue to look at programming options for public spaces.
- + Maximize visibility and wayfinding through the diagonal to ensure the space feels safe and looks open.
- + **Look for offsite Public Benefit options.**

## Design Responses:

### p18 - 20

+ By contributing funding to the Thomas Street Green Street adjacent to the skate park, the T6 project looks to engage and support the broader neighborhood.

### p21 - 26

+ The project team looked to increase public activity at the corners of the site by enhancing the ROW amenities. Parklets are introduced near the building entries to create spaces usable by both the public and building patrons.

### p27 - 41

+ To further enhance the pedestrian experience, the ROW streets will include a greater amount (beyond what is required) of landscaping and tree canopies. The street edge experience is made more pedestrian friendly with the introduction of overhead canopies and public seating opportunities.



THOMAS GREEN  
STREET FUNDING

SIDEWALK  
IMPROVEMENTS

CANOPIES

TREE CANOPY  
COVER

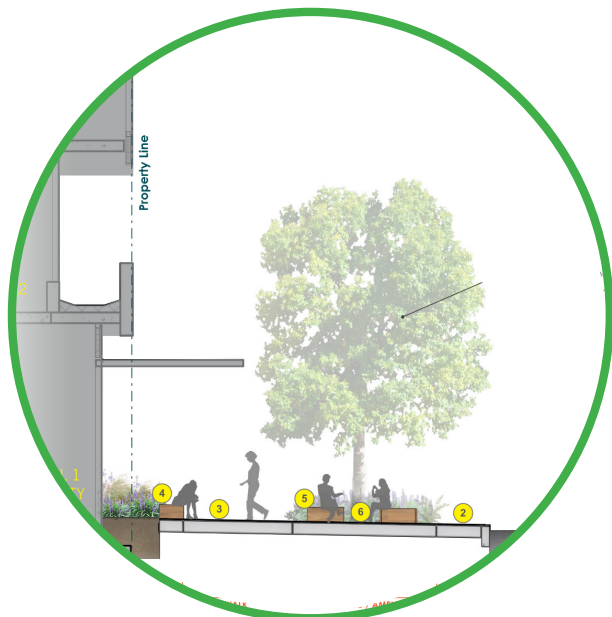
PEDESTRIAN  
AMENITIES  
(TAYLOR AVE N)

PEDESTRIAN  
AMENITIES  
(6TH AVE N)

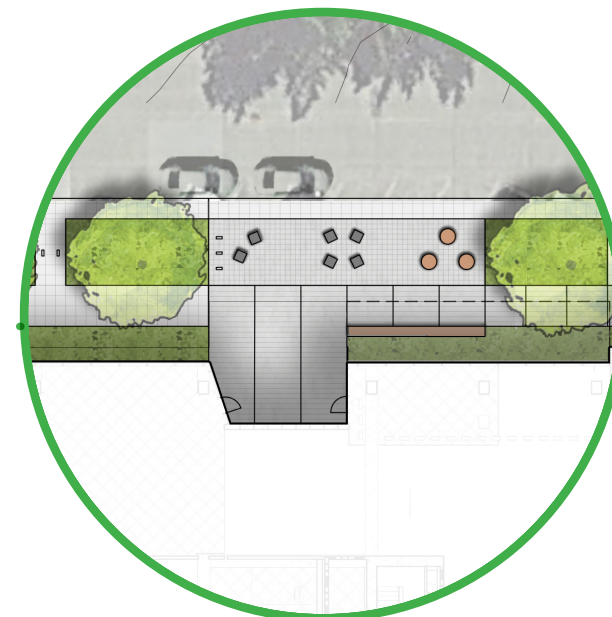
- Funding in the amount of \$2.4M to the Thomas Street Green Street to contribute to its completion from Taylor Ave N. to 5th Ave.
- Expanded sidewalk width at 6th Ave N. to allow for increased planting area and pedestrian zone. Proposed sidewalk configuration includes a 4' landscape buffer, a 13' planting/amenity zone, and a 4' walk-off strip.
- While not required by Seattle Municipal Code, overhead canopies at Taylor Ave N. and 6th Ave N. are provided to enhance the pedestrian experience.
- Increased Tree Canopies beyond requirement (10 trees at 30' spacing). 7-10 additional trees proposed at Taylor Ave N. ROW.
- Enhanced landscaping/parklets  
Taylor Ave N. will be equipped with 7-10 benches and 3 tables at the parklet located near the corner of Taylor and Thomas.
- Enhanced landscaping/parklets  
6th Ave N. will be equipped with 7-10 benches near the corner of 6th and John.







Sidewalk Improvements



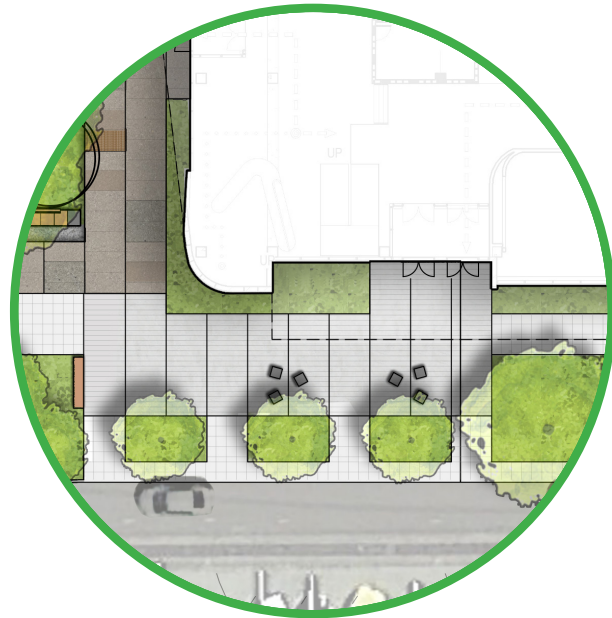
Pedestrian Amenities



Sidewalk Improvements



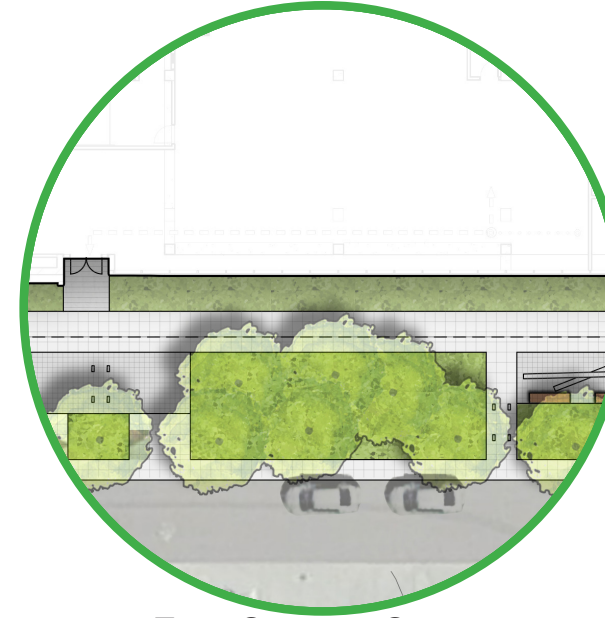
Building Canopies



Pedestrian Amenities



Building Canopies



Tree Canopy Cover



Tree Canopy Cover



THOMAS GREEN STREET FUNDING

SIDEWALK IMPROVEMENTS

CANOPIES

TREE CANOPY COVER

PEDESTRIAN AMENITIES (TAYLOR AVE N)

PEDESTRIAN AMENITIES (6TH AVE N)

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• Enhanced landscaping/parklets 6th Ave N. will be equipped with 7-10 benches near the corner of 6th and John.

Phase 1

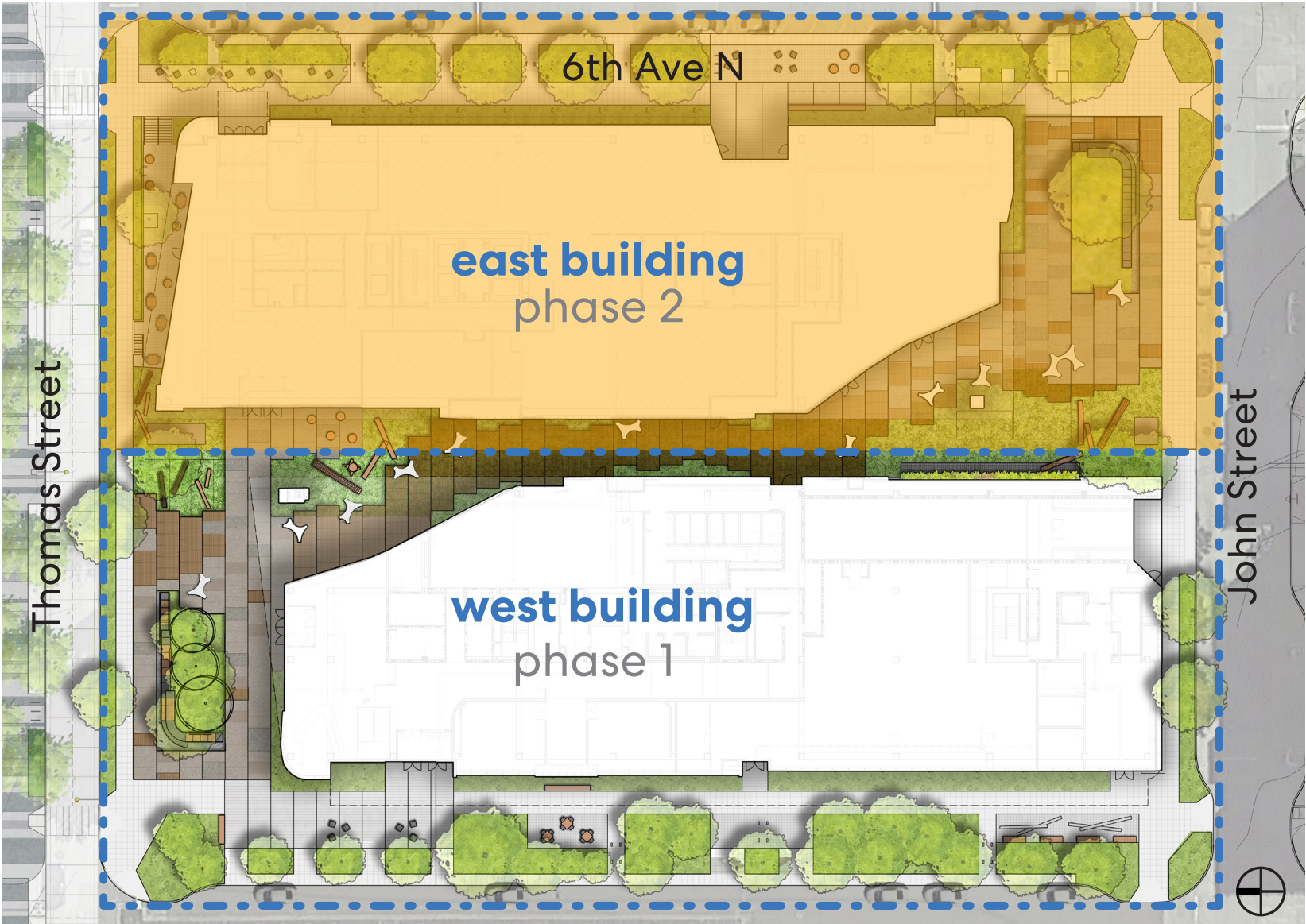
Phase 2

Phase 1: Taylor Ave N.  
Phase 2: 6th Ave N.

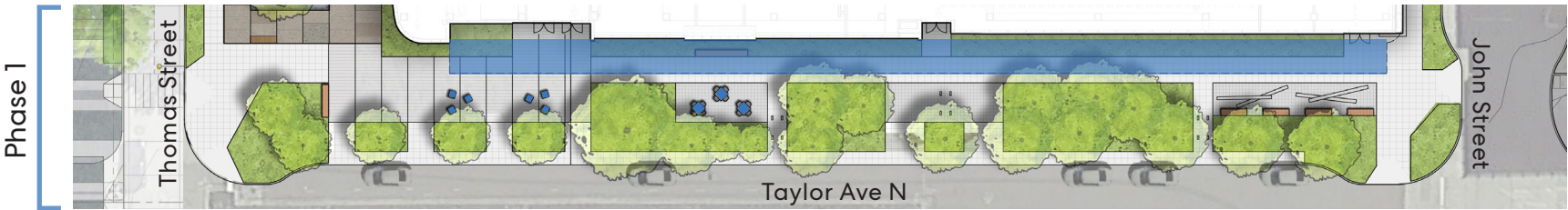
Phase 1

Phase 1

Phase 2



Taylor Ave N



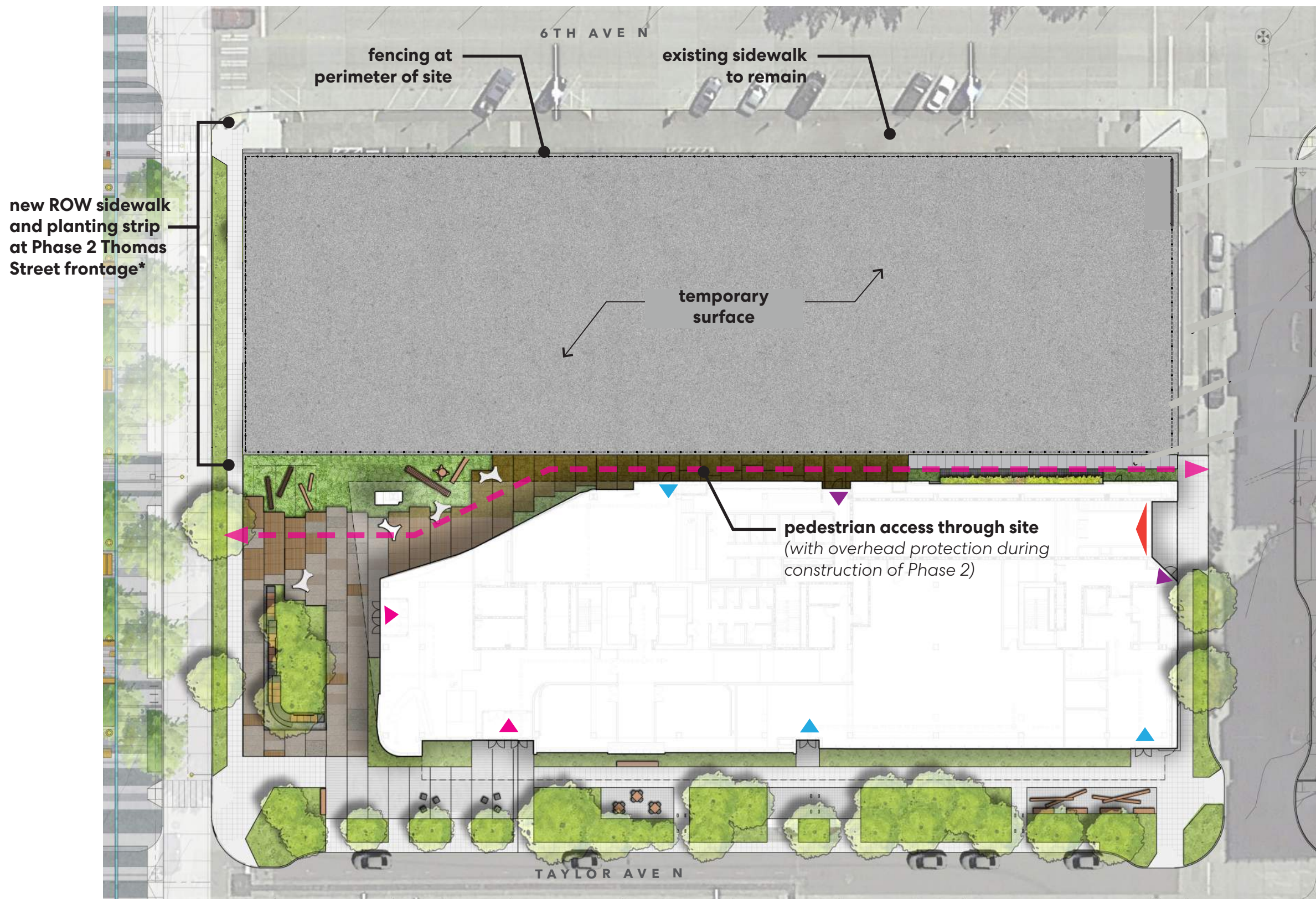
PHASE 1

With the project being built out in phases (1 and 2), the proposed benefits will follow the phasing as noted. Phase 1 will include benefits as proposed along the **Taylor Ave N.** ROW. The 280' overhead canopy, additional 7-10 trees, and enhanced landscaping/parklet will be included in Phase 1 of the project.

PHASE 2

Phase 2 will include benefits being proposed on the **6th Ave N.** ROW. These are comprised of the expanded sidewalk at 6th Ave N., including planting and amenity. The overhead canopies and enhanced landscaping/parklet will also be completed in Phase 2.





\*new ROW sidewalk and planting strip at Phase 2 Thomas Street frontage will be installed if construction between Phase 1 and Phase 2 is not consecutive; these improvements may need to be removed and replaced during Phase 2 building construction

- ▶ Lobby Entry
- ▶ Retail / Service Entry
- ▶ Retail (half story above sidewalk grade)
- ▶ Vehicular Entry





# Alley Vacation - Outreach Plan

## Electronic / Digital Method: Website

Website includes a description of the proposed alley vacation, details about the project team, surrounding zoning, context and site map, as well as relevant prior projects completed by the project team. The website also includes links to join the ZOOM Open Houses complete with a comment section that went to the project email address and details about the overall timeline.

## Electronic / Digital Method: Online Survey

Brief survey tailored to the proposed alley vacation and includes opportunity for community members to provide specific feedback about the proposal.

## Printed Outreach: Direct Mail to Residents/Businesses

Community Outreach Letter and Flyer that was mailed to 786 businesses and residents in the Uptown/SLU area within a 500+ foot radius of the project to inform them of the alley vacation request and to invite them to the Community Open House meeting to provide feedback. The letter included the project address and email address, as well as basic information that directed interested parties to the project website and project survey.

## Printed Outreach: Direct Mail to Community Groups

Community Outreach Letter distribution to all neighborhoods/community groups listed on the City of Seattle’s Uptown Neighborhood Snapshot.

## Community Outreach: Virtual Open House Meetings

Virtual Open House Meetings hosted with the intent of allowing attendees to learn more about the alley vacation request.

## Community Outreach: Community Conversations

Community group discussions with primary Uptown and SLU community groups, including informal powerpoint handout to guide conversations.

## List of Targeted Organizations

- |                        |   |                                      |
|------------------------|---|--------------------------------------|
| • Uptown Alliance      | — | • Met in April 2022 and October 2023 |
| • QA Greenways         | — | • Provided feedback in April 2023    |
| • 4Culture             | — | • Met in March 2023                  |
| • Seattle Center       | — | • Met in March 2023                  |
| • Cascade Bicycle Club | — | • Met in September 2023              |
| • TCC                  | — | • Does not meet on this project type |
| • FeetFirst            | — | • Awaiting response                  |

• Community outreach is ongoing and will continue throughout project’s process.

All printed/digital media were translated into:

- + Traditional Chinese
- + Spanish
- + Vietnamese



# Alley Vacation - Outreach Efforts

## January - March 2023

- Reached out to the list of targeted organizations below and invited them for briefings and/or site walks.
- Drafted outreach letter and mailed to hundreds of nearby residents and businesses; Maintained project website and online survey
- Sent follow up letter to nearby businesses and residential buildings offering walking tours.

## March - July 2023

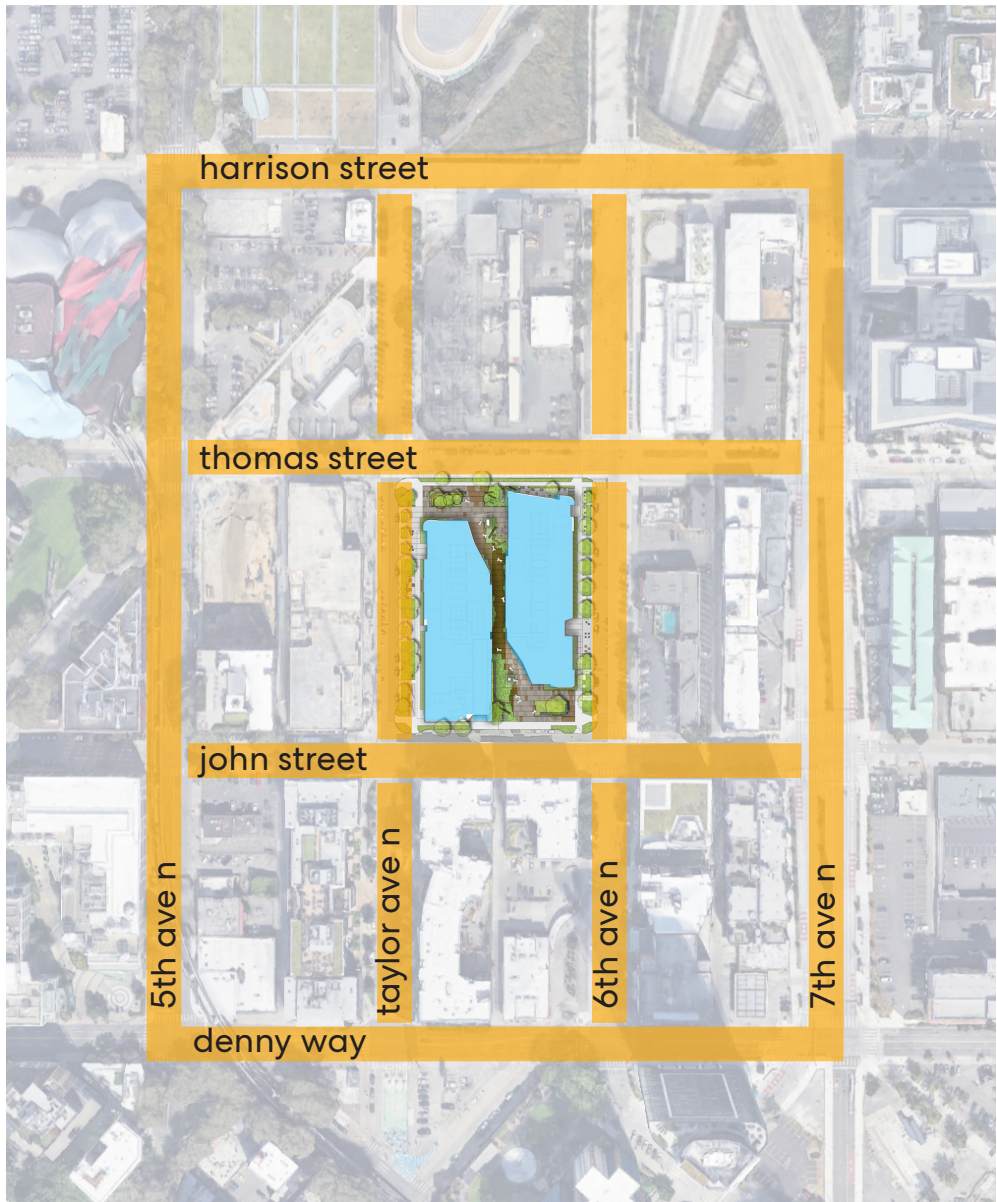
- Held briefing with 4Culture
- Held briefing with Seattle Center
- Received feedback from Queen Anne Greenways

## July 2023 - January 2024

- Flying door-to-door to businesses and residential buildings within three block radius of site
- Reaching out to nearby condo buildings for HOA briefings
- Checking back with stakeholder groups who we briefed previously to see if they want updated briefings
- Mailing one more letter and updating the website / survey to folks within 500 feet of the site

## Door-to-Door: Neighbors Contacted

25+ neighbors fronting streets shown in orange below were contacted and given the opportunity to provide feedback on the proposed project. Feedback themes centered around greater walkability, pedestrian safety improvements, open space, places to sit, and expanded retail with outdoor seating.



### Hello Neighbor! We'd Love Your Feedback!

As you may have heard, BioMed Realty, a leading provider of real estate solutions for life sciences and technology industries, has acquired two adjacent parcels at 200 Taylor Ave N and 203-233 6th Ave N in Seattle's South Lake Union neighborhood. We plan to develop the full block – from Sixth Avenue North to Taylor Avenue North and from John Street to Thomas Street – to support a Class-A lab and office space building for biotech and technology companies.

The project includes a proposed alley vacation that would help ensure the best pedestrian experience for future tenants of our building, as well as current residents and employees in South Lake Union while vacating the underused public alley that currently exists between our two parcels. As part of the alley vacation process, we (BioMed Realty) will purchase the alley way at fair market value, as well as create on-site public benefits.



**objectives**

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



**proposal**

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



# Alley Vacation - Outreach Feedback + Outcome

## 4Culture 3/23

- + Expressed concern about safe access for bicyclists coming into the corridor given that pedestrians will share them
- + Noted that lighting is an important part of the pedestrian connector
- + Great appreciation for the focus on bicycles for tenants and public
- + Inquired about passive versus active activation of the space and how the buildings would be used beyond business hours

## Queen Anne Greenways 4/23

- + Appreciate the public realm improvements
- + Avoid making it look too much like a corporate lobby courtyard and try to push pedestrian/retail uses out towards the street.

## Uptown Alliance 4/22 and 10/25

- + Recommend thoughtful incorporation of art and lighting so this pathway can function well throughout the year.
- + Uptown is a designated Arts center and we request special attention be paid and efforts made to incorporate good wayfinding and art along pedestrian pathways.
- + Review Committee appreciated understanding of pedestrian experience; unanimous approval received.

## Seattle Center 3/23

- + Verbal support

## Cascade Bicycle Club 9/14

- + Recommend bike parking for a range of bicycles, with a focus on security

- The project team has incorporated multi-headed pole lighting mounted between the two buildings, illuminating the main alley walkway. Seating and landscape areas will be lit by a combination of tree lights, low level landscape accents, bench lighting, and pedestrian-scaled bollards.

With the building containing program such as the cafe and arcade space, the project intends to have spaces being active beyond standard business hours.

- The ROW streets surrounding the project site have been enhanced with expanded sidewalks and additional landscaping. By creating small parklets with seating and tables, the generous amount of landscaping creates intimate spaces to compliment the large plazas on the site. These spaces will be completely open to the public and can set a precedent for the neighboring blocks.

- The arch forms at the ground level are an important part of the ground level experience, denoting entry points and passageways across the project site. Proportion and scale were drawn from the Pacific Science center, most specifically the parabolic form of the central courtyard sculpture.

- Exterior bike racks within the plazas and ROW support short-term bike parking for a range of bike types; interior bike room provides additional racks, with a secure entry point for building tenants.

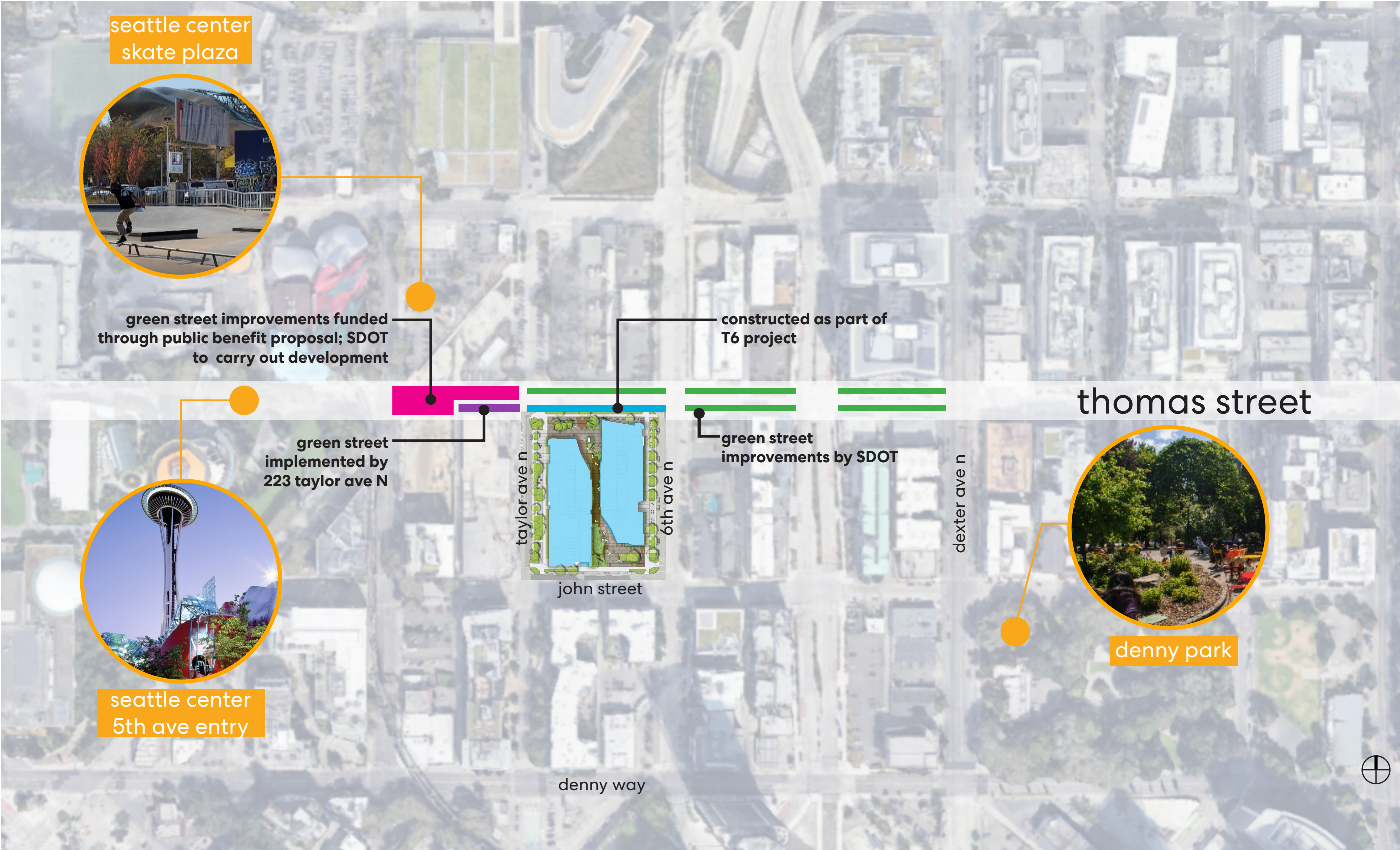


# 01

## public benefits

- **Thomas Green Street Funding**
- **Sidewalk Improvements - 6th Ave N.**
- **Canopies**
- **Tree Canopy Cover**
- **Pedestrian Amenities**

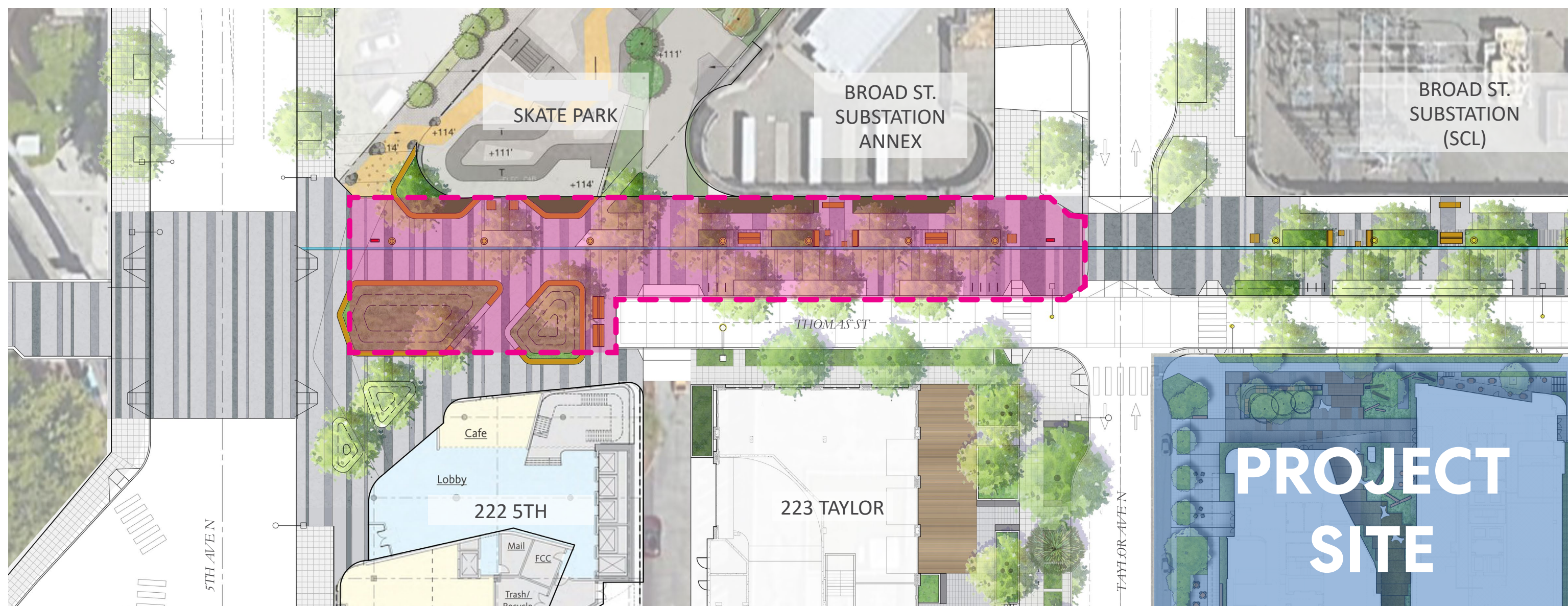




thomas street green street funding

- proposed T6 off-site public benefit contribution
- thomas green street improvements by T6 project
- thomas green street improvements by SDOT
- thomas green street improvements by others





## Thomas Street Redefined

Thomas Street is an important east/west green street and public realm connection, linking the Cascade neighborhood South Lake Union, Seattle Center, and the Uptown neighborhood.

The T6 project's \$2.4M contribution to the Thomas Street Green Street, paid prior to T6 project construction, comes at an important location, as it is at the eastern entry to the Seattle Center located at Thomas Street and 5th Ave N. The contribution reflects the project team's dedication to a community-driven, pedestrian and bicyclist-oriented plan. With the project proposal including a large open plaza that spills onto Thomas Street, funding the portion of the Thomas Street Green Street near the site creates an opportunity for a friendly, active space.



# 02

## public benefits

- Thomas Green Street Funding
- **Sidewalk Improvements - 6th Ave N.**
- Canopies
- Tree Canopy Cover
- Pedestrian Amenities



no alley vacation



+ ROW **No Alley Vacation**



alley vacation



+ ROW **Alley Vacation:**



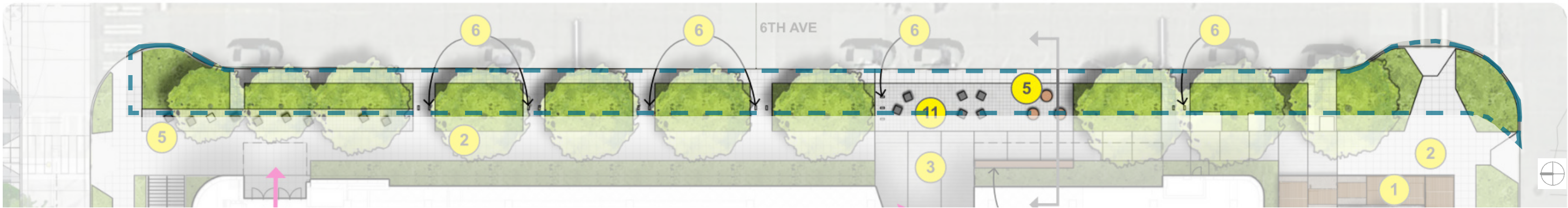
- buffer: 0' - 0"
- min. frontage dimension: 6' - 0"
- min. landscape zone: 6' - 0"
- walk-off: 0' - 0"

- buffer: 4' - 0" (additional)
- frontage dimension: 8' - 0" (+2' gain)
- landscape/amenity zone: 13' - 0" (+7' gain)
- walk-off: 4' - 0" (additional)

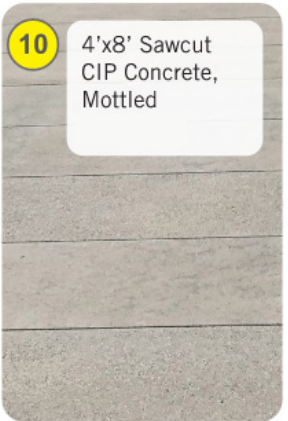
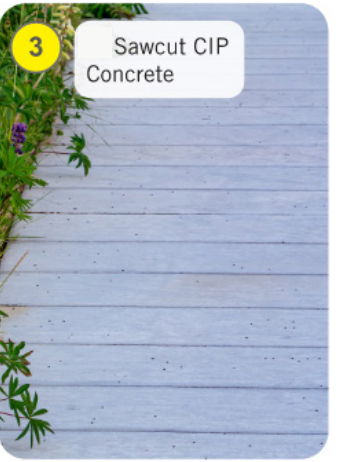
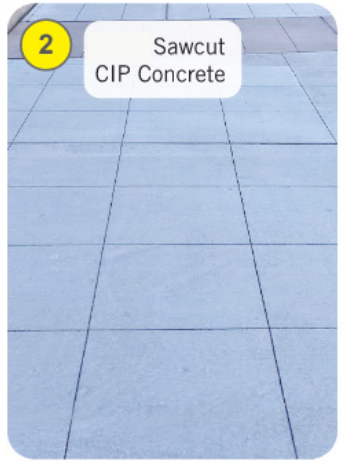
The T6 project proposes an **expanded 6th Ave N sidewalk**, with a frontage and landscape zone up to 8' and 13', respectively. This allows for the opportunity to include more pedestrian movement area and enhanced landscaping at 6th Ave N, as seen with the introduction of an additional 4' of both landscape buffer and walk-off zones. While not required to reach this extent, the pedestrian experience at 6th Ave N becomes friendlier and more welcoming. The following pages describe the space in more detail.



Plan



Planting Character

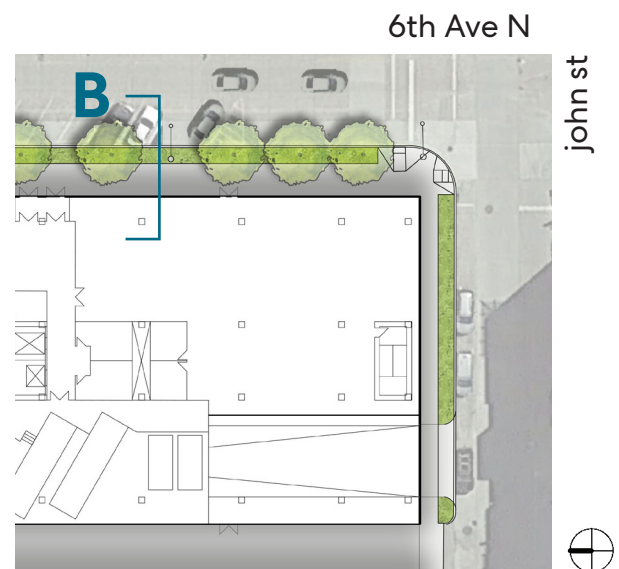
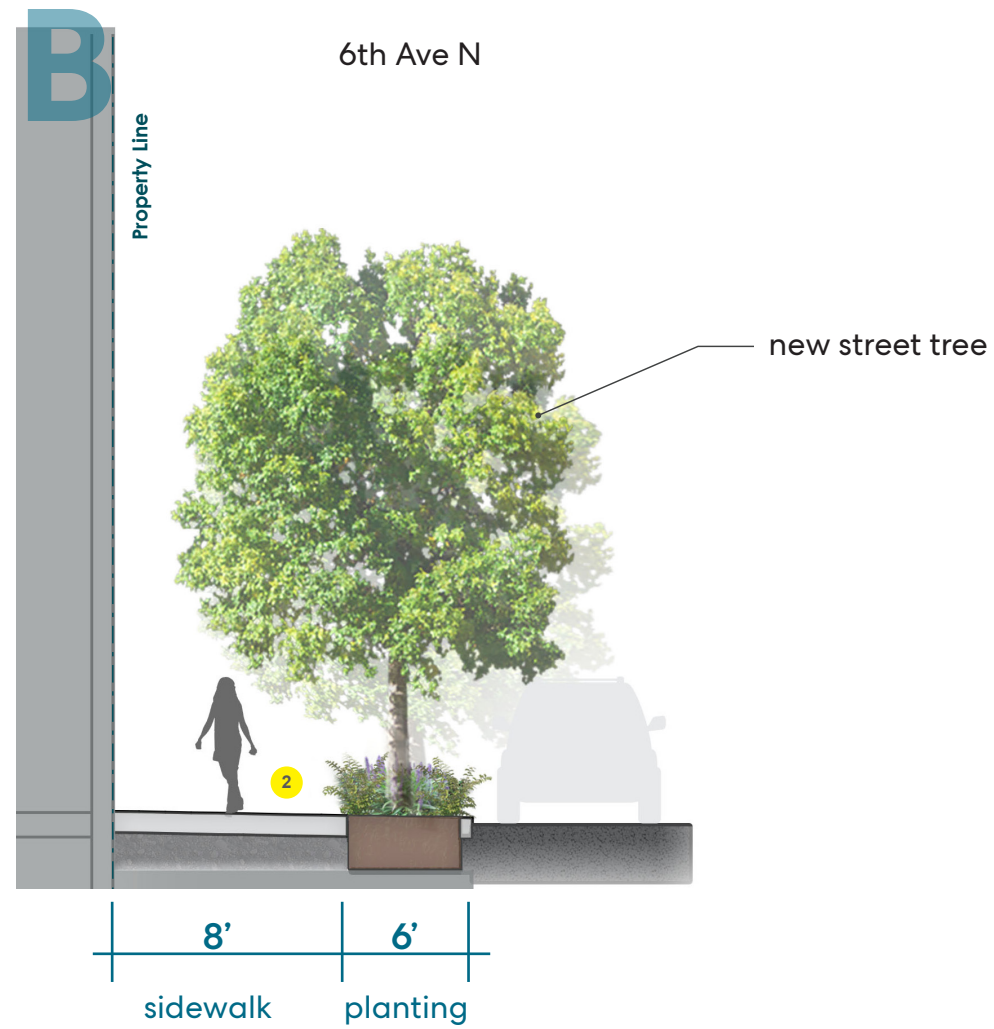


The expanded sidewalk increases the quality of landscaping, allowing for a variety of planting and site furniture.

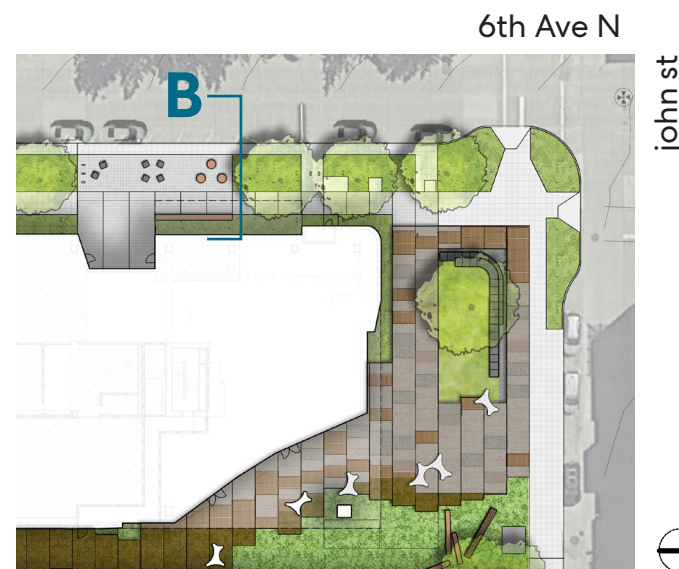
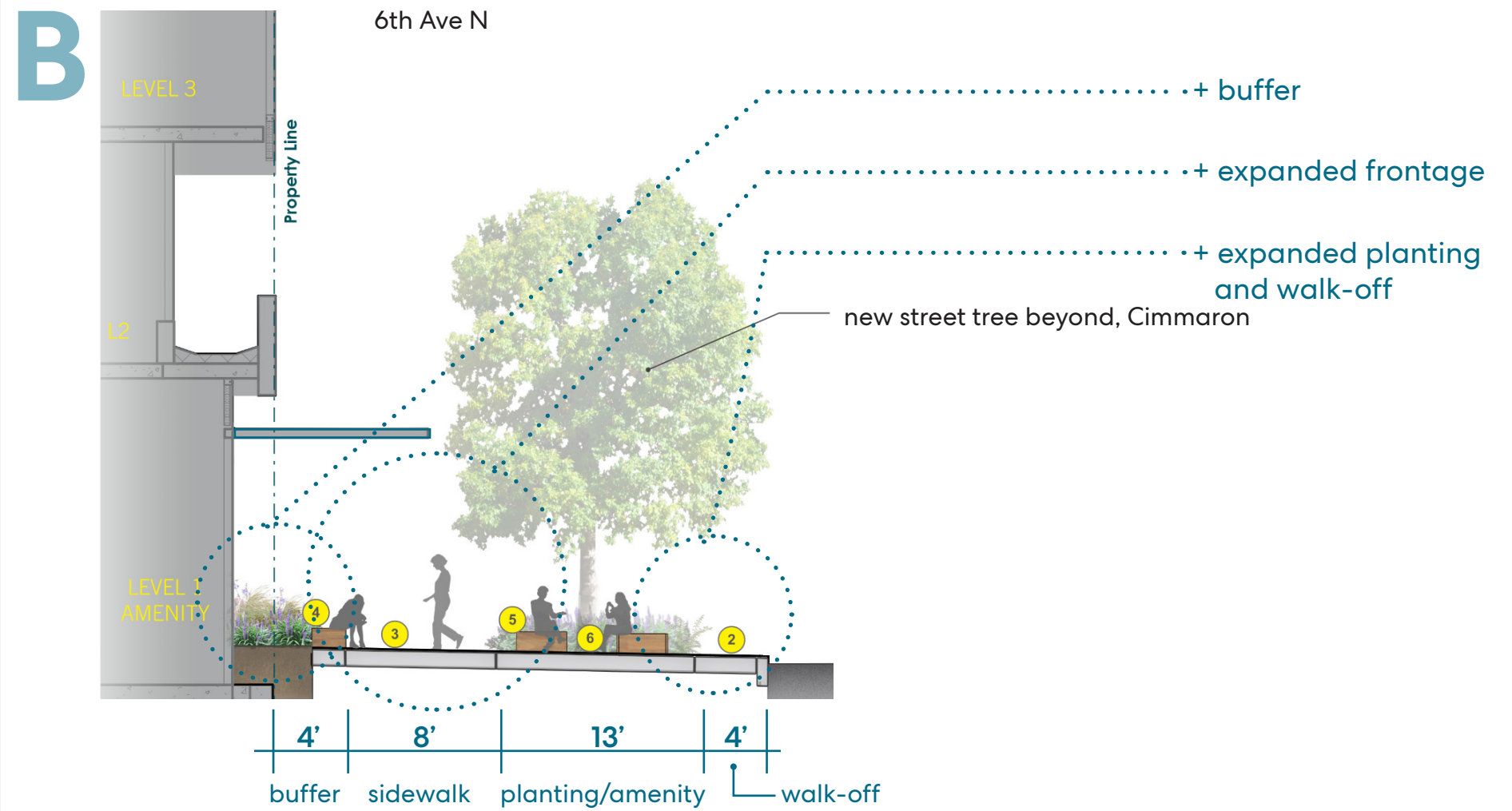
**sidewalk improvements - 6th Ave N.**



## no alley vacation



## alley vacation



### + ROW No Alley Vacation

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

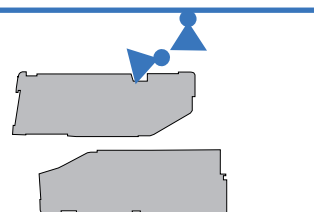
### + ROW Alley Vacation:

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



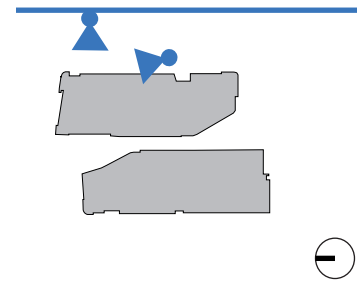


The expanded sidewalk at 6th Ave N will allow for more landscaping, seating, and an active space along the street front.



## sidewalk improvements - 6th Ave N. pedestrian experience





**sidewalk improvements - 6th Ave N. pedestrian experience**



# 03

## public benefits

- Thomas Green Street Funding
- Sidewalk Improvements - 6th Ave N.
- **Canopies**
- Tree Canopy Cover
- Pedestrian Amenities



# Canopies

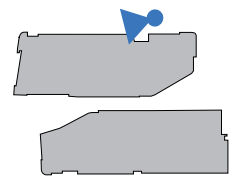
While not required by Seattle Municipal Code, overhead canopies at Taylor Ave N. and 6th Ave N. are provided to enhance the pedestrian experience. With spans as long as **280'**, the canopies provide weather protection for the public walking or biking along the building. The canopies also provide wayfinding as they signify primary building entries.

Taylor Ave. N will be provided with a **280'** span of overhead canopy, while 6th Ave. N will see a **16'** and **78'** span of overhead canopy, situated at the building entries.

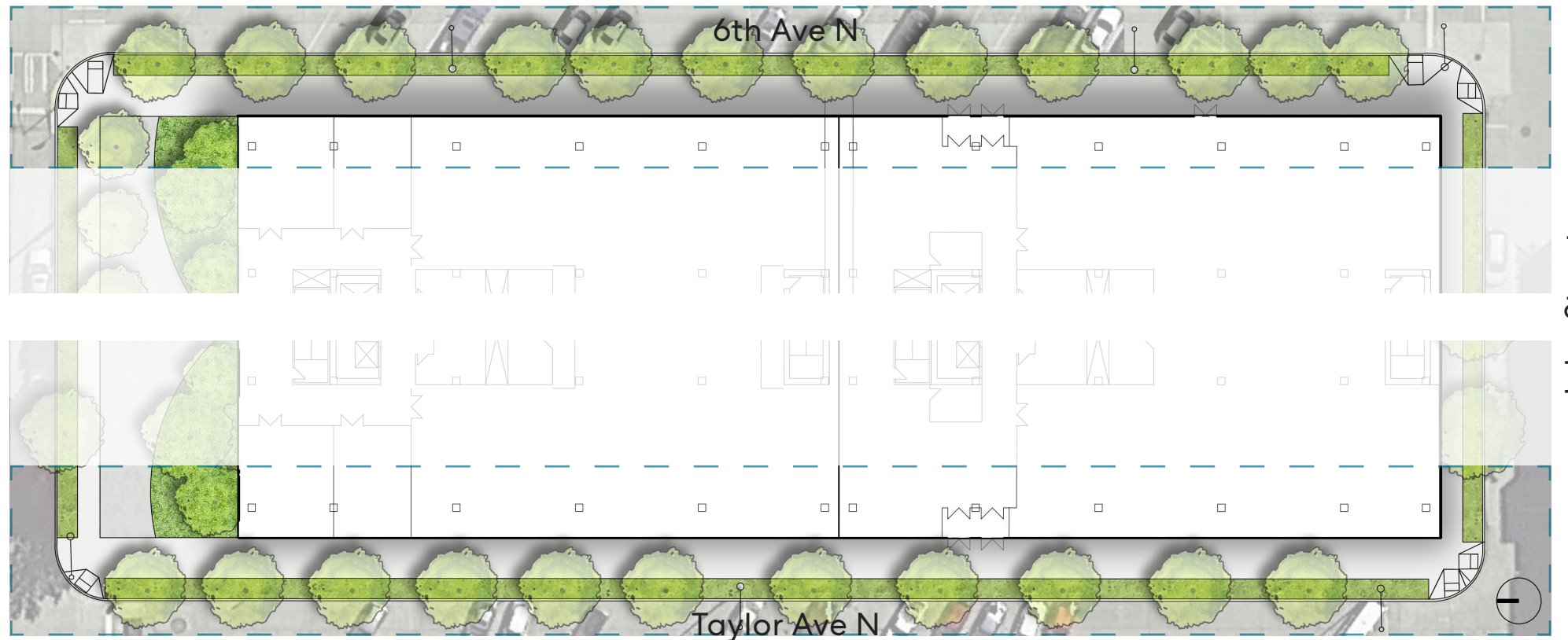
The project looks to enhance the pedestrian experience for all public users around the site.







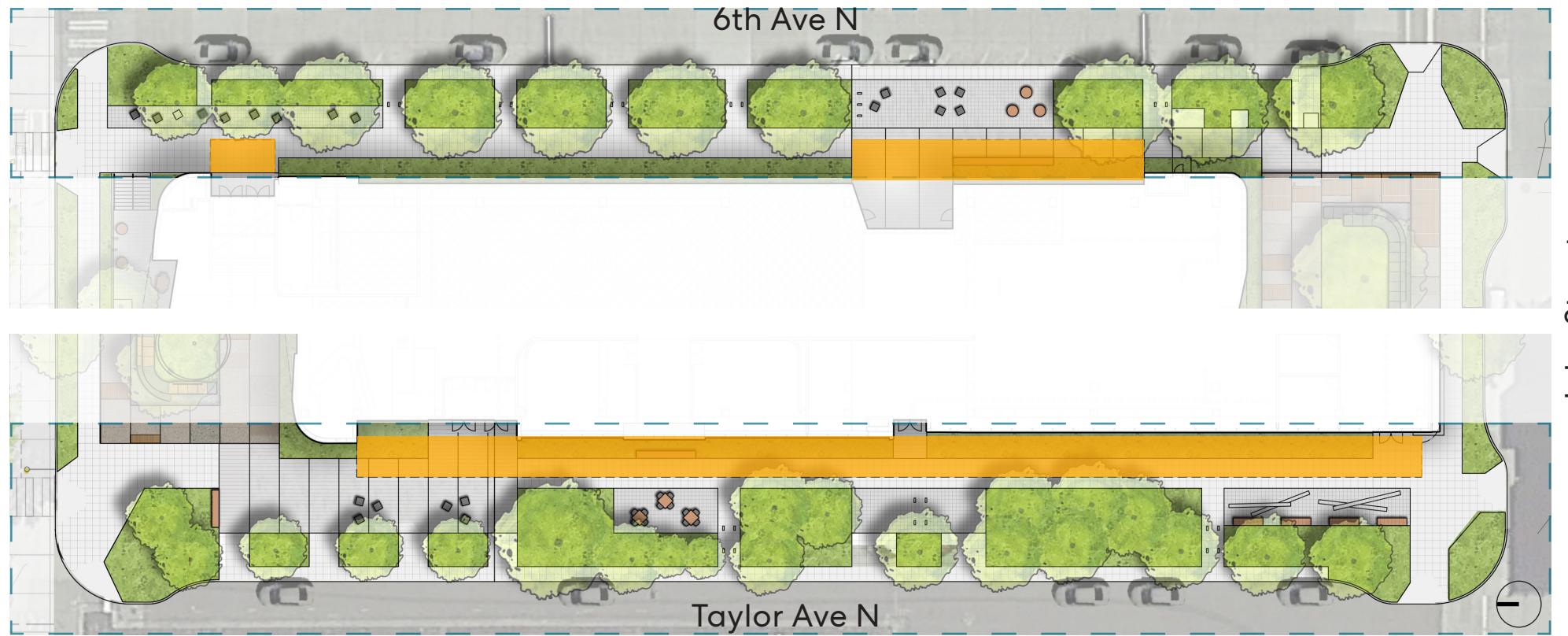
Thomas Street



John Street

**No Alley Vacation:** With no required overhead canopies, the baseline option does not include any overhead canopy.

Thomas Street



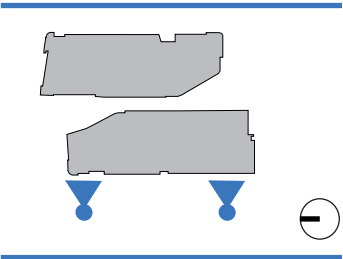
John Street

**Proposal:** To enhance the pedestrian experience and wayfinding, overhead canopies are included in the proposal to designate primary entrances to the project.



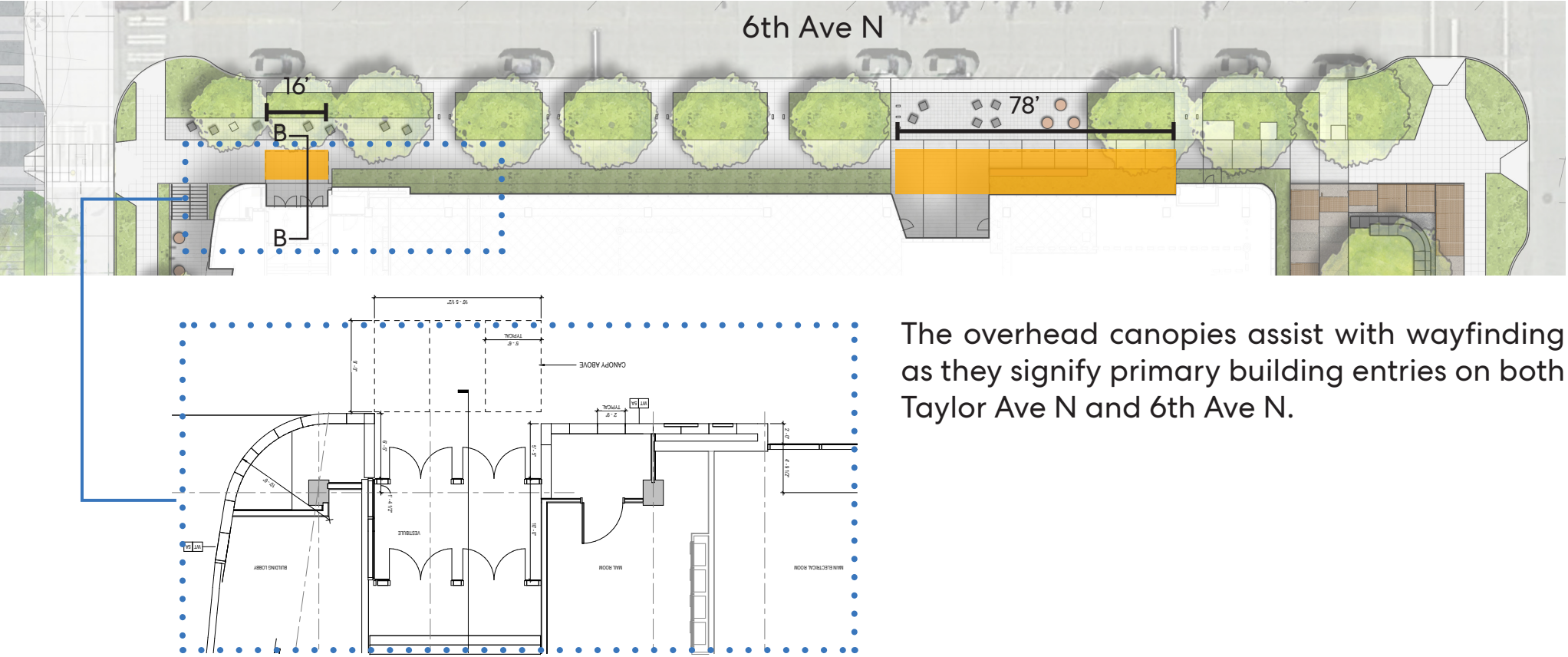


Taylor Ave. N will be see a **280'** span of overhead canopy along the building's street edge, providing the public with weather protection.

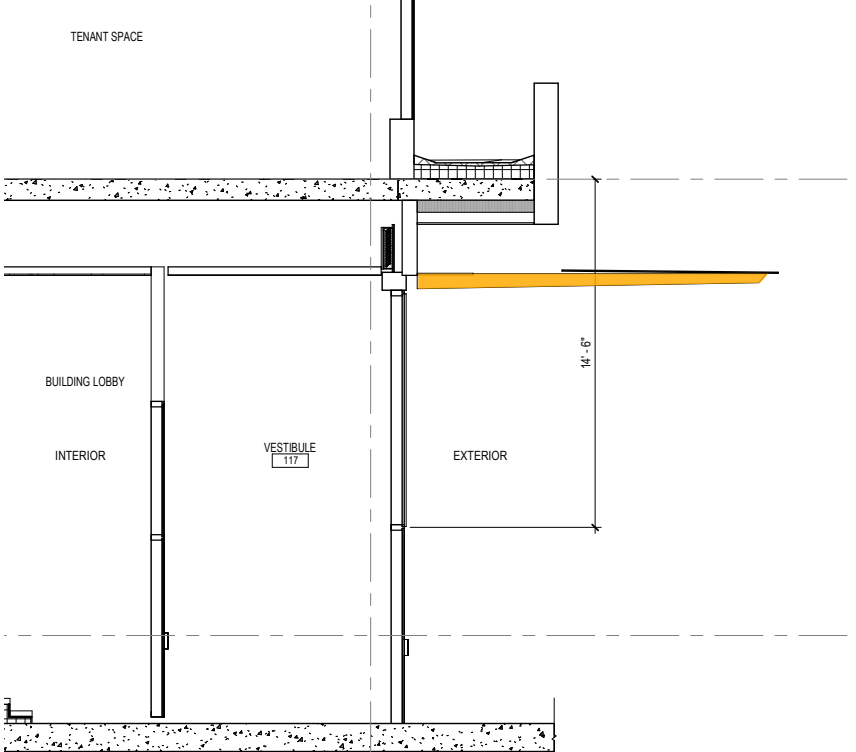




EAST BUILDING

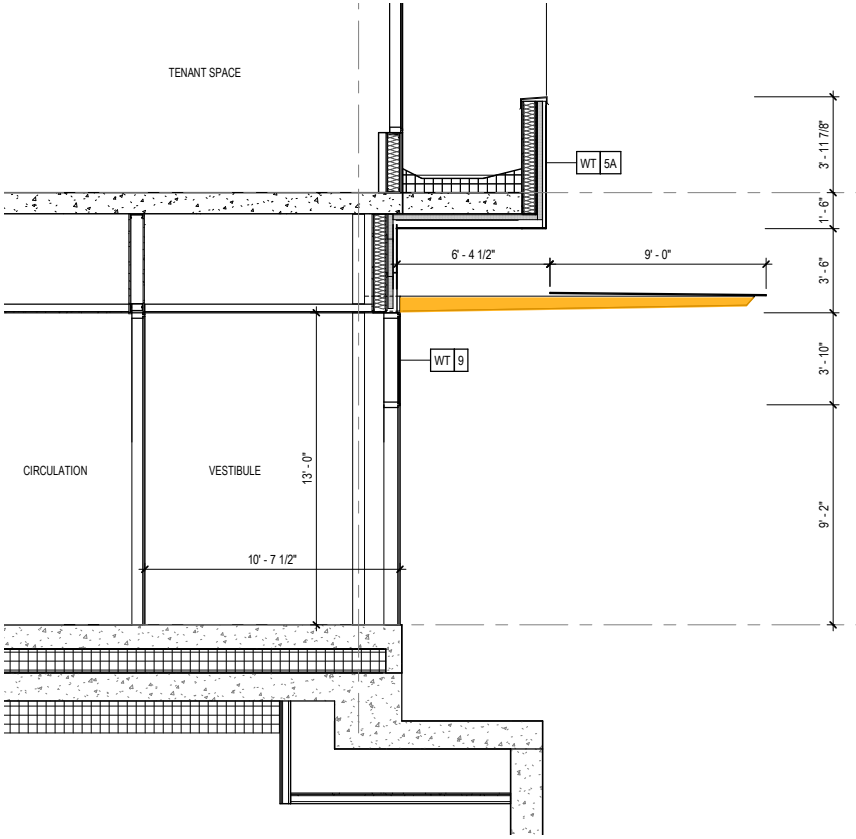
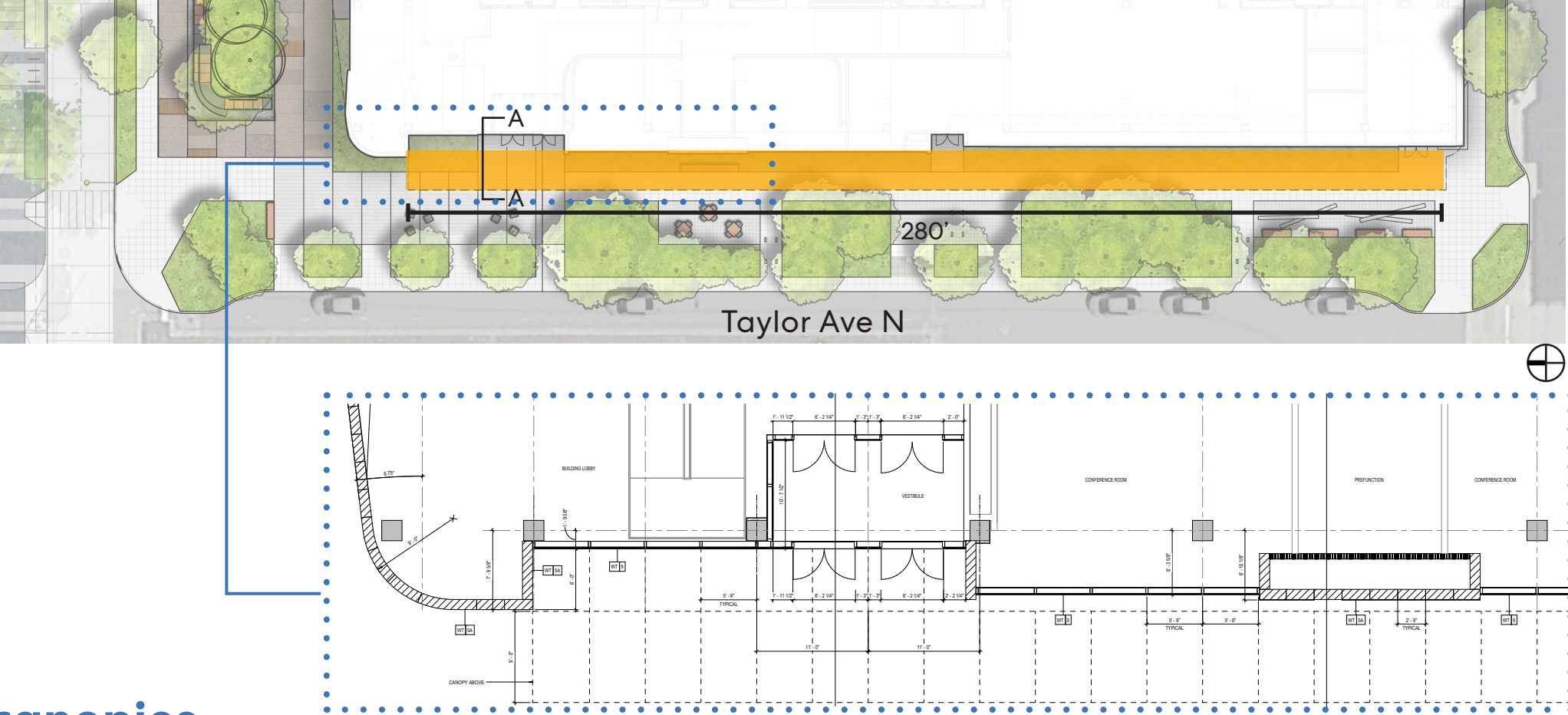


The overhead canopies assist with wayfinding as they signify primary building entries on both Taylor Ave N and 6th Ave N.



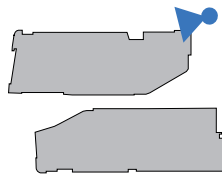
SECTION B-B

WEST BUILDING

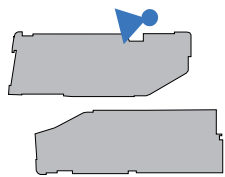


SECTION A-A











# 04

## public benefits

- Thomas Green Street Funding
- Sidewalk Improvements - 6th Ave N.
- Canopies
- **Tree Canopy Cover**
- Pedestrian Amenities



# Tree Canopy Cover

As a city, Seattle established a goal in 2007 to reach 30% canopy coverage by 2037 with the intention of improving tree health and equitable distribution of trees to support community health and resilience to climate change. Trees are a key component of our climate preparedness and resilience strategies as they protect us from extreme heat and improve air quality.

Commercial/Mixed Use Zone Existing Canopy Coverage: **14%**. (per 2016 Tree Canopy Assessment)

Commercial/Mixed Use Zone 2037 Canopy Coverage Goal: **15%**

2016 Tree Canopy Assessment: existing canopy cover for ROW in Seattle is **23%**.

Proposed 2037 canopy coverage for ROW is **24%**.

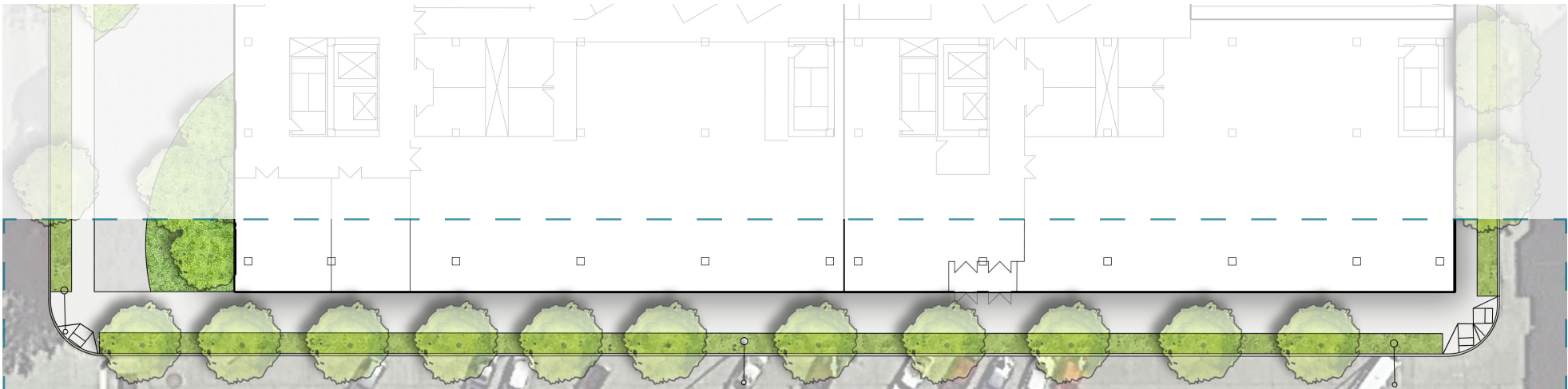
Taylor Ave N. will include **7-10 additional trees** beyond the minimum requirement of tree canopy spacing, for a total of 20 trees ranging in 2-3” caliper or 12-15’ tall, doubling the minimum. Estimated 37% coverage, including 25% coniferous trees, which contributes to increased environmental benefits. The additional trees are not being used to achieve green factor.

The project looks to enhance ROW experience with more canopy cover, contributing to a space that provides environmental benefits, improved air quality, public health, and human well-being.

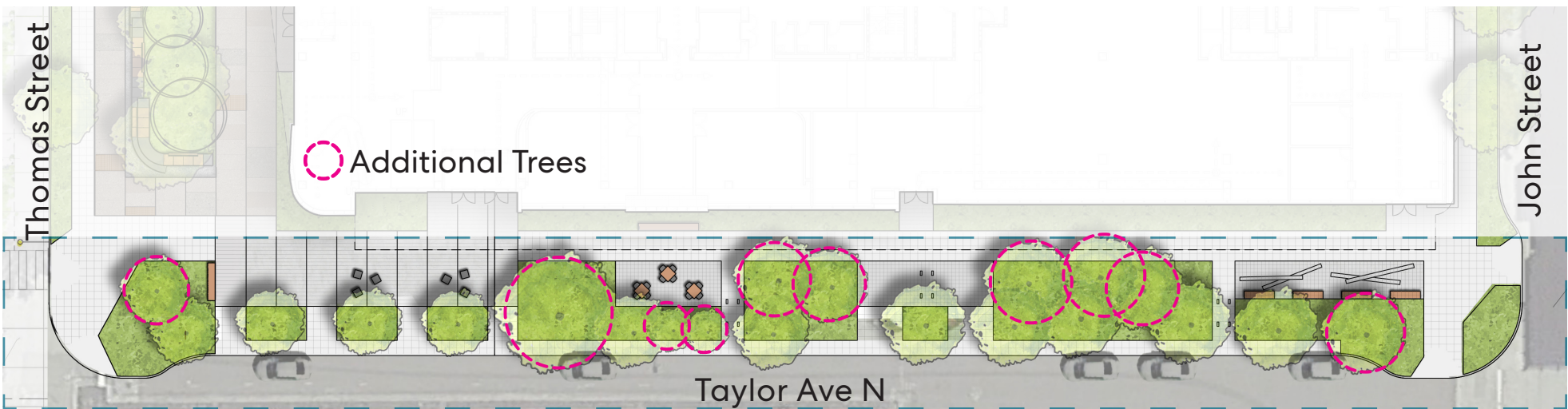
tree canopy cover



Taylor Ave N Existing Condition, ROW at Taylor Ave N (not including street) is 13,384 sq ft. Existing canopy coverage on Taylor Ave N: **0%**



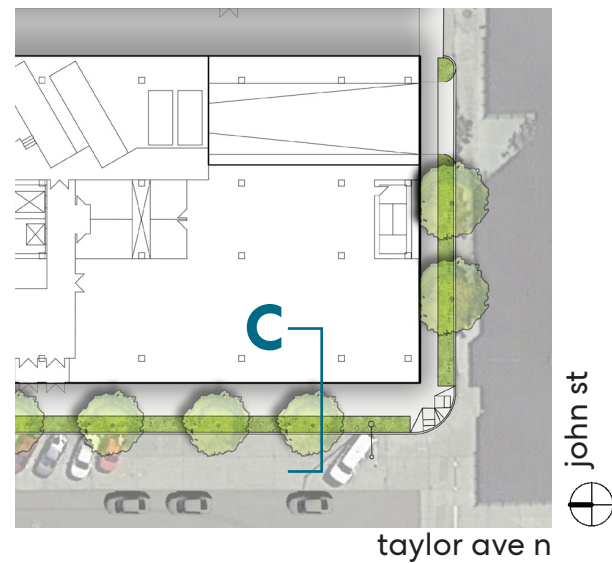
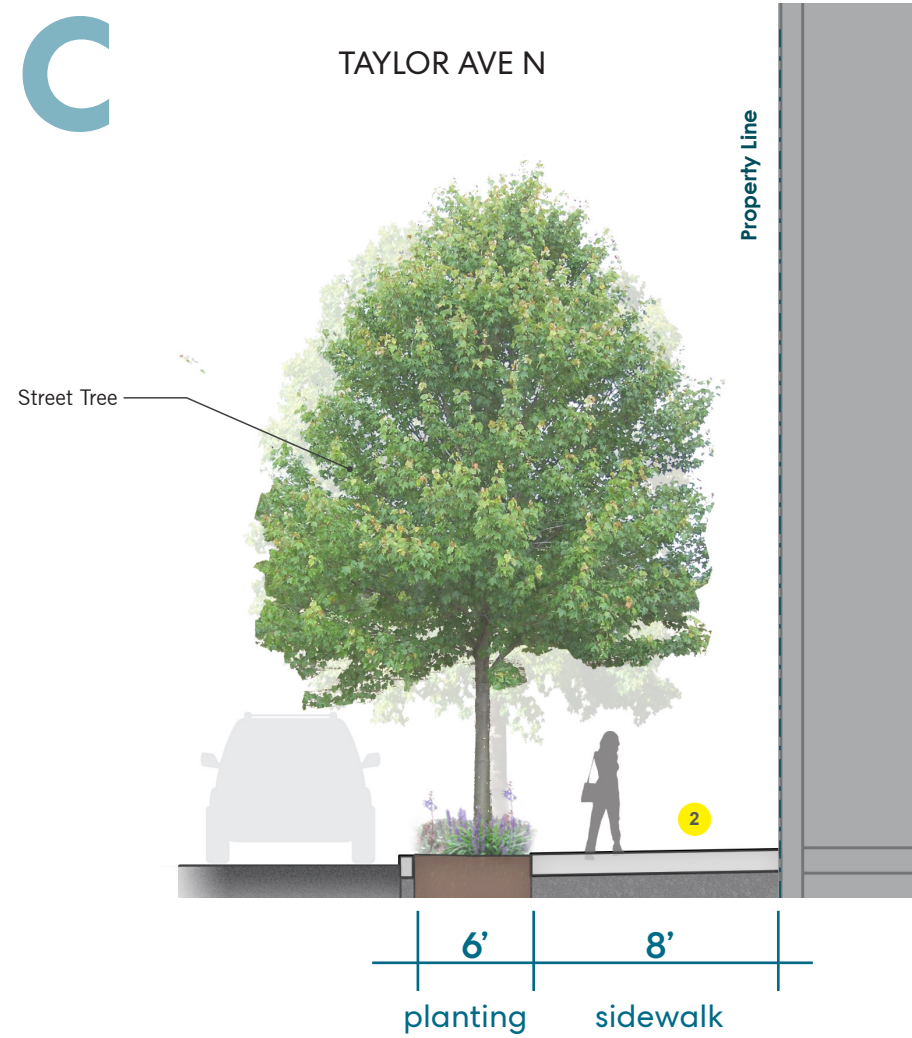
No Alley Vacation: SDOT Minimum required 10 trees at 30’ spacing. Estimated canopy of 2,000 - 2,500 sq. ft. would equate to 15-18% coverage.



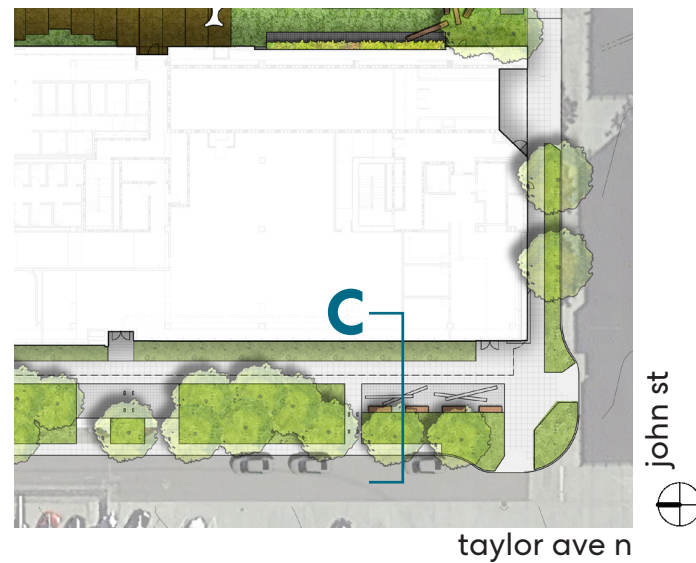
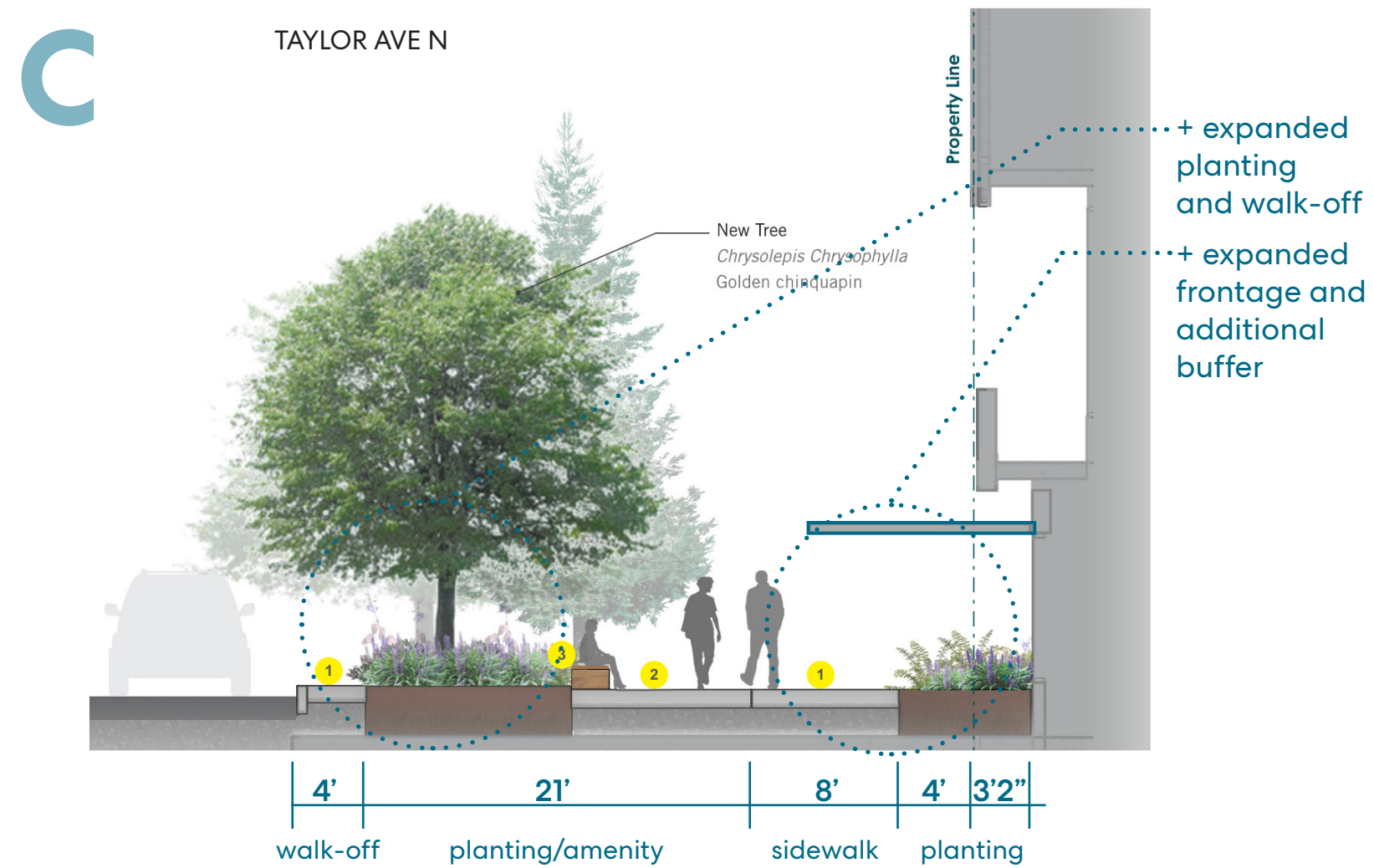
Proposal: Adding 7-10 trees, doubling the minimum requirement.



## no alley vacation



## alley vacation



Planting Character



### + ROW No Alley Vacation

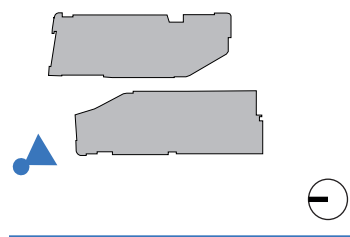
- Min. frontage dimension: 6' - 0"
- Min. landscape/furniture zone: 6' - 0"

### + ROW Alley Vacation:

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

## tree canopy - Taylor Ave N sections





tree canopy - Taylor Ave N north plaza



# 05

## public benefits

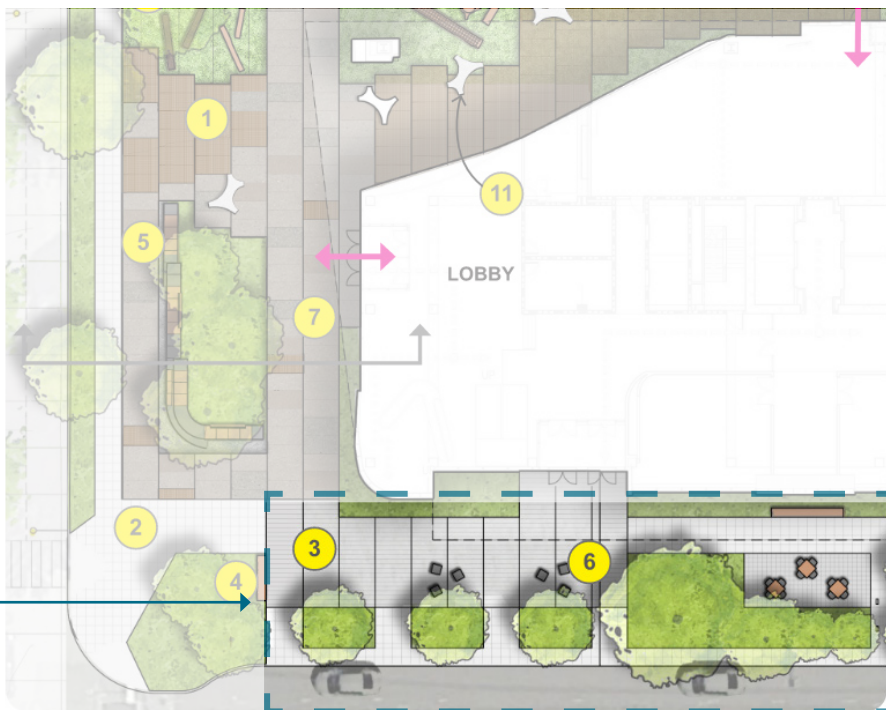
- Thomas Green Street Funding
- Sidewalk Improvements - 6th Ave N.
- Canopies
- Tree Canopy Cover
- **Pedestrian Amenities**  
Taylor Ave N.  
6th Ave N.



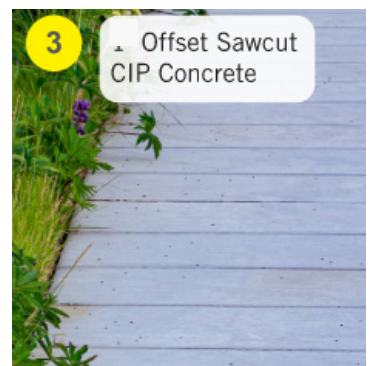


#### Legend

1. Steel Grating Paving
2. CIP Concrete /
3. CIP Concrete /
4. Wood Slat and Concrete Seat Wall
5. Modular Precast Concrete & Wood Seat Wall
6. Decorative Streetscape Furniture
7. CIP Concrete, Mottled Sandblast /
8. Moveable Cafe Seating
9. Concrete Pedestal-Set Pavers
10. Sculptural Nurse Log
11. Precast Concrete Benches
12. Bioretention Planters



+ The project team looked to increase public activity at the corners of the site by enhancing the ROW amenities. Parklets are introduced near the building entries to create spaces usable by both the public and building patrons. **Equipped with 7-10 benches and 3 tables**, the public can utilize these pedestrian-scaled parklets as spaces of respite. BMR accepts the long term maintenance for the proposed street furniture.



## pedestrian amenities - Taylor Ave N (phase 1)

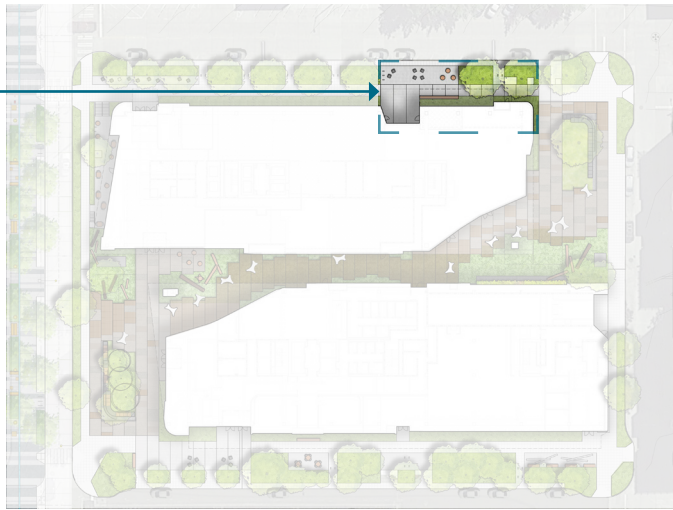


06

public benefits

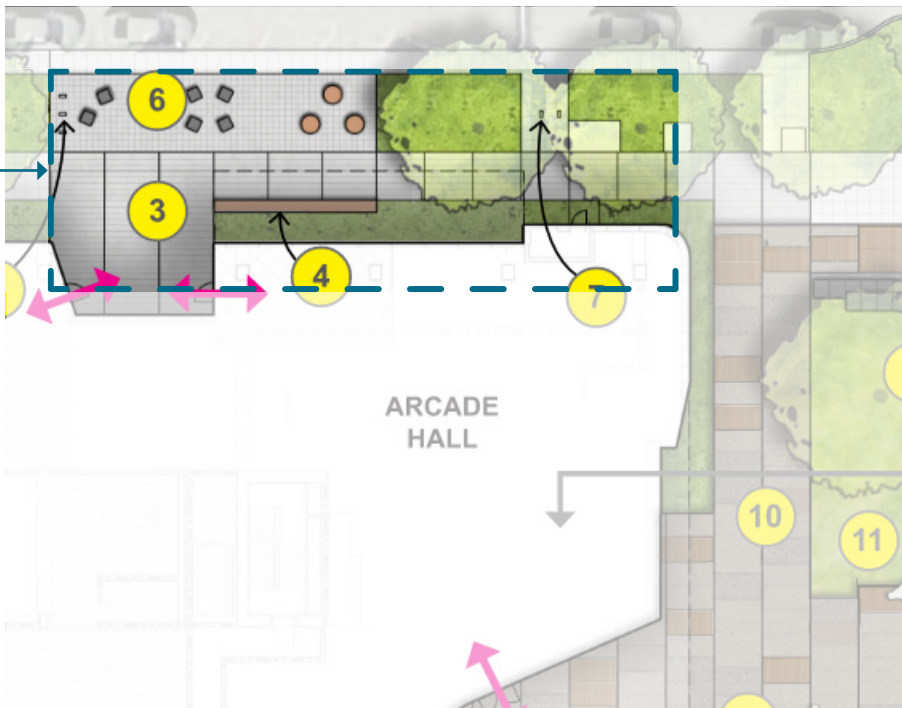
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Taylor Ave N.  
6th Ave N.





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parklet seating and gathering spaces

6th Ave N will also see a parklet introduced near the building entry. **This space will come with 7-10 benches**, allowing any public user to utilize the space.





#	PUBLIC BENEFIT COMPONENT	DESCRIPTION OF DESIGN	CITY REQ'D	DESIGN BENEFITS	ESTIMATED QUANTITY	EST. VALUE (\$)
1	OFF-SITE IMPROVEMENTS	<ul style="list-style-type: none"> <li>• Providing \$2.4M to SDOT for the Thomas Street Green Street improvements at Taylor Ave N. to 5th Ave.</li> <li>• <u>SDOT</u> to implement the work.</li> </ul>	N	• This funding would contribute to completion of the 'Thomas Street Redefined' plan. The project already enhances the Thomas Green Street with a large plaza north of the T6 site, but this funding would be allocated to Thomas Street Green Street extents from Taylor Ave N. to 5th Ave, providing a complementary space for the public.	N/A	\$2,400,000
2	SIDEWALK IMPROVEMENTS	<ul style="list-style-type: none"> <li>• Expanded sidewalk width at 6th Ave N. to allow for increased planting area and pedestrian zone. Proposed sidewalk configuration includes a 4' landscape buffer, a 13' planting/amenity zone, and a 4' walk-off strip.</li> <li>• <u>BMR</u> will carry out the work in coordination with SDOT.</li> </ul>	N	• Along 6th Ave N., the sidewalk is being expanded beyond minimum requirements to incorporate a curb bulb at John, more planting space, varied planting types, and textured site materials to improve the pedestrian experience.	2,545 SF planting bed 2,197 SF Paving (CIP Concrete)	\$300,000
3	CANOPIES	<ul style="list-style-type: none"> <li>• While not required by Seattle Municipal Code, overhead canopies at Taylor Ave N. and 6th Ave N. are provided to enhance the pedestrian experience</li> <li>• <u>BMR</u> will construct and maintain the canopies.</li> </ul>	N	<ul style="list-style-type: none"> <li>• Increased weather protection at Taylor Ave N and 6th Ave N.</li> <li>• Enhanced placemaking and pedestrian experience through sense of scale. Canopies will assist with wayfinding as they signify primary building entries.</li> </ul>	3,425 SF 2,575 SF (west) 850 SF (east)	\$1,935,000
4	TREE CANOPY COVER	<ul style="list-style-type: none"> <li>• Increased Tree Canopies along Taylor Ave N.</li> <li>• Trees will range in 2-3" caliper/12-15' tall.</li> <li>• <u>BMR</u> will implement the enhancements and coordinate with SDOT.</li> </ul>	N	• The project provides 7-10 additional trees beyond what is required (10 trees at 30' spacing) at Taylor Ave N. This doubles the minimum and will include 25% coniferous trees, providing an estimated 37% coverage.	7-10 Trees	\$159,000
5	PEDESTRIAN AMENITIES	<ul style="list-style-type: none"> <li>• Enhanced landscaping/parklets</li> <li>• <u>BMR</u> will implement the improvements and maintain street furniture.</li> </ul>	N	• Taylor Ave N will have enhanced landscaping in the public realm including benches and tables in the parklets. These spaces will be open to the public to use, providing a welcoming space along the ROW.	7-10 Benches 3 tables	
6	PEDESTRIAN AMENITIES	<ul style="list-style-type: none"> <li>• Enhanced landscaping/parklets</li> <li>• <u>BMR</u> will implement the improvements and maintain street furniture.</li> </ul>	N	• 6th Ave N will have enhanced landscaping in the public realm including benches in the parklets. With 6th Ave N being a long ROW, the parklet can be used to break up the length of the street and provide a space to be used by the public.	7-10 Benches	
TOTAL PUBLIC BENEFIT VALUE (\$)						\$ 4,794,000



# Public Benefit Funding Details

BMR would make a \$2.4 million payment to SDOT for the unfunded section of the Thomas Street green street plan between 5th Avenue N. and Taylor Avenue N. BMR would have no other obligations with respect to this improvement project.

Instead of waiting until completion of project development to make this payment (perhaps 5 years from now), BMR would make the \$2.4M payment in full 90 days after the end of the appeal period on the T6 project MUP decision, with no appeals having been filed.

The payment would be contingent upon Design Commission recommendation of approval of the alley vacation petition with the current public benefit package (including this funding item) and City Council conditional approval of the alley vacation with the current public benefit package.

In consideration of the accelerated payment of this public benefit, the alley vacation conditional approval would include:

1. Approval of a phasing plan.
2. Approval of a 7-year initial term of the alley vacation conditional approval.
3. Allowance for the vacation to be finalized by ordinance upon completion of Phase 1 development.
4. Post-approval modifications to the T6 Project and the on-site public benefit features that are consistent with the intent of the public benefit package may be approved through the normal entitlement process, with the concurrence of the the Seattle Design Commission, but without the need for City Council approval.







thank you.



07

appendix



## T6: 4 Culture Briefing Notes

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### Design / Public Benefit Comments

- **Public Art.** Noted that the location is surrounding by the Seattle Center environment, and encouraged exploring public art activations, engagement and what's possible in the space during a multitude of times beyond business hours—such as on evenings or weekends—and inquired about possible engagement with Seattle Center as a direct neighbor.
- **Safe Access.** Expressed concern about safe access for bicyclists coming into the corridor given that pedestrians will share them as well and noted that being able to leave bikes here while at work or while using the space adds a public benefit which is a huge part of the space.
- **Lighting.** Noted that lighting is going to be key with a canyon-like feel given that large portions of the year in the Pacific Northwest do not have great weather.
- **Race & Social Equity.** Commented that it's important to think about aspects of race and social equity and how that plays into this space that is intended to be for all, especially any time historic elements are displaced, and encouraged that the project team think about that in context to this environment.
- **Arches.** Inquired about how the design team is thinking about the arches given that there are a lot folks facing housing insecurity.
- **Outdoors for All.** Commented that they love the focus on the biking aspect for tenants and people coming through, and suggested connecting with the Outdoors for All foundation to think about what type of public benefit could be added for folks who are differently abled.
- **Indigenous Land.** Commented that everything we do is on indigenous ground, and asked how that will be honored or presented in the design, and encouraged something interpretive or overt that doesn't require explanation.
- **Design.** Noted that they appreciate the intentionality of the design.

### Non-Design-Related Comments

- **Activation.** Inquired about passive versus active activation of the space and how the buildings would be used beyond business hours, since it is providing something that is considered a green street.



Sketch Vignette

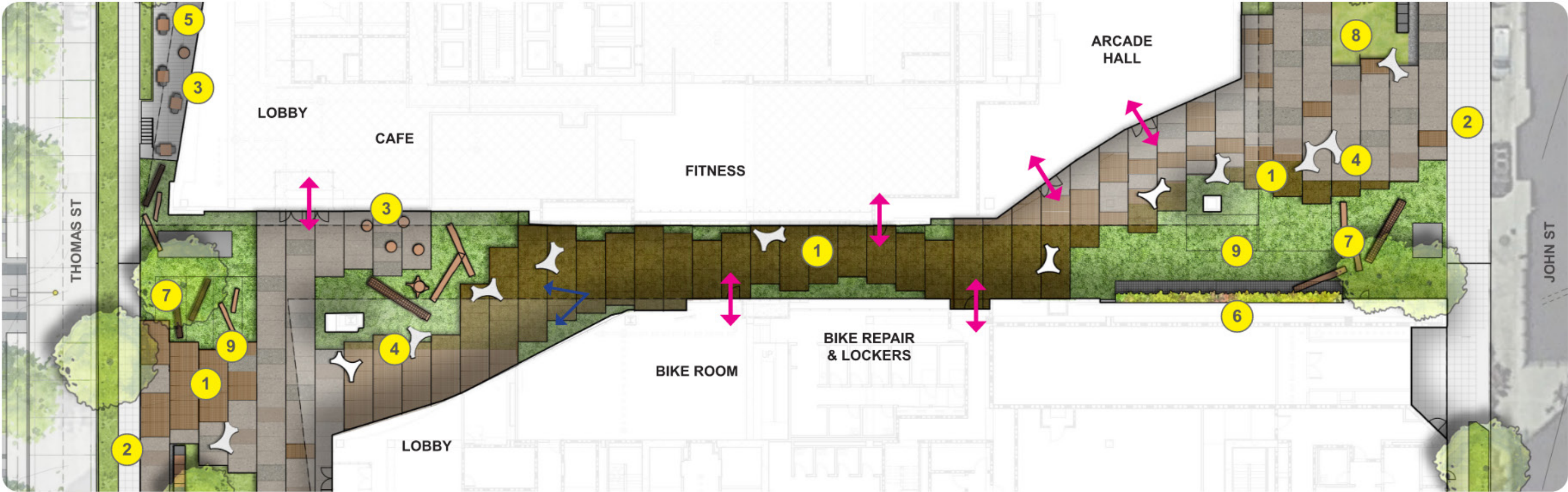


Materiality



Legend

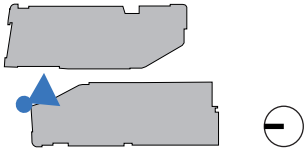
- |                                 |                            |
|---------------------------------|----------------------------|
| 1. Steel Grating Paving         | 7. Nurse Log               |
| 2. CIP Concrete, Jointing       | 8. Lawn                    |
| 3. Moveable Cafe Seating        | 9. Bioretention Planters   |
| 4. Precast Concrete Benches     | 10. CIP Concrete, Jointing |
| 5. Concrete Pedestal-Set Pavers |                            |
| 6. Feature Wall                 |                            |





FEATURES

- 1 West building public lobby
- 2 Bicycle room
- 3 Fitness center
- 4 Superimposed arch motif (PL1-2)
- 5 Pedestrian lighting (PL2-B)
- 6 Outdoor cafe seating (DC2-5.g)
- 7 Nurse log installation
- 8 Penny tile finished arches

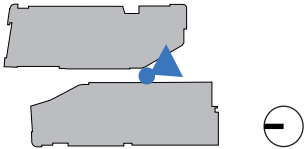


View from the north plaza archway, entering the Pedestrian Connector



FEATURES

- 1 Arcade Social Lounge (PL1-C, PL1-2)
- 2 Native landscaping
- 3 Concrete bench seating (PL1-3)
- 4 Ground plane continuity (PL2-A, PL2-D)
- 5 Pedestrian lighting (PL2-B)
- 6 Feature wall (DC2-B)



View looking into the Arcade Lounge from the Pedestrian Connector